

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



BOARD MEMBERS

DAVID ALVAREZ
LAURIE BERMAN*
C. APRIL BOLING
GREG COX
JIM DESMOND
COL. JOHN FARNAM*
ROBERT H. GLEASON
LLOYD B. HUBBS
ERAINA ORTEGA*
PAUL ROBINSON
MARY SESSOM
TOM SMISEK

* EX OFFICIO BOARD MEMBERS

PRESIDENT/CEO
THELLA F. BOWENS

REVISED 1/12/15

BOARD

AGENDA

Thursday, January 15, 2015
9:00 A.M.

San Diego International Airport
Commuter Terminal – Third Floor
Board Room
3225 N. Harbor Drive
San Diego, California 92101

***Live webcasts of Authority Board meetings can be accessed at
<http://www.san.org/Airport-Authority/Meetings-Agendas?EntryId=1954>***

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 Corporate & Information Governance 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 Corporate & Information Governance/Authority Clerk Department.

PLEASE COMPLETE A "REQUEST TO SPEAK" FORM PRIOR TO THE COMMENCEMENT OF THE MEETING AND SUBMIT IT TO THE AUTHORITY CLERK. ***PLEASE REVIEW THE POLICY FOR PUBLIC PARTICIPATION IN BOARD AND BOARD COMMITTEE MEETINGS (PUBLIC COMMENT) LOCATED AT THE END OF THE AGENDA.***

The Authority has identified a local company to provide oral interpreter and translation services for public meetings. If you require oral interpreter or translation services, please telephone the Corporate & Information Governance/Authority Clerk Department with your request at (619) 400-2400 at least three (3) working days prior to the meeting.

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

ROLL CALL:

PRESENTATION:

A. NORTHSIDE CARGO DEVELOPMENT PROJECT UPDATE:

Presented by Eric Podnieks, Real Estate Manager, Business and Financial Management

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

STANDING BOARD COMMITTEES

• **AUDIT COMMITTEE:**

Committee Members: Gleason, Hollingworth, Hubbs, Sessom, Smisek (Chair), Tartre, Van Sambeek

• **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:**

Committee Members: Alvarez, Gleason, Hubbs (Chair), Robinson

• **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:**

Committee Members: Cox, Desmond (Chair), Hubbs, Sessom, Smisek

• **FINANCE COMMITTEE:**

Committee Members: Alvarez, Cox (Chair), Hubbs, Robinson, Sessom

ADVISORY COMMITTEES

• **AUTHORITY ADVISORY COMMITTEE:**

Liaison: Robinson, Smisek

• **ART ADVISORY COMMITTEE:**

Committee Member: Gleason

LIAISONS

- **AIRPORT LAND USE COMPATIBILITY PLAN FOR SAN DIEGO INTERNATIONAL AIRPORT:**
Liaison: Robinson
- **CALTRANS:**
Liaison: Berman
- **INTER-GOVERNMENTAL AFFAIRS:**
Liaison: Cox
- **MILITARY AFFAIRS:**
Liaison: Farnam
- **PORT:**
Liaisons: Cox, Gleason (Primary), Robinson

BOARD REPRESENTATIVES (EXTERNAL)

- **SANDAG TRANSPORTATION COMMITTEE:**
Representatives: Hubbs, Smisek (Primary)
- **WORLD TRADE CENTER:**
Representatives: Alvarez, Gleason (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 1-15):

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:

The Board is requested to approve minutes of prior Board meetings.

RECOMMENDATION: Approve the minutes of the December 4, 2014, regular 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:

The Board is requested to accept the reports.

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

(Corporate & Information Governance: Tony Russell, Director/Authority Clerk)

3. AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM NOVEMBER 10, 2014 THROUGH DECEMBER 7, 2014 AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM NOVEMBER 10, 2014 THROUGH DECEMBER 7, 2014:

The Board is requested to receive the report.

RECOMMENDATION: Receive the report.

(Procurement: Jana Vargas, Director)

4. JANUARY 2015 LEGISLATIVE REPORT:

The Board is requested to approve the report.

RECOMMENDATION: Adopt Resolution No. 2015-0001, approving the January 2015 Legislative Report.

(Inter-Governmental Relations: Michael Kulis, Director)

5. AMEND POLICY 5.13, LOCAL BUSINESS OPPORTUNITIES, TO INCREASE THE PERCENTAGE OF LOCAL WORKFORCE BASED IN THE LOCAL OFFICE:

The Board is requested to amend the policy.

RECOMMENDATION: Adopt Resolution No. 2015-0002, amending Policy 5.13, Local Business Opportunities, to increase the local workforce percentage based in the local office from twenty-five percent (25%) to a level exceeding fifty percent (50%).

(Procurement: Jana Vargas, Director)

CLAIMS

6. REJECT THE CLAIM OF JOANN AUSTIN:

The Board is requested to reject the claim.

RECOMMENDATION: Adopt Resolution No. 2015-0003, rejecting the claim of JoAnn Austin.

(Legal: Breton Lobner, General Counsel)

7. REJECT THE CLAIM OF ELLEN FRANGER:

The Board is requested to reject the claim.

RECOMMENDATION: Adopt Resolution No. 2015-0004, rejecting the claim of Ellen Franger.

(Legal: Breton Lobner, General Counsel)

COMMITTEE RECOMMENDATIONS

8. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH U.S. BANK NATIONAL ASSOCIATION FOR DEPOSITORY BANKING SERVICES AND MERCHANT CREDIT CARD SERVICES:

The Board is requested approve an agreement.

RECOMMENDATION: The Finance Committee recommends that the Board adopt Resolution No. 2015-0005, approving and authorizing the President/CEO to negotiate and execute an agreement with U.S. Bank National Association (U.S. Bank) for depository banking services and merchant credit card services for a term of three years with two one-year options to extend the term and a maximum amount payable not-to-exceed \$2,500,000.

(Financial Management: Michael Sears, Director)

CONTRACTS AND AGREEMENTS

9. AWARD A CONTRACT TO EC CONSTRUCTORS, INC. FOR TERMINAL CONCESSIONS DIRECTORIES AT SAN DIEGO INTERNATIONAL AIRPORT:

The Board is requested to award a contract.

RECOMMENDATION: Adopt Resolution No. 2015-0006, awarding a contract to EC Constructors, Inc., in the amount of \$598,315, for Project No. 104168A, Terminal Concessions Directories at San Diego International Airport.

(Facilities Development: Iraj Ghaemi, Director)

10. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A FIRST AMENDMENT TO THE STATE LEGISLATIVE CONSULTING SERVICES AGREEMENT WITH MANATT, PHELPS & PHILLIPS, LLP:

The Board is requested to approve an amendment to the agreement.

RECOMMENDATION: Adopt Resolution No. 2015-0007, approving and authorizing the President/CEO to execute a first amendment to the state legislative consulting services agreement with Manatt, Phelps & Phillips, LLP, extending the term of the agreement by nine months to expire October 31, 2015, and increasing the agreement amount by \$115,300, resulting in a revised total maximum amount payable of \$736,900.

(Inter-Governmental Relations: Michael Kulis, Director)

11. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE AN AGREEMENT WITH MCBEE STRATEGIC CONSULTING, LLC, FOR FEDERAL LEGISLATIVE CONSULTING SERVICES:

The Board is requested to approve an agreement.

RECOMMENDATION: Adopt Resolution No. 2015-0008, approving and authorizing the President/CEO to execute an agreement with McBee Strategic Consulting, LLC, for Federal Legislative Consulting Services in an amount not-to-exceed \$887,000, for a term of three-years, with two one-year extensions, exercisable at the exclusive option of the President/CEO.

(Inter-Governmental Relations: Michael Kulis, Director)

12. AWARD A CONTRACT TO S&L SPECIALTY CONTRACTING, INC., FOR QUIETER HOME PROGRAM PHASE 8, GROUP 4, PROJECT NO. 380804 (24 HISTORIC AND NON-HISTORIC SINGLE AND MULTI-FAMILY UNITS ON 6 RESIDENTIAL PROPERTIES LOCATED EAST AND WEST OF THE AIRPORT):

The Board is requested to award a contract.

RECOMMENDATION: Adopt Resolution No. 2015-0009, awarding a contract to S&L Specialty Contracting, Inc., in the amount of \$764,050, for Phase 8, Group 4, Project No. 380804, of the San Diego County Regional Airport Authority's ("Authority's") Quieter Home Program.

(Airport Planning: Keith Wilschetz, Director)

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

13. AWARD A CONTRACT TO ORION CONSTRUCTION CORPORATION TO CONSTRUCT THE NORTH SIDE UTILITY STORM DRAIN TRUNK AT SAN DIEGO INTERNATIONAL AIRPORT:

The Board is requested to award a contract.

RECOMMENDATION: Adopt Resolution No. 2015-0010, awarding a contract to Orion Construction Corporation in the amount of \$10,396,680, for Project No. 104118E, North Side Utility Storm Drain Trunk at San Diego International Airport.

(Facilities Development: Iraj Ghaemi, Director)

14. APPROVE AND AUTHORIZE AN INCREASE IN THE PRESIDENT/CEO'S CHANGE ORDER AUTHORITY FOR CONSTRUCT ELECTRICAL DISTRIBUTION SYSTEM (12KV) PROJECT AT SAN DIEGO INTERNATIONAL AIRPORT:

The Board is requested to approve an increase in the Change Order.

RECOMMENDATION: Adopt Resolution No. 2015-0011, approving and authorizing an increase in the President/CEO's change order authority from \$650,280 to an amount not to exceed \$1,807,300, for Project No. 104136, Construct Electrical Distribution System (12kV) at San Diego International Airport.

(Facilities Development: Iraj Ghaemi, Director)

15. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE A FIRST AMENDMENT TO THE SOLAR POWER PURCHASE AGREEMENT WITH LINDBERG FIELD SOLAR 1, LLC:

The Board is requested to approve an amendment to the agreement.

RECOMMENDATION: Adopt Resolution No. 2015-0012, approving and authorizing the President/CEO to negotiate and execute a First Amendment to the Solar Power Purchase Agreement with Lindberg Field Solar 1, LLC, to implement a solar photovoltaic generating system at Terminal 2 West, San Diego International Airport.

(Airport Design and Construction: Bob Bolton, Director)

PUBLIC HEARINGS:

OLD BUSINESS:

NEW BUSINESS:

16. AIRPORT DEVELOPMENT PLAN CONCEPTS EVALUATION:

The Board is requested to receive the information.

RECOMMENDATION: Receive the information.

(Airport Planning: Keith Wilschetz, Director)

17. ADOPT POLICY 5.15 EQUAL BENEFITS FOR SPOUSES AND DOMESTIC PARTNERS:

The Board is requested to adopt the policy.

RECOMMENDATION: Adopt Resolution No. 2015-0013, approving the adoption of Policy 5.15 "Equal Benefits for Spouses and Domestic Partners", to ensure that contractors and lessees provide equal benefits between employees with spouses and employees with domestic partners, and between dependents and family members of spouses and dependents and family members of domestic partners.

(Procurement: Jana Vargas, Director)

CLOSED SESSION:

18. CONFERENCE WITH REAL PROPERTY NEGOTIATORS:

(Real property negotiations pursuant to Cal. Gov. Code § 54954.5(b) and § 54956.8.)
Property: Salt Plant – 17 acre parcel located at 1470 Bay Boulevard, San Diego.
Agency Negotiators: Scott Brickner, Finance & Asset Management, Vice President/Treasurer.
Negotiating Parties: San Diego Gas & Electric, United States Fish and Wildlife Service, GGTW, LLC (current tenant) and/or other interested parties.
Under Negotiation: Sale – terms and conditions.

19. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:

(Cal. Gov. Code § 54956.9(a) and (d)(1).)
Diego Concession Group, Inc. v. San Diego County Regional Airport Authority,
San Diego Superior Court Case No. 37-2012-00088083-CU-BT-CTL

20. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:

(Cal. Gov. Code § 54956.9(a) and (d)(1).)
Dryden Oaks, LLC v. San Diego County Regional Airport Authority, et al.,
San Diego Superior Court, North County, Case No. 37-2014-00004077-CU-EI-NC

21. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:

(Cal. Gov. Code § 54956.9(a) and (d)(1).)
Donna Wilson; John Wilson v. San Diego Port Authority; San Diego International Airport; San Diego County Regional Airport Authority
San Diego Superior Court Case No. 37-2014-00015326-CU-PO-CTL (Meyer)

22. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:

(Cal. Gov. Code §54956.9(a) and (d)(1).)
Jennifer Cain v. San Diego County Regional Airport Authority, et al
San Diego Superior Court Case No. 37-2014-00030402-CU-PO-CTL

23. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:

(Cal. Gov. Code §54956.9(a) and (d)(1).)
Joan M. Ward v. San Diego County Regional Airport Authority, et al
San Diego Superior Court Case No. 37-2014-00022181-CU-WT-CTL

24. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:

(Cal. Gov. Code § 54956.9(a) and (d)(1).)
Alice Boehm v. San Diego County Regional Airport Authority, et al,
San Diego Superior Court Case No. 37-2014-00022124-CU-PO-CTL

25. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION AND EXISTING LITIGATION:

(Significant exposure to litigation pursuant to Cal. Gov. Code §§ 54956.9(a) and 54956.9(b).)

Jay A. Bass, et al/v. San Diego City Employees' Retirement System, et al.,
San Diego Superior Court Case No. 37-2013-00077566-CU-OE-CTL

26. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:

(Significant exposure to litigation pursuant to Cal. Gov. Code §§ 54956.9 (b) and 54954.5.)

Re: Investigative Order No. R9-2012-0009 by the California Regional Water Quality Control Board regarding submission of technical reports pertaining to an investigation of bay sediments at the Downtown Anchorage Area in San Diego.
Number of potential cases: 1

27. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:

(Initiation of litigation pursuant to Cal. Government Code § 54956.9(d).)

Number of cases: 2

REPORT ON CLOSED SESSION:

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.

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 **complete a "Request to Speak" form 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 complete a form 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 limited to eighteen (18) minutes and 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. A second Public Comment period is reserved for general public comment later in the meeting for those who could not be heard during the first Public Comment period.
- 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. Public comment on specific items is limited to twenty (20) minutes – ten (10) minutes for those in favor and ten (10) minutes for those in opposition of an item. Each individual speaker will be allowed three (3) minutes, and applicants and groups will be allowed five (5) minutes.
- 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 Commuter Terminal. Bring your ticket to the third floor receptionist for validation.

You may also reach the Commuter Terminal 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.

UPCOMING MEETING SCHEDULE

<i>Date</i>	<i>Day</i>	<i>Time</i>	<i>Meeting Type</i>	<i>Location</i>
February 19	Thursday	9:00 a.m.	Regular	Board Room
March 19	Thursday	9:00 a.m.	Regular	Board Room



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

Northside Cargo Development Project Update

Eric Podnieks, AAE, IAP
Real Estate Manager

January 15, 2015

AGENDA

- I. Background
- II. Financing Considerations
- III. Next Steps
- IV. Questions

AGENDA

- I. **Background**
- II. Financing Considerations
- III. Next Steps
- IV. Questions

Northside Development Master Plan - EIR adopted May 2008



Source: Ricardo & Associates Inc., August 2011
Prepared by: CDM, August 2011

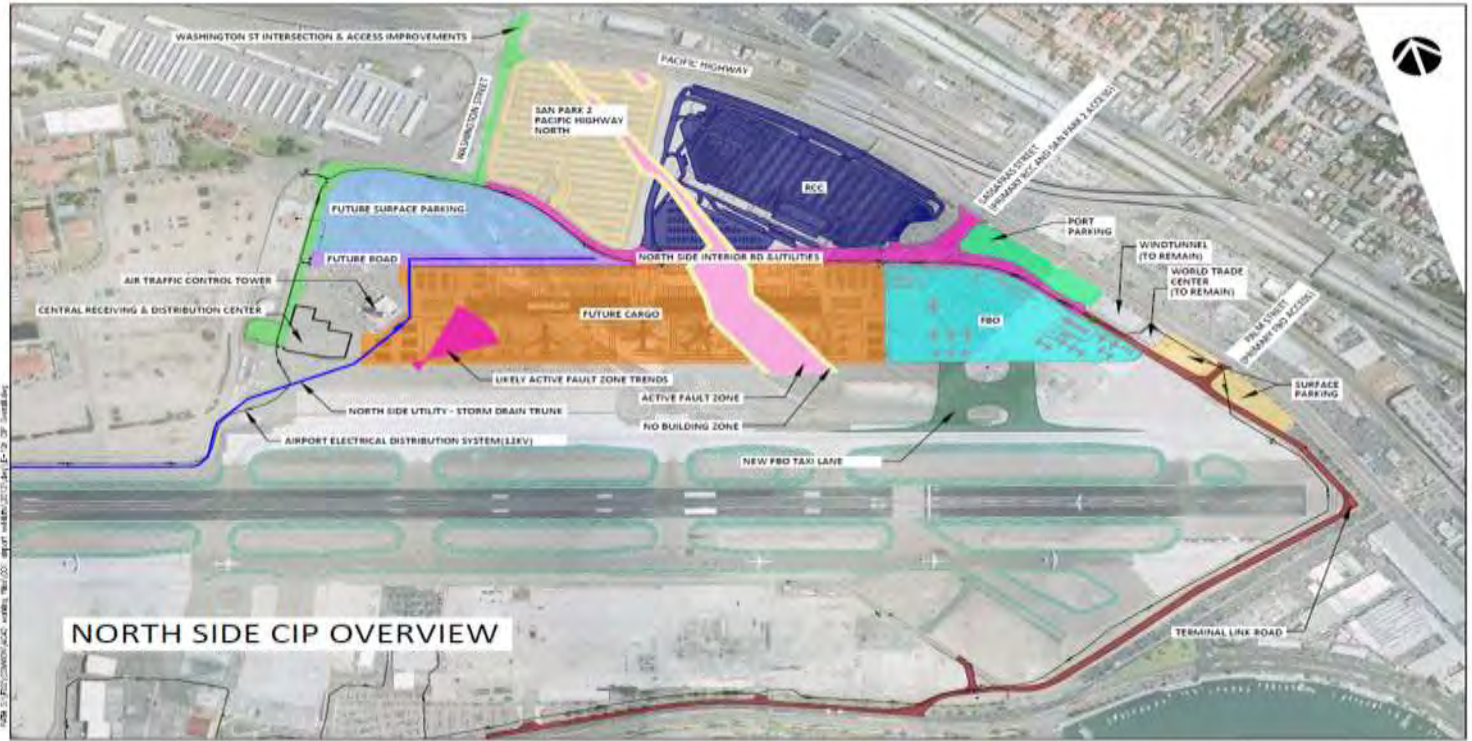
Why Move Forward With Cargo Development Program

1. Existing Facilities Nearing End of Useful Life
 - a. Pavement Condition
 - b. Requires landside trucks to access airfield
 - c. Temporary structures and utilities

2. Efficient land use as contemplated by Master Plan
 - a. EIR for master plan nearing expiration
 - b. Program had been previously delayed per the request from the Cargo carriers during economic recession

3. Facilities more representative of the significant capital investment on the Northside property

Northside Development - 4th Qtr. 2014



SAN Ranking for Cargo - North America

Rank	City	State/Province	Name	ID	2013 Metric Tonnes of Cargo	2012 Metric Tonnes of Cargo	% Increase/decline
27	Portland OR	OR	Portland International Airport	PDX	199,401	199,129	0.1%
28	Minneapolis MN	MN	Minneapolis/St Paul International Airport	MSP	197,384	198,685	-0.7%
29	Winnipeg MB	MB	Winnipeg James Armstrong Richardson International Airport	YWG	173,406	174,924	-0.9%
30	Orlando FL	FL	Orlando International Airport	MCO	170,676	172,952	-1.3%
31	Salt Lake City UT	UT	Salt Lake City International Airport	SLC	166,279	167,312	-0.6%
32	San Diego CA	CA	San Diego International Airport	SAN	148,541	141,233	5.2%
33	Hartford CT	CT	Bradley International Airport	BDL	119,618	124,557	-4.0%
34	Baltimore MD	MD	Baltimore/Washington International Thurgood Marshall Airport	BWI	108,978	111,731	-2.5%
35	Charlotte NC	NC	Charlotte Douglas International Airport	CLT	105,963	105,636	0.3%
36	San Antonio TX	TX	San Antonio International Airport	SAT	105,114	117,178	-10.3%
37	Kansas City MO	MO	Kansas City International Airport	MCI	99,354	87,683	13.3%

Portland International Airport



Minneapolis-St. Paul International Airport

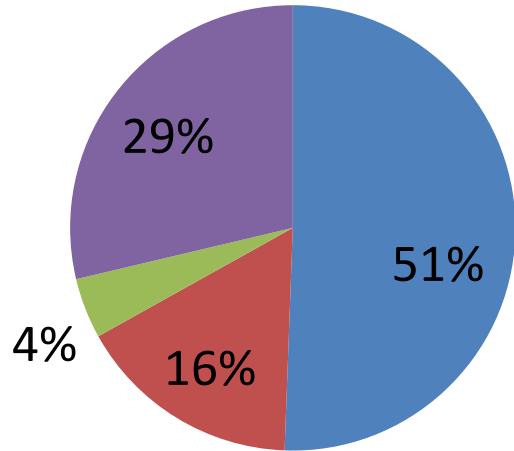


San Diego International Airport

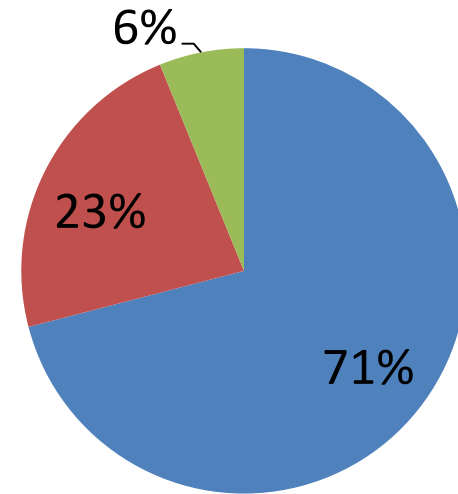


Air Cargo Market Share San Diego International Airport

All Airport Operators



Cargo Carriers Only



- FedEx
- UPS
- DHL
- Passenger Carriers

Measured by weight of cargo transported

Estimated Capital Cost

Cargo Buildings and Landside Improvements \$ 96 Million

Aircraft Ramp and Taxiway \$ 77 Million

\$ 173 Million

Cost estimate presumes complete build-out of entire area in one phase

Large Capital Commitment -- Not in Current Plan of Finance

AGENDA

I. Background

II. Financing Considerations

III. Next Steps

IV. Questions

	Advantages	Disadvantages
Option 1: GARF Financing of an Authority owned and developed facility	<ul style="list-style-type: none"> • Low borrowing cost • Authority retains potential financial upside • Authority can limit length of lease term to provide future flexibility 	<ul style="list-style-type: none"> • Impact on coverage and capacity • Financial risks • Cargo Facilities can be a specialized operation that may require facilities to match a specific entity's operational model
Option 2: Special Facility Financing - Tenant/Developer	<ul style="list-style-type: none"> • Access to tax-exempt financing • Off-balance sheet • Development expertise 	<ul style="list-style-type: none"> • Market uncertainties • Less Authority control • Potentially, less financial upside
Option 3: Tenant Financing	<ul style="list-style-type: none"> • No additional debt or off-balance sheet financing • Development expertise • No direct financial risk 	<ul style="list-style-type: none"> • Less Authority control • Limited financial upside
Option 4: Public-Private Partnership	<ul style="list-style-type: none"> • Off-balance sheet • Allows for risk sharing • Development expertise 	<ul style="list-style-type: none"> • Less Authority control • Market uncertainties • Limited equity available for investment

- Increasing Costs to Cargo Operators
 - Moving from Temporary to Permanent
- Potential Impact to Authority Debt Capacity and Cost per Enplanement (e.g. Taxiway)
- Phasing of Construction
- Earthquake Fault Lines

AGENDA

- I. Background
- II. Financing Considerations
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Cargo Carrier Interaction

Discussions with Cargo Carriers Advancing

Cargo Carriers refreshed facility specific needs due February 2015

Third Party Developer option for the financing and construction requires additional data

Cargo Carriers prefer Authority direct funding as they perceive it to be the least costly alternative

Project Feasibility and Assessment Project

1. Issue RFQ and shortlist to 3-5 of the most qualified firms
Incorporate developer Q & A
2. Evaluate Alternatives and return to Board

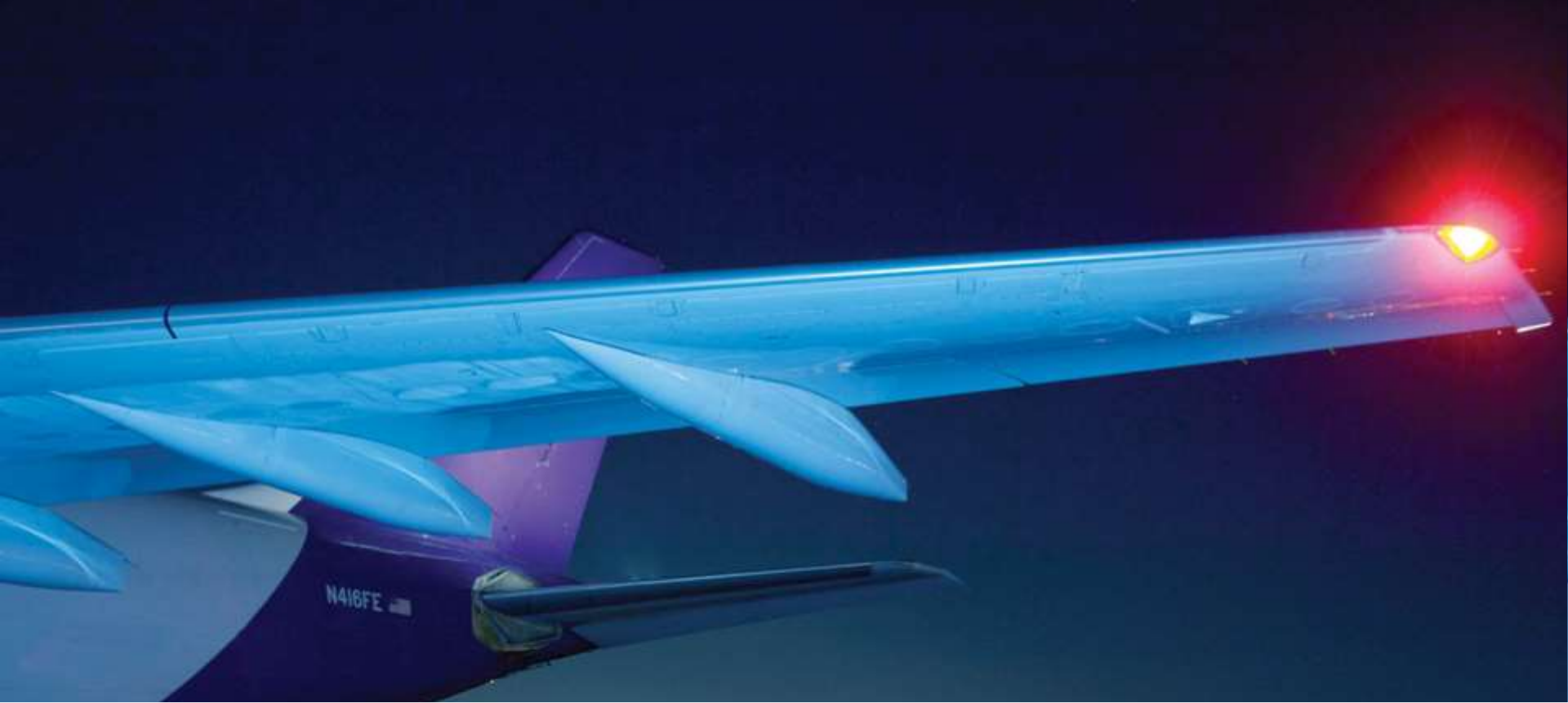
Schedule Target Dates

1st - 4th Quarter 2015

- Develop RFQ
- Conduct RFQ Process
- Board review of recommended development approach

Early 2018

- Opening Date



Questions ?

DRAFT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD
MINUTES
THURSDAY, DECEMBER 4, 2014
SAN DIEGO INTERNATIONAL AIRPORT
BOARD ROOM

CALL TO ORDER: Chair Gleason called the regular meeting of the San Diego County Regional Airport Authority Board to order at 9:03 a.m. on Thursday, December 4, 2014, in the Board Room at the San Diego International Airport, Commuter Terminal, 3225 North Harbor Drive, San Diego, CA 92101.

PLEDGE OF ALLEGIANCE: Board Member Desmond led the Pledge of Allegiance.

ROLL CALL:

PRESENT: Board Members: Berman (Ex Officio), Boling, Cox, Desmond, Farnam (Ex Officio), Gleason, Hubbs, Robinson, Sessom, Smisek

ABSENT: Board Members: Alvarez, Ortega (Ex Officio)

ALSO PRESENT: Thella F. Bowens, President/CEO; Breton K. Lobner, General Counsel; Lorraine Bennett, Assistant Authority Clerk II; Linda Gehlken, Assistant Authority Clerk I

The Board recessed at 9:04 a.m. and reconvened at 9:13 a.m.

PRESENTATIONS:

- A. PRESENTATION OF THE CERTIFICATE OF ACHIEVEMENT FOR EXCELLENCE IN FINANCIAL REPORTING FOR THE FISCAL YEAR ENDED JUNE 30, 2013:**
Lisa Marie Harris, Director of Finance, San Diego County Water Authority, presented the Certificate of Achievement for Excellence in Financial Reporting to Scott Brickner, Vice President, Finance and Asset Management/Treasurer.

- B. PRESENTATION FROM BKD, LLP, EXTERNAL AUDITOR, REGARDING EXTERNAL AUDITOR'S FISCAL YEAR ENDED JUNE 30, 2014, REPORTS:**
Joseph Vande Bosche, CPA, BKD CPA's & Advisors, provided a presentation on the external auditor's Fiscal Year Ended June 30, 2014 reports which included 2014 Highlights, Assets and Deferred Outflows Composition as of June 30, 2014, Asset and Deferred Outflows Composition Trends, Liability Composition as of June 30, 2014, Liability Composition Trends, Total Revenues and Capital Contributions Composition for the Year Ended June 30, 2014, Total Revenues and Capital Contributions Trends, Expense Composition for the Year Ended June 30, 2014, Expense Trends, and Other Relevant Trends.

In response to Board Member Boling regarding whether the cost per enplaned passenger includes depreciation, Scott Brickner, Vice President, Finance and Asset Management/Treasurer, stated it did not. Board Member Boling requested that staff provide a report on the total Operating Expenses Per Enplaned Passenger compared to other airports.

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

STANDING BOARD COMMITTEES

- **AUDIT COMMITTEE:**
Board Member Smisek noted that Items 6, 7 and 8 are on the agenda for Board approval.
- **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:**
Board Member Hubbs announced that the next Committee Meeting is scheduled on January 22, 2015.
- **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:**
Board Member Desmond announced that the next Committee Meeting is scheduled on January 21, 2015.
- **FINANCE COMMITTEE:** None

ADVISORY COMMITTEES

- **AUTHORITY ADVISORY COMMITTEE:** None
- **ART ADVISORY COMMITTEE:**
Chair Gleason reported that on November 14, 2014, a public meeting was held to receive community input regarding future mural displays for the Commuter Terminal wall. He reported that a teen workshop was held on November 15, 2014 at the Authority to create a mural. He also reported that some of the temporary exhibits that will be coming to the airport, will showcase Balboa Park's centennial and the City of San Diego, with installations anticipated to be completed by February, 2015.

LIAISONS

- **AIRPORT LAND USE COMPATIBILITY PLAN FOR SAN DIEGO INTERNATIONAL AIRPORT:** None.
- **CALTRANS:** None.

- **INTER-GOVERNMENTAL AFFAIRS:**
Board Member Cox reported that on November 20th, San Diego Mayor Kevin Faulconer and his staff visited the airport's USO facility. He also reported that on December 2nd, Authority staff briefed City of Vista Deputy Mayor, John Aguilera, on the Airport Development Plan.
- **MILITARY AFFAIRS:** None.
- **PORT:**
Chair Gleason reported that the Port Working Group will meet on December 8, 2014, to discuss planning issues and parking needs.

BOARD REPRESENTATIVES (EXTERNAL)

- **SANDAG TRANSPORTATION COMMITTEE:**
Board Member Smisek reported that the Committee met on November 14, 2014 to receive the yearly update on the Transnet Plan, and included the third phase of the Smart Growth Incentive Program and Active Transportation Growth Program.
- **WORLD TRADE CENTER:** None.

CHAIR'S REPORT:

Chair Gleason noted that the Authority received a letter of appreciation from Elaine Boland, widow of late Board Member, Bruce R. Boland. He also reported that Board Member Desmond was appointed to a new term on the Board, and that Mayor Jim Janney, City of Imperial Beach, was appointed to the Board, representing the South Counties Cities.

PRESIDENT/CEO'S REPORT:

Thella F. Bowens, President/CEO, reported that leaks in some of the airport terminals and buildings resulting from the recent rains have been identified. She reported an increase in holiday travel during the Thanksgiving period to over 14,000 seats, in comparison to last year. She announced the opening of three new concessions at the Airport, Jack-in-the-Box, Pacifica Breeze, and Elegant Desserts. She announced new service by SeaPort Airlines and Alaska Airlines. She also reported that the Economy Parking Lot was full during the Thanksgiving holiday period and that the parking coupon promotion for the lot will continue through January, 2015.

NON-AGENDA PUBLIC COMMENT:

MICHELLE GUTIERREZ, SAN DIEGO, representing Unite Here, Local 30, expressed concern with the lack of access to quality health insurance by airport concession employees.

MICHAEL FERRAR, SAN DIEGO, provided a handout to the Board dated November 25, 2014 regarding his concerns about costs associated with Ground Transportation permit fees and related issues and its impacts to his business.

Chair Gleason referred the matter to staff.

SUHAIL KHALIL, SAN DIEGO, representing Point Loma People for Progress, expressed concerns regarding missed approaches and early turns, and requested the opportunity to sit as a member of the Airport Noise Advisory Committee.

Chair Gleason requested that staff provide a briefing to the Board about the Committee composition.

CONSENT AGENDA (Items 1-11):

ACTION: Moved by Board Member Smisek and seconded by Board Member Desmond to approve the Consent Agenda. Motion carried by the following vote: YES – Boling, Cox, Desmond, Gleason, Hubbs, Robinson, Sessom, Smisek; NO – None; ABSENT – Alvarez. (Weighted Vote Points: YES – 87; NO – 0; ABSENT 13).

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the minutes of the November 6, 2014, regular 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 OCTOBER 13, 2014, THROUGH NOVEMBER 9, 2014, AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM OCTOBER 13, 2014, THROUGH NOVEMBER 9, 2014:

RECOMMENDATION: Receive the report.

4. **AMEND POLICY 5.12, PREFERENCE TO SMALL BUSINESSES AND POLICY 5.14, SMALL BUSINESS, LOCAL BUSINESS AND SERVICE-DISABLED VETERAN OWNED SMALL BUSINESS GOAL AND PREFERENCE PROGRAM:**
RECOMMENDATION: Adopt Resolution No. 2014-0132, amending Policy 5.12, Preference to Small Businesses and Policy 5.14, Small Business, Local Business and Service-Disabled Veteran Owned Small Business Goal and Preference Program to increase the maximum allowable preference, to not exceed \$200,000 on any single bid.

5. **APPROVE ESTABLISHING THE DATE AND TIME OF BOARD AND ALUC MEETINGS FOR 2015, AS INDICATED ON THE PROPOSED 2015 MASTER CALENDAR OF BOARD AND COMMITTEE MEETINGS:**
RECOMMENDATION: Adopt Resolution No. 2014-0133, establishing the date and time of Board and ALUC meetings for 2015, as indicated on the proposed 2015 Master Calendar of Board and Committee Meetings.

CLAIMS

COMMITTEE RECOMMENDATIONS

6. **EXTERNAL AUDITOR'S FISCAL YEAR ENDED JUNE 30, 2014, REPORTS: A) AUDITED FINANCIAL STATEMENT, B) COMPLIANCE (SINGLE AUDIT) REPORT, C) PASSENGER FACILITY CHARGE COMPLIANCE REPORT, D) CUSTOMER FACILITY CHARGE COMPLIANCE REPORT, AND E) REPORT TO THE AUDIT COMMITTEE:**
RECOMMENDATION: The Audit Committee recommends that the Board accept the reports.

7. **REVIEW OF THE COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR) FOR THE FISCAL YEAR ENDED JUNE 30, 2014:**
RECOMMENDATION: The Audit Committee recommends that the Board accept the report.

8. **QUARTERLY AUDIT ACTIVITIES REPORT – FISCAL YEAR 2015 FIRST QUARTER, AND AUDIT RECOMMENDATIONS ISSUED BY THE OFFICE OF THE CHIEF AUDITOR:**
RECOMMENDATION: The Audit Committee recommends that the Board accept the report.

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CONTRACTS AND AGREEMENTS

9. **APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A FIRST AMENDMENT TO THE PEST CONTROL AND REMEDIATION SERVICES AGREEMENT WITH CARTWRIGHT TERMITE & PEST CONTROL, INC.:**

RECOMMENDATION: Adopt Resolution No. 2014-0134, approving and authorizing the President/CEO to execute a First Amendment to the Pest Control and Remediation Services Agreement with Cartwright Termite & Pest Control, Inc., which revises and combines the pest control and remediation services compensation language specified in Exhibit B, Compensation & Payment Schedule, of the Agreement.

10. **GRANT AN EASEMENT FOR ELECTRICAL EQUIPMENT TO SAN DIEGO GAS & ELECTRIC:**

RECOMMENDATION: Adopt Resolution No. 2014-0135, authorizing the President/CEO to negotiate and execute an easement for electrical equipment with San Diego Gas & Electric in support of the Electrical Distribution System project.

11. **AUTHORIZE THE PRESIDENT/CEO TO CONSENT TO A SOLAR SERVICES AND SITE SUBLEASE AGREEMENT BETWEEN LANDMARK AVIATION GSO-SAN, LLC AND SAN DIEGO SPEAR POINT SOLAR I, LLC:**

RECOMMENDATION: Adopt Resolution No. 2014-0136, authorizing the President/CEO to negotiate and execute an agreement consenting to a Solar and Site Sublease Agreement between Landmark Aviation GSO-SAN, LLC and San Diego Spear Point Solar I, LLC to allow the installation and operation of solar panels and related improvements within the Landmark Aviation GSO-SAN, LLC premises.

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

PUBLIC HEARINGS: None.

Thella F. Bowens, President/CEO, welcomed the participants in the Authority's new Veterans Fellowship Program, Frederick Sharpe, Procurement Analyst; Apollo Arevalo, Security & Public Safety Analyst; and Ian Hess, Airside Operations Duty Manager.

The Board recessed at 10:03 a.m. and reconvened at 10:15 a.m.

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OLD BUSINESS:

12. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE A SITE LEASE AGREEMENT AND SOLAR POWER PURCHASE AGREEMENT TO FINANCE, DESIGN, INSTALL, OPERATE, AND MAINTAIN A SOLAR PHOTOVOLTAIC GENERATING SYSTEM WITH LINDBERG FIELD SOLAR 2, LLC, AT SAN DIEGO INTERNATIONAL AIRPORT (CONTINUED FROM THE NOVEMBER 6, 2014 BOARD MEETING):

Jeffrey Woodson, Vice President, Development, introduced Steve Larson, California Strategies LLC, an expert on energy policy and regulation, who commended the Authority for its ongoing efforts in this area and expressed support for the proposed staff recommendation. He stated that the proposed contract would save the Authority money in the long term.

Paul Manasjan, Director, Environmental Affairs; Bob Bolton, Director, Airport Design and Construction; and Michael Sears, Director, Financial Management, provided a presentation on the San Diego Airport's sustainable energy strategy plan which included the three E's of Sustainable Development, Overarching Objectives, Airport's Energy and Water Concerns, Airport's Electricity Consumption, Airport's Carbon Emissions Forecast, 2012 Greenhouse Gas Emissions Inventory, Energy Strategy Development, Current State Issues, New Microgrid System, Solar Implementation Plan, Benefits of Power Purchase Agreements (PPA), Proposed Solar Implementation Plan/North Side, North Side Power Generation Options and Recommendation.

In response to Board Member Desmond regarding the twenty year term of the contract, and how this could affect future advances in technology, Bob Bolton, Director, Airport Design and Construction, stated that only electricity is being purchased at this time. He further stated that the roof of the Rental Car Center has available space to add photovoltaic panels in the future.

Board Member Desmond requested that staff provide a report on the cost per kilowatt between Terminal 1 and Terminal 2, with what is being proposed.

In response to Board Member Hubbs regarding whether the contract could be negotiated should the company benefit from new technology, Breton Lobner, General Counsel, stated that this would need to be negotiated in the contract.

Jeffrey Woodson, Vice President, Development, stated that as new technologies emerge, the Authority will determine their cost effectiveness. He further stated that although the Authority is locked into the contract, as it moves forward, it will continue to explore ways to maximize all opportunities in this area.

Breton Lobner, General Counsel, stated that should the Board award the contract, it is understood that there is a performance guarantee on behalf of Lindberg Field Solar 2, LLC through Borrego Solar Systems, Inc., and a guarantee of the contract award by Borrego Solar Systems, Inc. since Lindberg Field Solar 2, LLC is a shell corporation.

Bob Bolton, Director, Airport Design and Construction, further clarified that the guarantee is that it will produce 90% of what is expected, and any delta will be paid back to the Authority.

Board Member Smisek left the meeting at 11:08 a.m.

RECOMMENDATION: Adopt Resolution No. 2014-0131**, approving and authorizing the President/CEO to negotiate and execute: (1) a site lease agreement with Lindberg Field Solar 2, LLC, for the development and installation of a solar photovoltaic ("PV") generating system, for a maximum term of 20 years; and (2) a solar power purchase agreement with Lindberg Field Solar 2, LLC, to finance, design, install, operate, and maintain the solar PV generating system in an amount not-to-exceed \$24,500,000 and a maximum term limit of 20 years, at San Diego International Airport.

ACTION: Moved by Board Member Cox and seconded by Board Member Sessom to approve staff's recommendation. Motion carried by the following vote: YES – Boling, Cox, Desmond, Gleason, Hubbs, Robinson, Sessom; NO – None; ABSENT – Alvarez, Smisek. (Weighted Vote Points: YES – 75; NO – 0; ABSENT 25).

NEW BUSINESS:

13. DECEMBER 2014 LEGISLATIVE REPORT AND 2015 LEGISLATIVE AGENDA:

Michael Kulis, Director, Inter-Governmental Relations, Tom McMorrow, Partner, Manatt, Phelps & Phillips, Richard Costigan, Manatt, Phelps & Phillips, and Sam Whitehorn, Executive Vice President and Managing Director of Recruiting and Hiring, McBee Strategic, provided a presentation on the 2015 Legislative Agenda that included an overview of 2014 California Election Results, 2014 State Legislative Review, 2015 Major State Issues and Legacy, 2015 Aviation/Airport Issues, 2014 National Election Results, 2014 Federal Legislative Review, 2014-2015 Major Federal Issues, and 2014-2015 Aviation/Airport Issues.

RECOMMENDATION: Adopt Resolution No. 2014-0137, approving the December 2014 Legislative Report and 2015 Legislative Agenda.

ACTION: Moved by Board Member Cox and seconded by Board Member Robinson to approve staff's recommendation. Motion carried by the following vote: YES – Boling, Cox, Desmond, Gleason, Hubbs, Robinson, Sessom; NO – None; ABSENT – Alvarez, Smisek. (Weighted Vote Points: YES – 75; NO – 0; ABSENT 25).

**Note – The 2014-0131 Resolution number for this item, as indicated on the December 4, 2014 agenda, and on the back up materials, was inadvertently duplicated.

14. DISCUSSION AND POSSIBLE DIRECTION REGARDING DEFINITION AND PREFERENCE FOR LOCAL BUSINESS ENTERPRISES AND A DOMESTIC PARTNERS EQUAL BENEFITS CONTRACTING POLICY:

Jana Vargas, Director, Procurement, and Sonia Cruz, Small Business Development Program Manager, provided a presentation regarding Preference for Local Business Enterprises and a Domestic Partners Equal Benefits Contracting Policy that included an overview of Policy 5.14 – Small Business, Local Business and Service Disabled Veteran Owned Small Business (SDVOSB) Goal and Preference Program, Policy 5.13 – Local Business Opportunities, Domestic Partner Equal Benefits Contracting Policy, Analysis, and Legal Challenges.

Chair Gleason noted that the City and County of San Francisco, and the City of Los Angeles have enacted equal benefits ordinances, which govern their airports.

ACTION: Moved by Board Member Desmond and seconded by Board Member Cox that Authority Policy 5.13, paragraph B, be amended to increase from twenty-five percent to over fifty percent of the workforce based in the local office must reside in San Diego County, and that it include California State registered domestic partners.

Chair Gleason requested consideration by the Board to include in the motion, benefits equality to be at the maximum extent permitted by law.

Breton Lobner, General Counsel, stated that the State of California, the City of Los Angeles and the City of San Francisco have addressed this specific issue, and have incorporated specific language in their Ordinances. He further stated that the Authority would need to write language to protect the Authority from litigation to the extent possible.

Chair Gleason requested to include in the motion, the concept that benefits provided to Authority married spouses and contractors at the Airport, be provided on a non-discriminatory basis to married same-sex couples.

The makers of the motion accepted the amendments.

Board Member Boling suggested that the percentage for the local workforce be increased to eighty percent.

Board Member Robinson suggested a six-month pilot program at the fifty percent threshold for the local workforce.

Chair Gleason stated that currently, the preference is only applied when local participation goes below sixty percent, and recognizing that without applying the preference, the Authority is currently at eighty eight percent.

Board Member Robinson offered a substitute motion to increase the threshold for the local workforce percentage to eighty percent.

Breton Lobner, General Counsel, explained that the higher the percentage, the more restrictions will apply to the number of people available for contracting. He also stated that the threshold cannot apply to any federally-funded contracts.

Board Member Boling stated that since the dollar preference is being increased, the threshold should also be increased, to make it more difficult to reach, and attracting more local participation.

Board Member Sessom expressed concern that a higher percentage may lead to more fraud on the part of the companies who cannot meet the threshold. She spoke in support of the original motion.

RECOMMENDATION: Receive the report and provide possible direction.

ACTION: Moved by Board Member Desmond and seconded by Board Member Cox to direct staff to amend Policy 5.13, paragraph (b), to increase the percentage of the workforce of the local office, that must reside in San Diego County from 25% to 50%, develop a Domestic Partner Equal Benefits Contracting Policy, to include benefits equality, to the maximum extent permitted by law; that benefits provided to married spouses and contractors at the Airport be provided to married same-sex couples, and directing staff to bring back the item for discussion at a future meeting. Motion carried by the following vote: YES –Cox, Desmond, Gleason, Hubbs, Robinson, Sessom; NO – Boling; ABSENT – Alvarez, Smisek. (Weighted Vote Points: YES – 62; NO – 13; ABSENT 25).

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

- 15. CONFERENCE WITH REAL PROPERTY NEGOTIATORS:**
(Real property negotiations pursuant to Cal. Gov. Code § 54954.5(b) and § 54956.8.)
Property: Salt Plant – 17 acre parcel located at 1470 Bay Boulevard, San Diego.
Agency Negotiators: Scott Brickner, Finance & Asset Management, Vice President/Treasurer.
Negotiating Parties: San Diego Gas & Electric, United States Fish and Wildlife Service, GGTW, LLC (current tenant) and/or other interested parties.
Under Negotiation: Sale – terms and conditions.

- 16. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**
(Cal. Gov. Code § 54956.9(a) and (d)(1).)
Diego Concession Group, Inc. v. San Diego County Regional Airport Authority,
San Diego Superior Court Case No. 37-2012-00088083-CU-BT-CTL

17. **CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**
(Cal. Gov. Code § 54956.9(a) and (d)(1).)
Dryden Oaks, LLC v. San Diego County Regional Airport Authority, et al.,
San Diego Superior Court, North County, Case No. 37-2014-00004077-CU-EI-NC
18. **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Cal. Gov. Code § 54956.9(a) and (d)(1).)
Donna Wilson; John Wilson v. San Diego Port Authority; San Diego International Airport; San Diego County Regional Airport Authority
San Diego Superior Court Case No. 37-2014-00015326-CU-PO-CTL (Meyer)
19. **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Cal. Gov. Code §54956.9(a) and (d)(1).)
Jennifer Cain v. San Diego County Regional Airport Authority, et al
San Diego Superior Court Case No. 37-2014-00030402-CU-PO-CTL
20. **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION AND EXISTING LITIGATION:**
(Significant exposure to litigation pursuant to Cal. Gov. Code §§ 54956.9(a) and 54956.9(b).)
Jay A. Bass, et al v. San Diego City Employees' Retirement System, et al.,
San Diego Superior Court Case No. 37-2013-00077566-CU-OE-CTL
21. **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to Cal. Gov. Code §§ 54956.9 (b) and 54954.5.)
Re: Investigative Order No. R9-2012-0009 by the California Regional Water Quality Control Board regarding submission of technical reports pertaining to an investigation of bay sediments at the Downtown Anchorage Area in San Diego.
Number of potential cases: 1
22. **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Initiation of litigation pursuant to Cal. Government Code § 54956.9(d).)
Number of cases: 2

REPORT ON CLOSED SESSION: None.

NON-AGENDA PUBLIC COMMENT: None.

GENERAL COUNSEL REPORT: None.

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

BOARD COMMENT: None.

ADJOURNMENT: The meeting was adjourned at 12:02 p.m.

APPROVED BY A MOTION OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD THIS 15th DAY OF JANUARY, 2015.

TONY R. RUSSELL
DIRECTOR, CORPORATE & INFORMATION
GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
2

Meeting Date: **JANUARY 15, 2015**

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. 2009-0149R, 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.

The Board is also being requested to pre-approve Board Member attendance at briefings by representatives of a local police department or a state or federal governmental agency regarding safety, security, immigration or customs affecting San Diego International Airport.

Fiscal Impact:

Board and Committee Member Compensation is included in the FY 2015 Budget.

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Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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.

Application of Inclusionary Policies:

Not applicable.

Prepared by:

TONY R. RUSSELL
DIRECTOR, CORPORATE & INFORMATION GOVERNANCE/AUTHORITY CLERK

GREG COX

SDCRAA
 DEC 08 2014
 Corporate & Information Governance

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

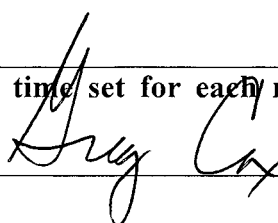
Board Member Event/Meeting/Training Report Summary

Period Covered: DECEMBER 1-31, 2014

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0149R. Unless attending a 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 Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
GREG COX		DECEMBER 8, 2014
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: <u>DECEMBER 4, 2014</u> Time: <u>9 am</u> Location: <u>SDIA</u>	<u>SDCRAA BOARD MEETING</u>
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: <u>DECEMBER 8, 2014</u> Time: <u>9 am</u> Location: <u>SDIA</u>	<u>SDUPD / SDCRAA JOINT REGIONAL COMMITTEE MEETING</u>
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: 

ROBERT GLEASON

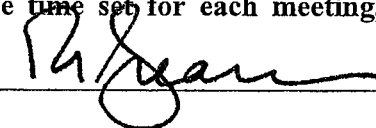
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Board Member Event/Meeting/Training Report Summary
 Period Covered: DECEMBER 2014

SDCRAA
 JAN 5 2015
 Corporate & Information Governance

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0149R. Unless attending a 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 Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
ROBERT H. GLEASON		January 2, 2015
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. 2009-0149R	Date: December 4, 2014 Time: 9:00 am Location: SDCRAA offices	ALUC / Board meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2009-0149R	Date: December 8, 2014 Time: 9:00 am Location: SDCRAA offices	Airport-Port Leaders meeting with Chairman Nelson
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: December 15, 2014 Time: 8:00 am Location: Commuter Terminal, Gate 2	San Felipe Inaugural for SeaPort Airlines; spoke on behalf of the Airport Authority
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2009-0149R	Date: December 18, 2014 Time: 10:30 am Location: City Hall	Airport Authority Briefing with Mayor Faulconer
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: 

LLOYD HUBBS

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Board Member Event/Meeting/Training Report Summary

Period Covered: December 2014

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0007. 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 Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
LLOYD HUBBS		12/31/14
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. 2009-0149R	Date: 12-4-14 Time: 9:00 Location: Bd Rm	BOARD MEETING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 12-12-14 Time: 9:00 Location: SANDAG	SAN DAG TRANSP. Comm
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: 

PAUL ROBINSON

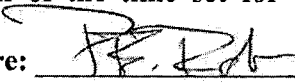
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Board Member Event/Meeting/Training Report Summary

Period Covered: 12/31/14

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0149R. Unless attending a 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 Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
Paul E. Robinson		
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. 2009-0149R	Date: 12/4/14 Time: 9:00 - 10:30 a.m. Location: SDCRAA Bd Rm	SDCRAA Bd/ALV's Mtg
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 12/8/14 Time: 9:00 - 10:30 a.m. Location: Bd Offices	Mtg w/ Bd President Bd Member Part of SD.
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: 

TOM SMISEK

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
 Board Member Event/Meeting/Training Report Summary**

Period Covered: Dec 1-31, 2014

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0007. 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 Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT
Tom Smisek		JANUARY 5, 2015
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. 2009-0149R	Date: 12-4-2014 Time: 9:00AM Location: SDIA	SDCRAA BOARD MEETING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 12-12-2014 Time: 9:00AM Location: SANDAG	SANDAG TRANSPORTATION COMMITTEE MEETING, SDCRAA REPRESENTATIVE
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: Tom Smisek



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
3

Meeting Date: **JANUARY 15, 2015**

Subject:

Awarded Contracts, Approved Change Orders from November 10, 2014 through December 7, 2014 and Real Property Agreements Granted and Accepted from November 10, 2014 through December 7, 2014

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:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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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.

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 NOVEMBER 10, 2014 - DECEMBER 7, 2014



New Contracts

Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
11/10/14	N/A	Sojern	The Contractor will provide internet advertising services at San Diego International Airport.	Informal RFP	J. Graves	\$15,000.00	12/01/14
11/10/14	N/A	Sonia Rhodes Experience Design, LLC	The Contractor will provide consulting services needed for the development of leadership skills and engagement to designated employees at San Diego County Regional Airport Authority.	Informal RFP	J. Lindeman	\$49,000.00	10/31/17
11/17/14	N/A	Blanchard Training and Development Inc. dba The Ken Blanchard Companies	The Contractor will provide leadership workshops for designated employees at San Diego County Regional Airport Authority.	Informal RFP	C. Lewis	\$30,000.00	12/01/17
11/14/14	N/A	MEK Enterprises	The Contractor will provide administrative space relocation services for the Facilities Development department at San Diego County Regional Airport Authority.	RFB	S. Beladi	\$21,950.00	12/31/14



New Contracts Approved by the Board

Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
10/20/14	380801	G & G Specialty Contractors, Inc.	This contract was approved by the Board at the October 2, 2014 Board Meeting. The Contractor will provide sound attenuation treatment to residences included in Phase 8, Group 1 of the Quieter Home Program.	RFB	S. Knack	\$1,454,882.00	08/08/15
12/3/2014	N/A	Chula Vista Electric	This contract was approved by the Board at the September 4, 2014 Board Meeting. The Contractor will provide services to operate, maintain and repair the primary 12kV and secondary 480-V distribution systems at San Diego International Airport.	RFQ	M. Bauer	\$5,000,000.00	11/30/17

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Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN NOVEMBER 10, 2014 - DECEMBER 7, 2014



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
11/19/14	N/A	C & M Relocation Systems	The First Amendment extends the term of the contract by ninety days for relocation services for the Terminal & Tenants department move. There is no increase in compensation.	S. Beladi	\$12,000.00	\$ -	0%	\$12,000.00	12/29/2014
11/19/14	N/A	Stutz Artiano Shinoff & Holtz APC	The First Amendment revises the insurance requirements specified in Exhibit C of the agreement. There is no increase in compensation.	A. Gonzalez	\$300,000.00	\$ -	0%	\$300,000.00	4/30/2014
12/1/2014	N/A	Jari Alvarez dba WERC	The First Amendment extends the term of the contract to January 27, 2015 and increases the maximum amount of compensation by \$2,250.00 to complete the final two designs for the Commuter Terminal public art project at San Diego International Airport.	L. Lockhart	\$25,000.00	\$2,250.00	9%	\$27,250.00	1/27/2015



Amendments and Change Orders - Approved by the Board

12/03/14	N/A	Kimley-Horn and Associates, Inc.	The First Amendment was approved by the Board at the October 2, 2014 Board Meeting. The First Amendment corrects the Agreement term by adding the two one-year extensions as authorized by Board Resolution 2012-0051 and increases the maximum amount of compensation by \$15,000,000.00 for on-call program management and support services at San Diego International Airport.	B. Bolton	\$18,000,000.00	\$15,000,000.00	83%	\$33,000,000.00	5/10/2015
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Attachment "B"

REAL PROPERTY AGREEMENTS EXECUTED FROM NOVEMBER 10, 2014 TO DECEMBER 7, 2014



Real Property Agreements

Begin/End Dates	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
9/1/2014-8/31/2017	LE-0836	SITA Information Networking Computing USA, Inc.	Rental Agreement	Terminal 2 West, 1st Floor	Operation and storage of information networking equipment for participating airlines and the FAA to perform air transport communications and IT service.	45 s.f.	\$2,935/Yr	
10/1/2014-8/31/2017; 2 Options of 1 yr each	LE-0837	John Holem dba JRM Consultants & Investigations Company	Rental Agreement	Commuter Terminal, 1st Floor	Directed security-related investigation on behalf of Authority.	232 s.f.	Services provided to Authority	Tenant is an Authority Security Service Contractor



Real Property Agreement Amendments and Assignments

Effective Date	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
12/2/2014	LE-0519	Rainbow Vending, Inc.	Assignment & Amendment No. 2 to Vending Machine Concession Agreement	San Diego International Airport	Operate and maintain a vending machine concession	N/A	Percentages of gross sales: - 30% beverages, - 22% snacks, - 10% frozen products, - 20% Transportation Security Administration vending machines	Assignment from Irvine Leasing LLC dba Rainbow Vending to Rainbow Vending Inc. and amendment to add vending machine locations in Terminal 1 first floor rotundas and Terminal 2 East first floor ramp area.

000019



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.

4

Meeting Date: **JANUARY 15, 2015**

Subject:

January 2015 Legislative Report

Recommendation:

Adopt Resolution No. 2015-0001, approving the January 2015 Legislative Report.

Background/Justification:

The Legislative Advocacy Program Policy adopted by the Board on November 10, 2003, requires that Authority staff present the Board with monthly reports concerning the status of legislation with potential impact to the Authority. The January 2015 Legislative Report updates Board members on legislative activities that have taken place during the month of December. The Authority Board provides direction to staff on legislative issues by adoption of a monthly Legislative Report (Attachment A).

State Legislative Action

The Authority's legislative team recommends that the Board adopt a WATCH position on AB 24 (Nazarian). This placeholder "spot bill" declares the Legislature's intent to enact legislation promoting public safety relating to Transportation Network Companies (TNCs). The Authority's legislative team recommends that the Board adopt a WATCH position on AB 61 (Allen). This bill would allow local authorities to permit shuttle service providers that are under agreements with transit systems vehicles, to stop for the loading or unloading of passengers alongside certain curb spaces designated where stopping and parking are otherwise prohibited except for transit system buses. The Authority's legislative team recommends that the Board adopt a WATCH position on AB 62 (Allen). This placeholder "spot bill" would make non-substantive changes to the Passenger Charter-Party Carriers Act. The Authority's legislative team recommends that the Board adopt a WATCH position on SB 44 (Roth). This placeholder "spot bill" would make non-substantive changes to the State Aeronautics Act.

The Legislature is scheduled to reconvene on January 5, 2015.

000020

Federal Legislative Action

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

On Wednesday, December 3, ACI-NA members participated in a House Homeland Security Committee roundtable discussion on the staffing of exit lanes. Convened by House Transportation Security Subcommittee Chairman Richard Hudson (R-NC), the roundtable started with a discussion on moving beyond the status quo to identify a viable, long-term technology solution that "is not on the backs of airports" but encourages TSA and airports to invest in and deploy cost-effective exit lane technology solutions.

On Thursday, December 4, the Senate passed a bill that limits airline security fees. H.R. 5462 was passed through a unanimous consent agreement. The bill revises passenger airline security fee requirements to limit fees to \$11.20 per-roundtrip. The Senate also passed the Honor Flight Act, H.R. 4812, which would direct the Transportation Security Administration (TSA) to establish an expedited passenger screening process for veterans traveling on an Honor Flight Network private charter to visit war memorials.

On December 16, President Obama signed into law H.R. 83, the \$1.1 trillion Fiscal Year 2015 omnibus appropriations. This legislation provides funding through the end of FY 2015 (September 30, 2015) for most federal agencies, including the Department of Transportation and Federal Aviation Administration. The package also includes a short-term continuing resolution, which funds the Department of Homeland Security until February 27, 2015.

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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.

Application of Inclusionary Policies:

Not applicable

Prepared by:

MICHAEL KULIS
DIRECTOR, INTER-GOVERNMENTAL AND COMMUNITY RELATIONS

RESOLUTION NO. 2015-0001

A RESOLUTION OF THE BOARD OF THE SAN
DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
APPROVING THE JANUARY 2015 LEGISLATIVE
REPORT

WHEREAS, the San Diego County Regional Airport Authority ("Authority") operates San Diego International Airport as well as 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 January 2015 Legislative Report (Attachment A).

BE IT FURTHER RESOLVED that the Board finds that this Board action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code § 21065); and is not a "development" as defined by the California Coastal Act (California Public Resources Code §30106).

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY RUSSELL
DIRECTOR, CORPORATE
& INFORMATION GOVERNANCE/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000024

Attachment A

January 2015 Legislative Report

State Legislation

Legislation/Topic

AB 24 (Nazarian) – Transportation Network Companies: public safety

Background/Summary

This bill declares the intent of the Legislature to enact legislation that promotes public safety regarding Transportation Network Companies (TNC).

Anticipated Impact/Discussion

Transportation network carriers (TNC) are of significant interest to the Authority as staff continues to work with TNCs on airport requirements and permits. This bill will be closely monitored by the Authority's legislative team as detailed text is developed by the author for any potential impact.

Status: 12/1/14 – Introduced

Position: Watch

Legislation/Topic

AB 61 (Allen) – Shuttle Services: loading and unloading of passengers

Background/Summary

This bill would allow local authorities to permit shuttle service vehicles under agreement with a transit system, to stop for the loading or unloading of passengers alongside curb spaces designated for transit system buses upon agreement between the transit system and a shuttle service provider.

Anticipated Impact/Discussion

This bill will be closely monitored by the Authority's legislative team for any potential impact to the shuttle and transit operations at San Diego International Airport.

Status: 12/12/14 – Introduced

Position: Watch

- *Shaded text represents new or updated legislative information.*

000025

Legislation/Topic

AB 62 (Allen) – Charter-party carriers of passengers

Background/Summary

The Passenger Charter-Party Carriers Act provides for the regulation by the Public Utilities Commission of motor carriers operating as charter-party carriers of passengers. This bill would make non-substantive changes to these provisions

Anticipated Impact/Discussion

This bill will be closely monitored by the Authority's legislative team for any potential impact to Charter-party carrier operations at San Diego International Airport as detailed bill language is developed.

Status: 12/12/14 – Introduced

Position: Watch

Legislation/Topic

SB 44 (Roth) – State Aeronautics Act

Background/Summary

The State Aeronautics Act governs various matters relative to aviation within the state of California. This bill would make a non-substantive change to a provision within the act.

Anticipated Impact/Discussion

This bill will be closely monitored by the Authority's legislative team for any potential impact to San Diego International Airport as detailed bill language is developed.

Status: 12/12/14 – Introduced

Position: Watch

Federal Legislation

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

- *Shaded text represents new or updated legislative information.*



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
5

Meeting Date: **JANUARY 15, 2015**

Subject:

Amend Policy 5.13, Local Business Opportunities, to Increase the Percentage of Local Workforce Based in the Local Office:

Recommendation:

Adopt Resolution No. 2015-0002, amending Policy 5.13, Local Business Opportunities, to increase the local workforce percentage based in the local office from twenty-five percent (25%) to a level exceeding fifty percent (50%).

Background/Justification:

Authority Policy 5.13 was originally adopted by the Board in October 2009 and amended in January 2011. Policy 5.13 defines a local business enterprise for tracking and reporting purposes. A "Local Business" must meet all of the following criteria:

- (a) Have a valid business certificate issued by San Diego County, or a valid business license issued by a city within San Diego County, and
- (b) Twenty-five percent (25%) of the workforce based in the local office must reside in San Diego County; and
- (c) Be headquartered or have a physical commercial address located within the limits of San Diego County for a minimum of 6 months prior to the release of a solicitation for which a business responds as a local business participant. (U.S. Post Office boxes are not verifiable and shall not be considered for the purpose of this definition)

The Authority Board directed staff to provide an analysis regarding the effect of an increase to Policy 5.13 if the local workforce percentage based in the local office changed from 25% to a level exceeding 50%. An analysis of contracts awarded from July, 2012 – June, 2014 was conducted, excluding contracts valued at less than \$100,000 as well as those that were awarded through the Art Program, Legal Services, Sole Source, Federally Funded or a Cooperative Purchase (per Policy 5.04). If the definition of local business would have required 50% of the workforce based in the local office to reside in San Diego County, there would have been no difference in contract awards or financial impact i.e., all winning bidders would have still qualified as local businesses.

000027

On December 4, 2014 the Authority Board directed staff to prepare an amendment to Policy 5.13 to increase the local workforce percentage based in the local office from 25% to a level exceeding 50%.

Fiscal Impact:

Adequate funding for contracts awarded by the Authority is included in the FY 2015 and conceptually approved FY 2016 Operating Expenses Budgets. Expenses impacting future budget years not yet adopted/approved by the Board will be included in future year budget requests.

Authority Strategies:

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

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

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.

Application of Inclusionary Policies:

Not Applicable.

Prepared by:

JANA VARGAS
DIRECTOR, PROCUREMENT

RESOLUTION NO. 2015-0002

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AMENDING POLICY 5.13, LOCAL BUSINESS OPPORTUNITIES, TO INCREASE THE LOCAL WORKFORCE PERCENTAGE BASED IN THE LOCAL OFFICE FROM TWENTY-FIVE PERCENT TO A LEVEL EXCEEDING FIFTY PERCENT.

WHEREAS, the San Diego County Regional Airport Authority (Authority) Board adopted Policy 5.13; and

WHEREAS, Policy 5.13 defines a local business as meeting all of the following: (a) Have a valid business certificate issued by San Diego County, or a valid business license issued by a city within San Diego County, and (b) Twenty-five percent (25%) of the workforce based in the local office must reside in San Diego County; and (c) Be headquartered or have a physical commercial address located within the limits of San Diego County for a minimum of 6 months prior to the release of a solicitation for which a business responds as a local business participant. (U.S. Post Office boxes are not verifiable and shall not be considered for the purpose of this definition); and

WHEREAS, on December 4, 2014, staff provided an update on the impacts of the Authority's Inclusionary Policy 5.13; and

WHEREAS, the Authority Board directed staff to prepare an amendment to Policy 5.13 to increase the local workforce percentage based in the local office from 25% to a level exceeding 50%.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby amends Policy 5.13, Local Business Opportunities, to increase the local workforce percentage based in the local office from 25% to a level exceeding 50% as set forth in Exhibit A.

BE IT FURTHER RESOLVED the Board finds this action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code §21065); and is not a "development" as defined by the California Coastal Act (California Public Resources Code §30106).

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

POLICIES

- ARTICLE 5 - CONTRACTING AND DEBARMENT
- PART 5.1 - EQUAL OPPORTUNITY
- SECTION 5.13 - LOCAL BUSINESS OPPORTUNITIES

PURPOSE: To promulgate a formal policy statement of the San Diego County Regional Airport Authority (the "Authority") aimed at maximizing opportunities for local businesses to participate in the performance of all Authority contracts.

POLICY STATEMENT:

- (1) It is the policy of the Authority to encourage the purchase of products, services and equipment from businesses located within the boundaries of San Diego County. The Authority is committed to maximizing opportunities for local businesses to the highest extent possible, while complying with applicable codes, statutes, regulations, laws and prudent purchasing practices.
- (2) Definition: A "Local Business" must meet all of the following criteria:
 - (a) Have a valid business certificate issued by San Diego County, or a valid business license issued by a city within San Diego County, and
 - (b) ~~Twenty five percent (25%)~~ Over Fifty percent (50%) of the workforce based in the local office must reside in San Diego County; and
 - (c) Be headquartered or have a physical commercial address located within the limits of San Diego County for a minimum of 6 months prior to the release of a solicitation for which a business responds as a local business participant. (U.S. Post Office boxes are not verifiable and shall not be considered for the purpose of this definition).
- (3) The Authority commits to take reasonable steps to increase its utilization of local businesses to the extent feasible and legally permissible through the following:
 - (a) Adhering to an ethical and transparent procurement process;
 - (b) Promoting upcoming opportunities to local businesses; and
 - (c) Providing local businesses with resources and education.
- (4) This policy shall be periodically reviewed for consistency with the Authority's operations and applicable federal, state and local laws. In the event of any inconsistency between this policy and applicable federal, state and local laws, such laws shall govern.

[Amended by Resolution No. 2015-____ dated January 15, 2015.]
 [Amended by Resolution No. 2011-0011 dated January 6, 2011.]
 [Adopted by Resolution No. 2009-0126 dated October 1, 2009.]



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
6

Meeting Date: **JANUARY 15, 2015**

Subject:

Reject the Claim of JoAnn Austin

Recommendation:

Adopt Resolution No. 2015-0003, Rejecting the Claim of JoAnn Austin

Background/Justification:

On November 24, 2014, JoAnn Austin ("Austin") filed a claim with the Authority alleging that on November 5, 2014, her mother, Alice Hansen, fell as she transited the curb area in front of Terminal Two at San Diego International Airport. Austin claims damages to date in the amount of \$880 to include medical expenses and an undetermined amount in future medical expenses.

Austin alleges in her claim that on November 5, 2014, she dropped off her mother, Alice Hansen, at the curbside check-in for U.S. Airways. She states she left her with her luggage, a wheelchair and her granddaughter to assist. She states there was some sort of construction at the time, and that her mother tripped and fell on a metal plate on the curb while pushing her luggage.

Austin's claim should be denied. An investigation into the alleged incident revealed no dangerous condition. The claimant's mother, who used both a cane and a wheelchair at different times, was pushing her own luggage when she fell. The Authority had no notice of a dangerous condition prior to the incident.

Fiscal Impact:

Not applicable.

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

000032

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.

Application of Inclusionary Policies:

- A. Not Applicable

Prepared by:

SUZIE JOHNSON
PARALEGAL, GENERAL COUNSEL

ATTACHMENT A

8) Describe property damage or personal injury claimed:
Fractured pelvis which resulted in hospital admittance and entrance into a rehab facility. Due to her insurance limitations she will be sent home on November 21, 2014 but will need in home care and physical therapy
9) Owner and location of damaged property or name/address of person injured:
Alice M. Hansen, 13357 Via Stephen, Poway CA 92064
<i>My mother is 91 and unable to make the claim herself.</i>
10) Detailed list and amount of damages claimed as of date of presentation of claim, including prospective damages. If amount exceeds \$10,000.00, a specific amount need not be included.
I do not yet have bills from the hospital, I know that her emergency room copay is \$65 (twice) her hospital stay copay is \$200 (twice) and her rehab copay is \$25 a day for 14 days. She will also have to pay for the transportation from the hospital to the facility. I do not know what the at home physical therapy and care will cost. I am currently making arrangements.

Dated: November 20, 2014

Claimant:

J. Ann H. Austin
(Signature)

Notice to Claimant:

Where space is insufficient, please use additional paper and identify information by proper section number.

Return completed form to:

San Diego County Regional Airport Authority
Tony Russell, Director, Corporate & Information Governance/Authority Clerk
Corporate & Information Governance
P.O. Box 82776
San Diego, CA 92138-2776

Section 5, Description of incident resulting in claim

ATTACHMENT-A

To whom it may concern,

On November 5, 2014 my mother, Alice M. Hansen was booked on US Air flight #487 from San Diego to Charlotte, North Carolina I am her daughter, JoAnn H. Austin. I dropped her and my daughter off on the walkway south of the US Air outside baggage check in. There was some kind of partition blocking the gate for work being done. When I returned from parking the car I saw that she was in her wheelchair that we had brought with us because she would need it at her destination. She walks normally with a cane but we keep the wheel chair for long walks. When I left my daughter had the chair and my mother was beside her suitcase. She attempted to walk toward the baggage check in pushing her suitcase and tripped over a metal plate on the walkway. The plate was not painted yellow and is only a few shades darker than the walkway. A baggage attendant came and helped her into the chair and took her to the counter. When I arrived I saw her waiting in the chair and an attendant had her luggage on a cart. He escorted us to the inside check in counter where we checked her luggage and I secured a pass to take her to the gate. The attendant then pushed mom to the security entrance where they took her in and I went through security. During this time I felt very rushed by the attendants. On the way my daughter, Sharon Elaine Pinter, told me that Mom had fallen but she did not know if she was hurt. When i got to mom on the other side of security she said that her hip was hurting so bad that she could not put weight on it. I attempted to help her but she could not get up. I informed the gate attendant who offered to book her on the next days flight without penalty fees so that I could get her checked out. I agreed and took her to Sharp Memorial Hospital Emergency Room. She was diagnosed at the time with a contusion because they only did an xray and it did not show a fracture. I took her home but she was in so much pain that she was not able to make the flight the next day and I returned to the emergency room. This time they ddi a CAT scan which revealed a pelvic fracture. They said that the position of the fracture was not revealed in the xray and the CAT scan provided a better picture.

Mom was admitted to the hospital and then sent to Remmington Club Health Center, in Rancho Bernardo, for rehabilitation. She is being discharged on November 21st. due to her insurance limitations but will need in home care and physical therapy. At the time of this writing I do not know what the future will hold or what the expenses will be.

JoAnn H. Austin

ATTACHMENT A

Below is a very poor picture of the walkway and the metal plate. I took it on my phone and I cannot get it to print any better than this. I will attempt to get a better print but wanted to get this to you as soon as possible.



← metal plate

RESOLUTION NO. 2015-0003

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY REJECTING THE CLAIM OF JOANN
AUSTIN.

WHEREAS, on November 24, 2014, JoAnn Austin filed a claim with the San Diego County Regional Airport Authority for injuries sustained by her mother, Alice Hansen, when she fell on the curb in front of Terminal Two at San Diego International Airport on November 5, 2014; and

WHEREAS, at its regular meeting on January 15, 2015, the Board considered the claim filed by JoAnn Austin and the report submitted to the Board, and found that the claim should be rejected.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby rejects the claim of JoAnn Austin; and

BE IT FURTHER RESOLVED by the Board that it finds that this Board action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code §21065); and is not a "development" as defined by the California Coastal Act (California Public Resources Code §30106).

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000038



**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT**

Item No.
7

Meeting Date: **JANUARY 15, 2015**

Subject:

Reject the Claim of Ellen Franger

Recommendation:

Adopt Resolution No. 2015-0004, Rejecting the Claim of Ellen Franger

Background/Justification:

On December 11, 2014, Ellen Franger ("Franger") filed a claim with the Authority alleging that on November 14, 2014, her pants were torn as she attempted to retrieve her luggage from the baggage carousel in Terminal One at San Diego International Airport. Franger claims damages in the amount of \$69.50 to cover the cost of replacing her pants.

Franger alleges in her claim that on November 14, 2014, she arrived to San Diego International Airport on Southwest Airlines. She was retrieving her luggage from the baggage carousel when she felt something grab her pants, almost causing her to fall. After retrieving her luggage she noticed her pants were torn and returned to the spot where she felt the tugging, only to discover a metal edge poking out.

Franger's claim should be denied. An investigation into the alleged incident revealed no notice of a dangerous condition. The baggage carousels are within the airline's leasehold and under its care, custody and control. Franger's claim will be forwarded to Southwest Airlines.

Fiscal Impact:

Not applicable.

Authority Strategies:

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

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

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.

Application of Inclusionary Policies:

- A. Not Applicable

Prepared by:

SUZIE JOHNSON
PARALEGAL, GENERAL COUNSEL

ATTACHMENT A

8) Describe property damage or personal injury claimed:
Rip in my new blue jeans, right below knee on left side. No injury to my leg thankfully, would have been very dangerous to a child.
* I have digital pictures of everything if needed, I will email them, Thanks (sorry for bad copy)
9) Owner and location of damaged property or name/address of person injured:
Ellen Therese Franger 3950 Fairview Dr Hood River, OR 97031
10) Detailed list and amount of damages claimed as of date of presentation of claim, including prospective damages. If amount exceeds \$10,000.00, a specific amount need not be included.
\$ 69.50

Dated: Dec 6, 2014 Claimant: Ellen Therese Franger
(Signature)

Notice to Claimant:

Where space is insufficient, please use additional paper and identify information by proper section number.

Return completed form to:

San Diego County Regional Airport Authority
Tony Russell, Director, Corporate & Information Governance/Authority Clerk
Corporate & Information Governance
P.O. Box 82776
San Diego, CA 92138-2776

DKNY JEANS

WASH
STRETCH
COMFORT
FIT



SIZE 06

MSRP

\$69.50

DKNY JEANS

ATTACHMENT A

07/1/00

RESOLUTION NO. 2015-0004

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY REJECTING THE CLAIM OF ELLEN
FRANGER.

WHEREAS, on December 11, 2014, Ellen Franger filed a claim with the San Diego County Regional Airport Authority for damages sustained to her pants in the baggage claim area of Terminal One at San Diego International Airport on November 14, 2014; and

WHEREAS, at its regular meeting on January 15, 2015, the Board considered the claim filed by Ellen Franger and the report submitted to the Board, and found that the claim should be rejected.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby rejects the claim of Ellen Franger; and

BE IT FURTHER RESOLVED by the Board that it finds that this Board action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code §21065); and is not a "development" as defined by the California Coastal Act (California Public Resources Code §30106).

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000044



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
8

Meeting Date: **JANUARY 15, 2015**

Subject:

Approve and Authorize the President/CEO to Negotiate and Execute an Agreement with U.S. Bank National Association, for Depository Banking Services and Merchant Credit Card Services

Recommendation:

Adopt Resolution No. 2015-0005, approving and authorizing the President/CEO to negotiate and execute an agreement with U.S. Bank National Association (US Bank) for depository banking services and merchant credit card services for a term of three (3) years with two (2) one-year options to extend the term and a maximum amount payable not-to-exceed \$2,500,000.

Background/Justification:

The Authority currently utilizes depository banking and merchant credit card services from US Bank. The contract with US Bank expires on February 28, 2015. Current annual fees for depository services are approximately \$30K per year while credit card processing fees are approximately \$440K per year.

Depository banking services include such services as collateralized demand deposit accounts, internet banking, on site electronic deposits, Wire and Automatic Clearing House (ACH) services (including payroll) and cash vault services.

Merchant credit card acceptance and processing services are provided at all Authority operated parking lots and for other ground transportation revenue sources. Annually the Authority processes in excess of \$30 Million in credit card transactions. With the exception of American Express (AMEX), the new agreement will comprise acceptance of all cards. Due to the exclusivity of the AMEX credit card network, the Authority maintains a separate acceptance agreement with AMEX to allow airport customers to use AMEX cards for parking and ground transportation transactions. The new agreement will comprise processing for all cards.

Wells Fargo National Association provides Letter of Credit (LOC) services to support the Small Business Bond & Contract Financing Program. The Wells Fargo contract will expire on October 1, 2015. LOC services were bundled with Banking and Merchant Services in the Request for Proposals (RFP) to encourage a competitive bid for a LOC product.

000045

Page 2 of 3

A RFP for the services of a firm to perform depository banking, merchant credit card and LOC services was issued on October 21, 2014. 28 firms viewed the RFP opportunity and 5 proposals were received on November 21, 2014 from Bank of the West, Capital Access, East West Bank, US Bank and Vantiv. Authority staff has performed an analysis of the proposals and ranked them.

The highest ranked respondents were Bank of the West and US Bank for banking services and merchant credit card services. Bank of the West, US Bank and Capital Access were the highest ranked respondents for LOC services. These firms were invited to interview on December 12, 2014. The respondents were asked to provide responses to a specific list of questions, prepared by the evaluation panel, which targeted the evaluation criteria presented in the RFP.

Following are the final rankings and combined scores for banking services and merchant credit cards:

Banking - Final Rankings	Panelist 1	Panelist 2	Panelist 3	Panelist 4	Total	Final Rank
Bank of the West	2	2	2	2	8	2
US Bank	1	1	1	1	4	1

Combined Scores	SB Preference	Financial Statements	Comingled Services	Costs	Web-Based Banking	Experience	Other Services	Customer Service	Total
Bank of the West	0	180	400	640	924	315	306	608	3373
US Bank	0	200	400	800	980	342	333	722	3777

Merchant - Final Rankings	Panelist 1	Panelist 2	Panelist 3	Panelist 4	Total	Final Rank
Bank of the West	2	2	2	2	8	2
US Bank	1	1	1	1	4	1

Combined Scores	SB Preference	Financial Statements	Comingled Services	Costs	Online Reporting	Experience	Customer Service	Total
Bank of the West	0	180	400	1204	476	476	406	3142
US Bank	0	200	400	1204	504	518	546	3372

US Bank's bid was the highest ranking proposal for banking and merchant credit card services and staff recommends that a three year agreement with 2 one-year options be executed with US Bank. Bank fees are anticipated to be \$40K per year while credit card processing costs will decrease to \$430K per year.

During the interview process the interview panel determined that the response from Capital Access did not meet the requirements of the Small Business Bond & Contract Financing Program. Additionally the proposals from the other respondents were more costly than the existing program. As such, the review panels did not continue with a final ranking and combined score for the LOC service and it was decided not to award the LOC services as part of this solicitation. Staff recommends continuing with the current provider (Wells Fargo) and combining the LOC solicitation with the RFP for the management and administration services for the Bond & Contract Financing Program in the summer of 2015.

Fiscal Impact:

Adequate funding for the depository banking services and merchant credit card services are included in the adopted FY 2015 budget and will be included in the FY 2016 Budget.

Authority Strategies:

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

Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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.

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, Policy 5.12 and Policy 5.14. These programs/policies are intended to promote the inclusion of small, local, service disabled veteran owned, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

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 five percent (5%) 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 \$100,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid.

In accordance to Policy 5.12, the recommended firm, US Bank, received 0% small business preference.

Prepared by:

SCOTT BRICKNER
VICE PRESIDENT, FINANCE AND ASSET MANAGEMENT/TREASURER

RESOLUTION NO. 2015-0005

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 WITH U.S. BANK NATIONAL ASSOCIATION (U.S. BANK) FOR DEPOSITORY BANKING SERVICES AND MERCHANT CREDIT CARD SERVICES FOR A TERM OF THREE (3) YEARS WITH TWO (2) ONE-YEAR OPTIONS TO EXTEND THE TERM AND A MAXIMUM AMOUNT PAYABLE NOT TO EXCEED \$2,500,000

WHEREAS, the Authority has a continuing need for depository banking and merchant credit card services; and

WHEREAS, the Authority released a Request for Proposals ("RFP") in October, 2014 to obtain the services of a qualified firm to perform depository banking, merchant credit card and Letter of Credit ("LOC") services for the Authority; and

WHEREAS, the Authority received five (5) proposals in response to the RFP; and

WHEREAS, the Authority's evaluation panel, after reviewing the proposals and interviewing the short-listed firms, recommend awarding an agreement for depository banking and merchant credit card services to U.S. Bank National Association; and

WHEREAS, upon careful review of the proposals and interview it was decided not to award the LOC services as part of this solicitation; and

WHEREAS, the Board determines that awarding an agreement to U.S. Bank National Association is in the best interest of the Authority.

NOW THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to negotiate and execute an agreement with U.S. Bank National Association for depository banking services and merchant credit card services and authorizes the President/CEO to take all necessary actions to execute the agreement.

BE IT FURTHER RESOLVED that said agreement shall have a term of three (3) years with two (2) one-year options to renew that are exercisable at the discretion of the President/CEO and a compensation amount that shall not exceed two million five hundred thousand dollars (\$2,500,000); and

BE IT FURTHER RESOLVED by the Board that it finds that this action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code § 21065); and is not a "development" as defined by the California Coastal Act (California Public Resources Code § 30106).; and

BE IT FURTHER RESOLVED 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.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL



Request for Proposals: Banking Service, Merchant Service, Letter of Credit

January 15, 2015



Michael Sears
Director Financial
Management



Existing Banking Services



Existing **Depository Banking** service agreement is with U.S. Bank National Association (US Bank).

Depository Banking services include:

- Collateralized demand deposit accounts
- Internet-banking and On-site deposits
- Wire and ACH payments (including payroll)
- Cash Vault services

Current Fees for this service are approximately \$30K per year

Agreement expires on February 28, 2015

Existing Merchant Services

Existing **Merchant Service** agreement is with US Bank and will expire February 28, 2015



Merchant Services include credit card acceptance (all cards except American Express) and credit card processing at all Authority parking lots and other ground transportation revenue sources

The Authority has a separate agreement with American Express to accept AMEX cards

The Authority processes in excess of \$30 Million of credit card transactions each year (\$20 Million excluding AMEX)

Current credit card fees (excluding American Express) are approximately \$440K per year

Existing LOC Services



Irrevocable Letter of Credit (LOC) services provided by Wells Fargo Bank, National Association

Letter of credit are issued to support small business in the Bond & Contract Financing program

Fees are assessed at 1% of each LOC issued

The LOC expires on October 1, 2015

Request for Proposal (RFP)



LOC services were bundled with Banking and Merchant Services in the RFP to encourage a competitive bid for LOC services

The Authority issued the RFP on October 21, 2014, closed on November 21, 2014

28 Firms view the opportunity. Proposals were received from 5 firms: US Bank, Bank of the West, East West Bank, Vantiv, Capital Access

Interviews were conducted on December 12, 2014 with 3 firms US Bank, Bank of the West and Capital Access

Request for Proposal (RFP) cont.



The US Bank proposal provided the best financial terms

Depository Banking costs will be approximately \$40K per year

Merchant Service costs will be approximately \$430K per year

The LOC proposals were not as favorable as Wells Fargo's existing LOC contract, which will not expire until October 2015.

Recommendations



Staff recommends that the Board approve:

Award of Depository Banking and Merchant Services to US Bank for a term of three years with two one-year options to extend the term and a maximum amount payable not-to-exceed \$2,500,000, and

To continue with the current LOC provider (Wells Fargo) and combine the LOC solicitation with the RFP for the management and administration services for the Bond & Contract Financing Program in the summer of 2015

QUESTIONS?



**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT**

**Item No.
9**

Meeting Date: **JANUARY 15, 2015**

Subject:

Award a Contract to EC Constructors, Inc. for Terminal Concessions Directories at San Diego International Airport

Recommendation:

Adopt Resolution No. 2015-0006, awarding a contract to EC Constructors, Inc., in the amount of \$598,315, for Project No. 104168A, Terminal Concessions Directories at San Diego International Airport.

Background/Justification:

This project is a San Diego County Regional Airport Authority ("Authority") Board ("Board") approved project in the FY2015-FY2019 Capital Improvement Program (CIP).

This project will provide for the installation of thirty-one (31) touchscreen terminal and terminal concessions directories, including, associated power, and data infrastructure throughout the Commuter Terminal, Terminal 1, Terminal 2 East and West. The directories will improve customer service by providing information to the travelling public about the amenities and concessions available at the San Diego International Airport. (Attachment A)

This contract was advertised on October 29, 2014 and sealed bids were opened on December 2, 2014. The following bids were received: (Attachment B)

Company	Total Bid
EC Constructors, Inc.	\$598,315
Hearne Corporation	\$687,971
Kinsman Construction, Inc.	\$751,410
International Computing Systems, Inc.	\$777,000
St. Thomas Enterprises, Inc.	\$800,000
Alvarez Quality Construction, Inc.	\$837,966

The Engineer's estimate is \$842,000 (Attachment B)

The low bid of \$598,315, is responsive, and EC Constructors, Inc. is considered responsible. Authority staff recommends award to EC Constructors, Inc., in the amount of \$598,315.

Fiscal Impact:

Adequate funds for the contract with EC Contractors, Inc., are included within the Board approved FY2015-FY2019 Capital Program Budget for Project No. 104168A, Terminal Concessions Directories. Sources of funding for this project include Airport Cash.

Authority Strategies:

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

Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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.

Application of Inclusionary Policies:

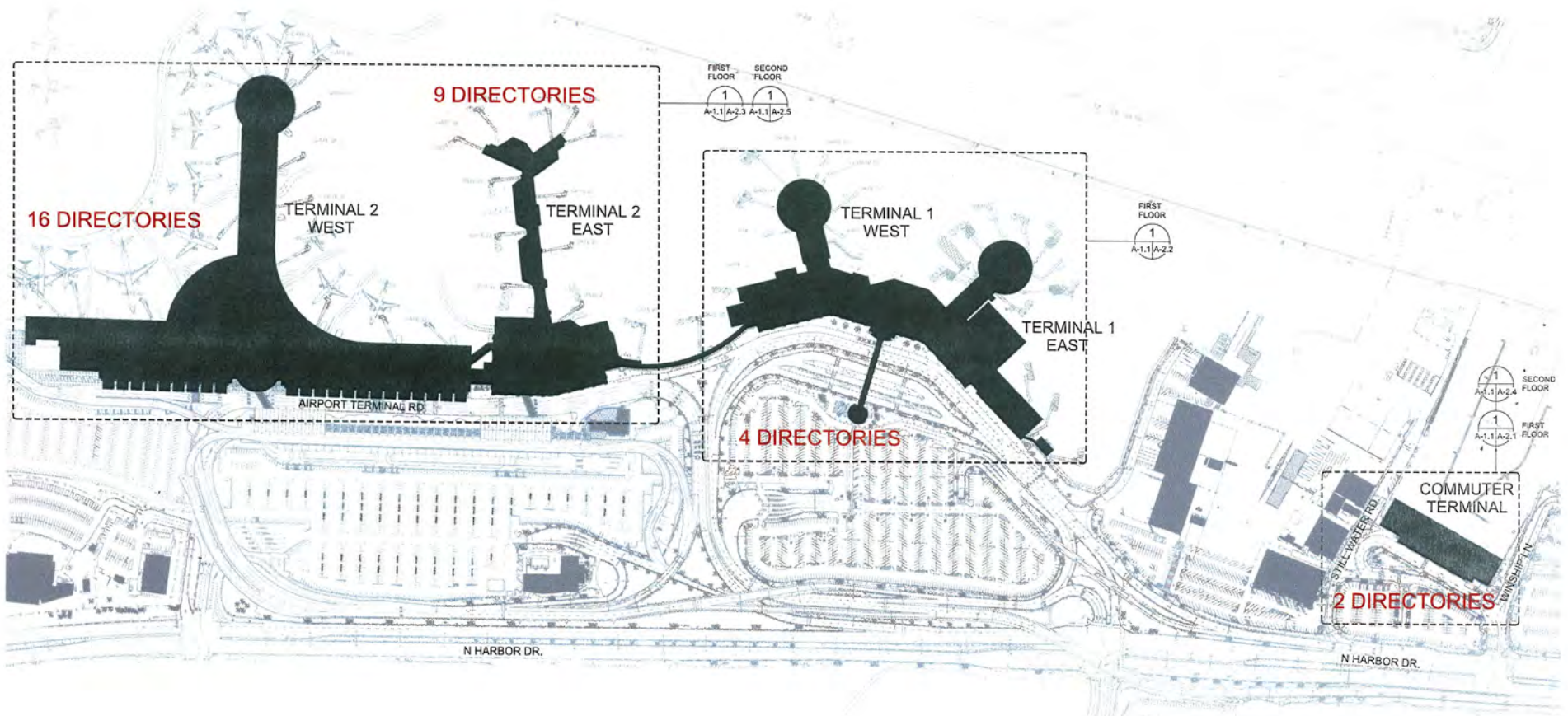
The Authority has the following inclusionary programs/policies: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program, Policy 5.12 and Policy 5.14. These programs/policies are intended to promote the inclusion of small, local, service disabled veteran owned, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

This contract does not utilize federal funds and provides opportunities for sub-contractor participation; therefore; at the option of the Authority, Policy 5.14 was applied. Policy 5.14 establishes separate goals for the participation of: (1) small businesses; (2) local businesses; and, (3) service disabled veteran owned small businesses (SDVOSB). The local business participation goal can only be applied when the overall local business participation of all Authority contracts at the time of solicitation is less than 60%. The maximum preference applied under Policy 5.14 is seven percent (7%): three percent (3%) for small business participation; two percent (2%) for local business participation; and, two percent (2%) for SDVOSB participation. When bid price is the primary selection criteria, the maximum amount of the preference cannot exceed \$100,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid. When bid price is not the primary selection criteria, the preference is only applied to determine which proposers are interviewed for final consideration. Per Policy 5.14, the preference is not applied in the final selection.

In accordance with Policy 5.14, EC Constructors, Inc. partially met the SBE goal of 36% with 20.4% certified small business participation for a 1% certified small business preference and met the SDVOSB goal of 3% for a 2% SDVOSB participation preference. At the time of the solicitation it was determined that the Authority's overall local business participation exceeded 60% therefore no preference was applied for local business participation.

Prepared by:

IRAJ GHAEMI
DIRECTOR, FACILITIES DEVELOPMENT



Attachment A

Project 104168A: Terminal Concession Directories

000053

ATTACHMENT A
Bid Tabulation Form

BID TABULATION
CIP 104168A - SDIA Wayfinding Terminal Concessions Directories

BIDS OPENED: December 2, 2014 @ 10:00 AM
ENGINEERS ESTIMATE: \$840,000.00

CONTRACTOR:		1st Low Bidder				2nd Low Bidder				3rd Low Bidder				4th Low Bidder				5th Low Bidder				6th Low Bidder													
ADDRESS:		EC Constructors, Inc. 8934 River Street Lakeside, CA 92040				Hearne Corporation 11633 Sorrento Valley Road, Ste 400 San Diego, CA 92121				Kisteman Construction, Inc. 6711 Nancy Ridge Drive San Diego, CA 92121				International Computing Systems, Inc. (ICS) 524 W. Commonwealth Ave. Fullerton, CA 92832				St. Thomas Enterprises, Inc. 3617 Palm Drive Bonita, CA 91902				Alvarez Quality Construction, Inc. 521 Delaware Street Imperial Beach, CA 91932													
GUARANTEE OF GOOD FAITH:		Hartford Fire Insurance Company				The Guaranty Company of North America				SureTec Insurance Company				Allegheny Casualty Company				United Fire & Casualty Company				SureTec Insurance Company													
BID SCHEDULE A:		1				2				3				4				5				6													
Bid Item	Item Description	Unit of Measure	Quantity	Unit Cost	Total In Figures	Unit of Measure	Quantity	Unit Cost	Total In Figures	Unit of Measure	Quantity	Unit Cost	Total In Figures	Unit of Measure	Quantity	Unit Cost	Total In Figures	Unit of Measure	Quantity	Unit Cost	Total In Figures	Unit of Measure	Quantity	Unit Cost	Total In Figures										
1	San Diego International Airport Wayfinding - Terminal Concessions Directories	Lump Sum	LS	LS	\$ 510,041.00	Lump Sum	LS	LS	\$ 546,571.00	Lump Sum	LS	LS	\$ 622,035.00	Lump Sum	LS	LS	\$ 300,000.00	Lump Sum	LS	LS	\$ 700,000.00	Lump Sum	LS	LS	\$ 327,050.00										
2	Section 10-45 - Contractor's Progress Schedule	Lump Sum	LS	LS	\$ 3,274.00	Lump Sum	LS	LS	\$ 10,000.00	Lump Sum	LS	LS	\$ 13,875.00	Lump Sum	LS	LS	\$ 300,000.00	Lump Sum	LS	LS	\$ 20,000.00	Lump Sum	LS	LS	\$ 330,000.00										
3	Section 10-46 - Overhead	Day	100	\$750.00	\$ 75,000.00	Day	100	\$1,214.00	\$ 121,400.00	Day	100	\$1,055.00	\$ 105,500.00	Day	100	\$1,670.00	\$ 167,000.00	Day	100	\$700.00	\$ 70,000.00	Day	100	\$1,408.70	\$ 140,870.00										
4	Allowance for Reimbursement of Permit Fees	Allowance	Allowance	Allowance	\$ 10,000.00	Allowance	Allowance	Allowance	\$ 10,000.00	Allowance	Allowance	Allowance	\$ 10,000.00	Allowance	Allowance	Allowance	\$ 10,000.00	Allowance	Allowance	Allowance	\$ 10,000.00	Allowance	Allowance	Allowance	\$ 10,000.00										
TOTAL BID SCHEDULE A =					\$598,315.00	TOTAL BID SCHEDULE A =					\$887,971.00	TOTAL BID SCHEDULE A =					\$751,410.00	TOTAL BID SCHEDULE A =					\$777,000.00	TOTAL BID SCHEDULE A =					\$800,000.00	TOTAL BID SCHEDULE A =					\$837,946.00
Addendum No.		1 - Acknowledged by Bidder: Yes				2 - Acknowledged by Bidder: Yes				3 - Acknowledged by Bidder: Yes				4 - Acknowledged by Bidder: Yes				5 - Acknowledged by Bidder: Yes				6 - Acknowledged by Bidder: Yes				7 - Acknowledged by Bidder: Yes									
Notes:						Note 1: Calculation error: Bid Item No. 3 - Total amount should be \$121,400.00 versus \$121,428.00. Therefore, total bid amount is \$487,971.00 vs. \$488,000.00.				Note 1: Calculation error: Bid Item No. 3 - Total amount should be \$105,500.00 versus \$105,561.00, and Sum of Total Bid should be \$751,410.00 vs. \$749,000.00.				Note 1: Calculation error: Sum of Total Bid should be \$777,000.00 vs. \$776,000.00.																					
Policy 5.14 Points and Bid Adjustment Amount Table		NOT APPLICABLE				NOT APPLICABLE				NOT APPLICABLE				NOT APPLICABLE				NOT APPLICABLE				NOT APPLICABLE													
Points	Bid Adjustment Amount Based on Low Bid	Points	Adjustment Amount (Enter Amount from Table Based on Number of Points)	Adjusted Bid Amount	Points	Adjustment Amount (Enter Amount from Table Based on Number of Points)	Adjusted Bid Amount	Points	Adjustment Amount (Enter Amount from Table Based on Number of Points)	Adjusted Bid Amount	Points	Adjustment Amount (Enter Amount from Table Based on Number of Points)	Adjusted Bid Amount	Points	Adjustment Amount (Enter Amount from Table Based on Number of Points)	Adjusted Bid Amount	Points	Adjustment Amount (Enter Amount from Table Based on Number of Points)	Adjusted Bid Amount	Points	Adjustment Amount (Enter Amount from Table Based on Number of Points)	Adjusted Bid Amount	Points	Adjustment Amount (Enter Amount from Table Based on Number of Points)	Adjusted Bid Amount										
5 or 5%	N/A	1	\$14,743.00	\$578,572.00	5	\$34,000.00	\$653,571.00	3	\$23,875.00	\$728,867.70	3	\$15,134.00	\$763,690.00	1	\$6,000.00	\$792,000.00	3	\$22,148.70	\$812,827.02																

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RESOLUTION NO. 2015-0006

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY AWARDING A CONTRACT TO EC CONSTRUCTORS, INC. IN THE AMOUNT OF \$598,315 FOR PROJECT NO. 104168A, TERMINAL CONCESSIONS DIRECTORIES AT SAN DIEGO INTERNATIONAL AIRPORT

WHEREAS, this project is a San Diego County Regional Airport Authority ("Authority") Board ("Board") approved project in the FY2015-FY2019 Capital Improvement Program (CIP); and

WHEREAS, this project will provide for the installation of thirty-one (31) touchscreen terminal and terminal concessions directories, including, associated power, and data infrastructure throughout the Commuter Terminal, Terminal 1, and Terminal 2 East and West; and

WHEREAS, the directories will improve customer service by providing information to the travelling public about the amenities and concessions available at the San Diego International Airport; and

WHEREAS, this contract was advertised on October 29, 2014; and

WHEREAS, on December 2, 2014, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, the low bidder, EC Constructors, submitted a bid in the amount of \$598,315.00; and

WHEREAS, Authority staff has duly considered EC Constructors, Inc.'s bid, and has determined EC Constructors is responsible, and that its bid is responsive in all respects; and

WHEREAS, the Board believes that it is in the best interest of the Authority and the public that it serves, for the Board to award EC Constructors, Inc. the contract for project No. 104168A Terminal Concessions Directories, upon terms and conditions set forth on the Bid Solicitation Package.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards a contract to EC Constructors, Inc. in the amount of \$598,315, for Project No. 104168A, Terminal Concessions Directories at San Diego International Airport.

BE IT FURTHER RESOLVED that the Authority's President/CEO or designee hereby is authorized to execute and deliver such contract to EC Constructors; and

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

BE IT FURTHER RESOLVED that the Board finds this action is not a "project" as defined by the California Environmental Quality Act ("CEQA"), Cal. Pub. Res. Code §21065, and is not a "development" as defined by the California Coastal Act, Cal. Pub. Res. Code §30106.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000056



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
10

Meeting Date: **JANUARY 15, 2015**

Subject:

Approve and Authorize the President/CEO to Execute a First Amendment to the State Legislative Consulting Services Agreement with Manatt, Phelps & Phillips, LLP

Recommendation:

Adopt Resolution No. 2015-0007, approving and authorizing the President/CEO to execute a First Amendment to the State Legislative Consulting Services agreement with Manatt, Phelps & Phillips, LLP, extending the term of the agreement by nine months to expire October 31, 2015, and increasing the agreement amount by \$115,300, resulting in a revised total maximum amount payable of \$736,900.

Background/Justification:

In order to identify and pursue State legislative and regulatory opportunities in defense and support of Authority initiatives and programs, the Authority utilizes the services of a consultant in Sacramento, California. The Authority's current agreement for these services, with Manatt, Phelps & Phillips, LLP, is set to expire on January 31, 2015.

On October 31, 2014, the Authority issued a Request for Proposals (RFP) for State Legislative Consulting Services. Only two responsive proposals were received by the December 1, 2014 submittal deadline. Under Authority procurement policies and practices, three proposals/bids are generally preferred to ensure adequate competition. Due to the limited number of responsive proposals received, the RFP was withdrawn and the two proposals were rejected. Authority staff expects that through additional outreach, a greater number of responses will be received upon the issuance of a new solicitation.

Prior to reissuing the RFP for State Legislative Consulting Services, Authority staff intends to conduct significant additional outreach with prospective firms and encourage the submission of proposals when the RFP is re-advertised later this year. To ensure that Authority interests continue to be adequately represented before the legislature and State government agencies, staff recommends that the Authority extend the current State Legislative Consulting Services agreement with Manatt, Phelps & Phillips, LLP (Manatt) for a period of nine months. Such an extension: (1) allows sufficient time for staff to conduct planned RFP outreach efforts discussed above, followed by the full Request for Proposals procurement process; (2) ensures that the Authority maintains uninterrupted legislative consulting services through the remainder of the 2015 State

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Page 2 of 3

Legislative session; and (3) provides the opportunity to better align the commencement of the new State Legislative Services Consulting Services agreement with the beginning of future State legislative sessions (instead of potentially changing consultants in the middle of a legislative year).

The current agreement with Manatt has a maximum amount payable of \$621,600 for the four-year term ending January 31, 2015. Under the agreement, Manatt receives for its services a monthly fee of \$11,700. The agreement contains an additional \$15,000 per year for expenses, as approved in advance by the Authority. Under the proposed nine-month extension of the Agreement, the monthly service fee will remain at \$11,700 with an additional \$10,000 available for expenses. The total amount necessary to fund the agreement's service fees and expenses for nine additional months is \$115,300. Therefore, staff recommends that the Board authorize the President/CEO to execute an amendment to the Manatt agreement extending the term by nine months and increasing the maximum amount payable by \$115,300, to a total of \$736,900.

Fiscal Impact:

Adequate funding for State Legislative Consulting Services is included in the adopted FY 2015 and conceptually approved FY 2016 Operating Expense Budgets within the Professional Services line item.

Authority Strategies:

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

Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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.

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, Policy 5.12 and Policy 5.14. These programs/policies are intended to promote the inclusion of small, local, service disabled veteran owned, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

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 five percent (5%) 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 \$100,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid.

This contract did not utilize federal funds. At the time of this Request for Proposals, November, 2010, Policy 5.14 was not in place and Policy 5.12 was in place but only applied to those businesses enrolled in the Bonding and Contract Financing program.

Prepared by:

MICHAEL KULIS
DIRECTOR, INTER-GOVERNMENTAL RELATIONS

RESOLUTION NO. 2015-0007

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE A FIRST AMENDMENT TO THE STATE LEGISLATIVE CONSULTING SERVICES AGREEMENT WITH MANATT, PHELPS & PHILLIPS, LLP, EXTENDING THE TERM OF THE AGREEMENT BY NINE MONTHS TO EXPIRE OCTOBER 31, 2015, AND INCREASING THE AGREEMENT AMOUNT BY \$115,300, RESULTING IN A REVISED TOTAL MAXIMUM AMOUNT PAYABLE OF \$736,900

WHEREAS, pursuant to Resolution No. 2003-072 R, the Authority Board (the "Board") established a Legislative Advocacy Program (the "Program") as part of its Policies; and

WHEREAS, as stated in the Program, the Board determined that "it is important for the Authority to protect the airport and its planning functions by promoting 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, on October 31, 2014, the Authority issued a Request for Proposals ("RFP") for state legislative consulting services; and

WHEREAS, Airport Authority staff received only two responsive proposals to the RFP by the December 1, 2014 due date; and

WHEREAS, due to the limited number of responsive proposals received, the RFP was withdrawn and the two proposals were rejected; and

WHEREAS, Airport Authority staff intends to reissue the State Legislative Consulting Services RFP in the summer of 2015, following additional outreach efforts to cultivate a larger pool of prospective respondents.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to execute a First Amendment to the State Legislative Consulting Services Agreement with Manatt, Phelps & Phillips, LLP ("Manatt"), extending the term of the agreement by nine months to expire October 31, 2015, and increasing the agreement amount by \$115,300, resulting in a revised total maximum amount payable of \$736,900, to ensure that Authority interests continue to be adequately represented before the legislature and State government agencies.

BE IT FURTHER RESOLVED that the Board finds that such an amendment: (1) allows sufficient time for staff to conduct planned RFP outreach efforts discussed above, followed by the full Request for Proposals procurement process; (2) ensures that the Authority maintains uninterrupted legislative consulting services through the remainder of the 2015 State legislative session; and (3) provides the opportunity to better align the commencement of the new State Legislative Services Consulting Services agreement with the beginning of future State legislative sessions (instead of potentially changing consultants in the middle of a legislative year); and

BE IT FURTHER RESOLVED that the Board finds that this Board action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code § 21065); and is not a "development" as defined by the California Coastal Act (California Public Resources Code §30106).

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY RUSSELL
DIRECTOR, CORPORATE
& INFORMATION GOVERNANCE/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
11

Meeting Date: **JANUARY 15, 2015**

Subject:

**Approve and Authorize the President/CEO to Execute an Agreement With
McBee Strategic Consulting, LLC for Federal Legislative Consulting Services**

Recommendation:

Adopt Resolution No. 2015-0008, approving and authorizing the President/CEO to execute an agreement with McBee Strategic Consulting, LLC for Federal Legislative Consulting Services in an amount not-to-exceed \$887,000, for a term of three-years, with two one-year extensions, exercisable at the exclusive option of the President/CEO.

Background/Justification:

In order to identify and pursue Federal legislative and regulatory opportunities in defense and support of Authority initiatives and programs, the Authority utilizes the services of a consultant in Washington, D.C. The Authority's current agreement for these services, with McBee Strategic Consulting, LLC, expires on January 31, 2015.

On October 24, 2014, the Authority issued a Request for Proposals (RFP) for Federal Legislative Consulting Services. Forty-eight firms were sent the public notice of this business opportunity; and fifteen prospective firms viewed the RFP. In addition, the public notice was advertised in the San Diego Daily Transcript and on the Authority's website. Three proposals were received by the November 25, 2014, submittal deadline.

The three firms that were interviewed by the Authority's five-member panel were Buchanan Ingersoll & Rooney PC; Brownstein Hyatt Farber Schreck, LLP; and McBee Strategic Consulting, LLC. The five-member evaluation committee consisted of two representatives from the Authority's Inter-Governmental Relations Department, the Senior Director of the Authority's Assets and Alliances group, the President/CEO, and one external panel member who is an executive of the San Diego Economic Development Corporation. The committee convened on December 8, 2014, in San Diego to conduct in-person interviews with representatives from the three proposing firms.

Upon completion of the interviews, the committee evaluated all respondents according to the following criteria: primary staff and resources; experience and skill; work plan; reasonableness of proposed budget and fee schedules; references; and the in-person interviews and presentations.

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Each of the three firms considered by the evaluation committee possessed solid credentials and has successfully represented many clients on Federal legislative and executive branch policy issues. However, the panel concluded that McBee Strategic Consulting, LLC, ("McBee"), was unique among the respondents due to its exceptionally strong combination of substantive expertise and experience in the areas of governmental policy most critical to Authority initiatives and programs: aviation, airports, and transportation.

The panelists' scores for each respondent under the specified evaluation criteria are reflected in the following matrix.

Respondent	Small Business Preference	Cost / Fees	Work Plan	Primary Staff	Organization Experience & Skill	Total
Buchanan	0	750	750	580	1120	3200
Brownstein	0	450	875	500	840	2665
McBee	0	600	875	1000	2000	4475

The panelists' final rankings for each respondent are reflected in the matrix below. The lowest score is the preferred respondent.

The evaluation committee unanimously scored and ranked McBee as the most qualified and preferred respondent. Following the committee evaluations, the President/CEO accepted the committee's recommendation that McBee should continue to represent the Authority as its Federal Legislative Consultant.

Respondent	Panelist #1	Panelist #2	Panelist #3	Panelist #4	Panelist #5	Total	Final Rank
Buchanan	2	2	2	3	2	11	2
Brownstein	3	3	3	2	3	14	3
McBee	1	1	1	1	1	5	1

Among its clients, McBee represents other public entities, including airports and other aviation-related clients. Its team has extensive experience working with key federal agencies and the U.S. Congress. The firm is headquartered in Washington D.C. and its primary liaison to the Airport Authority will continue to be Sam Whitehorn, who brought over 16 years of U.S. Senate experience to the firm. During his career in the Senate, Mr. Whitehorn held a number of key positions with the Committee on Commerce, Science and Transportation. He and his colleague, Robert Chamberlain, who will also serve as a liaison to the Authority, have unparalleled knowledge of and experience with the Federal Aviation Administration (FAA) Reauthorization process (which commences again during 2015). Mr. Whitehorn and/or Mr. Chamberlain have been involved in the writing of every FAA Reauthorization bill since the early 1990s. Their in-depth and nuanced knowledge of not only the legislative elements and programs of FAA Authorization bills, but also the intricacies of the process by which the Congress and Administration craft and consider this critical legislation, is an excellent and unique asset for the Authority. Furthermore, they have both created deep personal networks and working relationships in the aviation and airline sectors that the Authority can leverage to its benefit.

Staff recommends that the Board approve and authorize the President/CEO to execute an agreement with McBee that will have an initial three-year term, with two additional one-year extensions at the exclusive option of the Authority's President/CEO. Under the proposed agreement, McBee would receive a \$12,500 monthly fee during the first three years of the contract. Should the Authority exercise its option for one or both of the one-year extensions, McBee would receive a fee of \$13,000 per month. An additional \$25,000 per year is allocated for expenses or any additional work required by the Airport Authority.

Fiscal Impact:

Adequate funding for Federal Legislative Consulting Services is included in the adopted FY 2015 and conceptually approved FY 2016 Operating Expense Budgets within the Professional Services line item.

Authority Strategies:

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

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

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.

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, Policy 5.12 and Policy 5.14. These programs/policies are intended to promote the inclusion of small, local, service disabled veteran owned, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

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 five percent (5%) 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 \$100,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid.

In accordance to Policy 5.12, the recommended firm, McBee Strategic Consulting, LLC, did not receive the small business preference.

Prepared by:

MICHAEL KULIS
DIRECTOR, INTER-GOVERNMENTAL RELATIONS

RESOLUTION NO. 2015-0008

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE AN AGREEMENT WITH MCBEE STRATEGIC CONSULTING, LLC, FOR FEDERAL LEGISLATIVE CONSULTING SERVICES IN AN AMOUNT NOT-TO-EXCEED \$887,000 FOR A TERM OF THREE-YEARS WITH TWO ONE-YEAR EXTENSIONS, EXERCISABLE AT THE EXCLUSIVE OPTION OF THE PRESIDENT/CEO.

WHEREAS, pursuant to Resolution No. 2003-072 R, the Authority Board (the "Board") established a Legislative Advocacy Program (Policy 1.60); and

WHEREAS, as stated in the Legislative Advocacy Program, the Board determined that "it is important for the Authority to protect the airport and its planning functions by promoting 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, on October 24, 2014, the Authority issued a Request for Proposals (RFP) to award an agreement for federal legislative consulting services; and

WHEREAS, the RFP process resulted in the conclusion that McBee Strategic Consulting, LLC, is the most qualified candidate.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to execute an agreement with McBee Strategic Consulting, LLC, for Federal Legislative Consulting Services in an amount not to exceed \$887,000 for a term of three-years with two one-year extensions, exercisable at the exclusive option of the President/CEO; and

BE IT FURTHER RESOLVED that the Board finds that this Board action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code § 21065); and is not a "development" as defined by the California Coastal Act (California Public Resources Code §30106).

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY RUSSELL
DIRECTOR, CORPORATE
& INFORMATION GOVERNANCE/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

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**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT**

Item No.
12

Meeting Date: **JANUARY 15, 2015**

Subject:

Award a Contract to S&L Specialty Contracting, Inc., for Quieter Home Program Phase 8, Group 4, Project No. 380804 (24 Historic and Non-Historic Single and Multi-Family Units on 6 Residential Properties Located East and West of the Airport)

Recommendation:

Adopt Resolution No. 2015-0009, awarding a contract to S&L Specialty Contracting, Inc., in the amount of \$764,050, for Phase 8, Group 4, Project No. 380804, of the San Diego County Regional Airport Authority's ("Authority's") Quieter Home Program.

Background/Justification:

The Quieter Home Program ("Program") provides sound attenuation treatment to residences within the highest noise-impacted neighborhoods surrounding San Diego International Airport ("SDIA"). The Phase 8, Group 4, project includes installation of new acoustical windows, doors, insulation, and ventilation improvements to reduce aircraft-related noise levels inside the homes. This project will provide sound attenuation to 24 historic and non-historic single and multi-family units on 6 residential properties located east and west of the airport (refer to Attachment A).

To date, the Program has completed 2,975 residences, of which 738 are historic and 2,237 are non-historic; 1,921 residences are located west of SDIA and 1,054 are located east of SDIA.

Project No. 380804 was advertised on November 12, 2014, and bids were opened on December 12, 2014. The following bids were received (refer to Attachment B):

Company	Total Bid
S&L Specialty Contracting, Inc.	\$764,050
G&G Specialty Contractors, Inc.	\$959,148

The Engineer's estimate is \$709,555.

The low bid of \$764,050, is considered responsive, and S&L Specialty Contracting, Inc. is considered responsible. Award to S&L Specialty Contracting, Inc. is, therefore, recommended in the amount of \$764,050.

Fiscal Impact:

Adequate funds for the contract with S&L Specialty Contracting, Inc., is included in the adopted FY 2015 and conceptually approved FY 2016 Operating Expense Budgets within the Quieter Home Program budget line item. Sources of funding include Federal Airport Improvement Program grants and Passenger Facility Charges.

Authority Strategies:

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

Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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."

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, Policy 5.12 and Policy 5.14. These programs/policies are intended to promote the inclusion of small, local, service disabled veteran owned, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

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 Policies 5.12 and 5.14. Therefore, the Authority must utilize other means as provided in the DBE Plan to achieve participation.

This project utilizes federal funds; therefore, it will be applied toward the Authority's overall DBE goal. S&L Specialty Contracting, Inc. is proposing 7.59% DBE participation on QHP Phase 8, Group 4.

Prepared by:

KEITH WILSCHETZ
DIRECTOR, AIRPORT PLANNING AND NOISE MITIGATION

ATTACHMENT A

Homes in this contract are located both east and west of the airport in these two areas.



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Map Notes:
 Aff Report Attachment A

1 inch = 3,898 feet

Land Use - SanGIS 2/07		QHP Status		Noise Contours	
	Single-Family Residential		QHP Completed		67 dB Boundary
	Multi-Family Residential		QHP Ineligible		65 dB CNEL Contour
	Condominiums		County Parcel		Address Point

San Diego County Regional Airport Authority
 Quieter Home Program
 Project 380804

SPECIFICATION NO. 380804

ATTACHMENT B

TITLE: QUIETER HOME PROGRAM PROJECT NO. 380804
 BIDS OPENED: December 12, 2014, 2:00 p.m.
 ENGINEER'S ESTIMATE: \$709,555.00

CONTRACTOR:				S & L Specialty Contracting, Inc.				G & G Specialty Contractors, Inc.					
ADDRESS:				315 S. Franklin Street, Syracuse, NY 13202				4633 S. 36th Street, Phoenix, AZ 85040					
GUARANTEE OF GOOD FAITH:				Hartford Casualty Insurance Company				Hartford Casualty Insurance Company					
Res No.	Bid Item Number		Dwelling Units	Unit of Measure	General Construction (In Figures)	HVAC Construction (In Figures)	Electrical Construction (In Figures)	TOTAL (In Figures)	General Construction (In Figures)	HVAC Construction (In Figures)	Electrical Construction (In Figures)	TOTAL (In Figures)	
380804.00	Balboa Greens Common Area	2652 A St.	1	Lump Sum	8,000.00	0.00	0.00	8,000.00	32,852.00	0	122,598.00	155,450.00	
380804.01	Lee	2652 A St., A	1	Lump Sum	12,000.00	4,000.00	3,000.00	19,000.00	15,141.00	2,493.00	1,465.00	19,099.00	
380804.02	MC Investments	2652 A St., B	1	Lump Sum	12,000.00	4,000.00	3,000.00	19,000.00	15,538.00	2,493.00	1,465.00	19,496.00	
380804.05	Ancheta	2652 A St., E	1	Lump Sum	11,000.00	4,000.00	3,000.00	18,000.00	15,141.00	2,493.00	1,465.00	19,099.00	
380804.06	Crowell	2652 A St., F	1	Lump Sum	12,000.00	4,000.00	3,000.00	19,000.00	15,141.00	2,493.00	1,465.00	19,099.00	
380804.08	Peterman	2652 A St., H	1	Lump Sum	14,000.00	4,000.00	3,000.00	21,000.00	16,635.00	2,493.00	1,225.00	20,353.00	
380804.09	Engles	2652 A St., I	1	Lump Sum	12,000.00	4,000.00	3,000.00	19,000.00	15,141.00	2,493.00	1,465.00	19,099.00	
380804.10	Greiner	2652 A St., J	1	Lump Sum	12,000.00	4,000.00	3,000.00	19,000.00	15,141.00	2,493.00	1,465.00	19,099.00	
380804.11	Thomas	2652 A St., K	1	Lump Sum	12,000.00	4,000.00	3,000.00	19,000.00	15,803.00	2,493.00	1,225.00	19,521.00	
380804.12	MC Investments	2652 A St., L	1	Lump Sum	13,000.00	4,000.00	3,000.00	20,000.00	16,719.00	2,493.00	1,325.00	20,537.00	
380804.13	Willetts	2666 A St.	1	Lump Sum	19,000.00	4,000.00	3,000.00	26,000.00	26,980.00	2,493.00	39,530.00	69,003.00	
380804.13	Willetts	2666 A St.	1	Lump Sum	34,000.00	4,000.00	5,000.00	43,000.00	33,060.00	2,493.00	2,040.00	37,593.00	
380804.13	Willetts	2668 A St.	1	Lump Sum	21,000.00	4,000.00	3,000.00	28,000.00	24,393.00	2,493.00	1,890.00	28,776.00	
380804.13	Willetts	2670 A St.	1	Lump Sum	20,000.00	4,000.00	3,000.00	27,000.00	24,392.00	2,493.00	1,890.00	28,775.00	
380804.13	Willetts	2672 A St.	1	Lump Sum	20,000.00	4,000.00	3,000.00	27,000.00	23,752.00	2,493.00	1,890.00	28,135.00	
380804.15	Martin	2319 Curlew St., 7	1	Lump Sum	16,000.00	4,000.00	2,000.00	22,000.00	19,847.00	2,493.00	1,965.00	24,305.00	
380804.16	Schneider	1427 Granada Ave.	1	Lump Sum	32,000.00	12,000.00	3,000.00	47,000.00	35,962.00	10,252.00	3,575.00	49,789.00	
380804.17	Watry	3671 Lelande St.	1	Lump Sum	56,000.00	9,000.00	3,000.00	68,000.00	51,183.00	9,398.00	3,500.00	64,081.00	
380804.36	Kuklenski	2651 Russ Blvd.	1	Lump Sum	22,000.00	7,000.00	3,000.00	32,000.00	25,470.00	4,987.00	3,825.00	34,282.00	
380804.37	Dalle	2653 Russ Blvd., 14	1	Lump Sum	22,000.00	7,000.00	3,000.00	32,000.00	25,058.00	4,987.00	2,750.00	32,795.00	
380804.39	Heydari	2657 Russ Blvd.	1	Lump Sum	22,000.00	7,000.00	4,000.00	33,000.00	25,058.00	4,987.00	2,750.00	32,795.00	
380804.40	Mahmud	2659 Russ Blvd.	1	Lump Sum	21,000.00	7,000.00	4,000.00	32,000.00	25,058.00	4,987.00	2,750.00	32,795.00	
380804.41	Brown	2661 Russ Blvd.	1	Lump Sum	23,000.00	7,000.00	3,000.00	33,000.00	25,525.00	4,987.00	2,825.00	33,337.00	
380804.43	Weber	3429 Yonge St.	1	Lump Sum	52,000.00	10,000.00	3,000.00	65,000.00	51,187.00	9,398.00	3,200.00	63,785.00	
								Subtotal	696,000.00			Subtotal	891,098.00
Allowance for Structural, HVAC, Electrical Repairs								38,500.00	Allowance for Structural, HVAC, Electrical Repairs		38,500.00		
Building and Utility Permits and Fees								27,000.00	Building and Utility Permits and Fees		27,000.00		
Allowance for 150 Required T-Shirts								2,550.00	Allowance for 150 Required T-Shirts		2,550.00		
TOTAL BID								\$764,050.00	TOTAL BID		\$959,148.00		

Addendum No. 1 Noted

Addendum No. 1 Noted

000072

RESOLUTION NO. 2015-0009

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY AWARDING A CONTRACT TO S&L SPECIALTY CONTRACTING, INC., IN THE AMOUNT OF \$764,050, FOR PHASE 8, GROUP 4, PROJECT NO. 380804, 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 8, Group 4, of the Program will include installation of new acoustical windows, doors, insulation, and ventilation improvements to reduce aircraft-related noise levels inside the homes; and

WHEREAS, Phase 8, Group 4, of the Program provides sound attenuation to 24 historic and non-historic single and multi-family units on 6 residential properties located east and west of the Airport; and

WHEREAS, the Authority issued a Bid Solicitation Package for Phase 8, Group 4, on November 12, 2014; and

WHEREAS, on December 12, 2014, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, the apparent low bidder S&L Specialty Contracting, Inc., submitted a bid of \$764,050; and the Authority's staff has duly considered the bid and has determined S&L Specialty Contracting, Inc. is responsible and that its bid is responsive in all material respects; and

WHEREAS, the San Diego County Regional Airport Authority Board ("Board") believes that it is in the best interest of the Authority and the public that it serves to award S&L Specialty Contracting, Inc., the lowest bidder, the contract for Phase 8, Group 4, upon the terms and conditions set forth in the Bid Solicitation Package.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards a contract to S&L Specialty Contracting, Inc., in the amount of \$764,050, for Phase 8, Group 4, Project No. 380804, 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 Contracting, 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.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL



**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT**

**Item No.
13**

Meeting Date: **JANUARY 15, 2015**

Subject:

Award a Contract to Orion Construction Corporation to Construct the North Side Utility Storm Drain Trunk at San Diego International Airport

Recommendation:

Adopt Resolution No. 2015-0010, awarding a contract to Orion Construction Corporation in the amount of \$10,396,680, for Project No. 104118E, North Side Utility Storm Drain Trunk at San Diego International Airport.

Background/Justification:

This project is a San Diego County Regional Airport Authority ("Authority") Board ("Board") approved project in the FY2015-FY2019 Capital Improvement Program (CIP).

The North Side Utility ("NSU") Storm Drain Trunk Project (Attachment A) includes a gravity line, storm drain pump station, and a force main to provide storm drainage for the North Side development. Areas on the North Side that will be served by this pump station include the Rental Car Center, the new Fixed Based Operator, SAN Park 2, the North Side Interior Road, and a portion of the Air Cargo Facility. (Attachment A)

This contract was advertised on September 24, 2014 and sealed bids were opened on November 25, 2014. The following bids were received: (Attachment B)

Company	Total Bid
Orion Construction Corporation	\$ 10,396,680
West-Tech Contracting, Inc.	\$ 10,662,099.17
Shimmick Construction Company, Inc.	\$ 12,834,433
Macro-Z-Technology	\$ 13,690,402.80
Disney Construction	\$ 13,969,312
HPS Mechanical, Inc.	\$ 14,021,932.45
SC Valley Engineering, Inc.	\$ 14,174,328.20

The Engineer's estimate is \$9,767,006 (Attachment B)

The low bid of \$10,396,680, is responsive, and Orion Construction Corporation, is considered responsible. Staff recommends award to Orion Construction Corporation, in the amount of \$10,396,680.

Fiscal Impact:

Adequate funds for the contract with Orion Construction Corporation are included within the Board approved FY2015-FY2019 Capital Program Budget for Project No. 104118E, North Side Utility Storm Drain Trunk. Sources of funding for this project include Airport Revenue Bonds, Federal Entitlement and Discretionary Grants.

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

- A. The proposed NSU Storm Drain Trunk was evaluated pursuant to the California Environmental Quality Act, Pub. Res. Code §21065, as a project component of the San Diego International Airport Master Plan Final Environmental Impact Report (SCH #2005091105; SDCRAA #EIR-06-01), certified on May 1, 2008, and the Northside Improvements Final Supplemental Environmental Impact Report (also SCH #2005091105; SDCRAA #EIR-10-01) certified by the San Diego County Regional Airport Authority on September 1, 2011.
- B. A Coastal Development Permit (#6-12-065) for the NSU Storm Drain trunk was approved by the California Coastal Commission on March 12, 2014.

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, Policy 5.12 and Policy 5.14. These programs/policies are intended to promote the inclusion of small, local, service disabled veteran owned, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

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 Policies 5.12 and 5.14. Therefore, the Authority must utilize other means as provided in the DBE Plan to achieve participation.

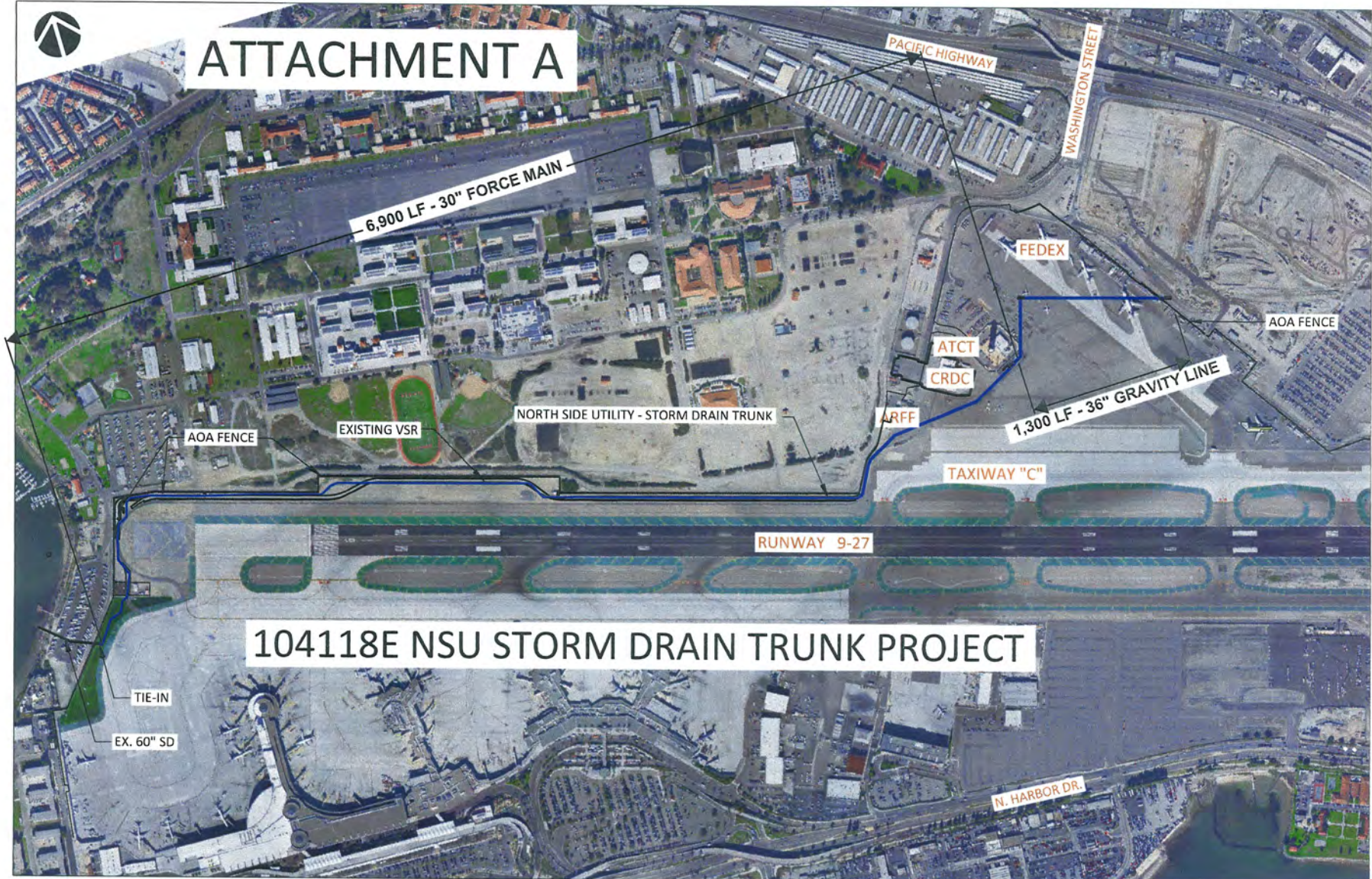
This project utilizes federal funds; therefore, it will be applied toward the Authority's overall DBE goal. Orion Construction Corporation proposed 0% DBE participation on the North Side Utility Storm Drain Trunk.

Prepared by:

IRAJ GHAEMI, P.E.
DIRECTOR, FACILITIES DEVELOPMENT



ATTACHMENT A



104118E NSU STORM DRAIN TRUNK PROJECT

44,900

Attachment B – Bid Tabulation

**1 – Orion Construction
Company**

2 – West-Tech Contracting

BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				ENGINEER'S ESTIMATE		1		2	
						Orion Construction Corporation		West-Tech Contracting, Inc.	
						2185 La Mirada Drive Vista, CA 92081		568 North Tulip Street Escondido, CA 92025	
GUARANTEE OF GOOD FAITH:						Western Surety Company		Fidelity and Deposit Company of Maryland	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
Bid Schedule A - Base Bid									
1	Traffic Control	1	LS	\$ 58,115.02	\$ 58,115.00	\$ 25,000.00	\$ 25,000.00	\$ 236,831.77	\$ 236,831.77
2	Dust and FOD Control	1	LS	\$ 53,942.63	\$ 53,943.00	\$ 10,000.00	\$ 10,000.00	\$ 273,118.62	\$ 273,118.62
3	Contractor Project Airfield Radios	1	LS	\$ 985.43	\$ 985.00	\$ 5,000.00	\$ 5,000.00	\$ 59,848.13	\$ 59,848.13
4	Pull-back Contingency	10	EA	\$ 4,763.88	\$ 47,639.00	\$ 2,100.00	\$ 21,000.00	\$ 2,840.59	\$ 28,405.90
5	Mobilization	1	LS	\$ 194,428.25	\$ 194,428.00	\$ 350,000.00	\$ 350,000.00	\$ 76,052.56	\$ 76,052.56
6	Contractor's Staging and Storage Area	1	LS	\$ 20,189.19	\$ 20,189.00	\$ 100,000.00	\$ 100,000.00	\$ 147,486.03	\$ 147,486.03
7	Insurance and Bonds	1	LS	\$ 104,758.07	\$ 104,758.00	\$ 250,000.00	\$ 250,000.00	\$ 96,443.04	\$ 96,443.04
8	Existing Utility Verification and Location	1	LS	\$ 14,550.07	\$ 14,550.00	\$ 25,000.00	\$ 25,000.00	\$ 49,974.12	\$ 49,974.12
9	Remove Existing Pavement	135,473	SF	\$ 0.61	\$ 82,458.00	\$ 0.70	\$ 94,831.10	\$ 0.69	\$ 93,476.37
10	Abandon Existing Utility	5	EA	\$ 1,029.11	\$ 5,146.00	\$ 3,400.00	\$ 17,000.00	\$ 1,966.21	\$ 9,831.05
11	Remove and Restore Artificial Turf	4,000	SF	\$ 0.45	\$ 1,812.00	\$ 3.25	\$ 13,000.00	\$ 29.74	\$ 118,960.00
12	Remove and Restore Swing Gate	1	LS	\$ 1,332.18	\$ 1,332.00	\$ 5,000.00	\$ 5,000.00	\$ 3,525.59	\$ 3,525.59
13	Remove and Relocate Existing Dirt Dump Site	150	CY	\$ 59.58	\$ 8,937.00	\$ 50.00	\$ 7,500.00	\$ 56.80	\$ 8,520.00
14	Concrete Vehicle Parking Pad	960	SF	\$ 11.85	\$ 11,374.00	\$ 10.00	\$ 9,600.00	\$ 14.50	\$ 13,920.00
15	Reinforced Concrete Wet Well and Valve Vault	1	LS	\$ 280,629.30	\$ 280,629.00	\$ 425,000.00	\$ 425,000.00	\$ 519,404.49	\$ 519,404.49
16	Reinforced Concrete Generator Pad	4	CY	\$ 269.63	\$ 1,079.00	\$ 600.00	\$ 2,400.00	\$ 1,130.73	\$ 4,522.92
17	Reinforced Concrete MCC Pad	2	CY	\$ 269.00	\$ 538.00	\$ 800.00	\$ 1,600.00	\$ 1,238.66	\$ 2,477.32
18	Maintenance Platform	1	LS	\$ 2,868.94	\$ 2,869.00	\$ 16,000.00	\$ 16,000.00	\$ 15,467.17	\$ 15,467.17
19	Bar Screen	1	LS	\$ 3,206.11	\$ 3,206.00	\$ 12,500.00	\$ 12,500.00	\$ 7,393.83	\$ 7,393.83
20	Access Ladder	3	EA	\$ 1,848.84	\$ 5,547.00	\$ 5,000.00	\$ 15,000.00	\$ 4,339.17	\$ 13,017.51
21	8" FLG DIP Vent	1	LS	\$ 7,179.97	\$ 7,180.00	\$ 4,000.00	\$ 4,000.00	\$ 2,722.61	\$ 2,722.61
22	8" Protection Post	16	EA	\$ 463.60	\$ 7,418.00	\$ 1,000.00	\$ 16,000.00	\$ 572.73	\$ 9,163.68
23	4" Protection Post	4	EA	\$ 386.00	\$ 1,544.00	\$ 800.00	\$ 3,200.00	\$ 416.13	\$ 1,672.52
24	Wet Well and Valve Vault Waterproofing	1	LS	\$ 27,885.86	\$ 27,886.00	\$ 65,000.00	\$ 65,000.00	\$ 45,445.94	\$ 45,445.94
25	Large Submersible Pump	2	EA	\$ 31,682.88	\$ 63,366.00	\$ 58,000.00	\$ 116,000.00	\$ 66,445.86	\$ 132,891.72
26	Small Submersible Pump	2	EA	\$ 74,440.53	\$ 148,881.00	\$ 19,000.00	\$ 38,000.00	\$ 27,798.08	\$ 55,596.16
27	Dewatering Portable Sump Pump Assembly	1	EA	\$ 6,833.93	\$ 6,834.00	\$ 7,000.00	\$ 7,000.00	\$ 3,733.55	\$ 3,733.55
28	Main Feeder 4"C 3#500KCM + #2 Ground	500	LF	\$ 90.63	\$ 45,313.00	\$ 56.50	\$ 28,250.00	\$ 58.32	\$ 29,160.00
29	60HP Motor Feeder, 2-1/2"C 3#3/0 + #4	200	LF	\$ 31.87	\$ 6,373.00	\$ 42.15	\$ 8,430.00	\$ 43.40	\$ 8,680.00
30	3HP Motor Feeder, 1"C, 3#10 + #10 Ground	200	LF	\$ 6.60	\$ 1,320.00	\$ 24.50	\$ 4,900.00	\$ 25.28	\$ 5,056.00
31	Control Panel Miscellaneous Connections	1	LS	\$ 34,500.35	\$ 34,500.00	\$ 1,450.00	\$ 1,450.00	\$ 1,471.24	\$ 1,471.24
32	Grounding Systems	1	LS	\$ 7,623.27	\$ 7,623.00	\$ 1,850.00	\$ 1,850.00	\$ 1,891.60	\$ 1,891.60
33	Light, Light Pole and Hardware	2	EA	\$ 6,270.53	\$ 12,541.00	\$ 4,450.00	\$ 8,900.00	\$ 3,634.37	\$ 7,268.74
34	Equipment Rack	1	LS	\$ 3,742.57	\$ 3,743.00	\$ 3,650.00	\$ 3,650.00	\$ 3,757.06	\$ 3,757.06
35	Instrument Control Panels	1	LS	\$ 3,742.64	\$ 3,743.00	\$ 32,730.00	\$ 32,730.00	\$ 33,797.67	\$ 33,797.67

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BIDS OPENED: November 26, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				ENGINEER'S ESTIMATE		1		2	
						Orion Construction Corporation		West-Tech Contracting, Inc.	
						2185 La Mirada Drive Vista, CA 92081		568 North Tulip Street Escondido, CA 92025	
GUARANTEE OF GOOD FAITH:						Western Surety Company		Fidelity and Deposit Company of Maryland	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
36	350A, 3P, NEMA 3R Enclosed Barrier	1	LS	\$ 6,973.18	\$ 6,973.00	\$ 8,620.00	\$ 8,620.00	\$ 8,900.16	\$ 8,900.16
37	Ultra Sonic Sensor and Floats	1	LS	\$ 5,581.83	\$ 5,582.00	\$ 10,570.00	\$ 10,570.00	\$ 10,911.05	\$ 10,911.05
38	Electric Handholes, 24x36, Traffic Cover	3	EA	\$ 2,061.57	\$ 6,185.00	\$ 3,060.00	\$ 9,180.00	\$ 3,156.07	\$ 9,468.21
39	Electrical Conduit Trenching and Backfilling	600	LF	\$ 29.49	\$ 17,695.00	\$ 33.50	\$ 20,100.00	\$ 30.95	\$ 18,570.00
40	200 kW Engine Generators	1	LS	\$ 164,038.53	\$ 164,039.00	\$ 82,400.00	\$ 82,400.00	\$ 85,107.09	\$ 85,107.09
41	Motor Control Centers	1	LS	\$ 41,052.63	\$ 41,053.00	\$ 84,240.00	\$ 84,240.00	\$ 87,000.96	\$ 87,000.96
42	400A Automatic Transfer Switch, 480V, 4 Pole	1	EA	\$ 9,663.64	\$ 9,664.00	\$ 10,760.00	\$ 10,760.00	\$ 11,106.46	\$ 11,106.46
43	400A, 3P, NEMA 3R Safety Switch	1	LS	\$ 5,712.47	\$ 5,712.00	\$ 5,380.00	\$ 5,380.00	\$ 5,554.36	\$ 5,554.36
44	Cleaning and Grubbing	1	LS	\$ 5,516.56	\$ 5,517.00	\$ 20,000.00	\$ 20,000.00	\$ 5,325.24	\$ 5,325.24
45	Jet Fuel Utilities - Protect in Place	1	LS	\$ 11,101.50	\$ 11,101.00	\$ 1,000.00	\$ 1,000.00	\$ 2,840.24	\$ 2,840.24
46	Electrical/Fiber Duct Bank Utilities - Protect in	1	LS	\$ 8,326.12	\$ 8,326.00	\$ 1,000.00	\$ 1,000.00	\$ 2,840.24	\$ 2,840.24
47	Wet Utilities - Protect in Place	1	LS	\$ 10,899.84	\$ 10,900.00	\$ 1,000.00	\$ 1,000.00	\$ 2,840.24	\$ 2,840.24
48	Gas Utilities - Protect in Place	1	LS	\$ 8,881.20	\$ 8,881.00	\$ 1,000.00	\$ 1,000.00	\$ 2,840.24	\$ 2,840.24
49	12" Soil Cement Stabilization	9,680	SY	\$ 12.06	\$ 116,769.00	\$ 11.40	\$ 110,352.00	\$ 10.05	\$ 97,284.00
50	Wet Well and Valve Vault Compacted Rock Base	360	CY	\$ 46.12	\$ 16,604.00	\$ 145.00	\$ 52,200.00	\$ 66.34	\$ 23,882.40
51	6-Inch Scarify and Compact	28,000	SF	\$ 0.08	\$ 2,198.00	\$ 0.60	\$ 16,800.00	\$ 0.14	\$ 3,920.00
52	Storm Drain Shoring, and Bracing	1	LS	\$ 312,249.85	\$ 312,250.00	\$ 50,000.00	\$ 50,000.00	\$ 99,064.99	\$ 99,064.99
53	Wet Well and Valve Vault Structure	1,700	CY	\$ 8.01	\$ 13,615.00	\$ 60.00	\$ 102,000.00	\$ 3.72	\$ 6,324.00
54	Wet Well and Valve Vault Shoring	1	LS	\$ 65,952.31	\$ 65,952.00	\$ 475,000.00	\$ 475,000.00	\$ 633,313.80	\$ 633,313.80
55	Wet Well and Valve Vault Structure Backfill	380	CY	\$ 37.35	\$ 14,191.00	\$ 100.00	\$ 38,000.00	\$ 37.69	\$ 14,322.20
56	Unsuitable Excavation (Olay)	1,000	CY	\$ 27.35	\$ 27,354.00	\$ 15.00	\$ 15,000.00	\$ 9.75	\$ 9,750.00
57	Imported Backfill	1,000	CY	\$ 23.95	\$ 23,949.00	\$ 25.00	\$ 25,000.00	\$ 22.02	\$ 22,020.00
58	Export Excess Material (Olay)	15,000	CY	\$ 20.69	\$ 310,278.00	\$ 16.00	\$ 240,000.00	\$ 14.61	\$ 219,150.00
59	Concrete Duct Cap	100	LF	\$ 178.89	\$ 17,889.00	\$ 40.00	\$ 4,000.00	\$ 28.65	\$ 2,865.00
60	3" Minus Crushed Rock	1,700	CY	\$ 47.04	\$ 79,970.00	\$ 45.00	\$ 76,500.00	\$ 96.23	\$ 163,591.00
61	Class 2 Aggregate Base - Pipe Bedding	902	CY	\$ 37.35	\$ 33,686.00	\$ 33.00	\$ 29,766.00	\$ 62.68	\$ 56,537.36
62	Erosion and Sedimentation Controls	1	LS	\$ 14,372.51	\$ 14,373.00	\$ 10,000.00	\$ 10,000.00	\$ 100,700.08	\$ 100,700.08
63	Caltrans HMA	3,790	TON	\$ 92.02	\$ 348,768.00	\$ 105.00	\$ 397,950.00	\$ 99.98	\$ 378,924.20
64	Class 2 Aggregate Base	1,295	CY	\$ 37.35	\$ 48,363.00	\$ 56.00	\$ 72,520.00	\$ 56.53	\$ 73,206.35
65	Roadway Striping, 6" Wide	2,000	LF	\$ 0.51	\$ 1,014.00	\$ 2.20	\$ 4,400.00	\$ 3.98	\$ 7,960.00
66	Roadway Striping, 12" Wide	66	LF	\$ 0.75	\$ 49.00	\$ 3.30	\$ 217.80	\$ 34.08	\$ 2,249.28
67	Roadway Painted Sign, Stop	6	EA	\$ 60.43	\$ 363.00	\$ 77.00	\$ 462.00	\$ 511.24	\$ 3,067.44
68	Type A-4 Cleanout Per RSD D-9 with Locking	2	EA	\$ 11,921.68	\$ 23,843.00	\$ 15,600.00	\$ 31,200.00	\$ 10,211.69	\$ 20,423.38
69	Type A-6 Cleanout Per RSD D-9 with Locking	3	EA	\$ 16,578.54	\$ 49,736.00	\$ 16,800.00	\$ 50,400.00	\$ 11,244.20	\$ 33,732.60
70	Combination Air/Vacuum Valve Manhole	5	EA	\$ 32,331.47	\$ 161,557.00	\$ 49,300.00	\$ 246,500.00	\$ 34,286.71	\$ 171,433.55

08000

BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				ENGINEER'S ESTIMATE		1		2	
GUARANTEE OF GOOD FAITH:						Orion Construction Corporation		West-Tech Contracting, Inc.	
						2185 La Mirada Drive Vista, CA 92081		568 North Tulp Street Escondido, CA 92025	
						Western Surety Company		Fidelity and Deposit Company of Maryland	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
71	Blow off Assembly and Manhole	7	EA	\$ 69,335.18	\$ 485,346.00	\$ 34,700.00	\$ 242,900.00	\$ 27,394.71	\$ 191,762.97
72	Security Manhole	1	EA	\$ 32,665.35	\$ 32,665.00	\$ 25,500.00	\$ 25,500.00	\$ 15,682.35	\$ 15,682.35
73	Connection to Existing Outfall Manhole	1	LS	\$ 9,978.03	\$ 9,978.00	\$ 12,000.00	\$ 12,000.00	\$ 2,259.93	\$ 2,259.93
74	48"x72" Access Hatch	9	EA	\$ 5,145.99	\$ 46,314.00	\$ 5,500.00	\$ 49,500.00	\$ 6,577.99	\$ 59,201.91
75	36"x36" Access Hatch	1	EA	\$ 2,354.18	\$ 2,354.00	\$ 3,900.00	\$ 3,900.00	\$ 3,612.78	\$ 3,612.78
76	24"x24" Access Hatch	1	EA	\$ 1,675.72	\$ 1,676.00	\$ 2,300.00	\$ 2,300.00	\$ 3,158.34	\$ 3,158.34
77	24" DIA Manhole Frame and Lid HS-20 Rated	1	EA	\$ 3,276.33	\$ 3,276.00	\$ 1,900.00	\$ 1,900.00	\$ 1,678.36	\$ 1,678.36
78	Trenchless Crossing of TWY F	566	LF	\$ 1,370.35	\$ 775,616.00	\$ 1,700.00	\$ 962,200.00	\$ 1,125.00	\$ 636,750.00
79	Trenchless Pits	1	LS	\$ 68,829.30	\$ 68,829.00	\$ 350,000.00	\$ 350,000.00	\$ 483,520.98	\$ 483,520.98
80	36" PVC Pipe or CCFRPM	171	LF	\$ 344.69	\$ 58,942.00	\$ 450.00	\$ 76,950.00	\$ 245.39	\$ 41,961.69
81	30" PVC Pipe or CCFRPM	1,163	LF	\$ 368.34	\$ 428,377.00	\$ 280.00	\$ 325,640.00	\$ 294.71	\$ 342,747.73
82	30" PVC	5,634	LF	\$ 368.34	\$ 2,075,218.00	\$ 386.50	\$ 2,177,541.00	\$ 341.43	\$ 1,923,616.62
83	36" RCP Pipe	12	EA	\$ 490.19	\$ 5,882.00	\$ 1,000.00	\$ 12,000.00	\$ 346.43	\$ 4,157.16
84	Utility Crossing Concrete Cradle	5	EA	\$ 2,965.43	\$ 14,827.00	\$ 5,000.00	\$ 25,000.00	\$ 4,159.88	\$ 20,799.40
85	36"x36" Slide Gate	1	LS	\$ 23,187.92	\$ 23,188.00	\$ 9,000.00	\$ 9,000.00	\$ 8,021.03	\$ 8,021.03
86	4" Combination Air/Vacuum Valve	1	LS	\$ 14,743.72	\$ 14,744.00	\$ 2,500.00	\$ 2,500.00	\$ 36,473.62	\$ 36,473.62
87	18" Air Cushioned Swing Check Valve	2	EA	\$ 22,856.58	\$ 45,713.00	\$ 15,000.00	\$ 30,000.00	\$ 16,446.41	\$ 32,892.82
88	6" Air Cushioned Swing Check Valve	2	EA	\$ 4,646.13	\$ 9,292.00	\$ 2,500.00	\$ 5,000.00	\$ 3,137.07	\$ 6,274.14
89	18" Plug Valve	2	EA	\$ 13,288.87	\$ 26,578.00	\$ 6,000.00	\$ 12,000.00	\$ 7,753.02	\$ 15,506.04
90	6" Gate Valve	2	EA	\$ 3,638.74	\$ 7,277.00	\$ 1,000.00	\$ 2,000.00	\$ 1,173.71	\$ 2,347.42
91	Emergency Bypass Connection	1	LS	\$ 49,900.41	\$ 49,900.00	\$ 8,000.00	\$ 8,000.00	\$ 24,171.57	\$ 24,171.57
92	Sump Pump Connection	1	LS	\$ 10,033.89	\$ 10,034.00	\$ 5,000.00	\$ 5,000.00	\$ 4,406.54	\$ 4,406.54
93	4" Vault Drain	1	EA	\$ 3,380.67	\$ 3,381.00	\$ 4,000.00	\$ 4,000.00	\$ 4,268.92	\$ 4,268.92
94	Misc Vault and Wet Well Piping, Pipe	1	LS	\$ 290,873.03	\$ 290,873.00	\$ 265,000.00	\$ 265,000.00	\$ 183,640.52	\$ 183,640.52
Total for Bid Schedule A				\$	7,752,478.00	\$	8,658,139.90	\$	8,566,923.87
Bid Schedule B - Allowances									\$ 8,622,941.82
1	Allowance for Permits and Fees	Allowance	Allowance	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
2	Allowance for Soil Disposal Fees	Allowance	Allowance	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00
3	Allowance for Dewatering Discharge Fees	Allowance	Allowance	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00
4	Allowance for Dewatering Equipment, Pre-treatment/Treatment	Allowance	Allowance	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00
5	Allowance for Additional Erosion and Sediment Controls	Allowance	Allowance	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
6	Allowance for Environmental Procedures	Allowance	Allowance	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Total for Bid Schedule B				\$	1,274,800.00	\$	1,274,800.00	\$	1,274,800.00

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BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				ENGINEER'S ESTIMATE		1		2	
						Orion Construction Corporation		West-Tech Contracting, Inc.	
						2185 La Mirada Drive Vista, CA 92081		568 North Tulip Street Escondido, CA 92025	
GUARANTEE OF GOOD FAITH:						Western Surety Company		Fidelity and Deposit Company of Maryland	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
Bid Schedule C - Alternative 1 - Day Work									
1	Remove Existing Pavement	5,500	SF	\$ 0.61	\$ 3,348.00	\$ 1.60	\$ 8,800.00	\$ 3.96	\$ 21,780.00
2	Class 2 Aggregate Base - Pipe Bedding	165	CY	\$ 37.35	\$ 6,162.00	\$ 33.00	\$ 5,445.00	\$ 51.98	\$ 8,576.70
3	Caltrans HMA	130	TON	\$ 92.02	\$ 11,963.00	\$ 105.00	\$ 13,650.00	\$ 98.37	\$ 12,788.10
4	Class 2 Aggregate base	190	CY	\$ 37.35	\$ 7,096.00	\$ 56.00	\$ 10,640.00	\$ 51.84	\$ 9,849.60
5	Force Main Access Manhole	1	EA	\$ 100,206.30	\$ 100,206.00	\$ 70,000.00	\$ 70,000.00	\$ 35,131.87	\$ 35,131.87
6	30" PVC Pipe	1,250	LF	\$ 368.34	\$ 460,423.00	\$ 260.00	\$ 325,000.00	\$ 529.90	\$ 662,375.00
Total for Bid Schedule C					\$ 589,198.00		\$ 433,635.00		\$ 750,501.27
Total for Alternative 1 - Day Work (Bid Schedule A+B+C)					\$ 9,616,476.00		\$ 10,366,474.90		\$ 10,592,225.14
					\$ 9,616,575.00		\$ 10,366,475.00		\$ 10,648,243.09
Bid Schedule D - Alternative 2 - Night Work									
1	Remove Existing Pavement	5,500	SF	\$ 1.03	\$ 5,667.00	\$ 1.65	\$ 9,075.00	\$ 4.45	\$ 24,475.00
2	Class 2 Aggregate Base - Pipe Bedding	165	CY	\$ 47.66	\$ 7,865.00	\$ 33.00	\$ 5,445.00	\$ 65.35	\$ 10,782.75
3	Caltrans HMA	130	TON	\$ 103.25	\$ 13,422.00	\$ 121.00	\$ 15,730.00	\$ 110.36	\$ 14,346.80
4	Class 2 Aggregate base	190	CY	\$ 47.66	\$ 9,056.00	\$ 71.00	\$ 13,490.00	\$ 63.57	\$ 12,078.30
5	Force Main Access Manhole	1	EA	\$ 124,161.02	\$ 124,161.00	\$ 70,000.00	\$ 70,000.00	\$ 36,812.00	\$ 36,812.00
6	30" PVC Pipe	1,250	LF	\$ 463.57	\$ 579,457.00	\$ 280.00	\$ 350,000.00	\$ 532.69	\$ 665,862.50
Total for Bid Schedule D					\$ 739,628.00		\$ 463,740.00		\$ 764,357.35
Total for Alternative 2 - Night Work (Bid Schedule A+B+D)					\$ 9,766,906.00		\$ 10,396,679.90		\$ 10,606,081.22
					\$ 9,767,006.00		\$ 10,396,680.00		\$ 10,662,099.17
ADDENDUM NO. NOTED BY BIDDERS ON THEIR SUBMITTED BID SCHEDULE:									
1						Yes		Yes	
2						Yes		Yes	
3						Yes		Yes	
4						Yes		Yes	
5						Yes		Yes	
3						Yes		Yes	
4						Yes		Yes	
4						Yes		Yes	
5						Yes		Yes	
7						Yes		Yes	
8						Yes		Yes	
9						Yes		Yes	

000082

**3 – Shimmick Construction
Company**

4 – Macro-Z Technology

5 – SC Valley Engineering

BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				3		4		5	
				Shimmick Construction Company, Inc		Macro-Z-Technology		SC Valley Engineering, Inc	
				16481 Scientific Way Irvine, CA 92618		841 East Washington Avenue Santa Ana, CA 92701		656 Front Street El Cajon, CA 92020	
GUARANTEE OF GOOD FAITH:				Liberty Mutual Insurance Company		Western Surety Company		The Hanover Insurance Company	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
Bid Schedule A - Base Bid									
1	Traffic Control	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 150,000.00	\$ 150,000.00	\$ 300,000.00	\$ 300,000.00
2	Dust and FOD Control	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 110,000.00	\$ 110,000.00	\$ 160,000.00	\$ 160,000.00
3	Contractor Project Airfield Radios	1	LS	\$ 6,000.00	\$ 6,000.00	\$ 10,000.00	\$ 10,000.00	\$ 15,000.00	\$ 15,000.00
4	Pull-back Contingency	10	EA	\$ 16,000.00	\$ 160,000.00	\$ 21,000.00	\$ 210,000.00	\$ 6,000.00	\$ 60,000.00
5	Mobilization	1	LS	\$ 250,000.00	\$ 250,000.00	\$ 600,000.00	\$ 600,000.00	\$ 1,000,000.00	\$ 1,000,000.00
6	Contractor's Staging and Storage Area	1	LS	\$ 500,000.00	\$ 500,000.00	\$ 170,000.00	\$ 170,000.00	\$ 180,000.00	\$ 180,000.00
7	Insurance and Bonds	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 98,000.00	\$ 98,000.00	\$ 110,000.00	\$ 110,000.00
8	Existing Utility Verification and Location	1	LS	\$ 60,000.00	\$ 60,000.00	\$ 100,000.00	\$ 100,000.00	\$ 130,000.00	\$ 130,000.00
9	Remove Existing Pavement	135,473	SF	\$ 1.00	\$ 135,473.00	\$ 0.60	\$ 81,283.80	\$ 1.40	\$ 189,662.20
10	Abandon Existing Utility	5	EA	\$ 5,000.00	\$ 25,000.00	\$ 4,300.00	\$ 21,500.00	\$ 4,000.00	\$ 20,000.00
11	Remove and Restore Artificial Turf	4,000	SF	\$ 25.00	\$ 100,000.00	\$ 12.00	\$ 48,000.00	\$ 12.00	\$ 48,000.00
12	Remove and Restore Swing Gate	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 4,200.00	\$ 4,200.00	\$ 10,000.00	\$ 10,000.00
13	Remove and Relocate Existing Dirt Dump Site	150	CY	\$ 120.00	\$ 18,000.00	\$ 50.00	\$ 7,500.00	\$ 100.00	\$ 15,000.00
14	Concrete Vehicle Parking Pad	960	SF	\$ 35.00	\$ 33,600.00	\$ 22.00	\$ 21,120.00	\$ 28.00	\$ 26,880.00
15	Reinforced Concrete Wet Well and Valve Vault	1	LS	\$ 1,000,000.00	\$ 1,000,000.00	\$ 450,000.00	\$ 450,000.00	\$ 517,000.00	\$ 517,000.00
16	Reinforced Concrete Generator Pad	4	CY	\$ 700.00	\$ 2,800.00	\$ 750.00	\$ 3,000.00	\$ 1,500.00	\$ 6,000.00
17	Reinforced Concrete MCC Pad	2	CY	\$ 1,000.00	\$ 2,000.00	\$ 1,300.00	\$ 2,600.00	\$ 2,250.00	\$ 4,500.00
18	Maintenance Platform	1	LS	\$ 7,500.00	\$ 7,500.00	\$ 25,000.00	\$ 25,000.00	\$ 18,470.00	\$ 18,470.00
19	Bar Screen	1	LS	\$ 2,500.00	\$ 2,500.00	\$ 17,000.00	\$ 17,000.00	\$ 26,840.00	\$ 26,840.00
20	Access Ladder	3	EA	\$ 1,500.00	\$ 4,500.00	\$ 5,000.00	\$ 15,000.00	\$ 4,000.00	\$ 12,000.00
21	8" FLG DIP Vent	1	LS	\$ 1,000.00	\$ 1,000.00	\$ 9,000.00	\$ 9,000.00	\$ 6,600.00	\$ 6,600.00
22	8" Protection Post	16	EA	\$ 600.00	\$ 9,600.00	\$ 700.00	\$ 11,200.00	\$ 900.00	\$ 14,400.00
23	4" Protection Post	4	EA	\$ 600.00	\$ 2,400.00	\$ 600.00	\$ 2,400.00	\$ 750.00	\$ 3,000.00
24	Wet Well and Valve Vault Waterproofing	1	LS	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
25	Large Submersible Pump	2	EA	\$ 5,000.00	\$ 10,000.00	\$ 65,000.00	\$ 130,000.00	\$ 96,000.00	\$ 192,000.00
26	Small Submersible Pump	2	EA	\$ 4,000.00	\$ 8,000.00	\$ 26,000.00	\$ 52,000.00	\$ 50,000.00	\$ 100,000.00
27	Dewatering Portable Sump Pump Assembly	1	EA	\$ 4,000.00	\$ 4,000.00	\$ 8,600.00	\$ 8,600.00	\$ 10,000.00	\$ 10,000.00
28	Main Feeder 4"C 3#500KCM + #2 Ground	500	LF	\$ 120.00	\$ 60,000.00	\$ 70.00	\$ 35,000.00	\$ 85.00	\$ 42,500.00
29	60HP Motor Feeder, 2-1/2"C 3#3/0 + #4	200	LF	\$ 50.00	\$ 10,000.00	\$ 25.00	\$ 5,000.00	\$ 95.00	\$ 19,000.00
30	3HP Motor Feeder, 1"C, 3#10 + #10 Ground	200	LF	\$ 20.00	\$ 4,000.00	\$ 5.00	\$ 1,000.00	\$ 50.00	\$ 10,000.00
31	Control Panel Miscellaneous Connections	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 2,500.00	\$ 2,500.00	\$ 15,600.00	\$ 15,600.00
32	Grounding Systems	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 11,000.00	\$ 11,000.00	\$ 12,400.00	\$ 12,400.00
33	Light, Light Pole and Hardware	2	EA	\$ 6,000.00	\$ 12,000.00	\$ 4,000.00	\$ 8,000.00	\$ 5,800.00	\$ 11,600.00
34	Equipment Rack	1	LS	\$ 4,000.00	\$ 4,000.00	\$ 3,000.00	\$ 3,000.00	\$ 6,400.00	\$ 6,400.00
35	Instrument Control Panels	1	LS	\$ 50,000.00	\$ 50,000.00	\$ 35,000.00	\$ 35,000.00	\$ 60,000.00	\$ 60,000.00

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BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				3		4		5	
				Shimmick Construction Company, Inc		Macro-Z-Technology		SC Valley Engineering, Inc	
				16481 Scientific Way Irvine, CA 92618		841 East Washington Avenue Santa Ana, CA 92701		656 Front Street El Cajon, CA 92020	
GUARANTEE OF GOOD FAITH:				Liberty Mutual Insurance Company		Western Surety Company		The Hanover Insurance Company	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
36	350A, 3P, NEMA 3R Enclosed Barrier	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 8,500.00	\$ 8,500.00	\$ 9,210.00	\$ 9,210.00
37	Ultra Sonic Sensor and Floats	1	LS	\$ 12,000.00	\$ 12,000.00	\$ 6,000.00	\$ 6,000.00	\$ 20,000.00	\$ 20,000.00
38	Electric Handholes, 24x36, Traffic Cover	3	EA	\$ 4,000.00	\$ 12,000.00	\$ 2,500.00	\$ 7,500.00	\$ 3,325.00	\$ 9,975.00
39	Electrical Conduit Trenching and Backfilling	600	LF	\$ 60.00	\$ 36,000.00	\$ 30.00	\$ 18,000.00	\$ 33.00	\$ 19,800.00
40	200 kW Engine Generators	1	LS	\$ 80,000.00	\$ 80,000.00	\$ 175,000.00	\$ 175,000.00	\$ 130,000.00	\$ 130,000.00
41	Motor Control Centers	1	LS	\$ 80,000.00	\$ 80,000.00	\$ 75,000.00	\$ 75,000.00	\$ 105,000.00	\$ 105,000.00
42	400A Automatic Transfer Switch, 480V, 4 Pole	1	EA	\$ 10,000.00	\$ 10,000.00	\$ 9,000.00	\$ 9,000.00	\$ 10,500.00	\$ 10,500.00
43	400A, 3P, NEMA 3R Safety Switch	1	LS	\$ 4,000.00	\$ 4,000.00	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00	\$ 6,000.00
44	Cleaning and Grubbing	1	LS	\$ 50,000.00	\$ 50,000.00	\$ 27,000.00	\$ 27,000.00	\$ 22,000.00	\$ 22,000.00
45	Jet Fuel Utilities - Protect in Place	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 11,000.00	\$ 11,000.00	\$ 7,500.00	\$ 7,500.00
46	Electrical/Fiber Duct Bank Utilities - Protect in	1	LS	\$ 300,000.00	\$ 300,000.00	\$ 60,000.00	\$ 60,000.00	\$ 50,000.00	\$ 50,000.00
47	Wet Utilities - Protect in Place	1	LS	\$ 40,000.00	\$ 40,000.00	\$ 22,000.00	\$ 22,000.00	\$ 22,000.00	\$ 22,000.00
48	Gas Utilities - Protect in Place	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00	\$ 11,000.00
49	12" Soil Cement Stabilization	9,680	SY	\$ 8.00	\$ 77,440.00	\$ 6.50	\$ 62,920.00	\$ 15.00	\$ 145,200.00
50	Wet Well and Valve Vault Compacted Rock Base	360	CY	\$ 100.00	\$ 36,000.00	\$ 100.00	\$ 36,000.00	\$ 95.00	\$ 34,200.00
51	6-inch Scarify and Compact	28,000	SF	\$ 0.25	\$ 7,000.00	\$ 0.40	\$ 11,200.00	\$ 0.55	\$ 15,400.00
52	Storm Drain Shoring, and Bracing	1	LS	\$ 250,000.00	\$ 250,000.00	\$ 2,370,000.00	\$ 2,370,000.00	\$ 500,000.00	\$ 500,000.00
53	Wet Well and Valve Vault Structure	1,700	CY	\$ 20.00	\$ 34,000.00	\$ 35.00	\$ 59,500.00	\$ 65.00	\$ 110,500.00
54	Wet Well and Valve Vault Shoring	1	LS	\$ 350,000.00	\$ 350,000.00	\$ 595,000.00	\$ 595,000.00	\$ 350,000.00	\$ 350,000.00
55	Wet Well and Valve Vault Structure Backfill	380	CY	\$ 80.00	\$ 30,400.00	\$ 55.00	\$ 20,900.00	\$ 100.00	\$ 38,000.00
56	Unsuitable Excavation (Otay)	1,000	CY	\$ 20.00	\$ 20,000.00	\$ 19.00	\$ 19,000.00	\$ 35.00	\$ 35,000.00
57	Imported Backfill	1,000	CY	\$ 35.00	\$ 35,000.00	\$ 30.00	\$ 30,000.00	\$ 30.00	\$ 30,000.00
58	Export Excess Material (Otay)	15,000	CY	\$ 25.00	\$ 375,000.00	\$ 19.00	\$ 285,000.00	\$ 22.00	\$ 330,000.00
59	Concrete Duct Cap	100	LF	\$ 200.00	\$ 20,000.00	\$ 42.00	\$ 4,200.00	\$ 115.00	\$ 11,500.00
60	3" Minus Crushed Rock	1,700	CY	\$ 60.00	\$ 102,000.00	\$ 82.00	\$ 139,400.00	\$ 65.00	\$ 110,500.00
61	Class 2 Aggregate Base - Pipe Bedding	902	CY	\$ 25.00	\$ 22,550.00	\$ 37.00	\$ 33,374.00	\$ 45.00	\$ 40,590.00
62	Erosion and Sedimentation Controls	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 218,000.00	\$ 218,000.00	\$ 85,000.00	\$ 85,000.00
63	Caltrans HMA	3,790	TON	\$ 110.00	\$ 416,900.00	\$ 105.00	\$ 397,950.00	\$ 103.00	\$ 390,370.00
64	Class 2 Aggregate Base	1,295	CY	\$ 35.00	\$ 45,325.00	\$ 45.00	\$ 58,275.00	\$ 32.00	\$ 41,440.00
65	Roadway Striping, 6" Wide	2,000	LF	\$ 25.00	\$ 50,000.00	\$ 3.50	\$ 7,000.00	\$ 2.25	\$ 4,500.00
66	Roadway Striping, 12" Wide	66	LF	\$ 20.00	\$ 1,320.00	\$ 30.00	\$ 1,980.00	\$ 3.50	\$ 231.00
67	Roadway Painted Sign, Stop	6	EA	\$ 1,000.00	\$ 6,000.00	\$ 450.00	\$ 2,700.00	\$ 750.00	\$ 4,500.00
68	Type A-4 Cleanout Per RSD D-9 with Locking	2	EA	\$ 25,000.00	\$ 50,000.00	\$ 12,100.00	\$ 24,200.00	\$ 14,500.00	\$ 29,000.00
69	Type A-6 Cleanout Per RSD D-9 with Locking	3	EA	\$ 25,000.00	\$ 75,000.00	\$ 12,500.00	\$ 37,500.00	\$ 17,500.00	\$ 52,500.00
70	Combination Air/Vacuum Valve Manhole	5	EA	\$ 35,000.00	\$ 175,000.00	\$ 43,200.00	\$ 216,000.00	\$ 44,000.00	\$ 220,000.00

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BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				3		4		5	
				Shimmick Construction Company, Inc		Macro-Z-Technology		SC Valley Engineering, Inc	
				16481 Scientific Way Irvine, CA 92618		841 East Washington Avenue Santa Ana, CA 92701		656 Front Street El Cajon, CA 92020	
GUARANTEE OF GOOD FAITH:				Liberty Mutual Insurance Company		Western Surety Company		The Hanover Insurance Company	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
71	Blow off Assembly and Manhole	7	EA	\$ 20,000.00	\$ 140,000.00	\$ 53,400.00	\$ 373,800.00	\$ 50,000.00	\$ 350,000.00
72	Security Manhole	1	EA	\$ 30,000.00	\$ 30,000.00	\$ 25,500.00	\$ 25,500.00	\$ 46,000.00	\$ 46,000.00
73	Connection to Existing Outfall Manhole	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 3,300.00	\$ 3,300.00	\$ 29,000.00	\$ 29,000.00
74	48"x72" Access Hatch	9	EA	\$ 2,500.00	\$ 22,500.00	\$ 6,300.00	\$ 56,700.00	\$ 32,750.00	\$ 294,750.00
75	36"x36" Access Hatch	1	EA	\$ 2,000.00	\$ 2,000.00	\$ 3,400.00	\$ 3,400.00	\$ 1,300.00	\$ 1,300.00
76	24"x24" Access Hatch	1	EA	\$ 1,800.00	\$ 1,800.00	\$ 2,600.00	\$ 2,600.00	\$ 900.00	\$ 900.00
77	24" DIA Manhole Frame and Lid HS-20 Rated	1	EA	\$ 2,500.00	\$ 2,500.00	\$ 1,200.00	\$ 1,200.00	\$ 3,900.00	\$ 3,900.00
78	Trenchless Crossing of TWY F	566	LF	\$ 2,000.00	\$ 1,132,000.00	\$ 1,730.00	\$ 979,180.00	\$ 1,650.00	\$ 933,900.00
79	Trenchless Pits	1	LS	\$ 250,000.00	\$ 250,000.00	\$ 100,000.00	\$ 100,000.00	\$ 95,000.00	\$ 95,000.00
80	36" PVC Pipe or CCFRPM	171	LF	\$ 400.00	\$ 68,400.00	\$ 350.00	\$ 59,850.00	\$ 450.00	\$ 76,950.00
81	30" PVC Pipe or CCFRPM	1,163	LF	\$ 175.00	\$ 203,525.00	\$ 255.00	\$ 296,565.00	\$ 300.00	\$ 348,900.00
82	30" PVC	5,634	LF	\$ 525.00	\$ 2,957,850.00	\$ 375.00	\$ 2,112,750.00	\$ 500.00	\$ 2,817,000.00
83	36" RCP Pipe	12	LF	\$ 1,000.00	\$ 12,000.00	\$ 900.00	\$ 10,800.00	\$ 1,000.00	\$ 12,000.00
84	Utility Crossing Concrete Cradle	5	EA	\$ 1,500.00	\$ 7,500.00	\$ 4,800.00	\$ 24,000.00	\$ 1,900.00	\$ 9,500.00
85	36"x36" Slide Gate	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 12,100.00	\$ 12,100.00	\$ 16,000.00	\$ 16,000.00
86	4" Combination Air/Vacuum Valve	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 12,100.00	\$ 12,100.00	\$ 12,000.00	\$ 12,000.00
87	18" Air Cushioned Swing Check Valve	2	EA	\$ 15,000.00	\$ 30,000.00	\$ 18,300.00	\$ 36,600.00	\$ 19,000.00	\$ 38,000.00
88	6" Air Cushioned Swing Check Valve	2	EA	\$ 2,500.00	\$ 5,000.00	\$ 3,200.00	\$ 6,400.00	\$ 5,200.00	\$ 10,400.00
89	18" Plug Valve	2	EA	\$ 10,000.00	\$ 20,000.00	\$ 8,800.00	\$ 17,600.00	\$ 8,700.00	\$ 17,400.00
90	6" Gate Valve	2	EA	\$ 8,000.00	\$ 16,000.00	\$ 1,600.00	\$ 3,200.00	\$ 2,300.00	\$ 4,600.00
91	Emergency Bypass Connection	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 26,000.00	\$ 26,000.00	\$ 31,500.00	\$ 31,500.00
92	Sump Pump Connection	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 6,200.00	\$ 6,200.00	\$ 6,200.00	\$ 6,200.00
93	4" Vault Drain	1	EA	\$ 1,500.00	\$ 1,500.00	\$ 4,400.00	\$ 4,400.00	\$ 5,400.00	\$ 5,400.00
94	Misc Vault and Wet Well Piping, Pipe	1	LS	\$ 400,000.00	\$ 400,000.00	\$ 242,000.00	\$ 242,000.00	\$ 250,000.00	\$ 250,000.00
Total for Bid Schedule A				\$	11,143,883.00	\$	11,990,247.80	\$	11,814,868.20
				\$	10,969,883.00				
Bid Schedule B - Allowances									
1	Allowance for Permits and Fees	Allowance	Allowance	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
2	Allowance for Soil Disposal Fees	Allowance	Allowance	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00
3	Allowance for Dewatering Discharge Fees	Allowance	Allowance	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00
4	Allowance for Dewatering Equipment, Pre-treatment/Treatment	Allowance	Allowance	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00
5	Allowance for Additional Erosion and Sediment Controls	Allowance	Allowance	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
6	Allowance for Environmental Procedures	Allowance	Allowance	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Total for Bid Schedule B				\$	1,274,800.00	\$	1,274,800.00	\$	1,274,800.00

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BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				3		4		5	
				Shimmick Construction Company, Inc		Macro-Z-Technology		SC Valley Engineering, Inc	
				16481 Scientific Way Irvine, CA 92618		841 East Washington Avenue Santa Ana, CA 92701		656 Front Street El Cajon, CA 92020	
GUARANTEE OF GOOD FAITH:				Liberty Mutual Insurance Company		Western Surety Company		The Hanover Insurance Company	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
Bid Schedule C - Alternative 1 - Day Work									
1	Remove Existing Pavement	5,500	SF	\$ 1.00	\$ 5,500.00	\$ 0.90	\$ 4,950.00	\$ 1.40	\$ 7,700.00
2	Class 2 Aggregate Base - Pipe Bedding	165	CY	\$ 15.00	\$ 2,475.00	\$ 30.00	\$ 4,950.00	\$ 45.00	\$ 7,425.00
3	Caltrans HMA	130	TON	\$ 100.00	\$ 13,000.00	\$ 86.00	\$ 11,180.00	\$ 103.00	\$ 13,390.00
4	Class 2 Aggregate base	190	CY	\$ 30.00	\$ 5,700.00	\$ 37.00	\$ 7,030.00	\$ 32.00	\$ 6,080.00
5	Force Main Access Manhole	1	EA	\$ 50,000.00	\$ 50,000.00	\$ 58,200.00	\$ 58,200.00	\$ 68,000.00	\$ 68,000.00
6	30" PVC Pipe	1,250	LF	\$ 300.00	\$ 375,000.00	\$ 266.00	\$ 332,500.00	\$ 500.00	\$ 625,000.00
Total for Bid Schedule C					\$ 451,675.00		\$ 418,810.00		\$ 727,595.00
Total for Alternative 1 - Day Work (Bid Schedule A+B+C)					\$ 12,870,358.00		\$ 13,683,857.80		\$ 13,817,263.20
					\$ 12,726,358.00				
Bid Schedule D - Alternative 2 - Night Work									
1	Remove Existing Pavement	5,500	SF	\$ 1.00	\$ 5,500.00	\$ 0.95	\$ 5,225.00	\$ 2.80	\$ 15,400.00
2	Class 2 Aggregate Base - Pipe Bedding	165	CY	\$ 40.00	\$ 6,600.00	\$ 30.00	\$ 4,950.00	\$ 90.00	\$ 14,850.00
3	Caltrans HMA	130	TON	\$ 140.00	\$ 18,200.00	\$ 105.00	\$ 13,650.00	\$ 175.00	\$ 22,750.00
4	Class 2 Aggregate base	190	CY	\$ 30.00	\$ 5,700.00	\$ 57.00	\$ 10,830.00	\$ 64.00	\$ 12,160.00
5	Force Main Access Manhole	1	EA	\$ 55,000.00	\$ 55,000.00	\$ 58,200.00	\$ 58,200.00	\$ 82,000.00	\$ 82,000.00
6	30" PVC Pipe	1,250	LF	\$ 375.00	\$ 468,750.00	\$ 266.00	\$ 332,500.00	\$ 750.00	\$ 937,500.00
Total for Bid Schedule D					\$ 559,750.00		\$ 425,355.00		\$ 1,084,660.00
Total for Alternative 2 - Night Work (Bid Schedule A+B+D)					\$ 12,978,433.00		\$ 13,690,402.80		\$ 14,174,328.20
					\$12,834,933.00				
ADDENDUM NO. NOTED BY BIDDERS ON THEIR SUBMITTED BID SCHEDULE:									
1				Yes		Yes		Yes	
2				Yes		Yes		Yes	
3				Yes		Yes		Yes	
4				Yes		Yes		Yes	
5				Yes		Yes		Yes	
3				Yes		Yes		Yes	
4				Yes		Yes		Yes	
4				Yes		Yes		Yes	
5				Yes		Yes		Yes	
7				Yes		Yes		Yes	
8				Yes		Yes		Yes	
9				Yes		Yes		Yes	

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6 – Disney Construction

7 – HPS Mechanical

BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				6		7	
				Disney Construction		HPS Mechanical, Inc	
				859 Cowan Rd, Ste 3 Burlingame, CA 94010		3100 E. Belle Terrace Bakersfield, CA 93307	
GUARANTEE OF GOOD FAITH:				Liberty Mutual Insurance Company		The Hanover Insurance Company	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
Bid Schedule A - Base Bid							
1	Traffic Control	1	LS	\$ 400,000.00	\$ 400,000.00	\$ 200,000.00	\$ 200,000.00
2	Dust and FOD Control	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 225,000.00	\$ 225,000.00
3	Contractor Project Airfield Radios	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 22,000.00	\$ 22,000.00
4	Pull-back Contingency	10	EA	\$ 7,000.00	\$ 70,000.00	\$ 4,800.00	\$ 48,000.00
5	Mobilization	1	LS	\$ 250,000.00	\$ 250,000.00	\$ 356,000.00	\$ 356,000.00
6	Contractor's Staging and Storage Area	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 154,000.00	\$ 154,000.00
7	Insurance and Bonds	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 135,000.00	\$ 135,000.00
8	Existing Utility Verification and Location	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 32,000.00	\$ 32,000.00
9	Remove Existing Pavement	135,473	SF	\$ 0.50	\$ 67,736.50	\$ 0.95	\$ 128,699.35
10	Abandon Existing Utility	5	EA	\$ 10,000.00	\$ 50,000.00	\$ 3,200.00	\$ 16,000.00
11	Remove and Restore Artificial Turf	4,000	SF	\$ 10.00	\$ 40,000.00	\$ 14.00	\$ 56,000.00
12	Remove and Restore Swing Gate	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 4,915.00	\$ 4,915.00
13	Remove and Relocate Existing Dirt Dump Site	150	CY	\$ 70.00	\$ 10,500.00	\$ 165.00	\$ 24,750.00
14	Concrete Vehicle Parking Pad	960	SF	\$ 20.00	\$ 19,200.00	\$ 12.00	\$ 11,520.00
15	Reinforced Concrete Wet Well and Valve Vault	1	LS	\$ 500,000.00	\$ 500,000.00	\$ 401,250.00	\$ 401,250.00
16	Reinforced Concrete Generator Pad	4	CY	\$ 1,000.00	\$ 4,000.00	\$ 1,100.00	\$ 4,400.00
17	Reinforced Concrete MCC Pad	2	CY	\$ 1,000.00	\$ 2,000.00	\$ 1,200.00	\$ 2,400.00
18	Maintenance Platform	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 18,470.00	\$ 18,470.00
19	Bar Screen	1	LS	\$ 25,000.00	\$ 25,000.00	\$ 26,840.00	\$ 26,840.00
20	Access Ladder	3	EA	\$ 4,000.00	\$ 12,000.00	\$ 3,900.00	\$ 11,700.00
21	8" FLG DIP Vent	1	LS	\$ 5,000.00	\$ 5,000.00	\$ 5,410.00	\$ 5,410.00
22	8" Protection Post	16	EA	\$ 800.00	\$ 12,800.00	\$ 875.00	\$ 14,000.00
23	4" Protection Post	4	EA	\$ 600.00	\$ 2,400.00	\$ 715.00	\$ 2,860.00
24	Wet Well and Valve Vault Waterproofing	1	LS	\$ 40,000.00	\$ 40,000.00	\$ 42,500.00	\$ 42,500.00
25	Large Submersible Pump	2	EA	\$ 20,000.00	\$ 40,000.00	\$ 95,000.00	\$ 190,000.00
26	Small Submersible Pump	2	EA	\$ 50,000.00	\$ 100,000.00	\$ 50,000.00	\$ 100,000.00
27	Dewatering Portable Sump Pump Assembly	1	EA	\$ 10,000.00	\$ 10,000.00	\$ 7,500.00	\$ 7,500.00
28	Main Feeder 4"C 3#500KCM + #2 Ground	500	LF	\$ 76.00	\$ 38,000.00	\$ 135.00	\$ 67,500.00
29	60HP Motor Feeder, 2-1/2"C 3#3/0 + #4	200	LF	\$ 87.00	\$ 17,400.00	\$ 115.00	\$ 23,000.00
30	3HP Motor Feeder, 1"C, 3#10 + #10 Ground	200	LF	\$ 50.00	\$ 10,000.00	\$ 65.00	\$ 13,000.00
31	Control Panel Miscellaneous Connections	1	LS	\$ 15,000.00	\$ 15,000.00	\$ 24,300.00	\$ 24,300.00
32	Grounding Systems	1	LS	\$ 2,300.00	\$ 2,300.00	\$ 12,400.00	\$ 12,400.00
33	Light, Light Pole and Hardware	2	EA	\$ 5,500.00	\$ 11,000.00	\$ 8,400.00	\$ 16,800.00
34	Equipment Rack	1	LS	\$ 6,000.00	\$ 6,000.00	\$ 21,470.00	\$ 21,470.00
35	Instrument Control Panels	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 35,000.00	\$ 35,000.00

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BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				6		7	
				Disney Construction		HPS Mechanical, Inc	
				859 Cowan Rd, Ste 3 Burlingame, CA 94010		3100 E. Belle Terrace Bakersfield, CA 93307	
GUARANTEE OF GOOD FAITH:				Liberty Mutual Insurance Company		The Hanover Insurance Company	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
36	350A, 3P, NEMA 3R Enclosed Barrier	1	LS	\$ 9,000.00	\$ 9,000.00	\$ 9,210.00	\$ 9,210.00
37	Ultra Sonic Sensor and Floats	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 11,420.00	\$ 11,420.00
38	Electric Handholes, 24x36, Traffic Cover	3	EA	\$ 3,000.00	\$ 9,000.00	\$ 2,200.00	\$ 6,600.00
39	Electrical Conduit Trenching and Backfilling	600	LF	\$ 20.00	\$ 12,000.00	\$ 15.00	\$ 9,000.00
40	200 kW Engine Generators	1	LS	\$ 130,000.00	\$ 130,000.00	\$ 65,000.00	\$ 65,000.00
41	Motor Control Centers	1	LS	\$ 125,000.00	\$ 125,000.00	\$ 118,000.00	\$ 118,000.00
42	400A Automatic Transfer Switch, 480V, 4 Pole	1	EA	\$ 10,000.00	\$ 10,000.00	\$ 19,540.00	\$ 19,540.00
43	400A, 3P, NEMA 3R Safety Switch	1	LS	\$ 8,000.00	\$ 8,000.00	\$ 9,800.00	\$ 9,800.00
44	Clearing and Grubbing	1	LS	\$ 100,000.00	\$ 100,000.00	\$ 38,000.00	\$ 38,000.00
45	Jet Fuel Utilities - Protect in Place	1	LS	\$ 50,000.00	\$ 50,000.00	\$ 6,500.00	\$ 6,500.00
46	Electrical/Fiber Duct Bank Utilities - Protect in	1	LS	\$ 50,000.00	\$ 50,000.00	\$ 35,000.00	\$ 35,000.00
47	Wet Utilities - Protect in Place	1	LS	\$ 50,000.00	\$ 50,000.00	\$ 15,500.00	\$ 15,500.00
48	Gas Utilities - Protect in Place	1	LS	\$ 50,000.00	\$ 50,000.00	\$ 5,500.00	\$ 5,500.00
49	12" Soil Cement Stabilization	9,680	SY	\$ 6.00	\$ 58,080.00	\$ 6.20	\$ 60,016.00
50	Wet Well and Valve Vault Compacted Rock Base	360	CY	\$ 90.00	\$ 32,400.00	\$ 90.00	\$ 32,400.00
51	6-inch Scarify and Compact	28,000	SF	\$ 1.00	\$ 28,000.00	\$ 1.00	\$ 28,000.00
52	Storm Drain Shoring, and Bracing	1	LS	\$ 500,000.00	\$ 500,000.00	\$ 450,000.00	\$ 450,000.00
53	Wet Well and Valve Vault Structure	1,700	CY	\$ 80.00	\$ 136,000.00	\$ 65.00	\$ 110,500.00
54	Wet Well and Valve Vault Shoring	1	LS	\$ 500,000.00	\$ 500,000.00	\$ 525,000.00	\$ 525,000.00
55	Wet Well and Valve Vault Structure Backfill	380	CY	\$ 40.00	\$ 15,200.00	\$ 84.00	\$ 31,920.00
56	Unsuitable Excavation (Otay)	1,000	CY	\$ 100.00	\$ 100,000.00	\$ 35.00	\$ 35,000.00
57	Imported Backfill	1,000	CY	\$ 100.00	\$ 100,000.00	\$ 26.50	\$ 26,500.00
58	Export Excess Material (Otay)	15,000	CY	\$ 25.00	\$ 375,000.00	\$ 23.00	\$ 345,000.00
59	Concrete Duct Cap	100	LF	\$ 600.00	\$ 60,000.00	\$ 32.00	\$ 3,200.00
60	3" Minus Crushed Rock	1,700	CY	\$ 80.00	\$ 136,000.00	\$ 54.00	\$ 91,800.00
61	Class 2 Aggregate Base - Pipe Bedding	902	CY	\$ 70.00	\$ 63,140.00	\$ 38.00	\$ 34,276.00
62	Erosion and Sedimentation Controls	1	LS	\$ 60,000.00	\$ 60,000.00	\$ 75,000.00	\$ 75,000.00
63	Caltrans HMA	3,790	TON	\$ 100.00	\$ 379,000.00	\$ 98.00	\$ 371,420.00
64	Class 2 Aggregate Base	1,295	CY	\$ 70.00	\$ 90,650.00	\$ 42.00	\$ 54,390.00
65	Roadway Striping, 6" Wide	2,000	LF	\$ 2.00	\$ 4,000.00	\$ 1.50	\$ 3,000.00
66	Roadway Striping, 12" Wide	66	LF	\$ 10.00	\$ 660.00	\$ 3.35	\$ 221.10
67	Roadway Painted Sign, Stop	6	EA	\$ 250.00	\$ 1,500.00	\$ 125.00	\$ 750.00
68	Type A-4 Cleanout Per RSD D-9 with Locking	2	EA	\$ 6,000.00	\$ 12,000.00	\$ 6,000.00	\$ 12,000.00
69	Type A-5 Cleanout Per RSD D-9 with Locking	3	EA	\$ 6,000.00	\$ 18,000.00	\$ 6,000.00	\$ 18,000.00
70	Combination Air/Vaccum Valve Manhole	5	EA	\$ 30,000.00	\$ 150,000.00	\$ 79,500.00	\$ 397,500.00

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BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				6		7	
				Disney Construction		HPS Mechanical, Inc	
				859 Cowan Rd, Ste 3 Burlingame, CA 94010		3100 E. Belle Terrace Bakersfield, CA 93307	
GUARANTEE OF GOOD FAITH:				Liberty Mutual Insurance Company		The Hanover Insurance Company	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
71	Blow off Assembly and Manhole	7	EA	\$ 65,000.00	\$ 455,000.00	\$ 18,000.00	\$ 126,000.00
72	Security Manhole	1	EA	\$ 25,000.00	\$ 25,000.00	\$ 32,000.00	\$ 32,000.00
73	Connection to Existing Outfall Manhole	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 37,400.00	\$ 37,400.00
74	48"x72" Access Hatch	9	EA	\$ 10,000.00	\$ 90,000.00	\$ 11,000.00	\$ 99,000.00
75	36"x36" Access Hatch	1	EA	\$ 6,000.00	\$ 6,000.00	\$ 4,200.00	\$ 4,200.00
76	24"x24" Access Hatch	1	EA	\$ 4,000.00	\$ 4,000.00	\$ 2,800.00	\$ 2,800.00
77	24" DIA Manhole Frame and Lid HS-20 Rated	1	EA	\$ 8,000.00	\$ 8,000.00	\$ 3,900.00	\$ 3,900.00
78	Trenchless Crossing of TWY F	566	LF	\$ 1,400.00	\$ 792,400.00	\$ 1,550.00	\$ 877,300.00
79	Trenchless Pits	1	LS	\$ 400,000.00	\$ 400,000.00	\$ 48,000.00	\$ 48,000.00
80	36" PVC Pipe or CCFRPM	171	LF	\$ 1,300.00	\$ 222,300.00	\$ 785.00	\$ 134,235.00
81	30" PVC Pipe or CCFRPM	1,163	LF	\$ 300.00	\$ 348,900.00	\$ 685.00	\$ 796,655.00
82	30" PVC	5,634	LF	\$ 580.00	\$ 3,267,720.00	\$ 595.00	\$ 3,352,230.00
83	36" RCP Pipe	12	LF	\$ 400.00	\$ 4,800.00	\$ 795.00	\$ 9,540.00
84	Utility Crossing Concrete Cradle	5	EA	\$ 7,000.00	\$ 35,000.00	\$ 1,900.00	\$ 9,500.00
85	36"x36" Slide Gate	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 19,700.00	\$ 19,700.00
86	4" Combination Air/Vacuum Valve	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 4,950.00	\$ 4,950.00
87	18" Air Cushioned Swing Check Valve	2	EA	\$ 20,000.00	\$ 40,000.00	\$ 15,000.00	\$ 30,000.00
88	6" Air Cushioned Swing Check Valve	2	EA	\$ 5,000.00	\$ 10,000.00	\$ 6,500.00	\$ 13,000.00
89	18" Plug Valve	2	EA	\$ 10,000.00	\$ 20,000.00	\$ 11,000.00	\$ 22,000.00
90	6" Gate Valve	2	EA	\$ 2,000.00	\$ 4,000.00	\$ 2,000.00	\$ 4,000.00
91	Emergency Bypass Connection	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 38,400.00	\$ 38,400.00
92	Sump Pump Connection	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 17,840.00	\$ 17,840.00
93	4" Vault Drain	1	EA	\$ 2,000.00	\$ 2,000.00	\$ 5,400.00	\$ 5,400.00
94	Misc Vault and Wet Well Piping, Pipe	1	LS	\$ 250,000.00	\$ 250,000.00	\$ 595,000.00	\$ 595,000.00
Total for Bid Schedule A				\$	11,793,089.50	\$	11,792,697.45
Bid Schedule B - Allowances							
1	Allowance for Permits and Fees	Allowance	Allowance	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
2	Allowance for Soil Disposal Fees	Allowance	Allowance	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00	\$ 369,000.00
3	Allowance for Dewatering Discharge Fees	Allowance	Allowance	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00	\$ 355,800.00
4	Allowance for Dewatering Equipment, Pre-treatment/Treatment	Allowance	Allowance	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00	\$ 300,000.00
5	Allowance for Additional Erosion and Sediment Controls	Allowance	Allowance	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
6	Allowance for Environmental Procedures	Allowance	Allowance	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
Total for Bid Schedule B				\$	1,274,800.00	\$	1,274,800.00

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BIDS OPENED: November 25, 2014 @ 11:00 AM

ENGINEER'S ESTIMATE: (\$9,767,006.00)				6		7	
				Disney Construction 859 Cowan Rd, Ste 3 Burlingame, CA 94010		HPS Mechanical, Inc 3100 E. Belle Terrace Bakersfield, CA 93307	
GUARANTEE OF GOOD FAITH:				Liberty Mutual Insurance Company		The Hanover Insurance Company	
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
Bid Schedule C - Alternative 1 - Day Work							
1	Remove Existing Pavement	5,500	SF	\$ 2.00	\$ 11,000.00	\$ 2.15	\$ 11,825.00
2	Class 2 Aggregate Base - Pipe Bedding	165	CY	\$ 50.00	\$ 8,250.00	\$ 38.00	\$ 6,270.00
3	Caltrans HMA	130	TON	\$ 90.00	\$ 11,700.00	\$ 98.00	\$ 12,740.00
4	Class 2 Aggregate base	190	CY	\$ 40.00	\$ 7,600.00	\$ 42.00	\$ 7,980.00
5	Force Main Access Manhole	1	EA	\$ 30,000.00	\$ 30,000.00	\$ 78,000.00	\$ 78,000.00
6	30" PVC Pipe	1,250	LF	\$ 590.00	\$ 737,500.00	\$ 635.00	\$ 793,750.00
Total for Bid Schedule C					\$ 806,050.00		\$ 910,565.00
Total for Alternative 1 - Day Work (Bid Schedule A+B+C)					\$ 13,873,936.50		\$ 13,978,062.45
Bid Schedule D - Alternative 2 - Night Work							
1	Remove Existing Pavement	5,500	SF	\$ 2.50	\$ 13,750.00	\$ 3.00	\$ 16,500.00
2	Class 2 Aggregate Base - Pipe Bedding	165	CY	\$ 65.00	\$ 10,725.00	\$ 45.00	\$ 7,425.00
3	Caltrans HMA	130	TON	\$ 115.00	\$ 14,950.00	\$ 115.00	\$ 14,950.00
4	Class 2 Aggregate base	190	CY	\$ 50.00	\$ 9,500.00	\$ 49.00	\$ 9,310.00
5	Force Main Access Manhole	1	EA	\$ 40,000.00	\$ 40,000.00	\$ 87,500.00	\$ 87,500.00
6	30" PVC Pipe	1,250	LF	\$ 650.00	\$ 812,500.00	\$ 655.00	\$ 818,750.00
Total for Bid Schedule D					\$ 901,425.00		\$ 954,435.00
Total for Alternative 2 - Night Work (Bid Schedule A+B+D)					\$ 13,969,311.50		\$ 14,021,932.45
ADDENDUM NO. NOTED BY BIDDERS ON THEIR SUBMITTED BID SCHEDULE:							
1				Yes		Yes	
2				Yes		Yes	
3				Yes		Yes	
4				Yes		Yes	
5				Yes		Yes	
3				Yes		Yes	
4				Yes		Yes	
4				Yes		Yes	
5				Yes		Yes	
7				Yes		Yes	
8				Yes		Yes	
9				Yes		Yes	

00502

RESOLUTION NO. 2015-0010

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY AWARDING A CONTRACT TO ORION
CONSTRUCTION CORPORATION IN THE AMOUNT
OF \$10,396,680, FOR PROJECT NO. 104118E,
NORTH SIDE UTILITY STORM DRAIN TRUNK AT
SAN DIEGO INTERNATIONAL AIRPORT

WHEREAS, this project is a San Diego County Regional Airport Authority ("Authority") Board ("Board") approved project in the FY2015-FY2019 Capital Improvement Program (CIP); and

WHEREAS, the North Side Utility ("NSU") Storm Drain Trunk Project includes a gravity line, storm drain pump station, and a force main to provide storm drainage for the North Side development; and

WHEREAS, areas on the North Side that will be served by this pump station include the Rental Car Center, the new Fixed Based Operator, SAN Park 2, the North Side Interior Road, and a portion of the Air Cargo Facility; and

WHEREAS, this contract was advertised on September 24, 2014; and

WHEREAS, on November 25, 2014, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, the low bidder, Orion Construction Corporation, submitted a bid in the amount of \$10,396,680; and

WHEREAS, Authority's staff has duly considered Orion Construction Corporation's bid, and has determined Orion Construction Corporation is responsible, and that its bid is responsive in all respects; and

WHEREAS, the Board believes that it is in the best interest of the Authority and the public that it serves, for the Board to award Orion Construction Corporation the contract for Project No. 104118E, NSU Storm Drain Trunk, upon the terms and conditions set forth on the Bid Solicitation Package.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards a contract to Orion Construction Corporation in the amount of \$10,396,680 for Project No. 104118E, NSU Storm Drain Trunk at San Diego International Airport.

BE IT FURTHER RESOLVED that the Authority's President/CEO or designee hereby is authorized to execute and deliver such contract to Orion Construction Corporation; and

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

BE IT FURTHER RESOLVED that the proposed NSU Storm Drain Trunk was evaluated pursuant to the California Environmental Quality Act, Pub. Res. Code §21065, as a project component of the San Diego International Airport Master Plan Final Environmental Impact Report (SCH #2005091105; SDCRAA #EIR-06-01), certified on May 1, 2008, and the Northside Improvements Final Supplemental Environmental Impact Report (also SCH #2005091105; SDCRAA #EIR-10-01) certified by the San Diego County Regional Airport Authority on September 1, 2011; and

BE IT FURTHER RESOLVED that a Coastal Development Permit (#6-12-065) for the NSU Storm Drain trunk was approved by the California Coastal Commission on March 12, 2014.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000094



**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT**

Item No.

14

Meeting Date: **JANUARY 15, 2015**

Subject:

Approve and Authorize an Increase in the President/CEO's Change Order Authority for Construct Electrical Distribution System (12kV) Project at San Diego International Airport

Recommendation:

Adopt Resolution No. 2015-0011, approving and authorizing an increase in the President/CEO's change order authority from \$650,280 to an amount not to exceed \$1,807,300, for Project No. 104136, Construct Electrical Distribution System (12kV) at San Diego International Airport.

Background/Justification:

On August 26, 2013, the San Diego County Regional Airport Authority ("Authority") Board ("Board") awarded a contract to Helix Electric, Inc. ("Helix") in the amount of \$16,257,000 for Construct Electrical Distribution System Project [Resolution No. 2013-0075] (Attachment A).

During construction, underground conditions were encountered resulting in the issuance of change orders to Helix. These conditions ranged from discovered contaminated soils, damage to existing duct banks, and presence of underground obstructions in the path of the projected duct bank. Additionally, a layer of asphalt was applied to the unpaved area at the Teledyne Ryan (TDY) property to avert Least Tern nesting.

Authority Policy 5.02(4)(b)(iii) requires Board approval for change orders in excess of 4% of the original contract amount on contracts awarded for more than \$5 million, which in this case is \$650,280. Therefore, staff is requesting that for the Helix contract, Authority Policy 5.02(4)(b)(iii) be waived and the maximum change order authorization limit for the President/CEO be increased from \$650,280 to an amount not to exceed \$1,807,300.

Fiscal Impact:

Adequate funds for the contract with Helix Electric, Inc. are included within the FY2015-2019 Capital Improvement Program Budget for Project No. 104136, Construct Airport Electrical Distribution System. Sources of funding for this project include Airport Cash, Customer Facility Charges, and Revenue Bonds

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Authority Strategies:

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

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Environmental Review:

- A. CEQA: Board action is to construct an Airport Electrical Distribution System project that was determined to be in a class of projects not to have a significant effect on the environment. (§15301 - Existing Facilities-Class 1; §15303 - New construction of small structures - Class 3; §15304 - Minor Alterations to Land - Class 4) and a categorical exemption was prepared in accordance with the California Environmental Quality Act (CEQA).
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

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, Policy 5.12 and Policy 5.14. These programs/policies are intended to promote the inclusion of small, local, service disabled veteran owned, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

This contract does not utilize federal funds and provides opportunities for sub-contractor participation; therefore; at the option of the Authority, Policy 5.14 was applied. Policy 5.14 establishes separate goals for the participation of: (1) small businesses; (2) local businesses; and, (3) service disabled veteran owned small businesses (SDVOSB). The local business participation goal can only be applied when the overall local business participation of all Authority contracts at the time of solicitation is less than 60%. The maximum preference applied under Policy 5.14 is seven percent (7%): three percent (3%) for small business participation; two percent (2%) for local business participation; and, two percent (2%) for SDVOSB participation. When bid price is the primary selection criteria, the maximum amount of the preference cannot exceed \$100,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid. When bid price is not the primary selection criteria, the preference is only applied to determine which proposers are interviewed for final consideration. Per Policy 5.14, the preference is not applied in the final selection.

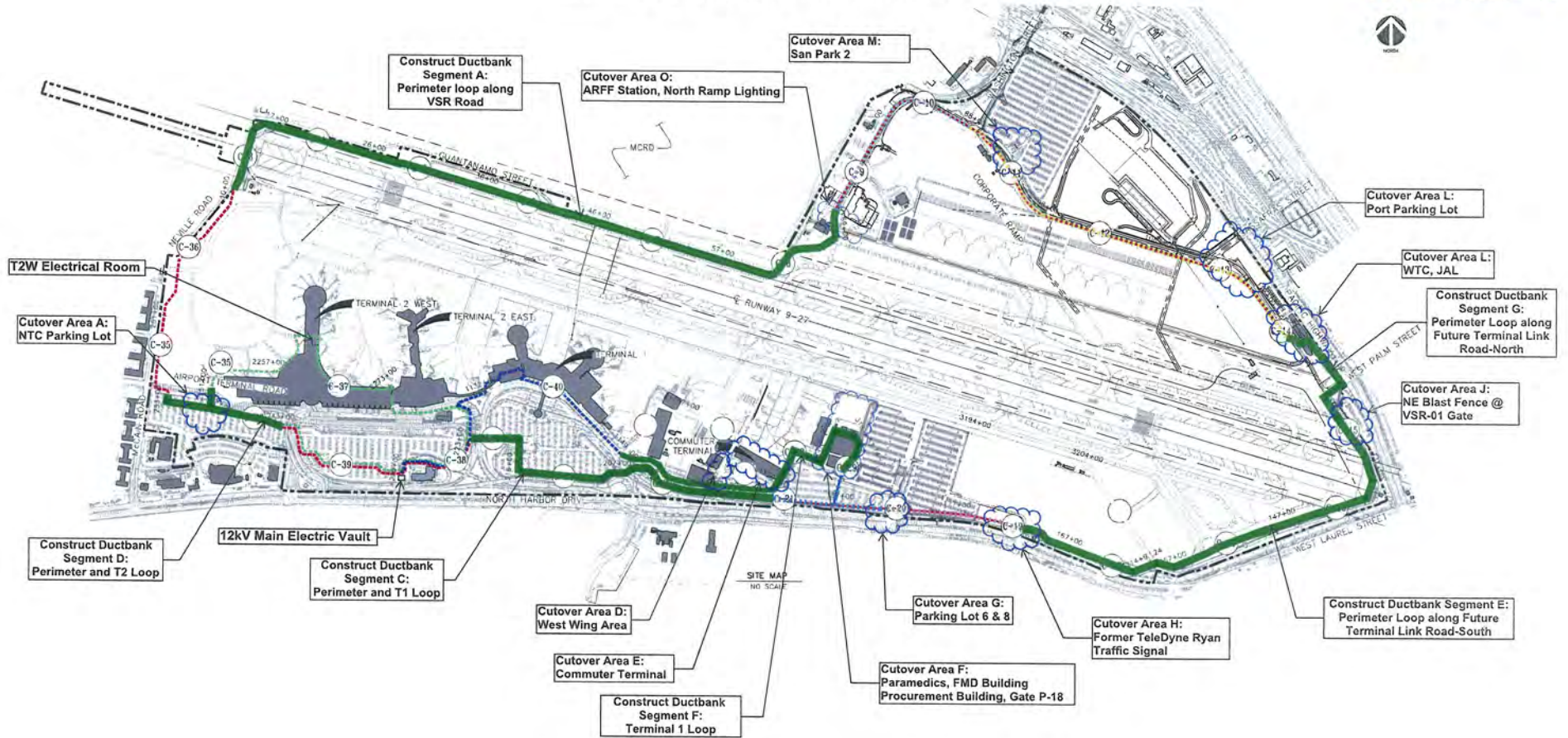
In accordance with Policy 5.14, Helix Electric, Inc. partially met the SBE goal of 36% with 12.4% certified small business participation for a 1% certified small business preference and did not meet the SDVOSB goal of 3% for a 0% SDVOSB participation preference. At the time of the solicitation it was determined that the Authority's overall local business participation exceeded 60%, therefore no preference was applied for local business participation.

Prepared by:

IRAJ GHAEMI
DIRECTOR, FACILITIES DEVELOPMENT

SAN DIEGO INTERNATIONAL AIRPORT

ATTACHMENT A



CIP 104136 – Construct Airport Electrical Distribution Project
Site Map

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RESOLUTION NO. 2015-0011

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING AN INCREASE IN THE PRESIDENT/CEO'S CHANGE ORDER AUTHORITY FROM \$650,280 TO AN AMOUNT NOT TO EXCEED \$1,807,300 FOR PROJECT NO. 104136, CONSTRUCT ELECTRICAL DISTRIBUTION SYSTEM (12KV) AT SAN DIEGO INTERNATIONAL AIRPORT

WHEREAS, on August 26, 2013, the San Diego County Regional Airport Authority ("Authority") Board ("Board") awarded a contract to Helix Electric, Inc. ("Helix") in the amount of \$16,257,000 for Construct Electrical Distribution System Project [Resolution No. 2013-0075]; and

WHEREAS, during construction, underground conditions were encountered resulting in the issuance of change orders to Helix; and

WHEREAS, these conditions ranged from discovered contaminated soils, damage to existing duct banks, and presence of underground obstructions in the path of the projected duct bank; and

WHEREAS, a layer of asphalt was applied to the unpaved area at the Teledyne Ryan (TDY) property to avert Least Tern nesting; and

WHEREAS, Authority Policy 5.02(4)(b)(iii) requires Board approval for change orders in excess of 4% of the original contract amount on contracts awarded for more than \$5 million, which in this case is \$650,280. Therefore, staff is requesting that for the Helix contract, Policy 5.02(4)(b)(iii) be waived and the maximum change order authorization limit for the President/CEO be increased from \$650,280 to an amount not to exceed \$1,807,300; and

WHEREAS, the Board believes it is in best interest of the Authority, and the public that it serves, to waive Policy 5.02(4)(b)(iii) in this instance and authorize the President/CEO to approve change orders in an amount not-to-exceed \$1,807,300.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes an increase in the President/CEO's change order authority from \$650,280 to an amount not to exceed \$1,807,300 for Project No. 104136, Construct Electrical Distribution System (12kV) at San Diego International Airport.

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BE IT FURTHER RESOLVED that the Board waives Policy 5.02(4)(b)(iii) as to the increase in the cost of this Project; 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 resolutions; and

BE IT FURTHER RESOLVED that the Board finds that this action is a project determined not to have a significant effect on the environment (§15301 - Existing Facilities-Class 1; §15303 - New construction of small structures - Class 3; §15304 - Minor Alterations to Land - Class 4) and a categorical exemption was prepared in accordance with the California Environmental Quality Act ("CEQA"); and is not a "development" as defined by the California Coastal Act (California Public Resources Code §30106).

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

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**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT**

Item No.
15

Meeting Date: **JANUARY 15, 2015**

Subject:

Approve and Authorize the President/CEO to Negotiate and Execute a First Amendment to the Solar Power Purchase Agreement with Lindberg Field Solar 1, LLC:

Recommendation:

Adopt Resolution No. 2015-0012, approving and authorizing the President/CEO to negotiate and execute a First Amendment to the Solar Power Purchase Agreement with Lindberg Field Solar 1, LLC, to implement a solar photovoltaic generating system at Terminal 2 West, San Diego International Airport.

Background/Justification:

On March 6, 2014, the San Diego County Regional Airport Authority ("Authority") Board adopted Resolution No. 2014-0019 that approved and authorized the President/CEO to negotiate and execute a site lease agreement and solar power purchase agreement ("PPA") with Borrego Solar Systems, Inc. ("Borrego") for the implementation of a solar photovoltaic generating system on the roof of Terminal 2 West (T2W) and a portion of the Terminal 2 parking lot. The PPA is for an amount not-to-exceed \$15,000,000 and for a maximum term of twenty years.

On June 5, 2014, the Authority Board ("Board") adopted Resolution No. 2014-0056 that authorized the President/CEO to consent to the assignment of the PPA and site lease from Borrego to Lindberg Field Solar 1, LLC ("LFS1").

LFS1 has requested an amendment to the PPA related to the following: 1) the early termination of the PPA; 2) the definition of direct damages; 3) the clarification of insurance terms associated with the PPA; 4) clarification related to ownership interest in the solar facility; and 5) modification of the project construction phasing related to issues outside of their control.

The PPA currently indicates that the Authority shall have the option to purchase the solar facility starting at the end of the sixth year of the contract term at an amount equal to the lesser of the fair market value ("FMV") or the early termination fee ("ETF") specified in Exhibit J of the PPA. LFS1 has indicated that, after detailed discussions with their project financiers, they have determined that the use of the amount equal to the lesser of the FMV or the ETF as the basis of the Authority purchase price prevents the project from being able to take advantage of the Investment Tax Credit ("ITC") and

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thus does not allow it to be financeable at the current PPA rate. The Authority does not agree with LFS1's conclusion regarding FMV and ITC. LFS1 believes that any purchase options for less than FMV may impair LFS1's ability to finance the project. In addition, LFS1 has indicated that their project financiers have expressed concerns regarding the lack of a fixed minimum amount for the early purchase of the solar facility, which, in the opinion of LFS1, may create an incentive for the Authority to purchase the facility early should the FMV of the solar facility decrease significantly. This early purchase could impact investor returns and increase investor risk to the point of making the project unable to be financed.

Due to the above concerns, LFS1 has requested that the language in the PPA be amended to reflect that the Authority shall have the option to purchase the solar facility at an amount equal to the greater of FMV or an ETF. In order to mitigate the cost risk to the Authority of removing the maximum amount to be paid for an early purchase of the solar facility, LFS1 has agreed to lower the ETF. In year 6, the proposed ETF will be \$6,924,986, 12% below the \$7,924,986 year 6 ETF currently in the PPA. In year 15, the proposed ETF will be \$4,721,050, 36% below the \$7,483,039 year 15 ETF currently in the PPA. In year 20, the proposed ETF will be \$2,479,369, 61% below the \$6,441,024 year 20 ETF currently in the PPA.

The PPA indicates that the Authority shall pay LFS1 direct damages should the Authority default on the PPA during years one through five of the PPA. The PPA also indicates that for years 6 through 20, in the event of default by the Authority, LFS1's damages are capped at the amount set forth in Exhibit J of the PPA. LFS1 has requested that the definition of direct damages in the event of default be amended to explicitly include the loss or recapture of the ITC, the loss or recapture of depreciation, the loss of renewable energy incentives, and the amounts payable by LFS1 and/or its affiliates to unwind or terminate any financial transaction entered into in connection with the Solar Facility. The effect of LFS1's definition of "direct damages" is that the Authority may be required to pay damages that, without such contractual language, may not otherwise be recoverable in a breach of contract cause of action. LFS1 would continue to be required to furnish evidence of damages. The parties continue to negotiate this provision.

LFS1 has requested minor changes to the insurance terms in the PPA. The Authority's Risk Management Department has reviewed the proposed changes and finds them to be acceptable.

LFS1 has also requested clarification to an article in the PPA that it believes indicates that the Authority has ownership interest in the solar facility. The Authority has no ownership interest in the solar facility and will only be purchasing power generated by the facility.

Finally, at Authority staff's request, and in order to resolve LFS1's concerns related to construction issues outside of their control, the proposed amendment includes a modification to the construction phasing included in the PPA. The PPA currently anticipates two phases of construction. Phase 1 includes the roof of T2W and Phase 2 includes the portion of the solar facility in the Terminal 2 parking lot. The PPA also mandates that the solar facility on the roof be of a ballasted type that does not

penetrate the roof of T2W. The roof on the older portion of T2W is manufactured by Johns Manville and was installed in 1998 and the roof on the T2W Expansion was manufactured by Sika and was installed in 2013 as part of the Green Build. The roof of the T2W Expansion was specifically designed and constructed to accommodate a ballasted solar generating system. After reviewing the proposed solar facility on the older portion of T2W with Johns Manville, they have indicated that the older roof is not designed to support equipment that is ballasted rather than secured to the building structure and that ballasted equipment may move and damage the roof. Johns Manville has indicated that they will not be able to provide a warranty for the old roof if a ballasted solar generating system is installed on that roof. As the roof is near the end of useful life, and, in order to accommodate a solar generating system on the roof of the older portion of T2W, the Authority intends to reroof the older portion of T2W. This reroofing is expected to commence in April 2015 with the portion beneath the solar generating system completed by July of 2015.

LFS1 has agreed to modify construction phasing so that installation on the roof of the T2W Expansion can proceed while the Authority proceeds with reroofing the older portion of T2W. Phase 2 of the solar facility would then proceed in the Terminal 2 parking lot and would be followed by installation on the roof of the older portion of T2W once reroofing is complete. LFS1 will incur approximately \$15,000 in additional costs associated with additional construction mobilization and loss of efficiency during installation caused by the addition of a construction phase. In consideration for the changes to the PPA included within the proposed amendment, LFS1 has agreed to these phasing modifications at no change to the PPA rate and with no additional cost to the Authority.

Fiscal Impact:

Adequate funding for the contract with Lindberg Field Solar 1, LLC is included in the adopted FY 2015 and conceptually approved FY 2016 Operating Expense Budgets within the Utilities line item. Expenses impacting budget years not yet adopted/approved by the Board will be included in future year budget requests.

Authority Strategies:

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

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

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.

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, Policy 5.12 and Policy 5.14. These programs/policies are intended to promote the inclusion of small, local, service disabled veteran owned, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

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. At the time of the solicitation, October, 2013, Policy 5.12 provided a preference of up to five percent (5%) to small businesses in the award of selected Authority contracts. When bid price is the primary selection criteria, the maximum amount of the preference could not exceed \$100,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid.

Per Policy 5.12, Borrego Solar Systems, Inc., did not receive any preference.

Prepared by:

BOB BOLTON
DIRECTOR, AIRPORT DESIGN & CONSTRUCTION

RESOLUTION NO. 2015-0012

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE A FIRST AMENDMENT TO THE SOLAR POWER PURCHASE AGREEMENT WITH LINDBERG FIELD SOLAR 1, LLC, TO IMPLEMENT A SOLAR PHOTOVOLTAIC GENERATING SYSTEM AT TERMINAL 2 WEST, SAN DIEGO INTERNAL AIRPORT

WHEREAS, on March 6, 2014, the San Diego County Regional Airport Authority ("Authority") Board adopted Resolution No. 2014-0019 approving and authorizing the President/CEO to negotiate and execute a site lease agreement and solar power purchase agreement "(PPA)" with Borrego Solar Systems, Inc. ("Borrego") for the implementation of a solar photovoltaic generating system on the roof of Terminal 2 West (T2W) and a portion of the Terminal 2 parking lot; and

WHEREAS, the PPA is for an amount not-to-exceed \$15,000,000 and a maximum term of twenty years; and

WHEREAS, on June 5, 2014, the Authority Board ("Board") adopted Resolution No. 2014-0056 authorizing the President/CEO to consent to the assignment of the PPA and site lease from Borrego to Lindberg Field Solar 1, LLC ("LFS1"); and

WHEREAS, LFS1 has requested an amendment to the PPA related to the following: 1) the early termination of the PPA; 2) the definition of direct damages; 3) the clarification of insurance terms associated with the PPA; 4) clarification related to ownership interest in the solar facility; and

WHEREAS, the PPA currently indicates that the Authority shall have the option to purchase the solar facility starting at the end of the sixth year of the contract term at an amount equal to the lesser of the fair market value ("FMV") or the early termination fee ("ETF") specified in Exhibit J of the PPA; and

WHEREAS, LFS1 has indicated that, after detailed discussions with their project financiers, they have determined that the use of the amount equal to the lesser of the FMV or the ETF as the basis of the Authority purchase price does not allow the solar facility to be financeable at the current PPA rate; and

WHEREAS, LFS1 has indicated that any purchase options for less than FMV impairs LFS1's ability to finance the project; and

WHEREAS, LFS1 has indicated that their project financiers have expressed concerns regarding the lack of a fixed minimum amount for the early purchase of the solar facility, which, in the opinion of LFS1, may create an incentive for the Authority to purchase the facility early should the FMV of the solar facility decrease significantly. This early purchase could impact investor returns and increase investor risk to the point of making the project unable to be financed; and

WHEREAS, due to the above concerns, LFS1 has requested that the language in the PPA be amended to reflect that the Authority shall have the option to purchase the solar facility at an amount equal to the greater of FMV or an ETF; and

WHEREAS, in order to mitigate the cost risk to the Authority of removing the maximum amount to be paid for an early purchase of the solar facility, LFS1 has agreed to lower the ETF; and

WHEREAS, the fee will start at 12% below the ETF currently in the PPA in year 6, decrease to 36% below the current ETF in year 15, and finally decrease to 61% below the current ETF in year 20; and

WHEREAS, the PPA indicates that the Authority shall pay LFS1 direct damages should the Authority default on the PPA during years one through five of the PPA; and

WHEREAS, LFS1 has requested that the definition of direct damages be clarified to explicitly include the loss or recapture of the ITC, the loss or recapture of depreciation, the loss of renewable energy incentives, and the amounts payable by LFS1 and/or its affiliates to unwind or terminate any financial transaction entered into in connection with the Solar Facility. The effect of LFS1's definition of "direct damages" is that the Authority may be required to pay damages that, without such contractual language, may not otherwise be recoverable in a breach of contract cause of action; and

WHEREAS, the parties continue to negotiate this provision to allow only damages according to proof and only those proximately caused by breach; and

WHEREAS, LFS1 would continue to be required to furnish evidence of damages and in years 6 through 20 the damages would be capped at the amounts set forth in Exhibit J of the PPA; and

WHEREAS, LFS1 has requested minor changes to the insurance terms in the PPA and the Authority's Risk Management Department has reviewed the proposed changes and finds them to be acceptable; and

WHEREAS, LFS1 has also requested clarification to an article in the PPA that it believes indicates that the Authority has ownership interest in the solar facility. The Authority has no ownership interest in the solar facility and will only be purchasing power generated by the facility; and

WHEREAS, in exchange for agreeing to these amendments to the PPA, LFS1 has agreed to decrease the ETF in Exhibit J of the PPA and to re-sequence project phasing at no additional cost to the Authority in order to allow the Authority to re-roof the older portion of Terminal 2.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to negotiate and execute a First Amendment to the Solar Power Purchase Agreement with Lindberg Field Solar 1, LLC, to implement a solar photovoltaic generating system at Terminal 2 West, San Diego Internal Airport; and

BE IT FURTHER RESOLVED by the Board that it finds that this Board action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code §21065); and is not a "development" as defined by the California Coastal Act (California Public Resources Code §30106).

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE &
INFORMATION GOVERNANCE /
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000107

Airport Development Plan Concepts Evaluation

Prepared for

**San Diego County Regional Airport Authority Board
San Diego, CA**

January 15, 2015



About Today's Meeting

■ Goals of today's meeting:

- To provide a status update on the Airport Development Plan, including information on the terminal development alternatives and next steps
- To receive Board feedback on the information presented

What is the Airport Development Plan?

- In 2006 a county-wide ballot measure to move the airport was defeated
- Therefore, SAN will continue in its current location for the foreseeable future
- The Airport Development Plan (ADP) will define optimal development at SAN



Agenda

- A** Public & Stakeholder Outreach
- B** Update on the ADP Process
- C** Terminal Concepts Overview
- D** Preliminary Cost Estimates /
Financial Approach
- E** Alternatives Evaluation
Methodology
- F** Next Steps





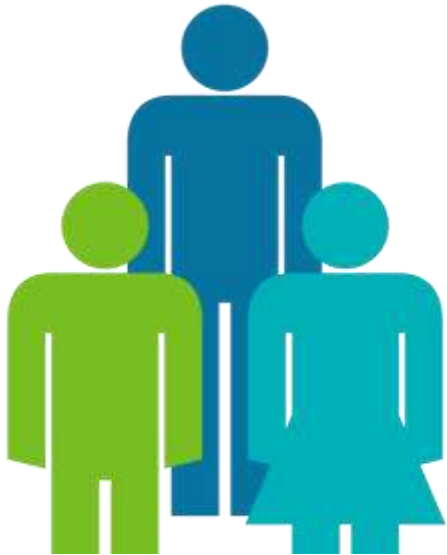
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Public & Stakeholder Outreach

Public & Stakeholder Outreach Approach

■ Public & Stakeholder Outreach Strategy

- Leverage existing networks and stakeholder groups to communicate directly with key audiences



■ Stakeholder Engagement Objective

- Achieve regional consensus and support

■ Public Outreach Objectives

- Raise awareness with elected officials, local, regional, state and federal agencies and airport neighbors
- Earn positive and/or balanced media coverage
- Minimize misperceptions
- Generate interest in future airport enhancement projects

Public Open House



1 Public Open House
at the Airport
Authority (92
Attendees)



8 Business Organizations
Distributed Information
for the Open House to
Members

Business & Community Outreach



50 Presentations to
Business & Community
Leaders and Organizations
(685 Attendees)



8 Stakeholder Input
Sessions with Business
Organizations
(180 Attendees)

Government Relations



27 Meetings with
Elected Officials
(City, County, State
and Federal)



14 Meetings with Staff
and Board Members of
Regional Agencies
(E.G., City OF San Diego
MTS, Port of San Diego,
SANDAG)



2 Meetings with
Military
Representatives
(E.G., MCRD, NAVY)

Online Survey



120 Online
Surveys
Completed
October 2014-
January 2015

Media Relations



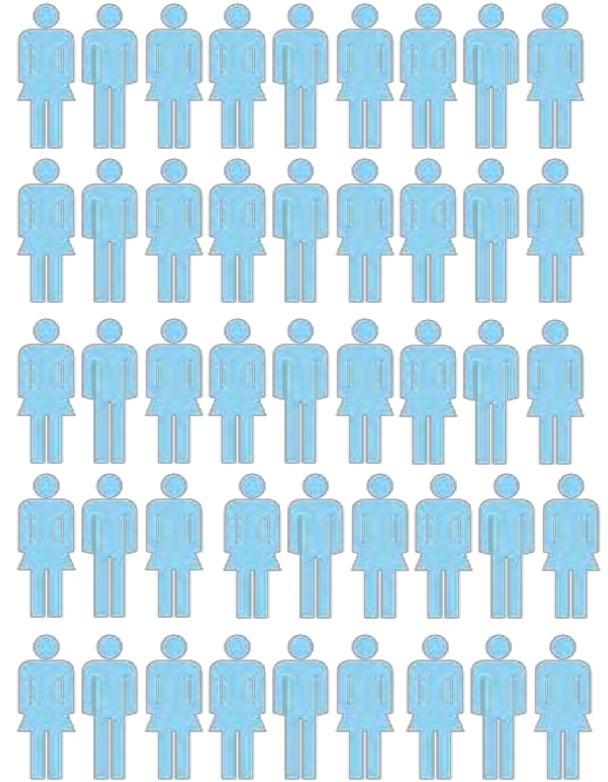
2 Media Briefings (June 6, 2014 & January 15, 2015)



20 Media Placements (100% Positive)

Public & Stakeholder Outreach Summary

- More than 3.7 million print, online and broadcast media impressions
- Nearly 56,000 people reached via social media
- More than 8,000 webpage views Q3-Q4
- 6,757 readers reached via SAN newsletters
- 1,072 video views
- 1,000 people reached through briefings/presentations
- 120 online survey respondents



Business/Industry

- American Council of Engineering Companies- Transportation Liaison Committee
 - AECOM
 - American Airlines Vanguard Retirement Club
 - BIOCOM
 - CleanTech
 - CONNECT
 - Downtown Realtor Caravan
 - East County EDC - Gillespie Field Committee
 - General Contractors Meeting
 - Jack in the Box
 - Port Tenants Association
 - San Diego Convention Center Corporation
 - San Diego County Hotel-Motel Association
 - San Diego County Taxpayers Association
 - San Diego County Taxpayers Association- Transportation Committee
 - San Diego North Chamber of Commerce
 - San Diego North Economic Development Corporation
 - San Diego Regional Chamber of Commerce
 - San Diego Regional Economic Development Corporation*
 - San Diego Tourism Authority*
 - South County EDC Board
 - South County EDC-Transportation & Infrastructure Committee*
 - Southwest Airlines
- *Denotes multiple briefings

Community Groups and Leaders

- Banker's Hill Community Group
- Downtown Community Planning Council
- Downtown San Diego Partnership
- Downtown SD Partnership Planning & Public Policy Committee
- El Cajon Valley Lions Club
- Escondido Rotary Club
- Fourth Council District- Community Town Hall Meeting
- Friends of Downtown
- Midway Community Planning Group
- Old Mission Rotary Club
- P3 People for Progress*
- Peninsula Community Planning Board*
- Point Loma Association
- Point Loma Optimists Club
- Point Loma Rotary Club
- San Diego LGBT Community
- Uptown Planners*

* *Denotes multiple briefings*

Elected Officials

- Sam Abed, Mayor, City of Escondido
- John Aguilera, Deputy Mayor, City of Vista
- Marty Block, Senator, State Senate
- Barbara Boxer, Senator, U.S. Senate (Staff briefing)
- Myrtle Cole, Councilmember, District 4, City of San Diego
- Cheryl Cox, Mayor, City of Chula Vista (*former*)
- Marti Emerald, Councilmember, District 9, City of San Diego*
- Kevin Faulconer, Mayor, City of San Diego*
- Dianne Feinstein, Senator, U.S. Senate (Staff briefing)
- Todd Gloria, Councilmember, District 3, City of San Diego*
- Matt Hall, Mayor, City of Carlsbad*
- Ed Harris, Councilmember, District 2, City of San Diego (*former*)
- Don Higginson, Mayor, City of Poway (*former*)
- Dianne Jacob, Supervisor, District 2 Chair, County of San Diego
- Mark Kersey, Councilmember, District 5, City of San Diego
- Sherri Lightner, Council President Pro Tem, District 1, City of San Diego*
- Ron Morrison, Mayor, City of National City
- Scott Peters, Congressman, U.S. House of Representatives (Staff briefing)
- Judy Ritter, Mayor, City of Vista
- Ron Roberts, Supervisor, County of San Diego*
- Bill Wells, Mayor, City of El Cajon
- Lori Zapf, Councilmember, District 2, City of San Diego

**Denotes multiple briefings*

Public Agencies and Military

Public Agencies

- City of San Diego*
- MTS
- Navy Region Southwest
- Port of San Diego
- SANDAG*
- SANDAG Transportation Working Group
- USMC - Marine Corps Recruit Depot

San Diego County Regional Airport Authority

- Art Advisory Committee
- Authority Advisory Group
- SANAAAC
- Technical Advisory Committee*

**Denotes multiple briefings*

Stakeholder Outreach - Common Themes (1 of 2)

- **Replacement of Terminal 1 is a high priority**
- **Efficiency is an important consideration (e.g. walking distances between terminals and faster TSA/security lines)**
- **Traffic on Harbor Drive and from Interstate 5 is a concern**
- **Trolley connection and public transportation access is important**
- **More non-stop international travel destinations are desired**

Stakeholder Outreach - Common Themes (2 of 2)

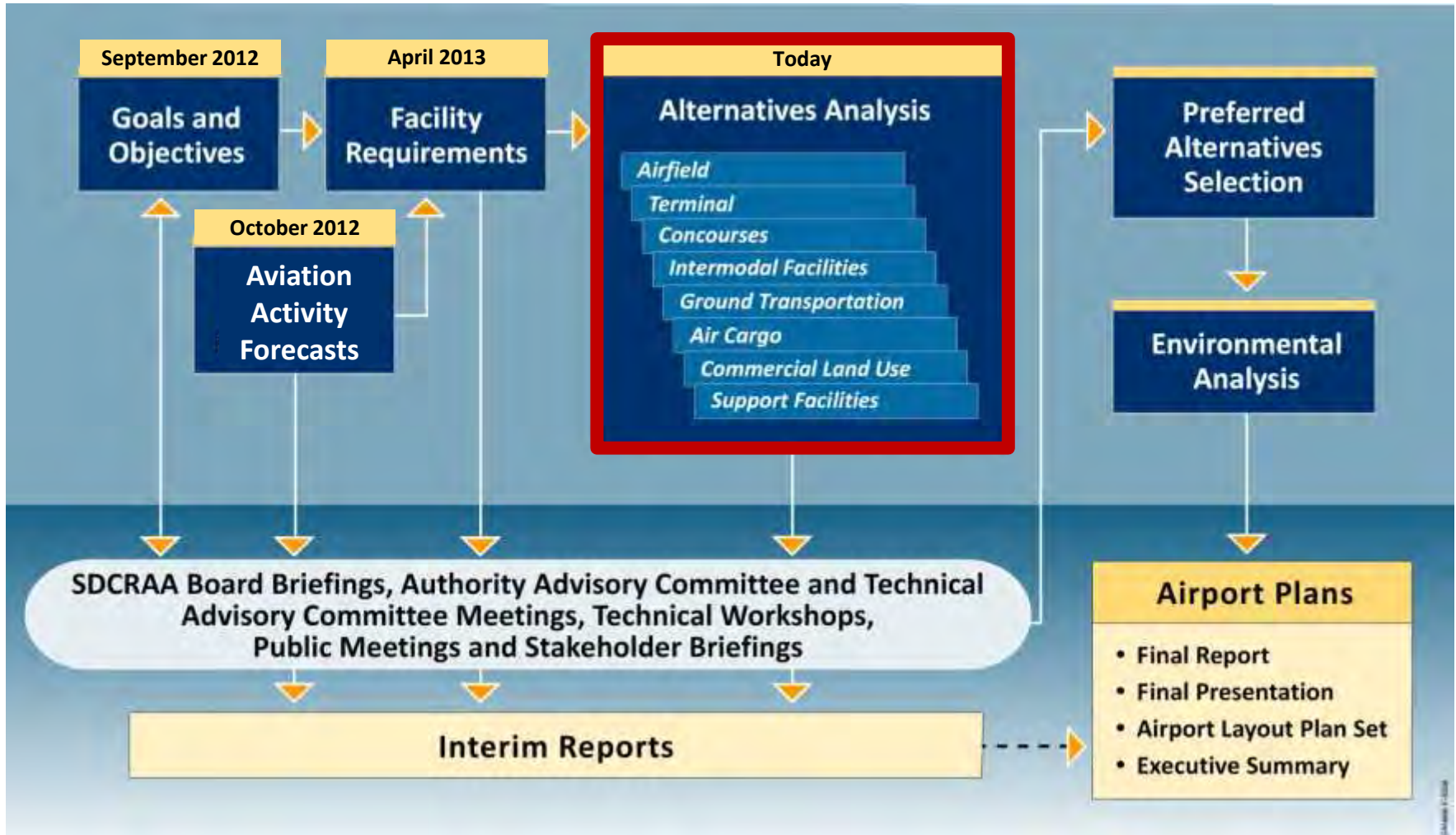
- **Green Build is well-received**
- **Dual-level roadway is a popular feature at Terminal 2; however, it can be inefficient when airport is busy and traffic backs up**
- **Views of the bay/water/downtown are important**
- **Design should highlight what San Diego has to offer (natural light, local feel, etc.)**
- **Inability to access other terminals once post-security is a concern**



B

Update on the ADP Process

Airport Development Plan Workflow



Project Goals

Ground Access

Improve access to the Airport and accommodate parking demand

Passenger Terminal Facilities

Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction

Airfield/Airspace

Plan for an operationally efficient airfield that meets FAA standards

Sustainability

Provide a plan that is fiscally and environmentally sustainable

Land Development

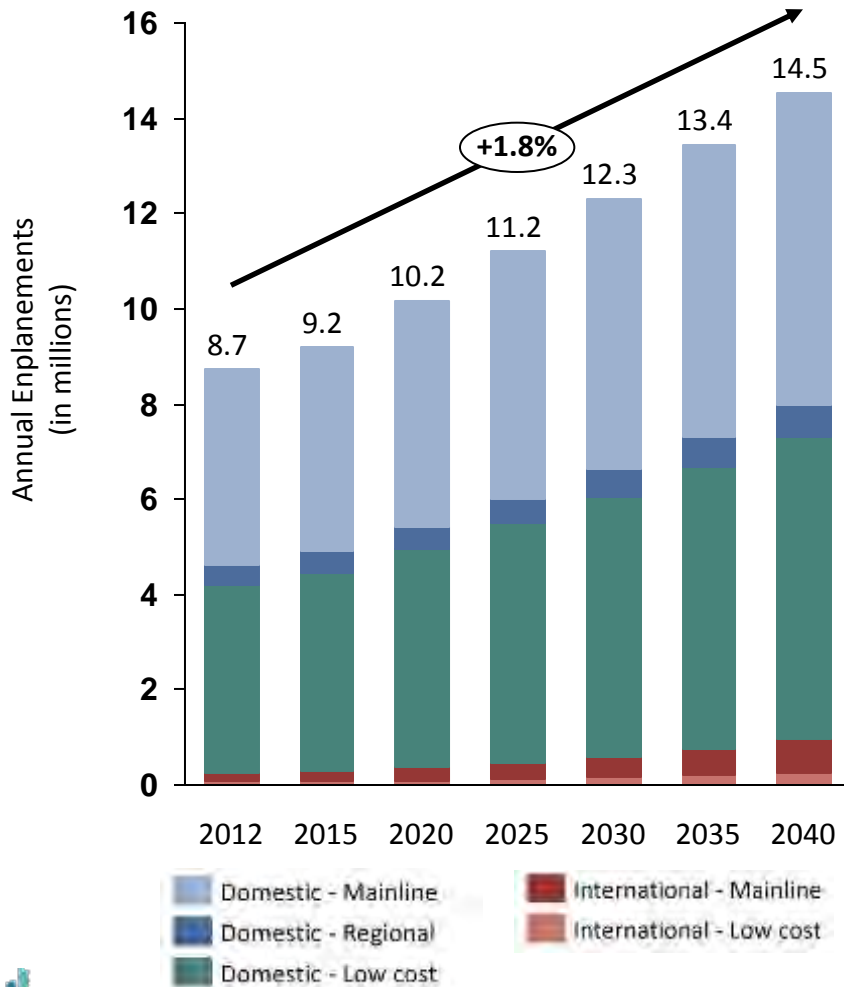
Optimize the productive use of Airport properties

Social Responsibility

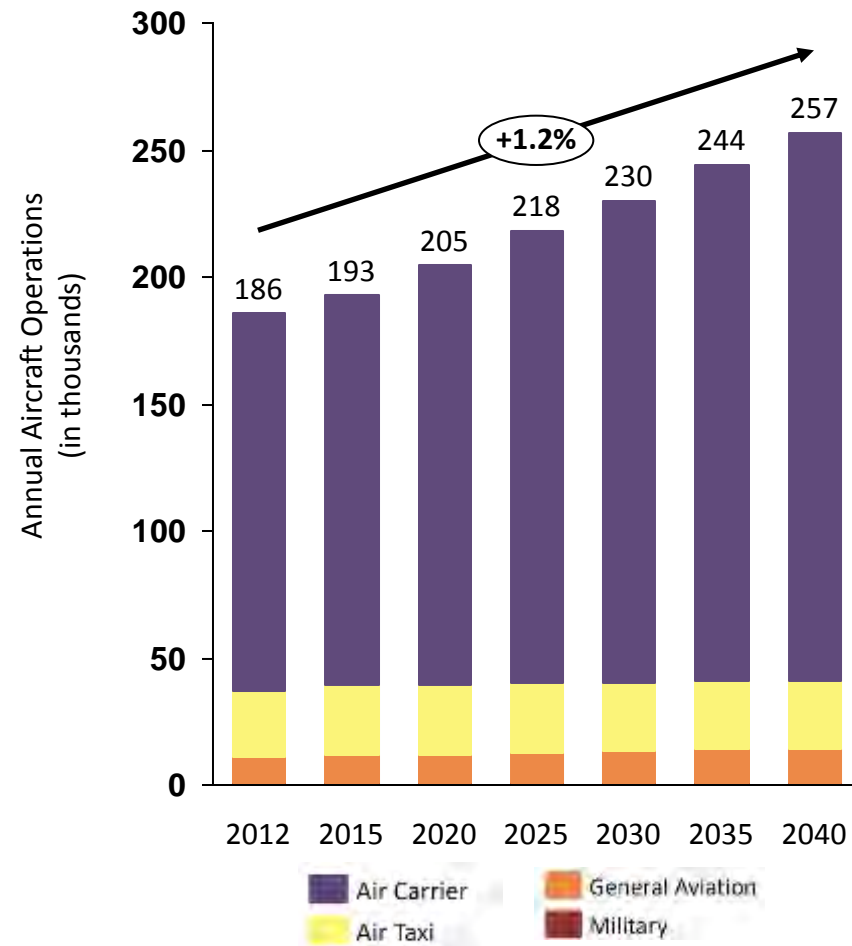
Provide a plan that meets the aviation needs of the San Diego region in a socially responsible manner

Baseline Forecast Results

Enplaned Passengers Baseline Forecast



Aircraft Operations Baseline Forecast

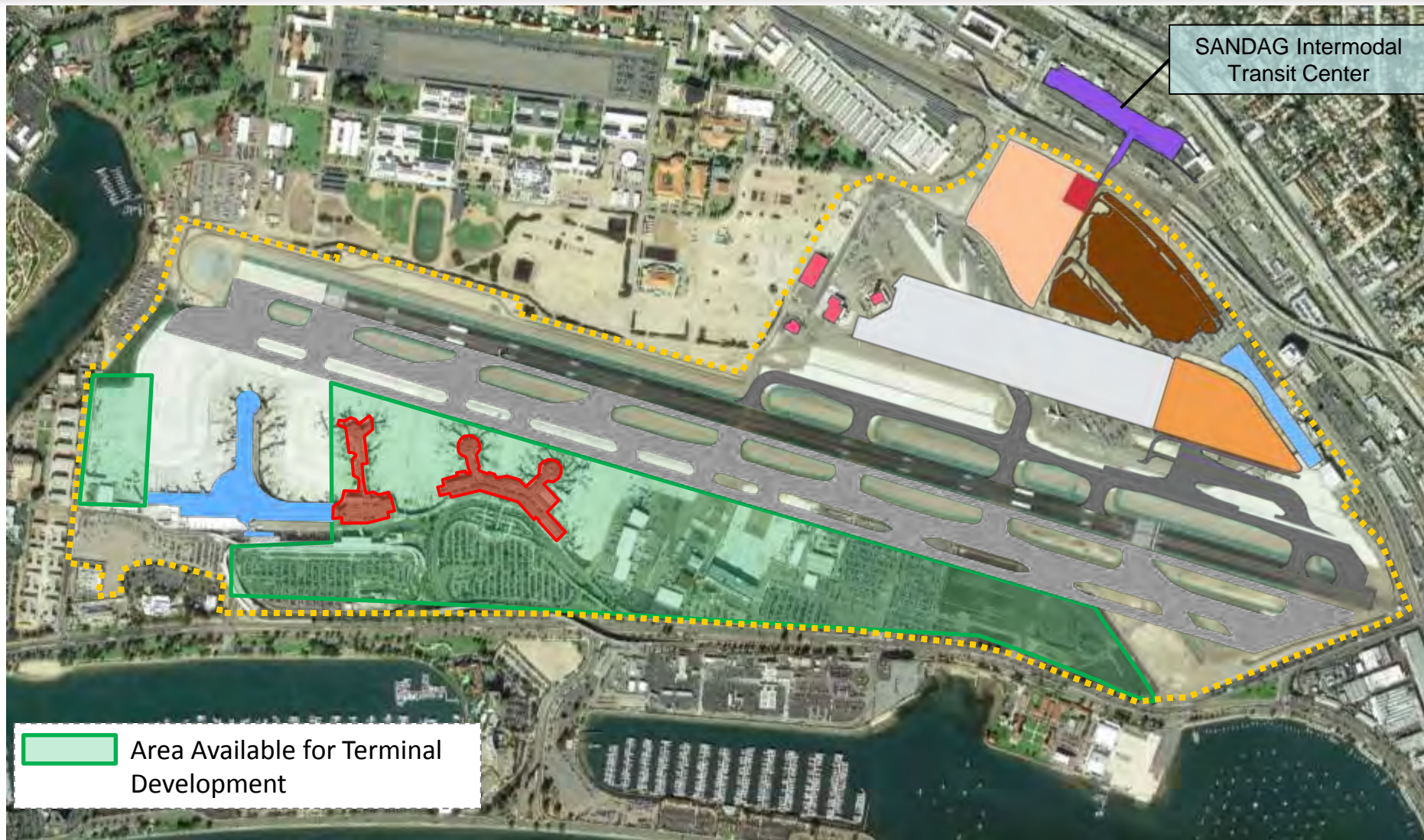




Terminal Concepts Overview



Defining the Terminal Development Boundaries



Terminal Alternatives - May 2014

South Side

Terminal 1 Replacement + Terminal 2 West expansion
Alternatives - Single-loaded pier

Alternative 1



Alternative 2



Alternative 3

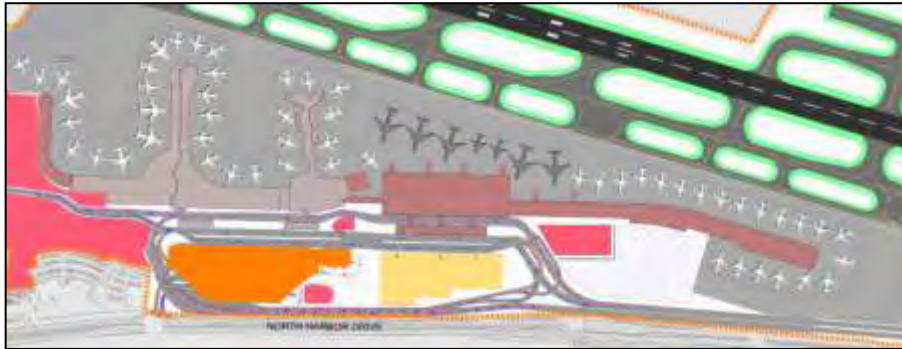


Since May Board meeting:

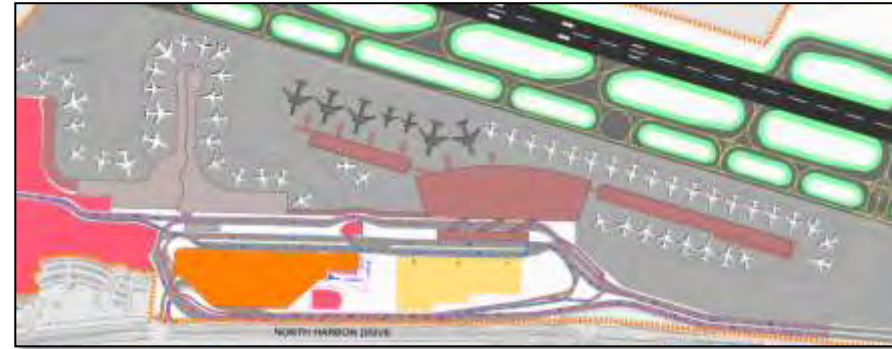
- Alternatives have been further refined
- Fourth alternative has been derived from Alternative 3, with a different location for international gates

Terminal Alternatives - January 2015

Alternative 1



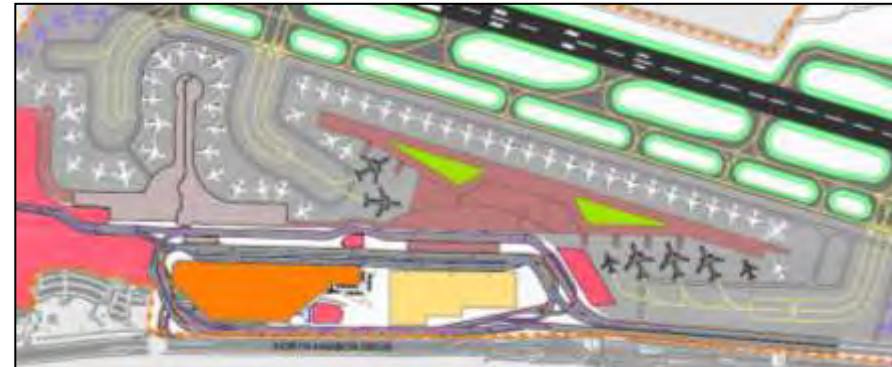
Alternative 3



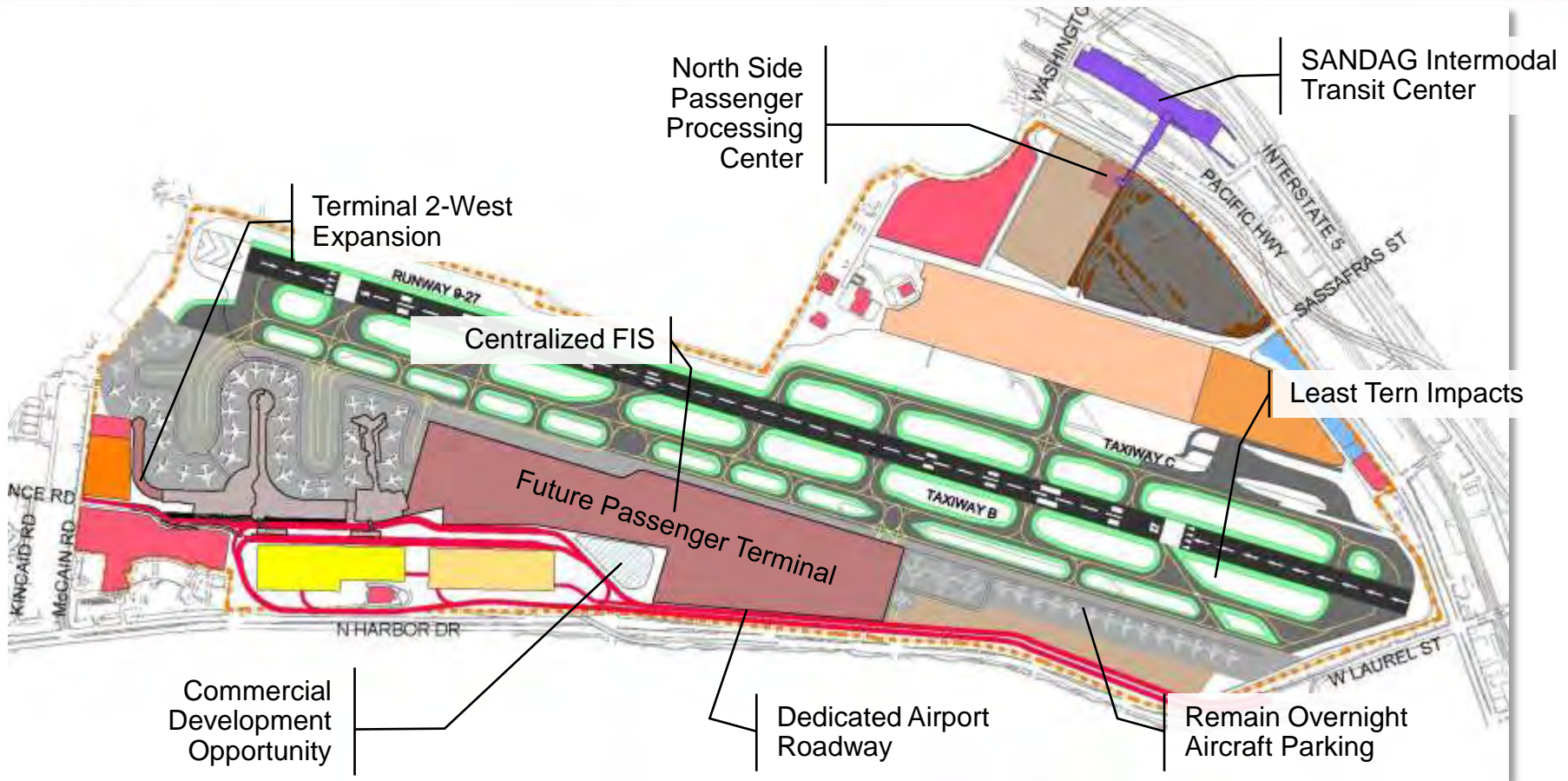
Alternative 2



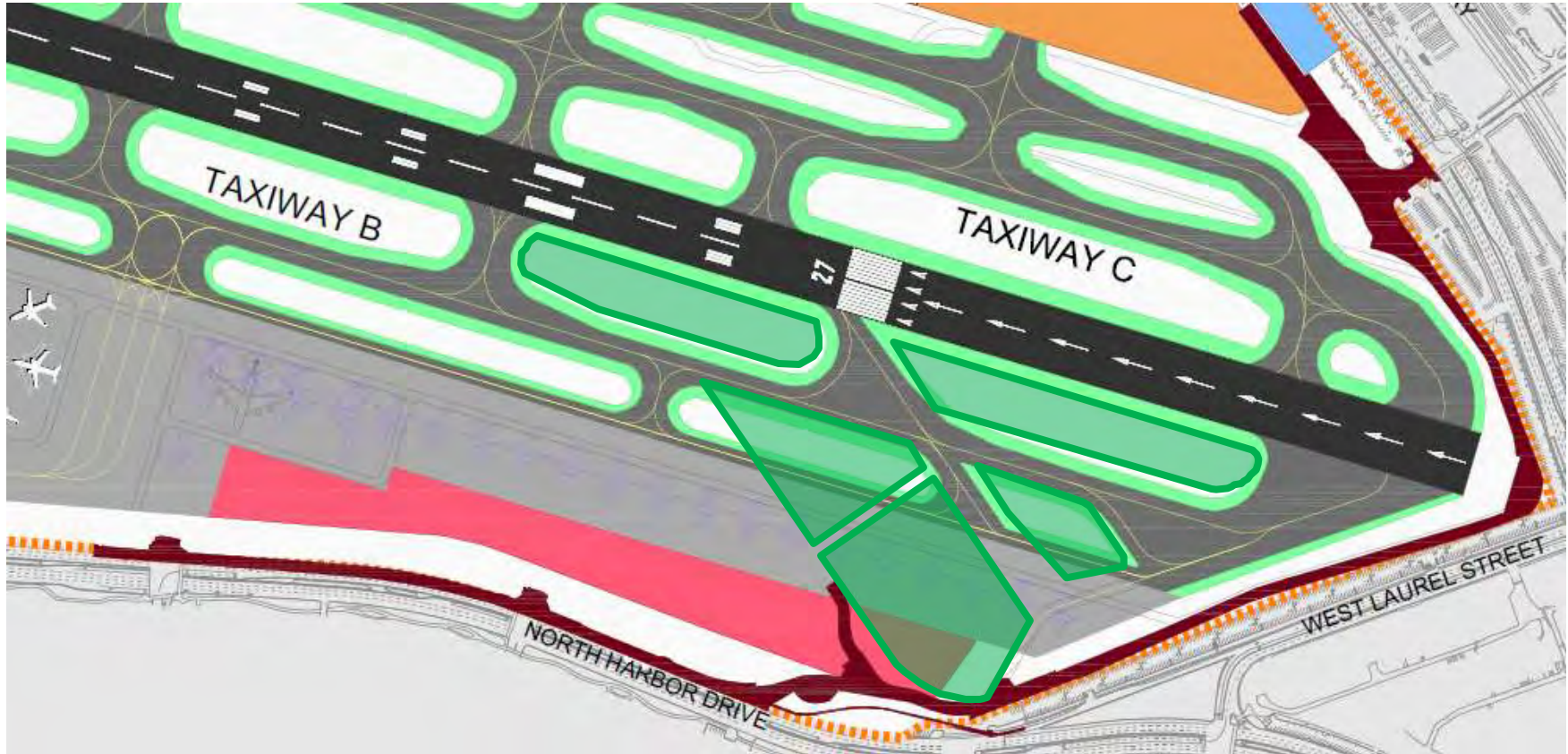
Alternative 4



Common Elements / Characteristics in Alternatives



Least Tern Nesting Site Impacts

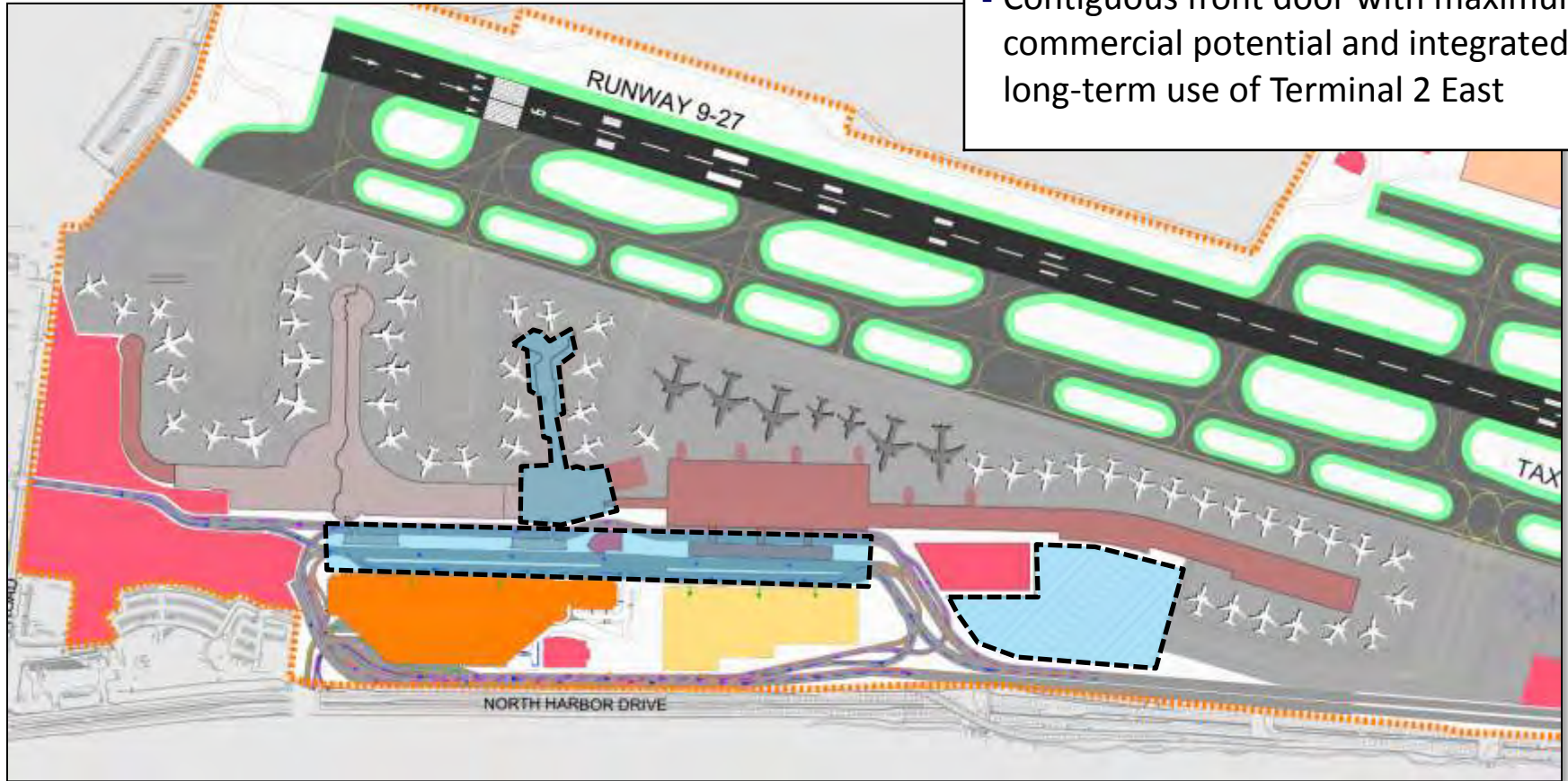


Existing Least Tern habitat

Alternative 1

Key Focus

- Contiguous front door with maximum commercial potential and integrated long-term use of Terminal 2 East



Domestic gate



International-capable gate

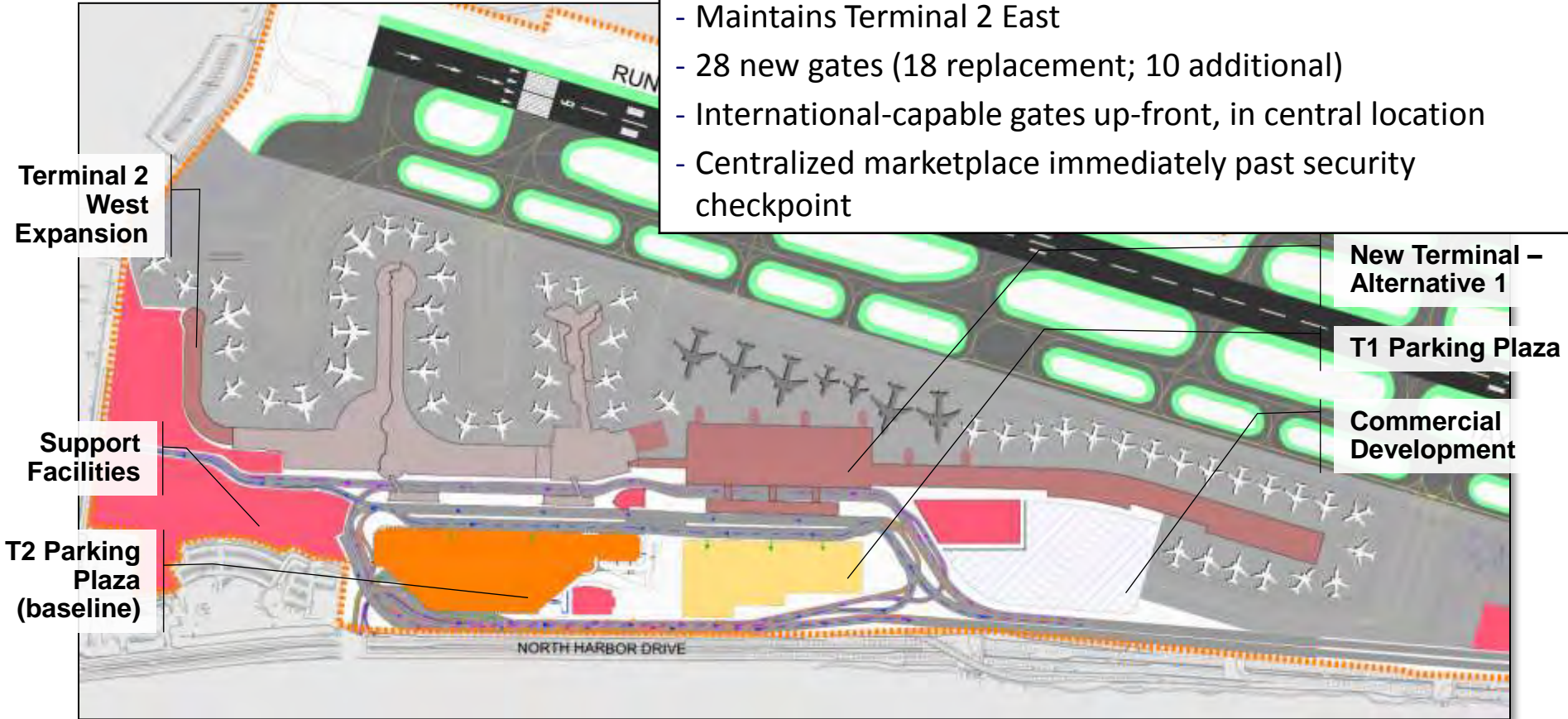


Remain overnight position

Alternative 1

Major Characteristics

- Linear concept
- Major Commercial Development Opportunity
- Maintains Terminal 2 East
- 28 new gates (18 replacement; 10 additional)
- International-capable gates up-front, in central location
- Centralized marketplace immediately past security checkpoint



Domestic gate

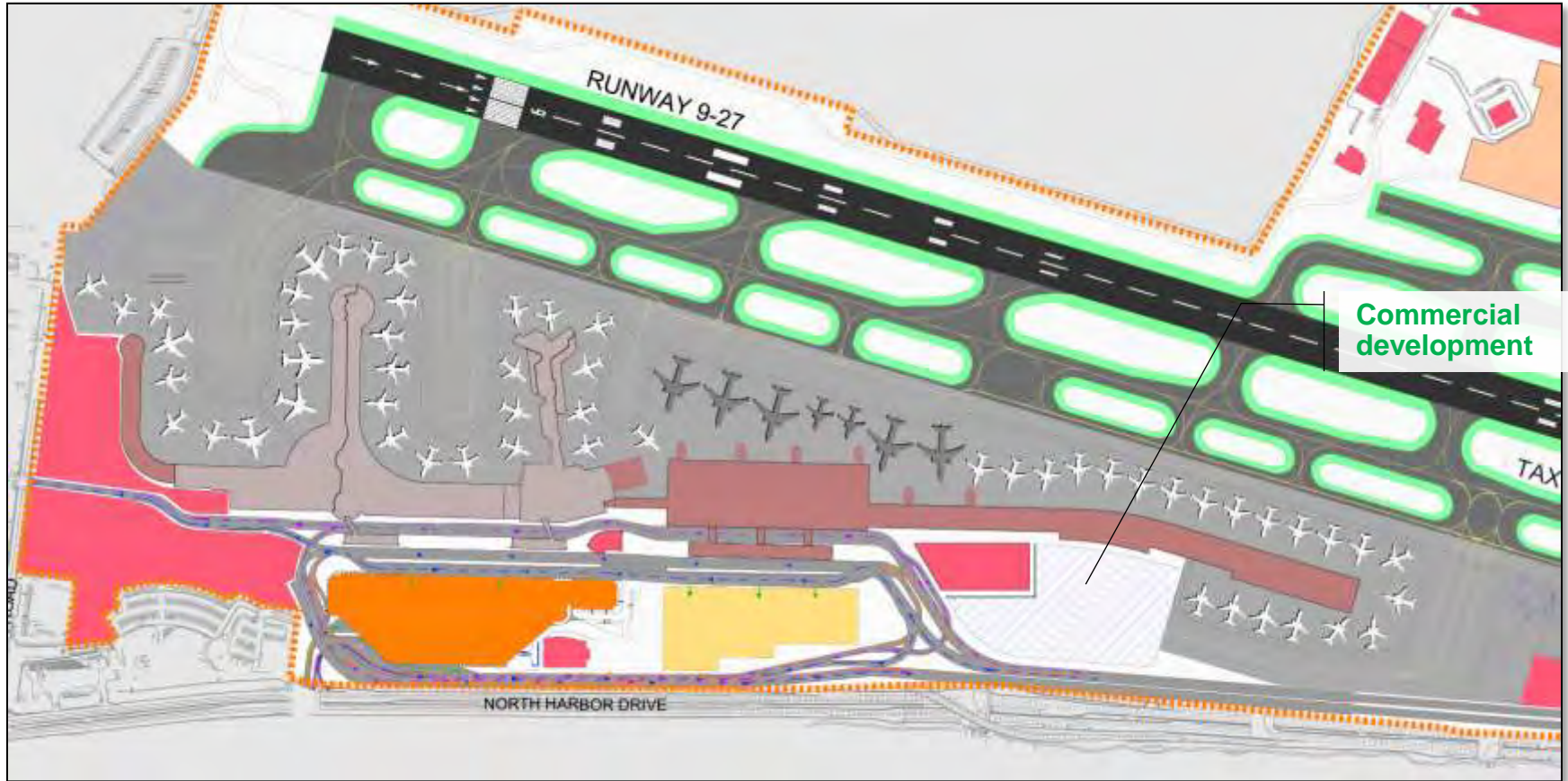





International-capable gate



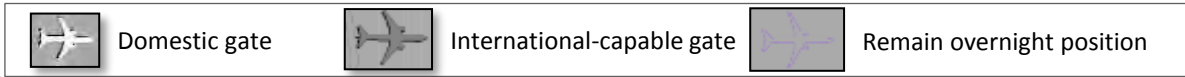
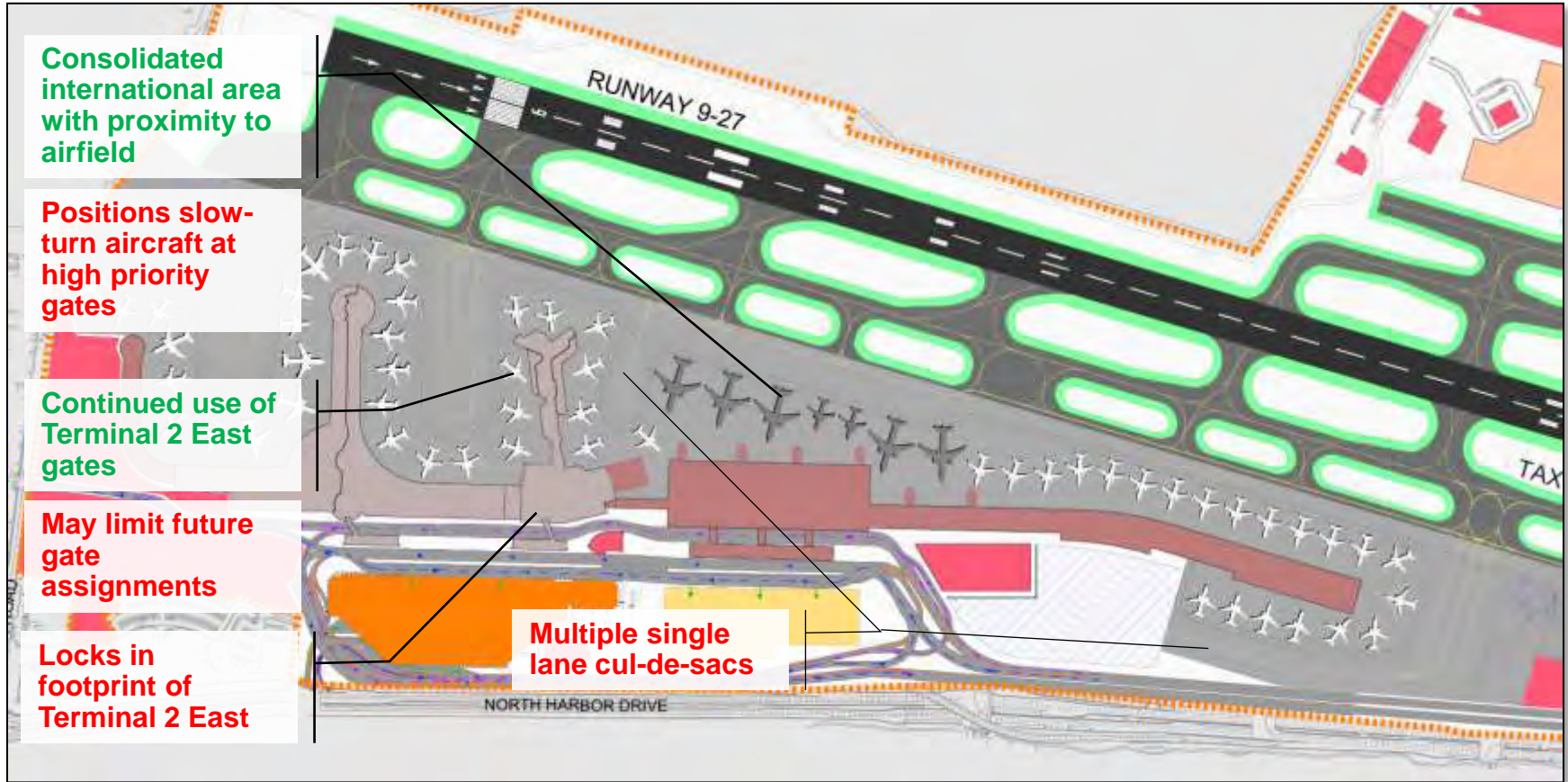
Remain overnight position

Alternative 1 – Landside Considerations

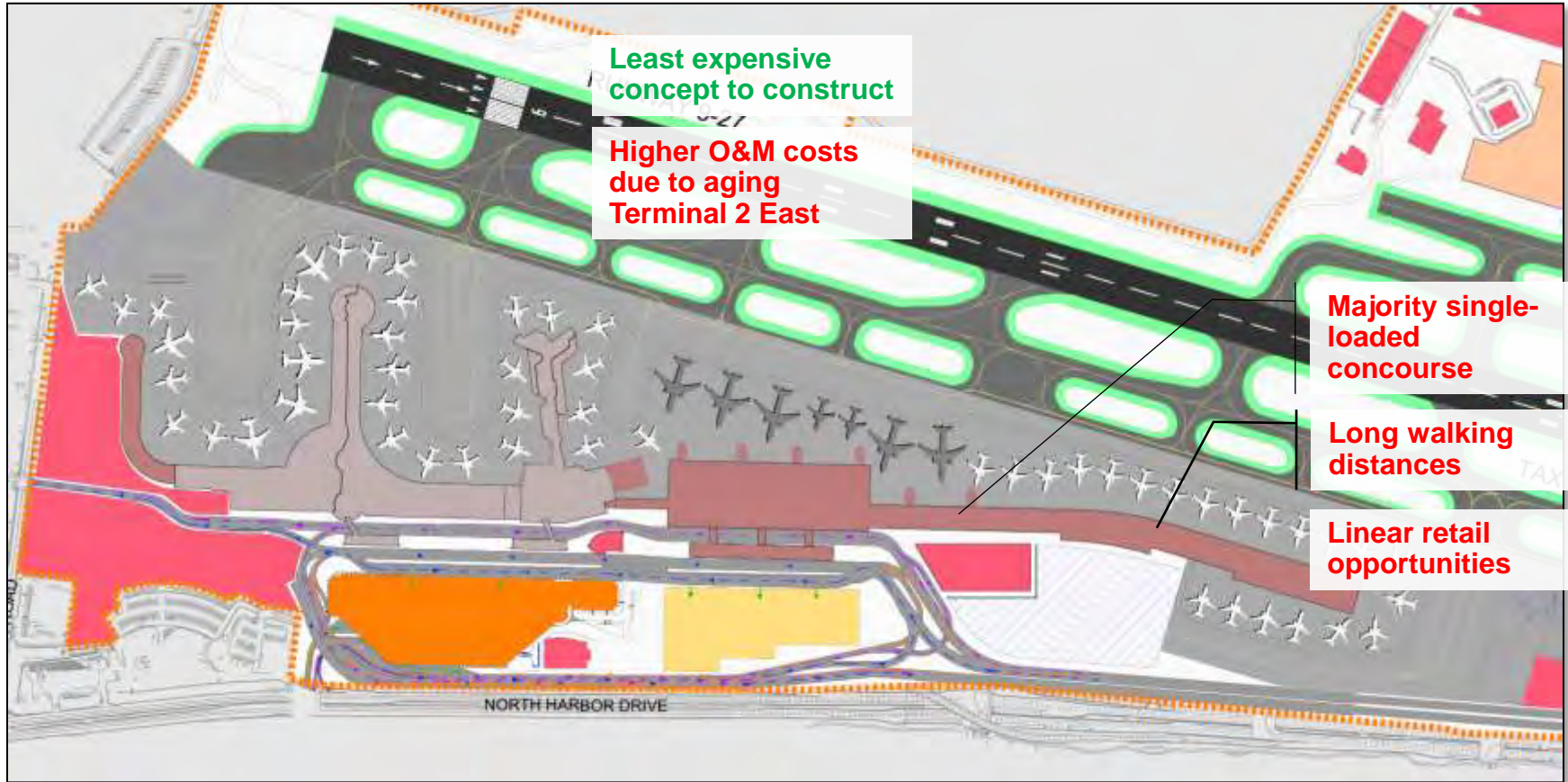


	Domestic gate		International-capable gate		Remain overnight position
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Alternative 1 – Airside Considerations



Alternative 1 – Terminal Considerations



Least expensive concept to construct

Higher O&M costs due to aging Terminal 2 East

Majority single-loaded concourse

Long walking distances

Linear retail opportunities



Domestic gate



International-capable gate

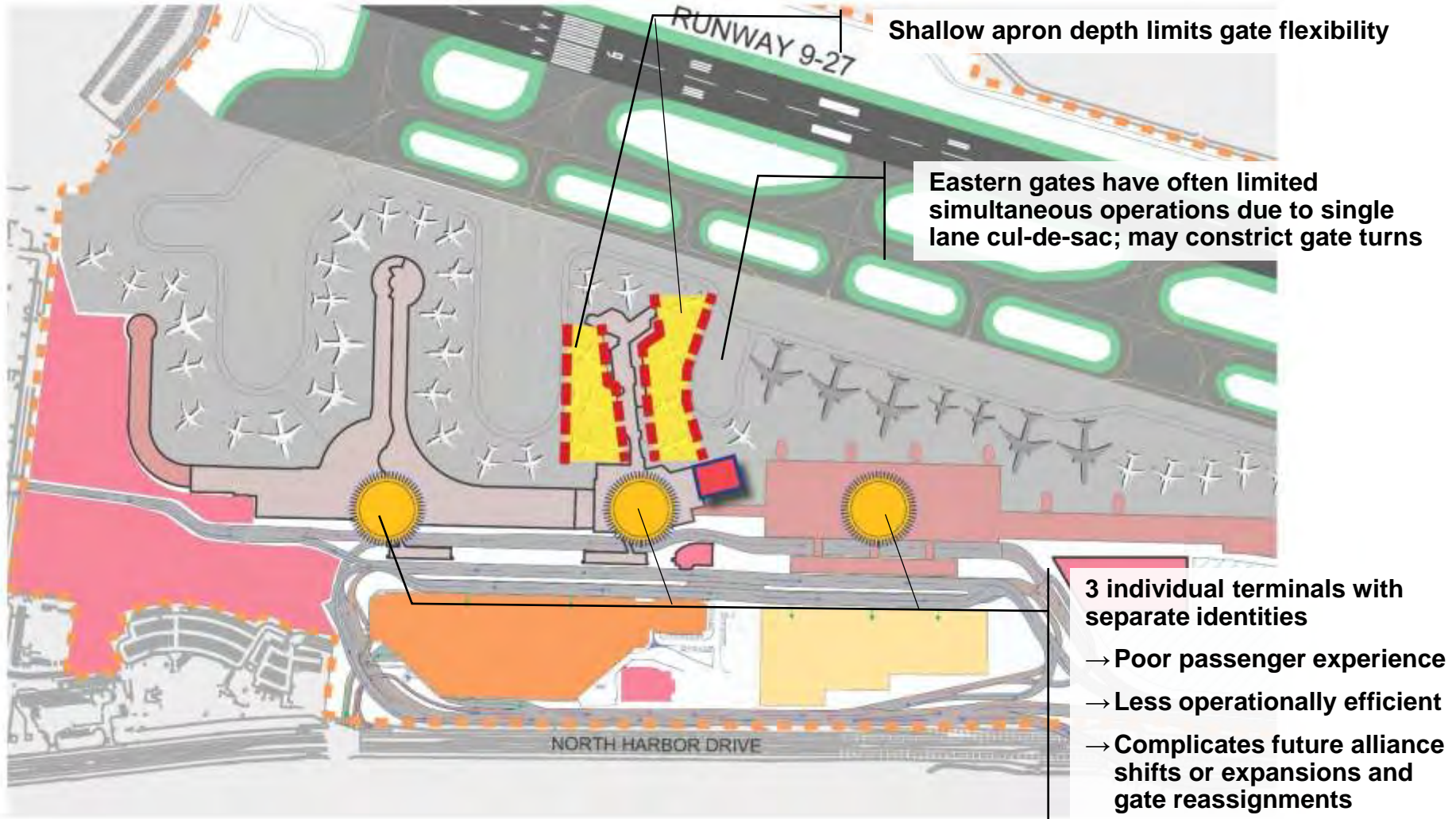


Remain overnight position

Terminal 2 East Issues

- **Terminal 2 East was opened in 1979 and renovated in 2012**
- **Additional upgrades could extend the life of the facility, but at significant cost**
- **Future replacement of Terminal 2 East:**
 - Would be limited by the hard constraints resulting from the ADP development
 - May require temporary facilities for displaced gates or busing operation, due to limited available airside apron

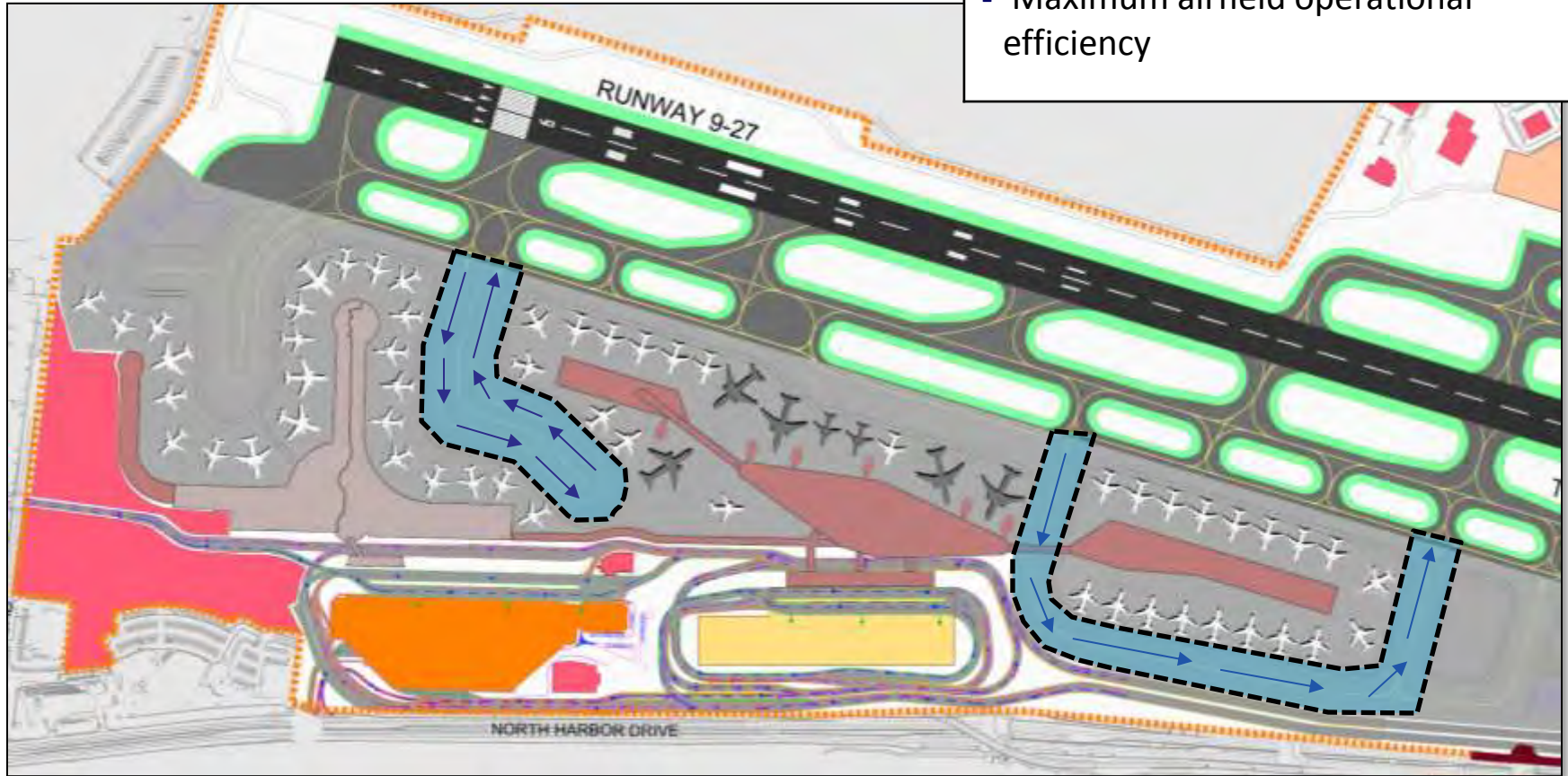
Terminal 2 East Extended Life Concerns



Alternative 2

Key Focus

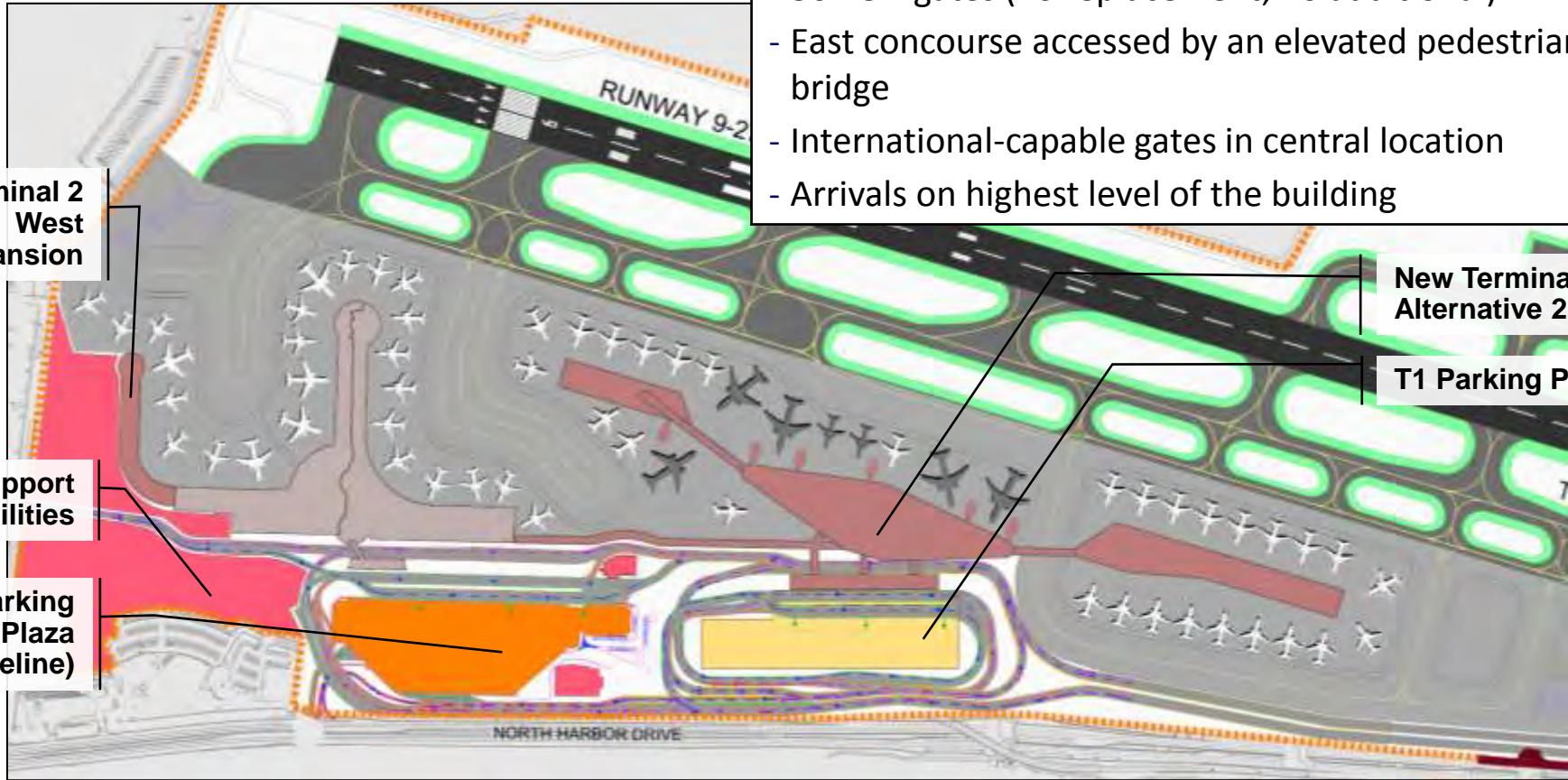
- Maximum airfield operational efficiency



Alternative 2

Major Characteristics

- Satellite concept
- 36 new gates (26 replacement; 10 additional)
- East concourse accessed by an elevated pedestrian bridge
- International-capable gates in central location
- Arrivals on highest level of the building



Terminal 2 West Expansion

Support Facilities

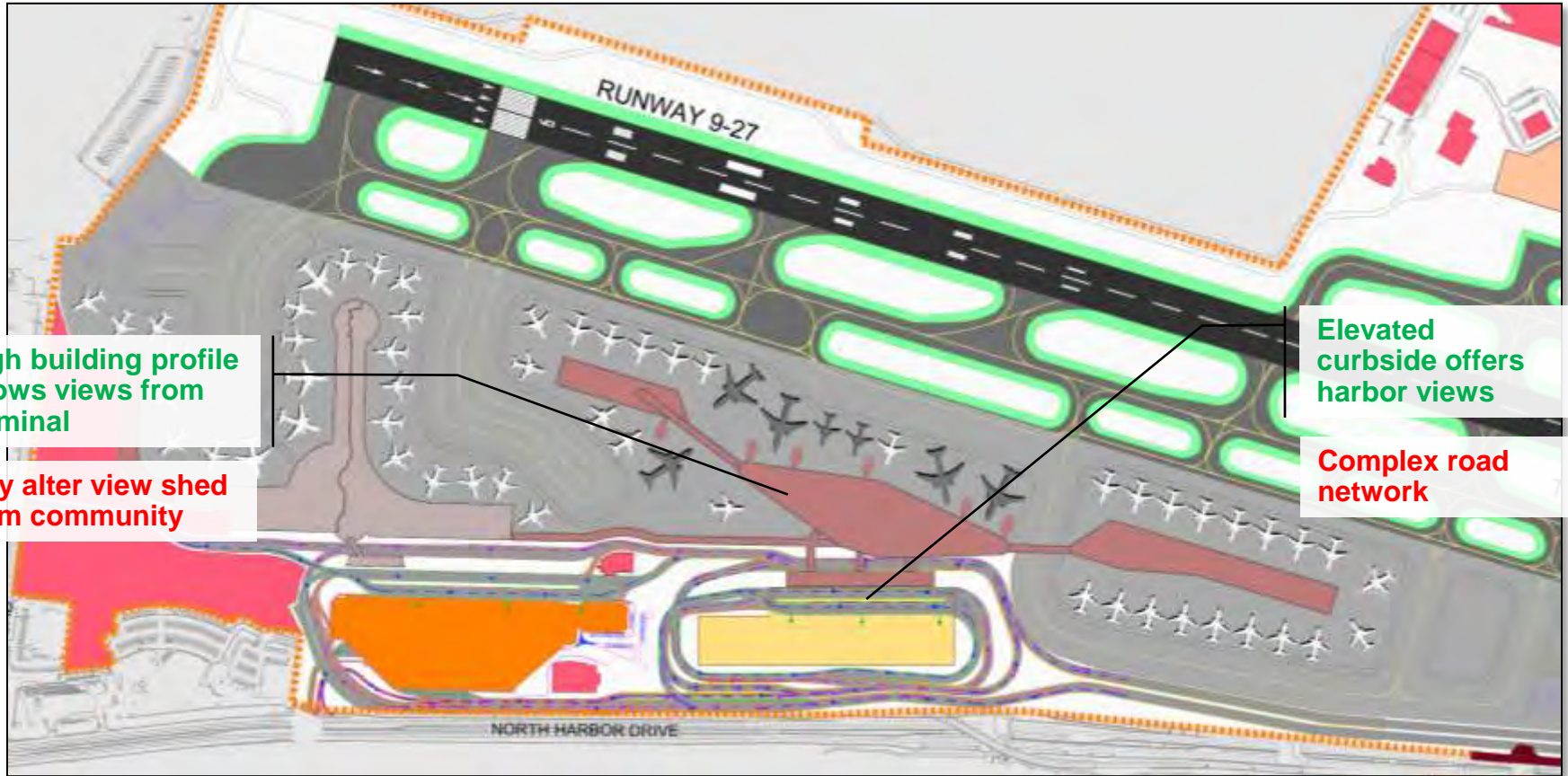
T2 Parking Plaza (baseline)

New Terminal - Alternative 2

T1 Parking Plaza

	Domestic gate		International-capable gate		Remain overnight position
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Alternative 2 – Landside Considerations



High building profile allows views from terminal

May alter view shed from community

Elevated curbside offers harbor views

Complex road network



Domestic gate



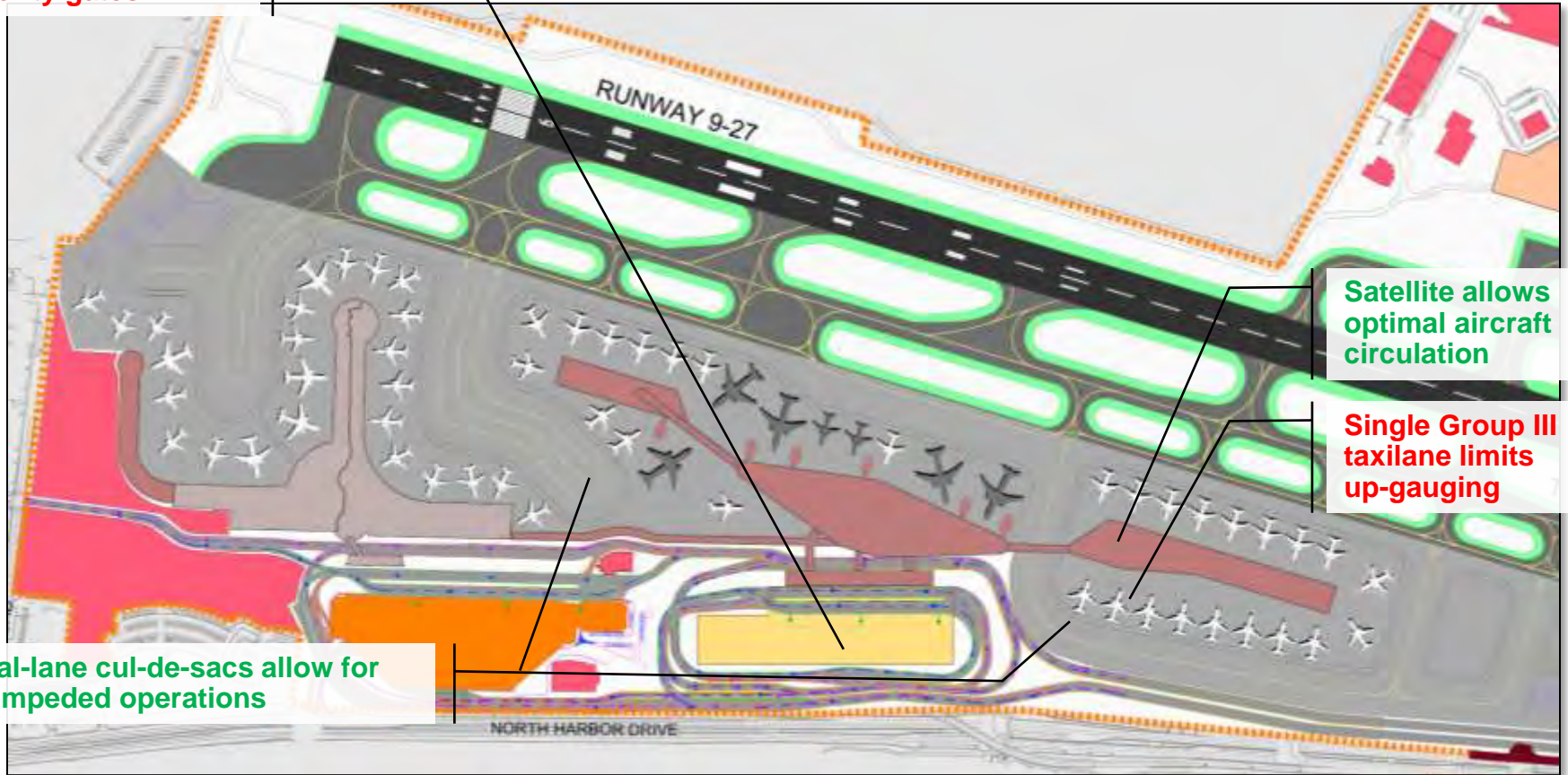
International-capable gate



Remain overnight position

Alternative 2 – Airside Considerations

Positions slow-turn aircraft at high priority gates



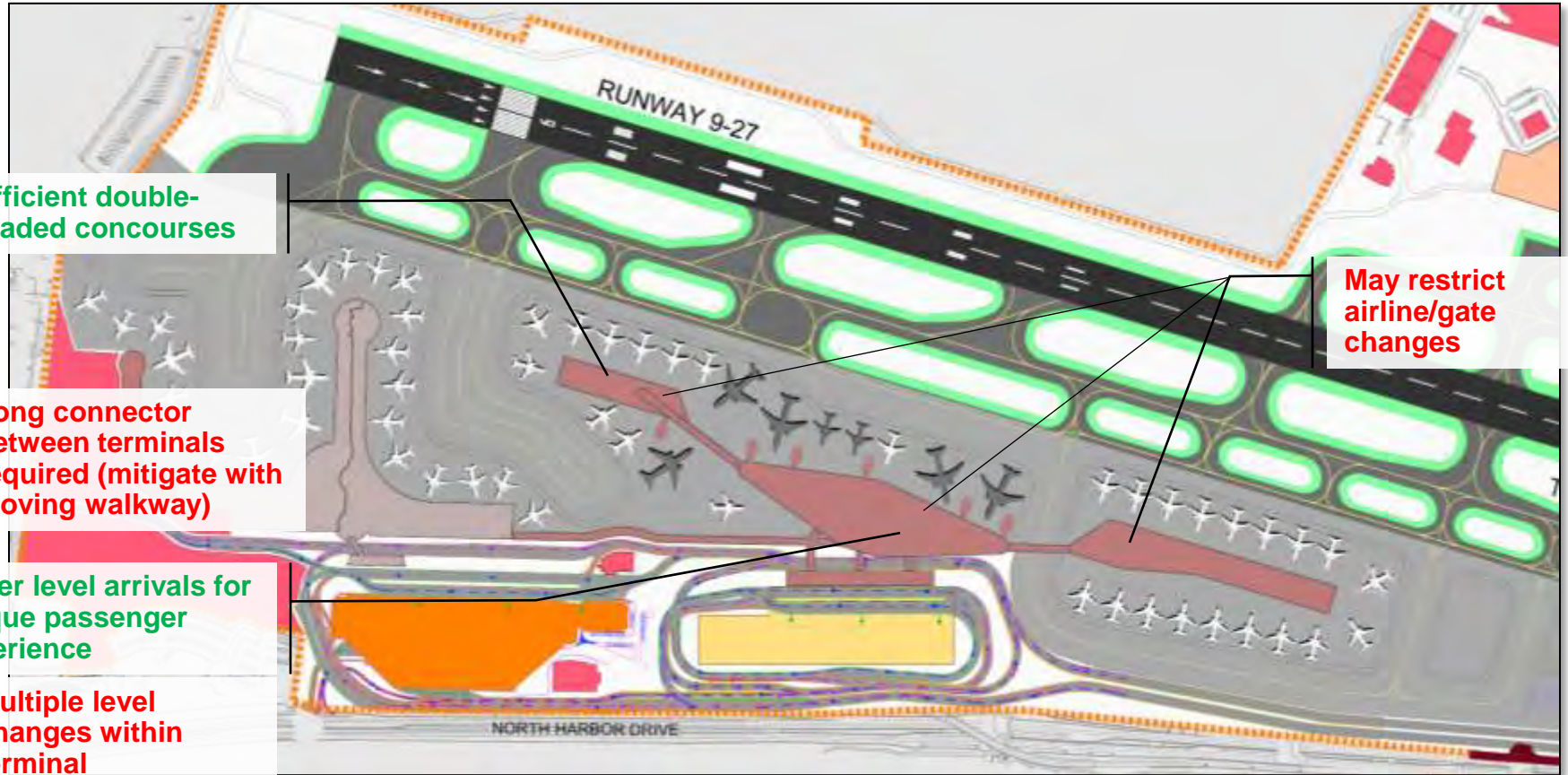
Satellite allows optimal aircraft circulation




Single Group III taxiway limits up-gauging

Dual-lane cul-de-sacs allow for unimpeded operations

	Domestic gate		International-capable gate		Remain overnight position
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Alternative 2 – Terminal Considerations

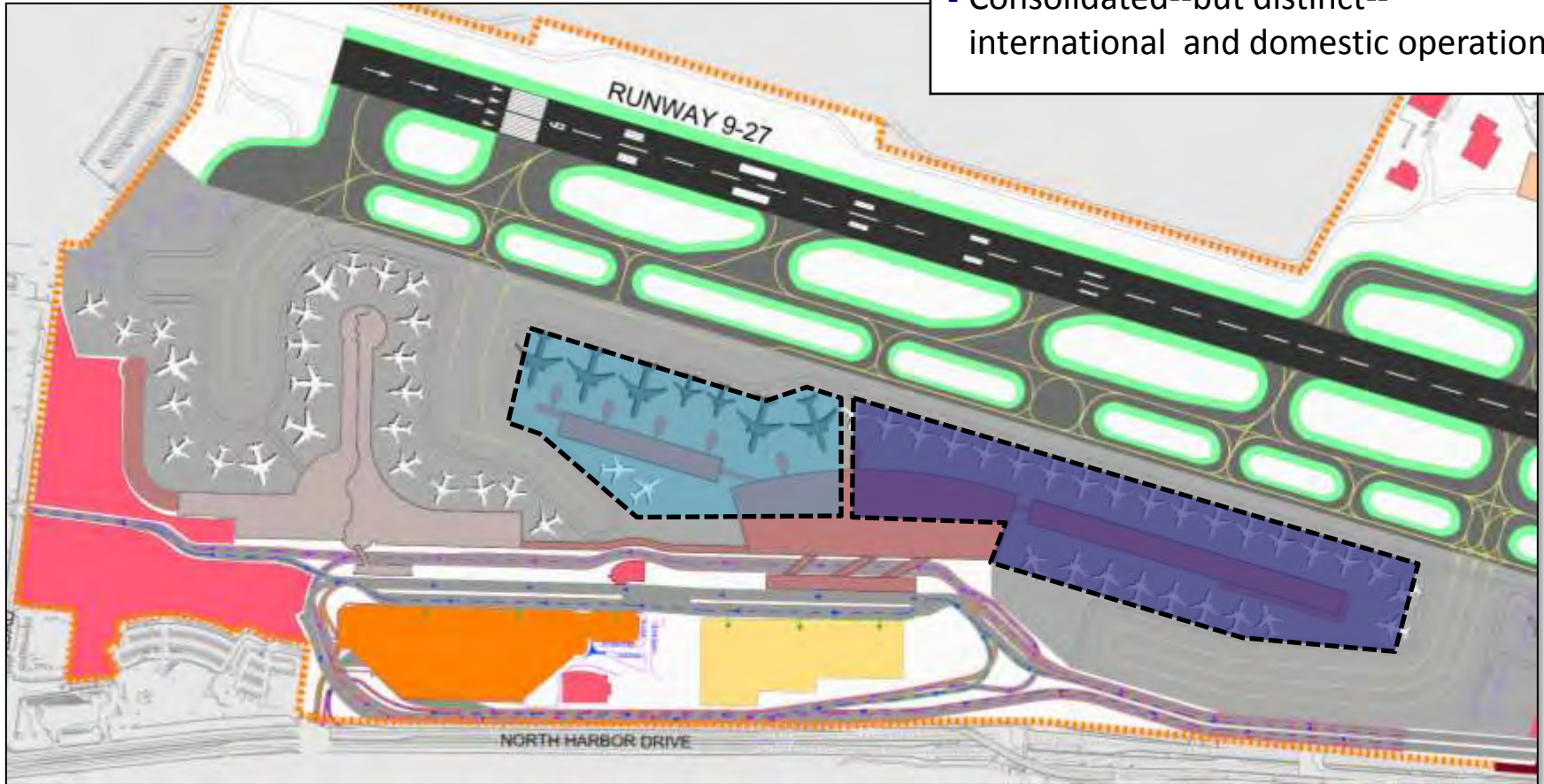


	Domestic gate		International-capable gate		Remain overnight position
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Alternative 3

Key Focus

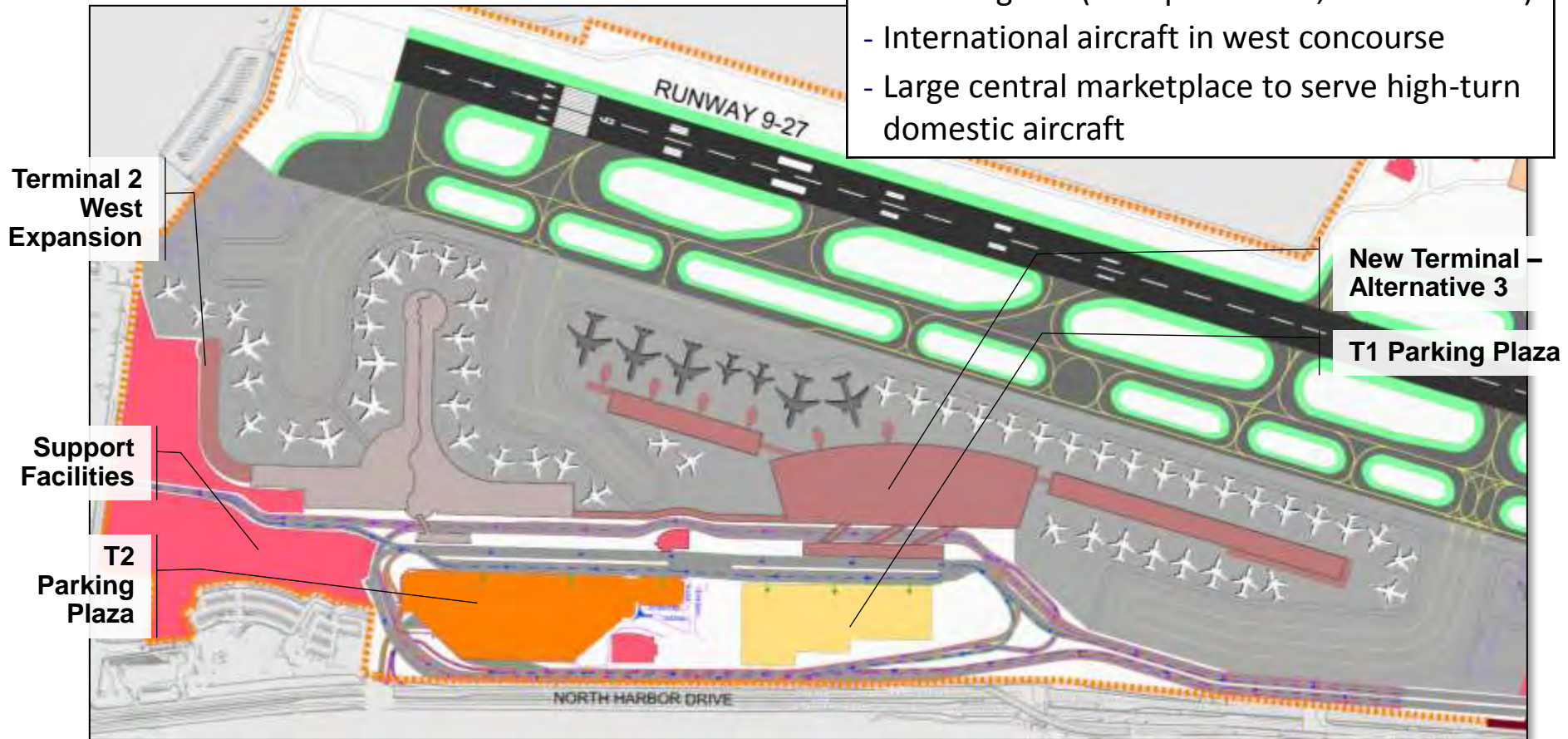
- Consolidated--but distinct-- international and domestic operations






Alternative 3

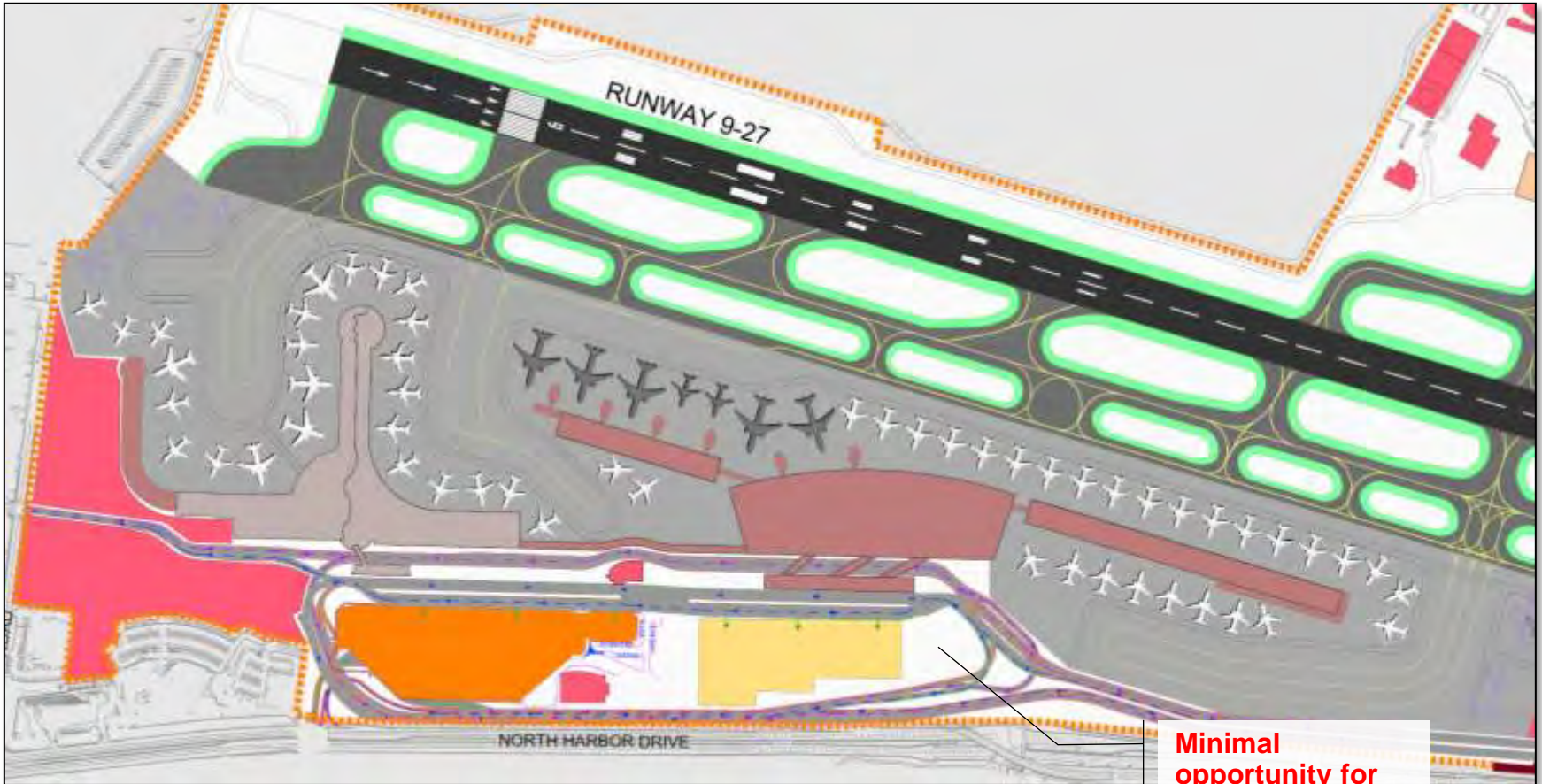
Major Characteristics

- Courtyard concept
- 36 new gates (26 replacement; 10 additional)
- International aircraft in west concourse
- Large central marketplace to serve high-turn domestic aircraft






 Domestic gate
  International-capable gate
  Remain overnight position

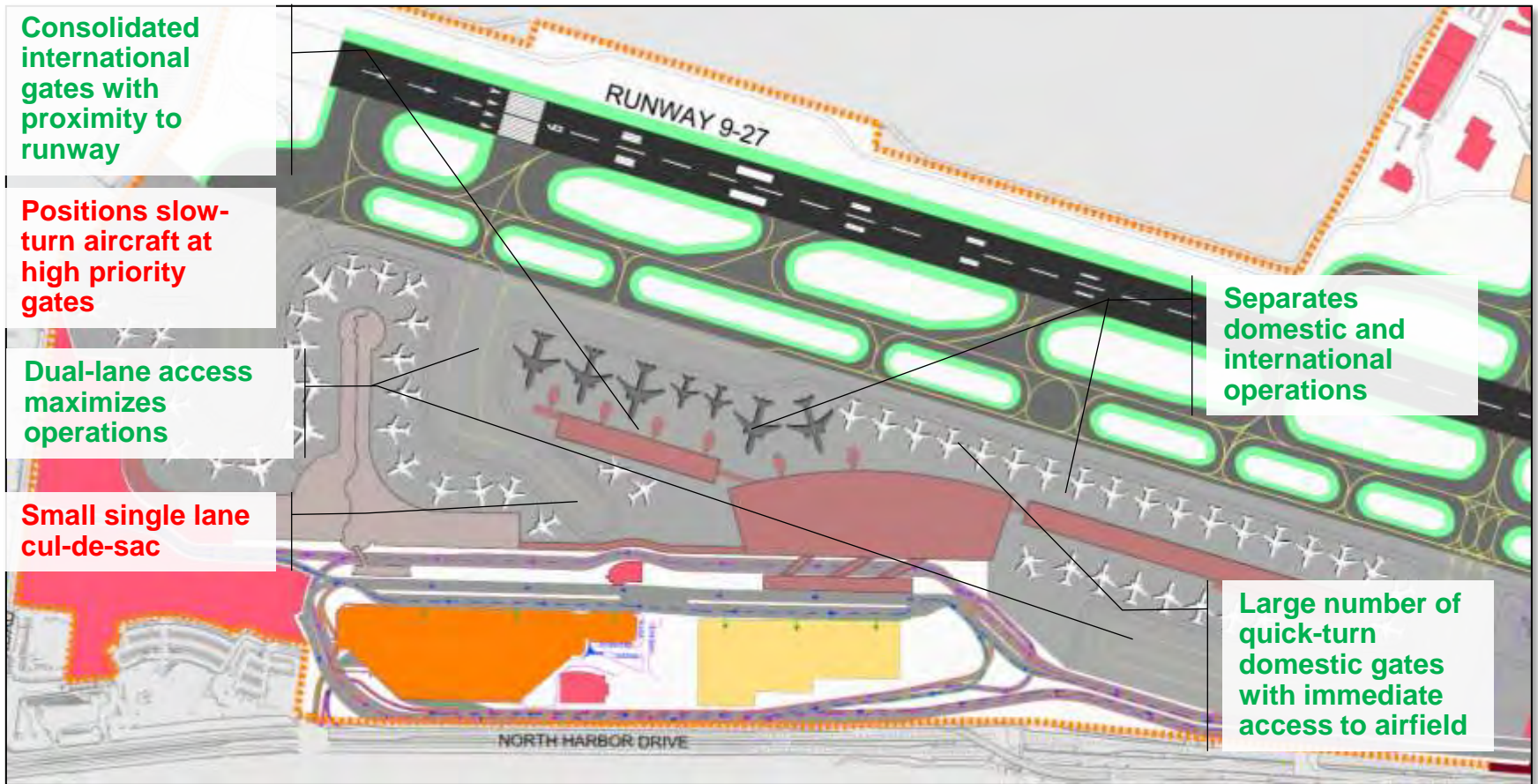
Alternative 3 – Landside Considerations






Minimal opportunity for commercial development

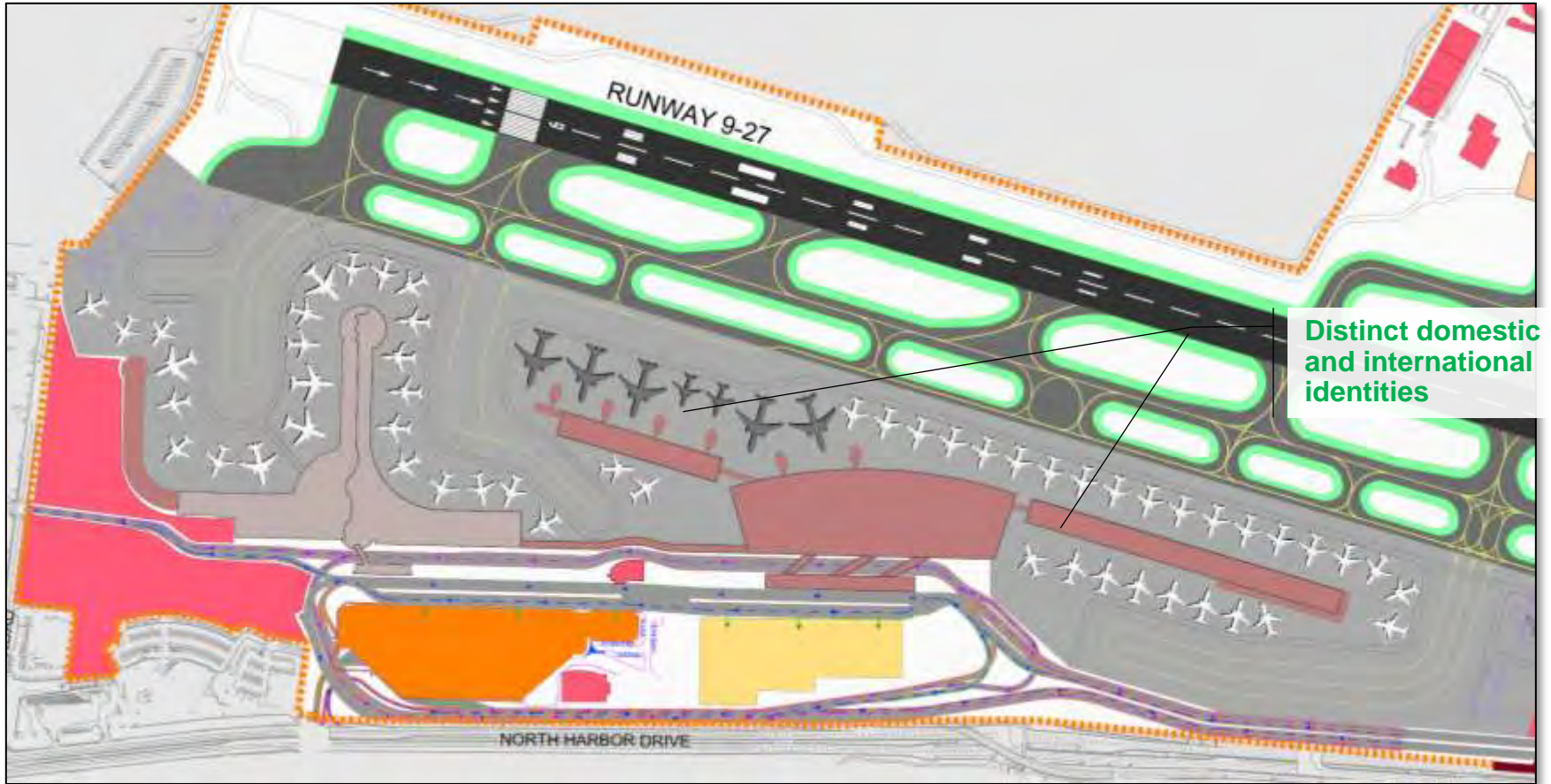
	Domestic gate		International-capable gate		Remain overnight position
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Alternative 3 – Airside Considerations



	Domestic gate		International-capable gate		Remain overnight position
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Alternative 3 – Terminal Considerations



Domestic gate



International-capable gate

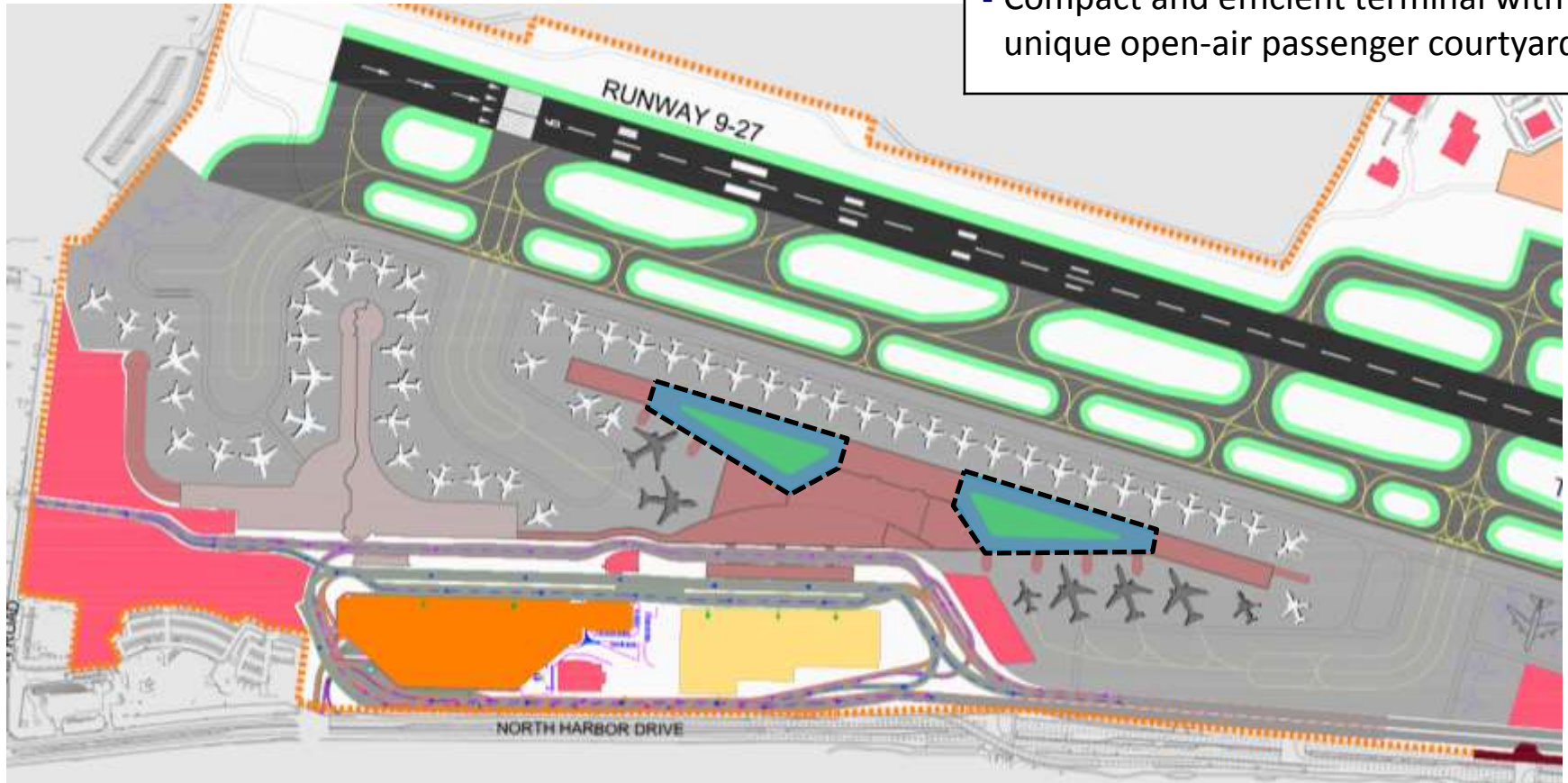


Remain overnight position

Alternative 4

Key Focus

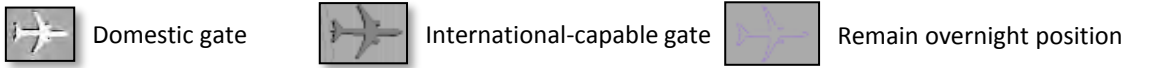
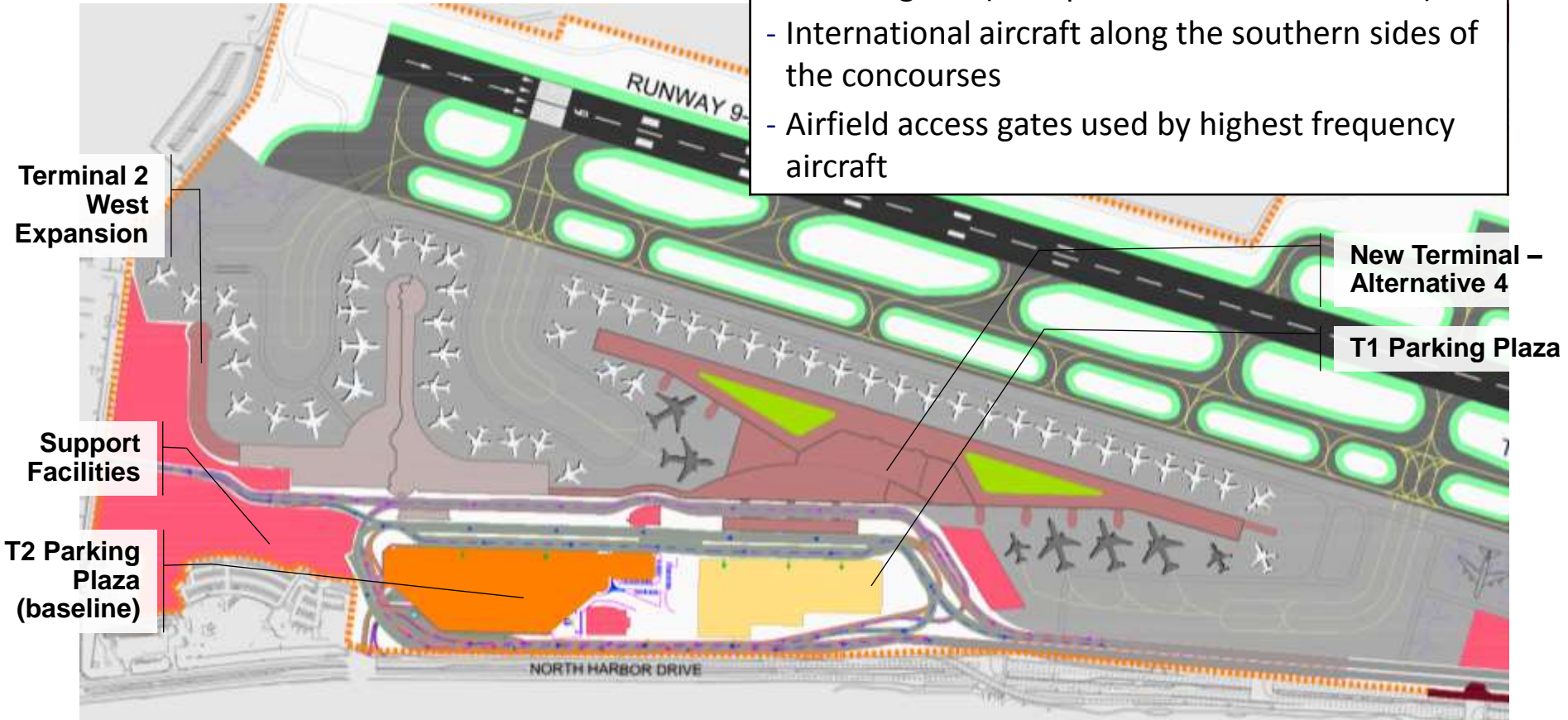
- Compact and efficient terminal with unique open-air passenger courtyards



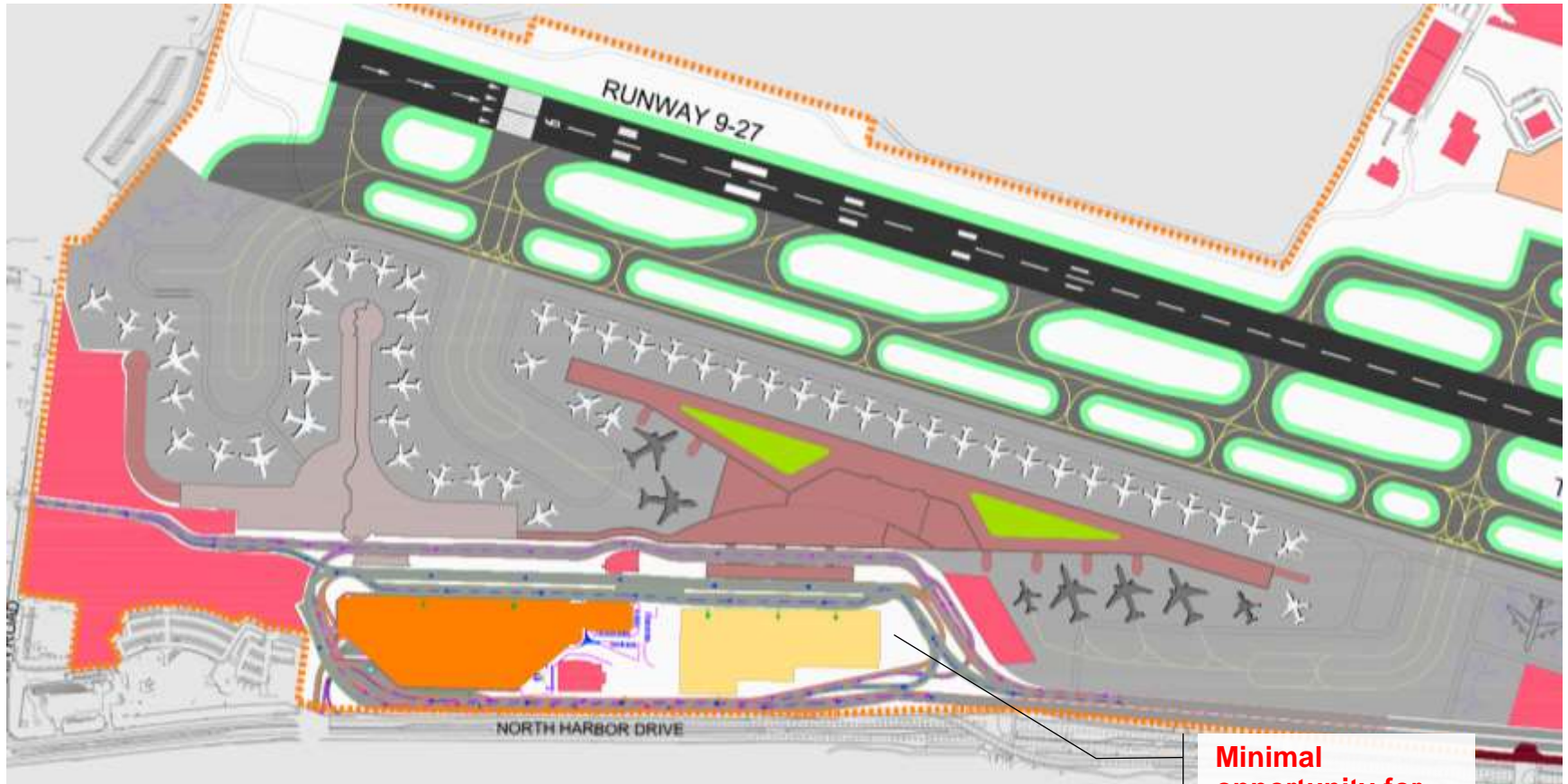
Alternative 4

Major Characteristics




- Open-Air Courtyard concept
- 36 new gates (26 replacement; 10 additional)
- International aircraft along the southern sides of the concourses
- Airfield access gates used by highest frequency aircraft



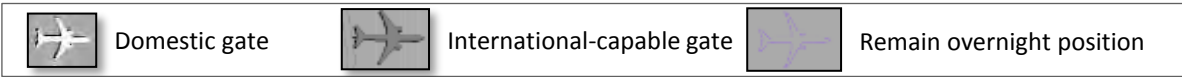
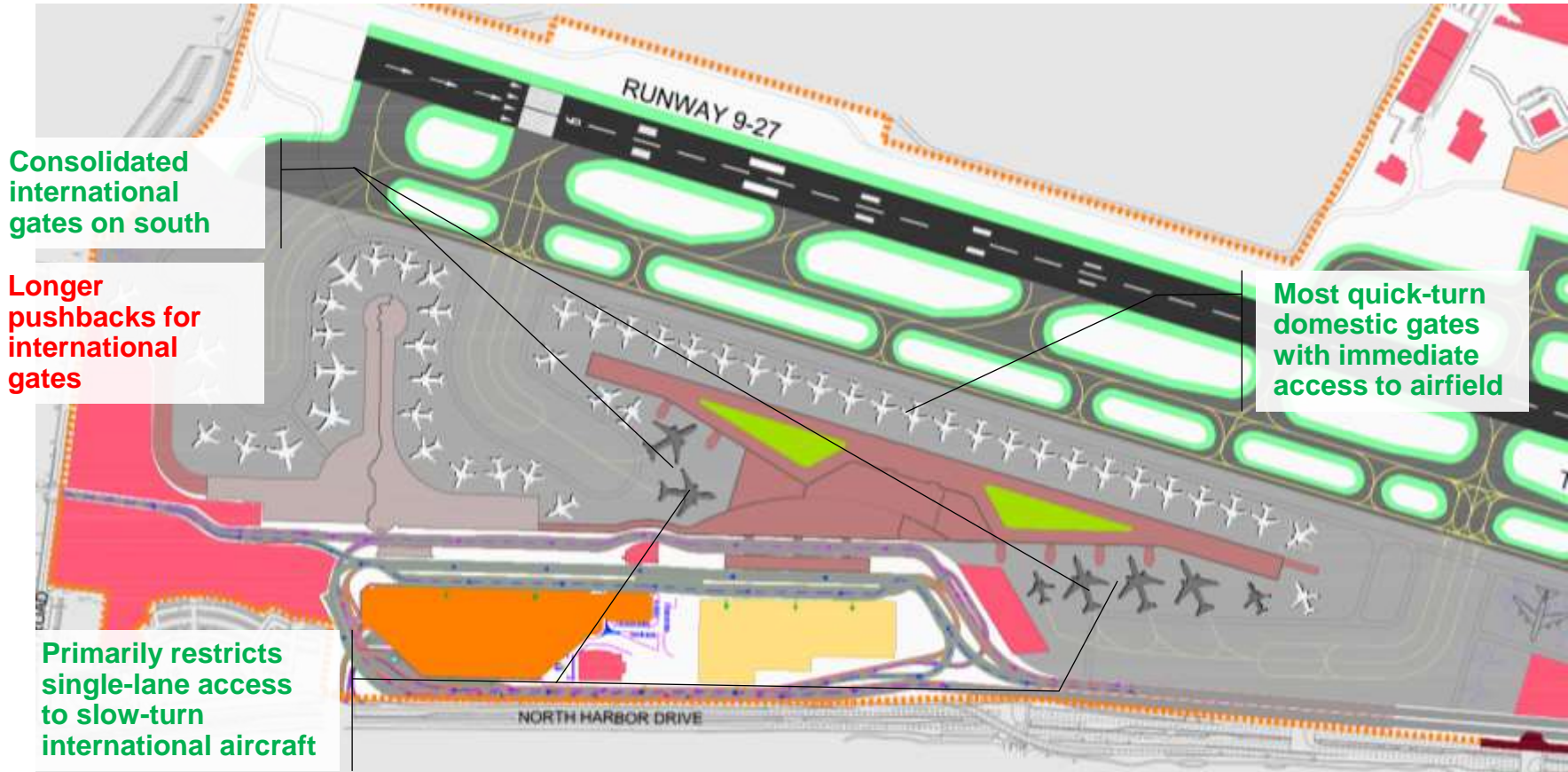
Alternative 4 – Landside Considerations



Minimal opportunity for commercial development

	Domestic gate		International-capable gate		Remain overnight position
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Alternative 4 – Airside Considerations

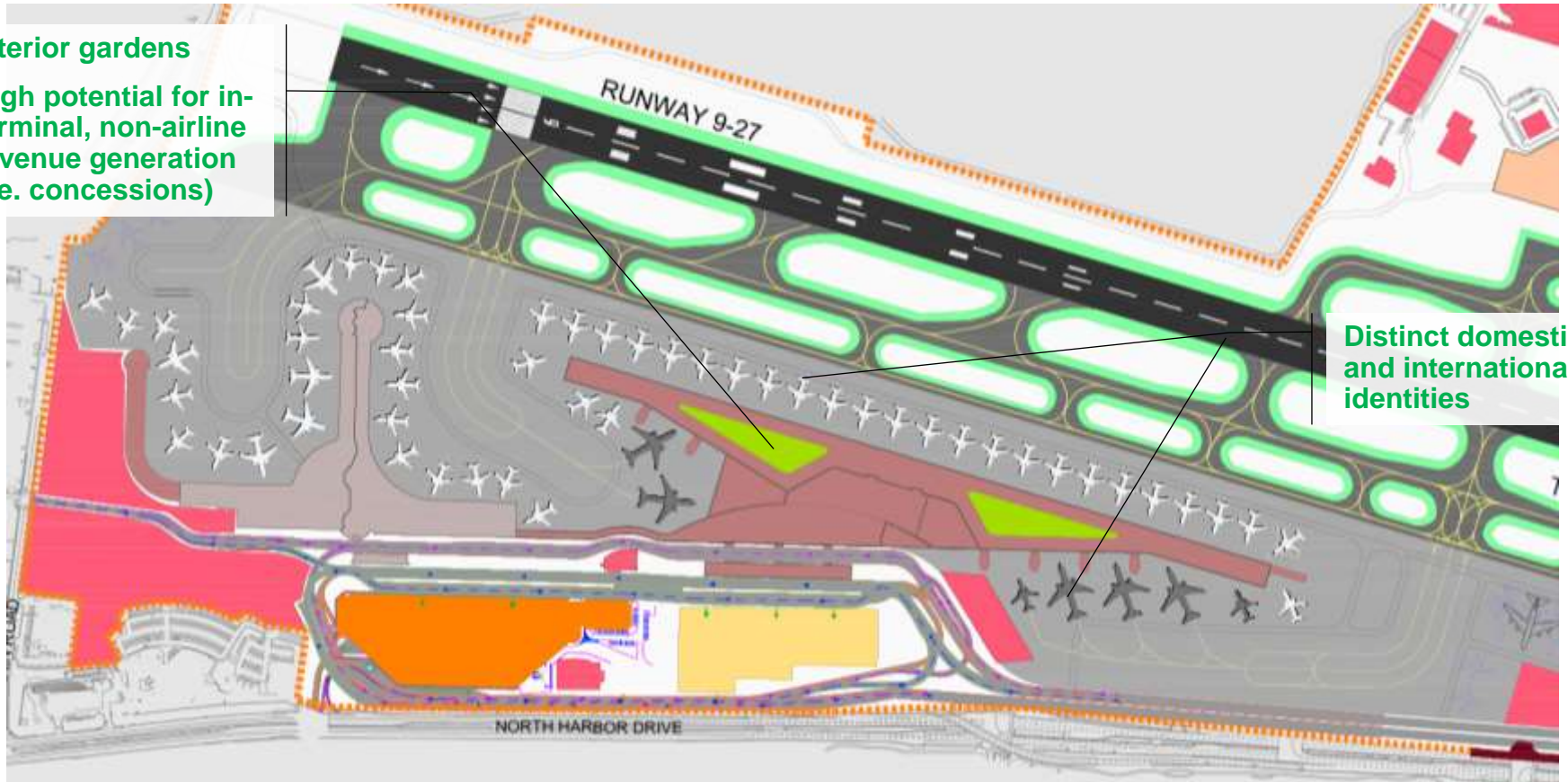


Alternative 4 – Terminal Considerations

Interior gardens

High potential for in-terminal, non-airline revenue generation (i.e. concessions)

Distinct domestic and international identities



Domestic gate



International-capable gate



Remain overnight position



D

Preliminary Cost Estimates / Financial Approach

Rough Order of Magnitude Preliminary Costs

- ROM cost estimates include new terminal and associated improvements (e.g. taxilane, curbsides, parking garage, support facilities)
- Costs will be refined after the preferred development alternative is selected

Alternative	Capital Cost (2015 dollars)
1	\$ 2.1 billion <i>(+ future cost of replacing T2E)</i>
2	\$ 2.4 billion
3	\$ 2.4 billion
4	\$ 2.6 billion

Other Associated Projects

ADP projects to be Added to Cost

- Mitigation measures, to be identified during Environmental phase

Potential Partnering Opportunities With Other Agencies

- Off-airport roadway improvements associated with Bypass roadway

Other SDCRAA Projects in CIP

- Taxiway B relocation (not an ADP project)

Other SDCRAA Projects Not in CIP

- Runway reconstruction (not an ADP project)
- Cargo development (not an ADP project)

Non-SDCRAA Projects

- Intermodal Transit Center (SANDAG)
- New Air Traffic Control Tower (Federal Aviation Administration)

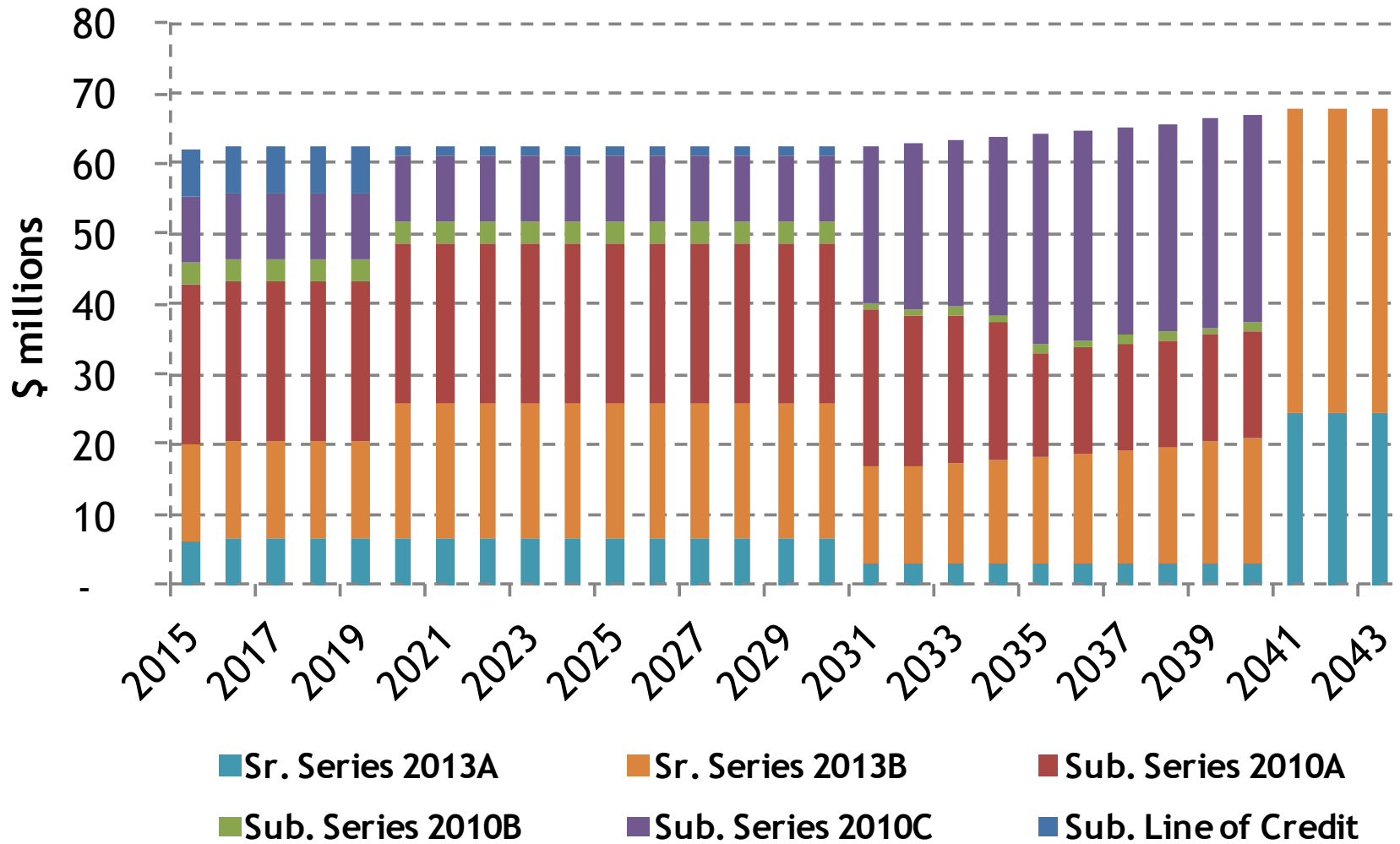
Current Financial Position

- **The Authority successfully implemented the Green Build program and Capital Improvement Program**
- **Maintained strong senior (A1/A+/A+) and subordinate lien ratings (A2/A/A)**



- Significant General Airport Revenue Bond (GARB) debt was added in order to complete these capital programs
 - 90% of SAN's PFCs are programmed to pay debt service
 - FY 2014 Airline Cost per EPAX (CPE): \$10.49
 - FY 2014 GARB Debt per EPAX: \$109

GARB Debt Service



Future Funding Capacity

- **Additional debt capacity will come from higher revenues:**
 - **Airline rates & charges:** primary source of additional capacity
 - **\$1** increase in Airline CPE = **\$70-90 million** in additional funding capacity¹
 - **Non-Airline Revenue:** any incremental revenue may support some additional debt
 - **\$1 million** increase in Non-Airline Revenue = **\$7-9 million** in additional funding capacity²
 - **PFCs:** A potential increase to the maximum PFC level (e.g. from \$4.50 to \$8.50) would provide significant capacity
 - **Each \$1** increase in PFC = **\$115-\$130 million** in funding capacity³
 - *Uncertain – Higher PFC levels are not in SDCRAA’s control (requires U.S. legislative and regulatory changes)*

- 1) Assuming 10 million enplanements, 30 year level DS, 24 months capitalized interest, borrowing costs of 5%-6% ,DS coverage of 1.35-1.50x, DSRF funded at MADS, and \$10/bond COI
- 2) Assuming 30 year level DS, 24 months capitalized interest, borrowing costs of 5%-6% , DS coverage of 1.35-1.50x, DSRF funded at MADS, and \$10/bond COI
- 3) Assuming 10 million enplanements, 30 year level DS, borrowing costs of 5%-6% , leverage of 90% of PFC revenue, DSRF funded at MADS, and \$10/bond COI

Impact on SDCRAA Credit Ratings

- Significant additional leverage may result in reduced credit ratings

Moody's FY2013 Medians - Selected Airport Financial Metrics

	Current SAN (FY 2014)	Large Hub Airports	A1-rated Airports	A2-rated Airports	Compensatory Airports
GARB Debt per EPAX ¹	\$109	\$114	\$81	\$67	\$61
Airline Cost per EPAX	\$10.49	\$10.40	\$8.88	\$7.45	\$7.60
GARB Debt Service Coverage (Aggregate by Bond Ordinance)	2.24x	1.56x	1.74x	1.65x	1.66x

1) Total Debt per EPAX is \$152 which includes GARB and CFC Funded Special Facility Bonds

Funding Needs

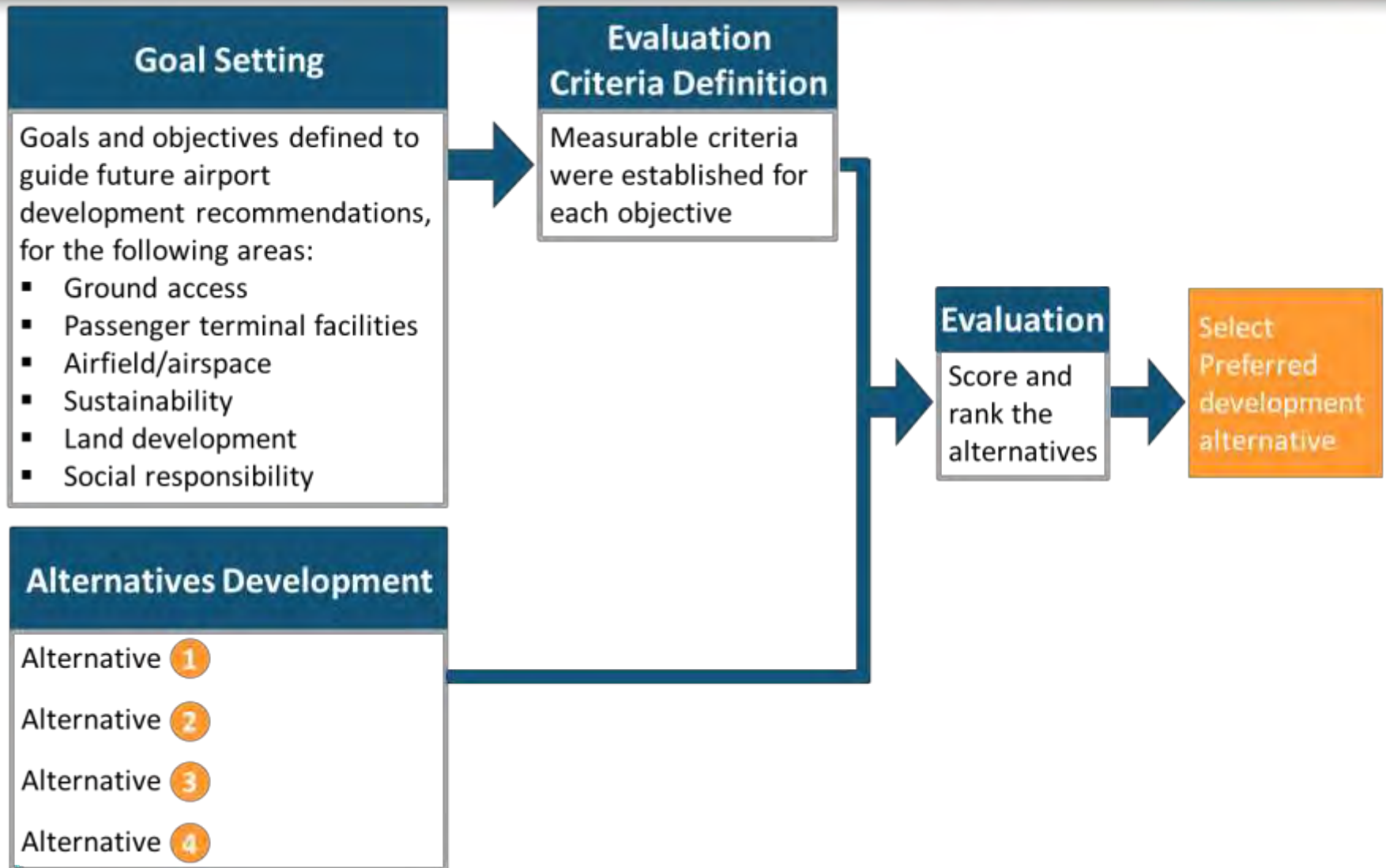
- **Airport Development Plan Implementation**
- **Reconstruct Existing Runway**
- **Potential Cargo Development**
- **Ongoing CIP Needs**



E

Alternatives Evaluation Methodology

Alternatives Evaluation Methodology



Ground Access Criteria

Goal: Improve access to the Airport and accommodate parking demand

Objectives

- Plan for enhanced access to the Airport in coordination with regional agencies
- Accommodate demand for short-term and long-term parking spaces on airport to ensure sufficient passenger satisfaction and appropriate revenue generation
- Plan for on-airport transit facilities that interface with regional systems

Evaluation Criteria

- Provides 100-foot, on-airport landside easement north of North Harbor Drive
- Minimizes airport-related roadway congestion on North Harbor Drive
- Minimizes airport-related roadway congestion on east end roads
- Retains sufficient landside area to meet access, curbside and parking requirements
- Provides convenient processing facilities and transfer for passengers and employees accessing the Airport via transit

Passenger Terminal Facilities Criteria (1 of 2)

Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction

Objectives

- Maintain appropriate level of service on the curbside, security checkpoints, passenger holdrooms and bag claim areas
- Optimize airport concessions to meet demand and generate revenue for the Airport
- Address Terminal 1 functional deficiencies, including replacement, where necessary
- Provide a high level-of-service for international passengers

Evaluation Criteria

- Meets or exceeds space and gate program in each phase
- Minimizes number of bussed gates required in interim phases
- Optimizes concession locations to increase foot traffic and revenue
- Allows for replacement of Terminal 1 in early phase
- Provides centralized Federal Inspection Services facility with 5 ADG V and 2 ADG III contact gates
- Provides for early expansion/replacement of the Federal Inspection Services

Passenger Terminal Facilities Criteria (2 of 2)

Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction

Objectives

- Minimize walking distances and mode changes from curbside to aircraft gate
- Develop a plan that can be implemented in a phased manner
- Make the terminal a showplace of functionality and design that reflects the local feel and uniqueness of San Diego

Evaluation Criteria

- Minimizes walking distance from parking to security checkpoint, and from security to aircraft gate
- Complexity of phasing
- Impact to passengers/terminal tenants during construction
- Impact to non-terminal tenants
- Opportunity to provide a gateway experience
- Airside efficiency
- Internal efficiency
- Terminal expandability

Sustainability Criteria (1 of 2)

Goal: Provide a plan that is fiscally and environmentally sustainable

Objectives

- Ensure consistency with SDCRAA's sustainability policy and Envision criteria
- Seek to minimize adverse environmental impacts of future development
- Wherever prudent, make use of existing facilities through renewal or modernization to meet future demand

Evaluation Criteria

- Consistent with SDCRAA's sustainability policy
- Meets Envision criteria
- Avoids the known geological fault lines
- Minimizes impact to Least Tern nesting sites
- Continues use of Terminal 2 East until final phase
- Retains the Commuter Terminal for SDCRAA administrative offices as long as feasible

Sustainability Criteria (2 of 2)

Goal: Provide a plan that is fiscally and environmentally sustainable

Objectives

- Ensure the development plan is fiscally responsible from both the capital and operational cost perspectives
- Provide plans that will diversify airport revenues and strengthen the financial position of the Airport
- Maximize funding resources through appropriate facility planning

Evaluation Criteria

- Capital costs by Planning Activity Level
- Life cycle costs
- Operational efficiency (centralization/duplication of passenger processing functions)
- Avoids the need for a vehicle-based APM system
- Generate new revenue in early phases

Land Development Criteria

Goal: Optimize the productive use of Airport properties

Objectives

- Optimize non-airline revenues
- Determine the highest and best use of the remaining north side and TDY properties
- Identify opportunities for increased commercial utilization
- Consider an intergovernmental office complex if sufficient property is available
- Integrate the Airport with synergistic surrounding development

Evaluation Criteria

- Determine the highest and best use for the remaining north side and TDY properties
- Provides on-airport commercial development opportunities
- Integrate the Airport with surrounding community

Social Responsibility Criteria

Goal: Provide a plan that meets the aviation needs of the San Diego region in a socially responsible manner

Objectives

- Seek input and when practical address the concerns of stakeholders and users of the airport, all the while enhancing existing relationships with stakeholders and the wider community
- Provide a plan that is responsive to the needs of the community
- Ensure the highest level of employee satisfaction

Evaluation Criteria

- Impacts on residential neighborhoods
- Responsive to the needs of the traveling public
- Promote integration of art in the terminal facilities
- Provides space and amenities for employee needs, including opportunity to provide Authority offices in terminal building

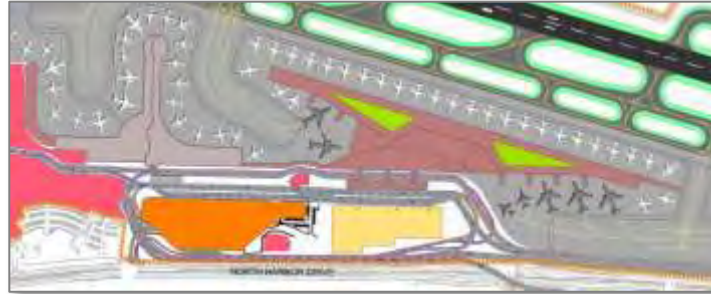
Alternatives Evaluation Summary Results (Stakeholders and Technical Team)

Category	Goal	Scores			
		Alt. 1	Alt. 2	Alt. 3	Alt. 4
Ground access	Improve access to the airport and accommodate parking demand	5	8	7	5
Passenger terminal facilities	Develop passenger terminal facilities to efficiently accommodate high levels of passenger satisfaction	35	29	35	27
Sustainability	Provide a plan that meets needs without compromising fiscal or environmental conditions for future generations	17	22	17	20
Land Development	Optimize the productive use of Airport properties	3	4	4	4
Social Responsibility	Provide a plan that meets needs and offers opportunities to enhance the San Diego community	6	11	6	5
Total Score		66	74	69	61
Ranking		2	4	3	1

Note: The lower the score the higher the ranking

Evaluation Rankings

Alternative 4 (Highest Rank)



Alternative 1



Alternative 3



Alternative 2 (Lowest Rank)



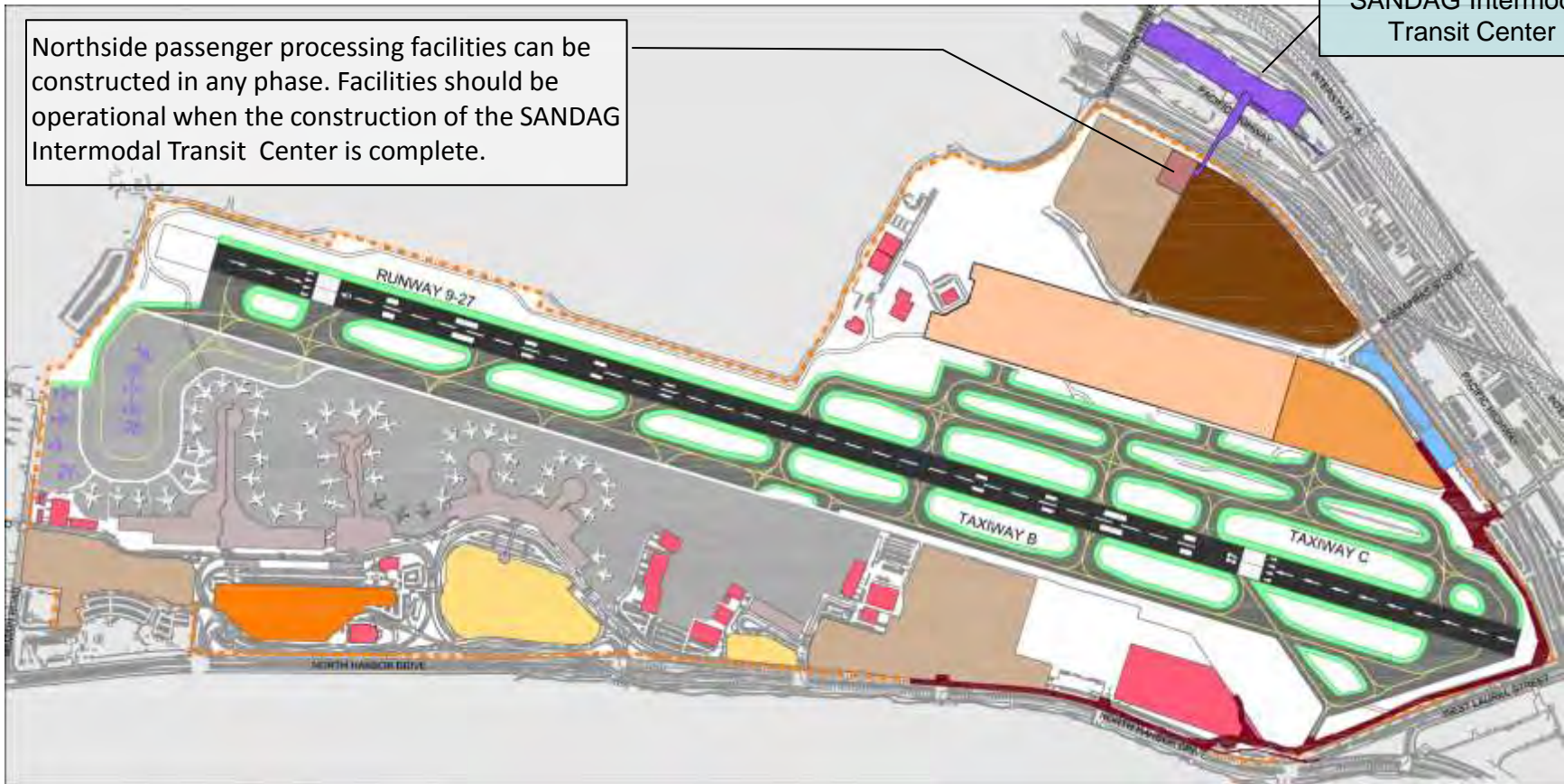
Preliminary Phasing Plan

- **The following phasing plan could represent any concept**
- **It depicts one way of phasing the program; variations will be considered during development**
- **Some phases can occur simultaneously**
- **Timing of each phase will depend on:**
 - Need
 - Funding availability

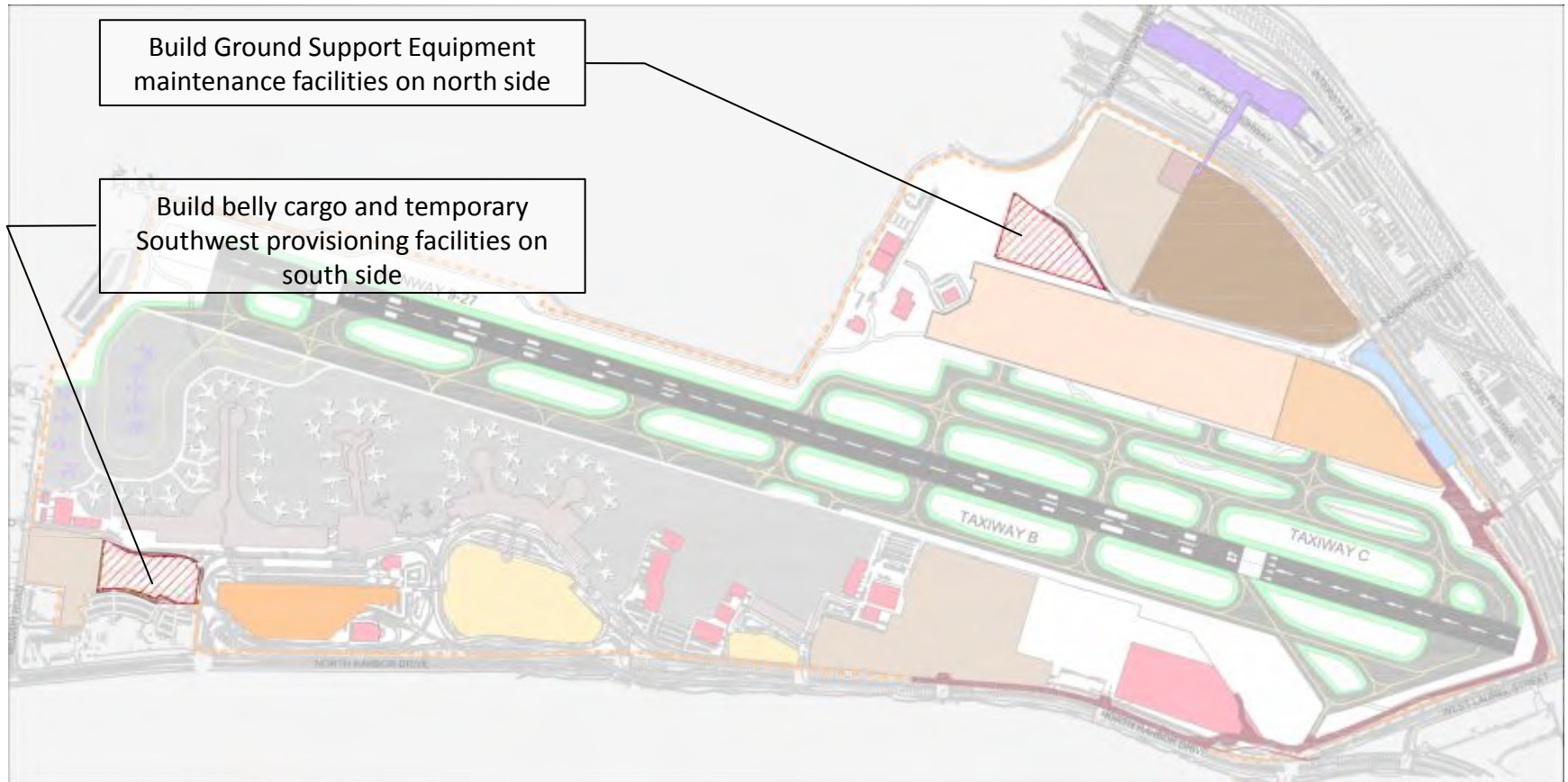
Representative Baseline Facilities

Northside passenger processing facilities can be constructed in any phase. Facilities should be operational when the construction of the SANDAG Intermodal Transit Center is complete.

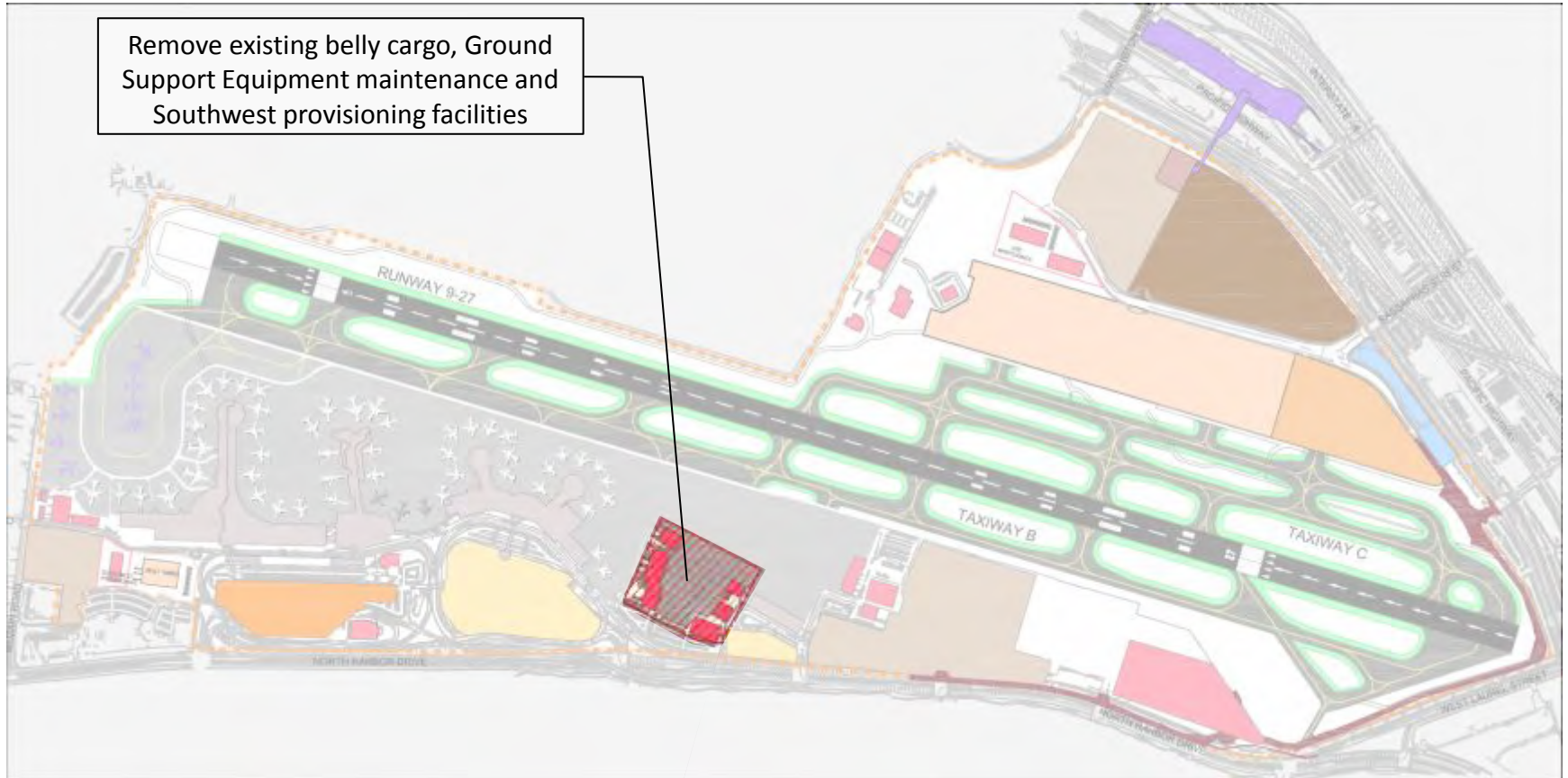
SANDAG Intermodal Transit Center



Phase 1.1

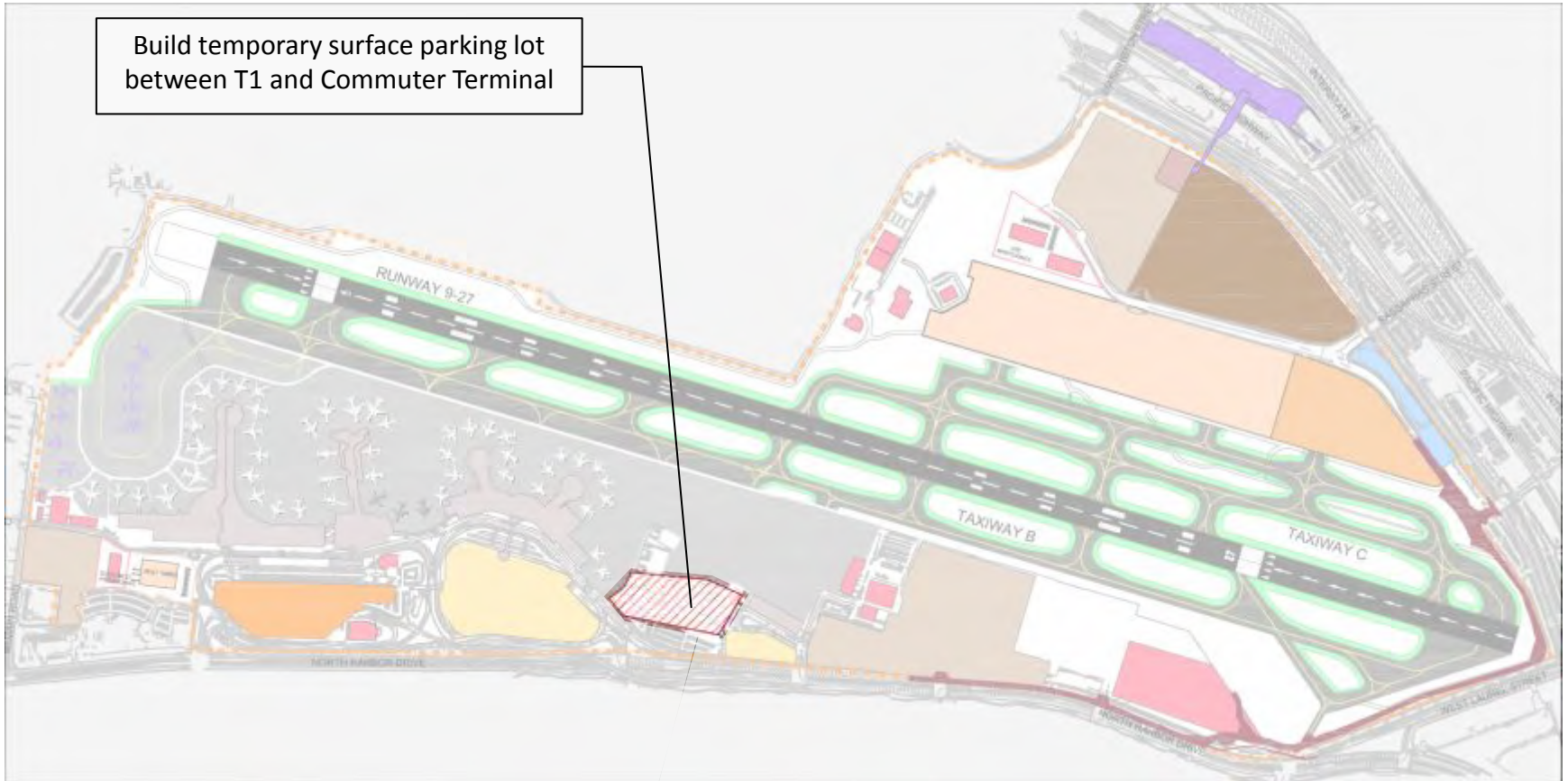


Phase 1.2



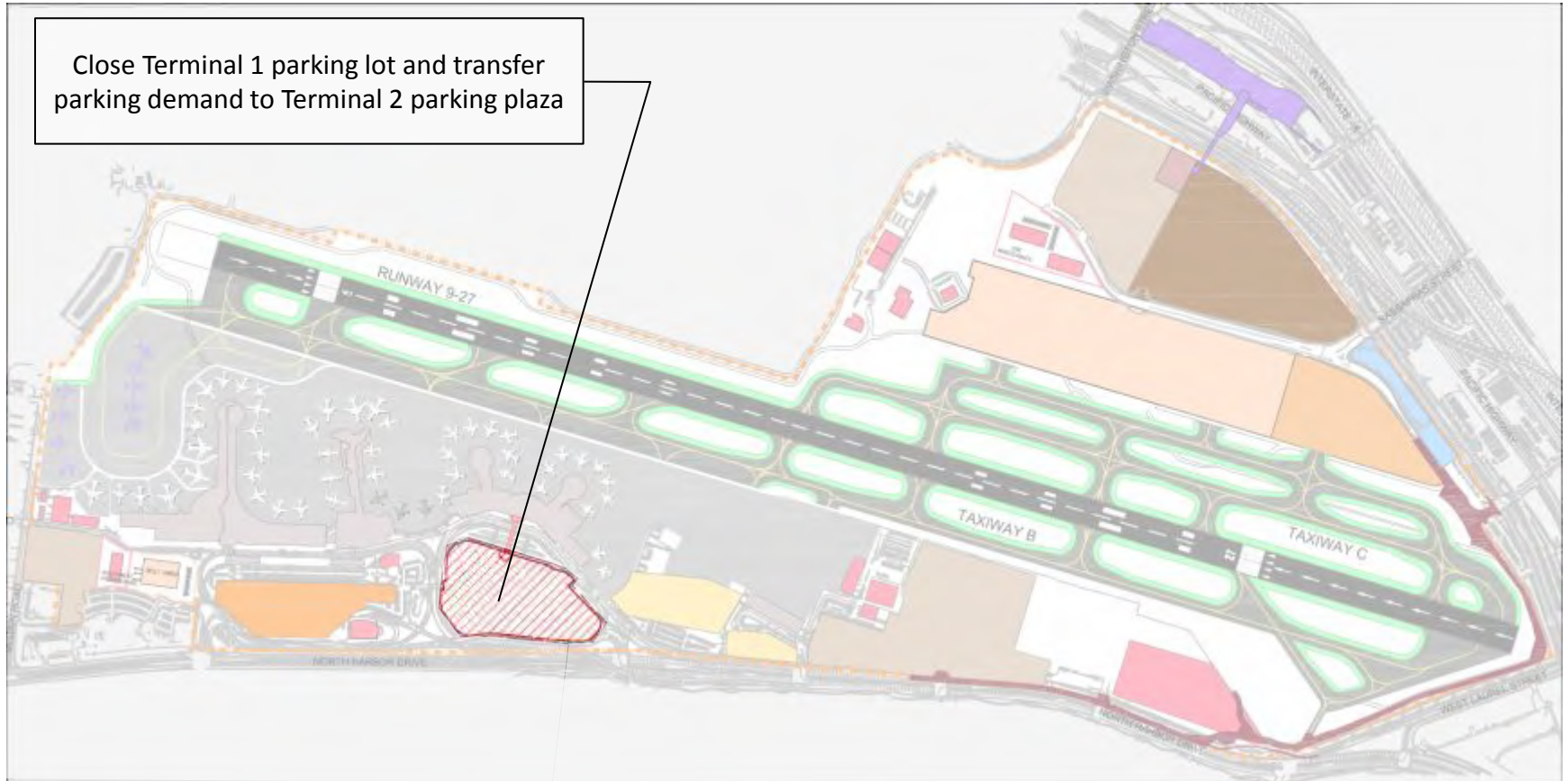
Phase 1.3

Build temporary surface parking lot between T1 and Commuter Terminal



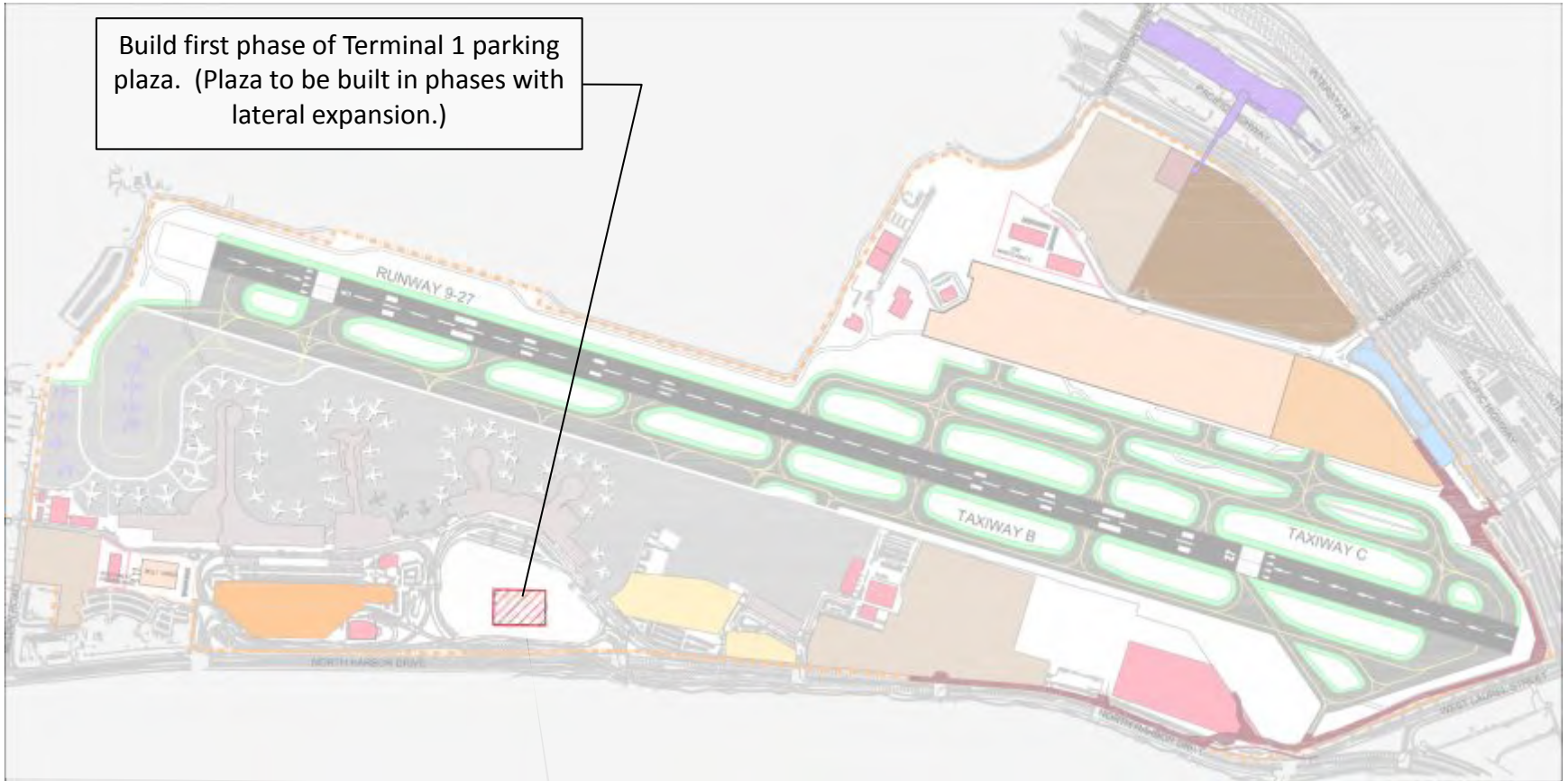
Phase 1.4

Close Terminal 1 parking lot and transfer parking demand to Terminal 2 parking plaza

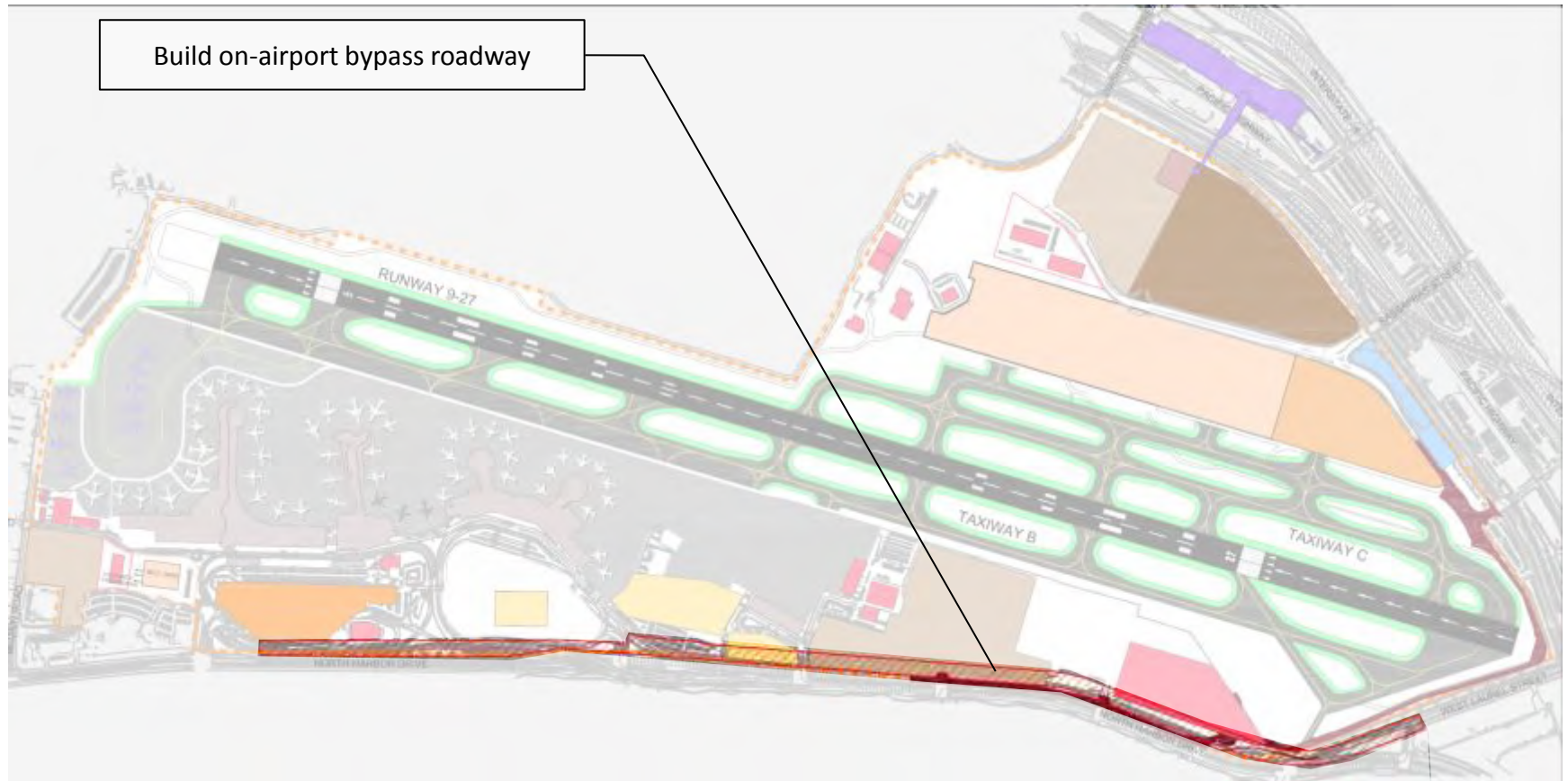


Phase 1.5

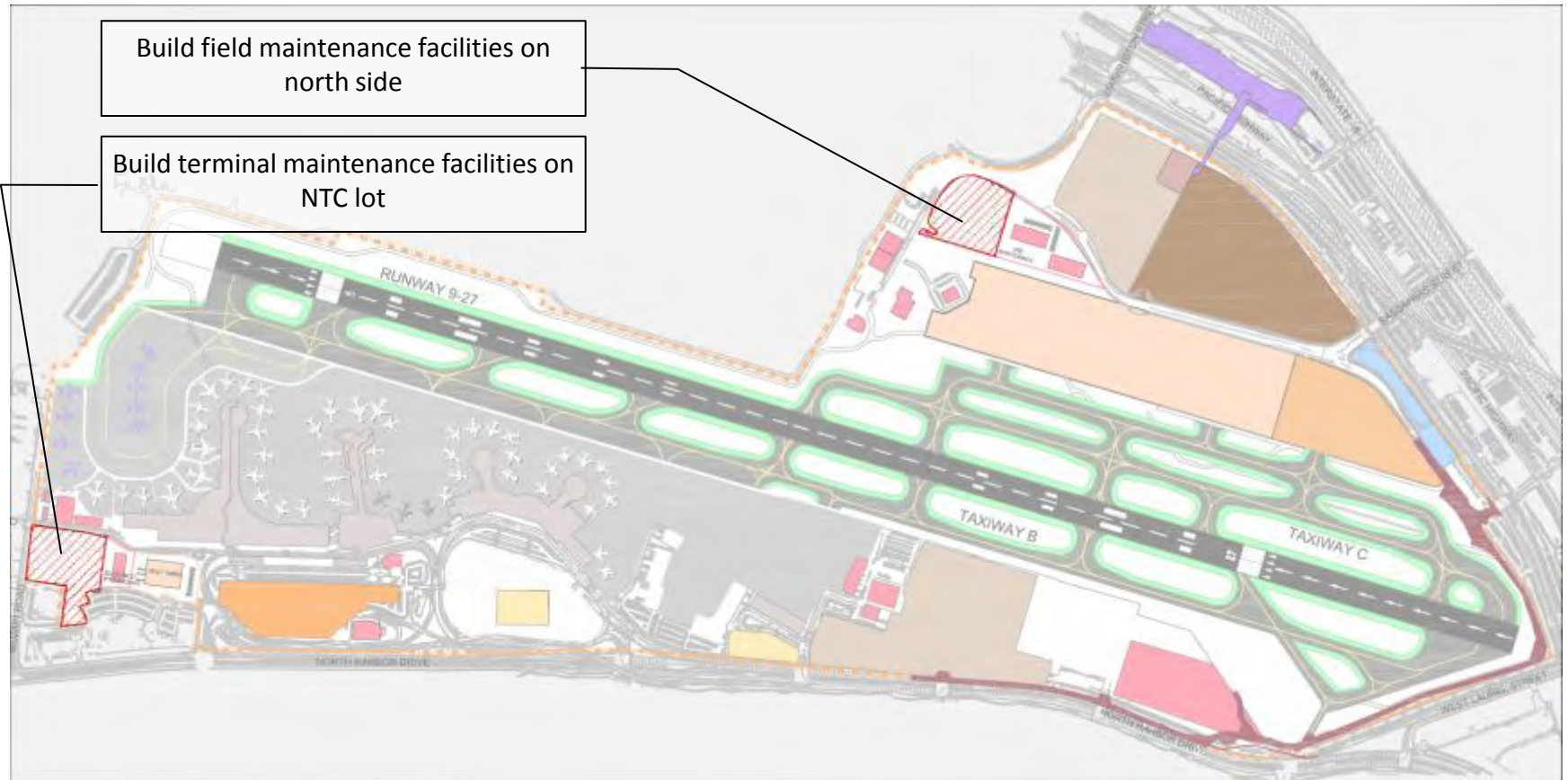
Build first phase of Terminal 1 parking plaza. (Plaza to be built in phases with lateral expansion.)



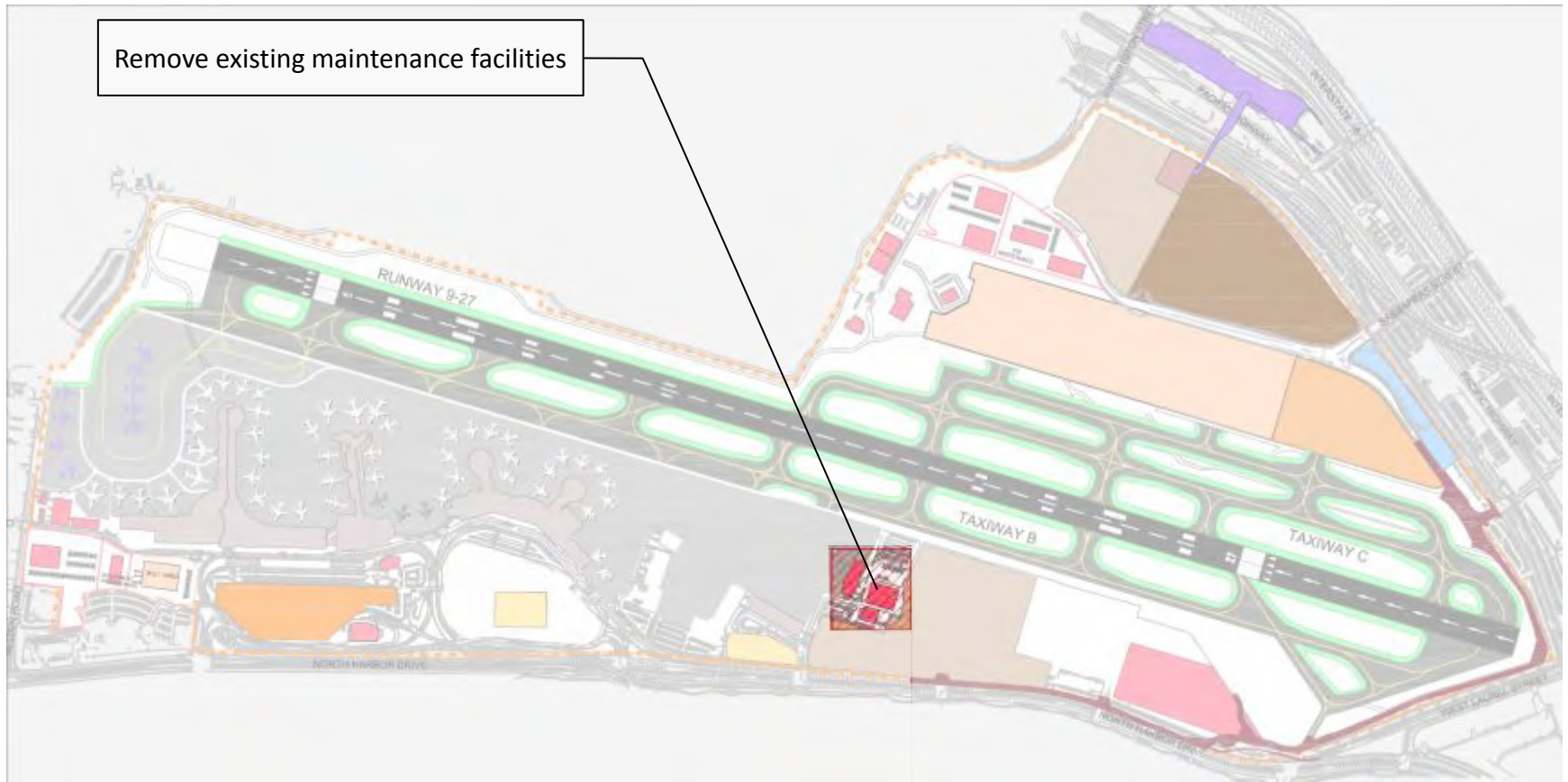
Phase 1.6



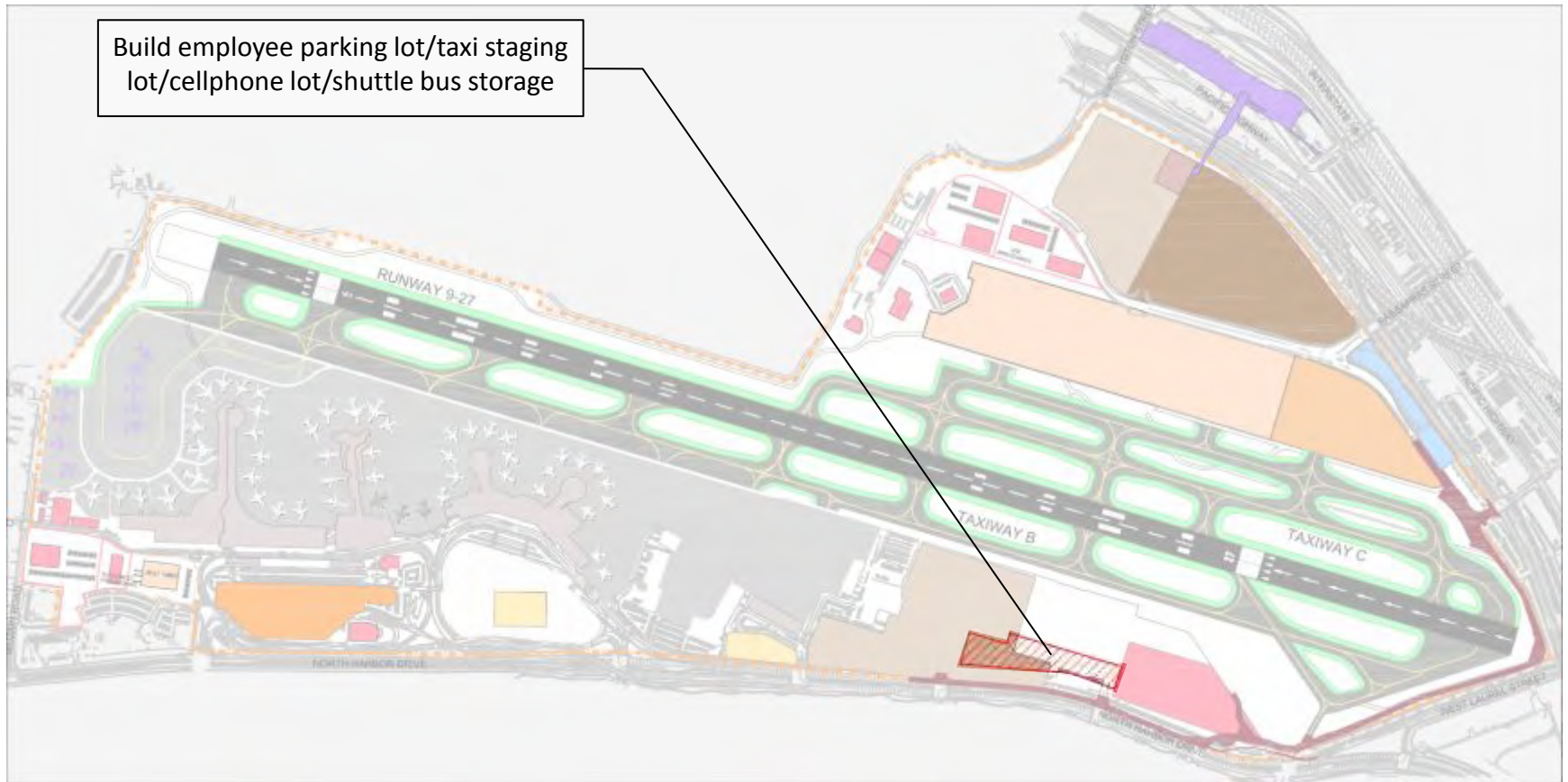
Phase 1.7



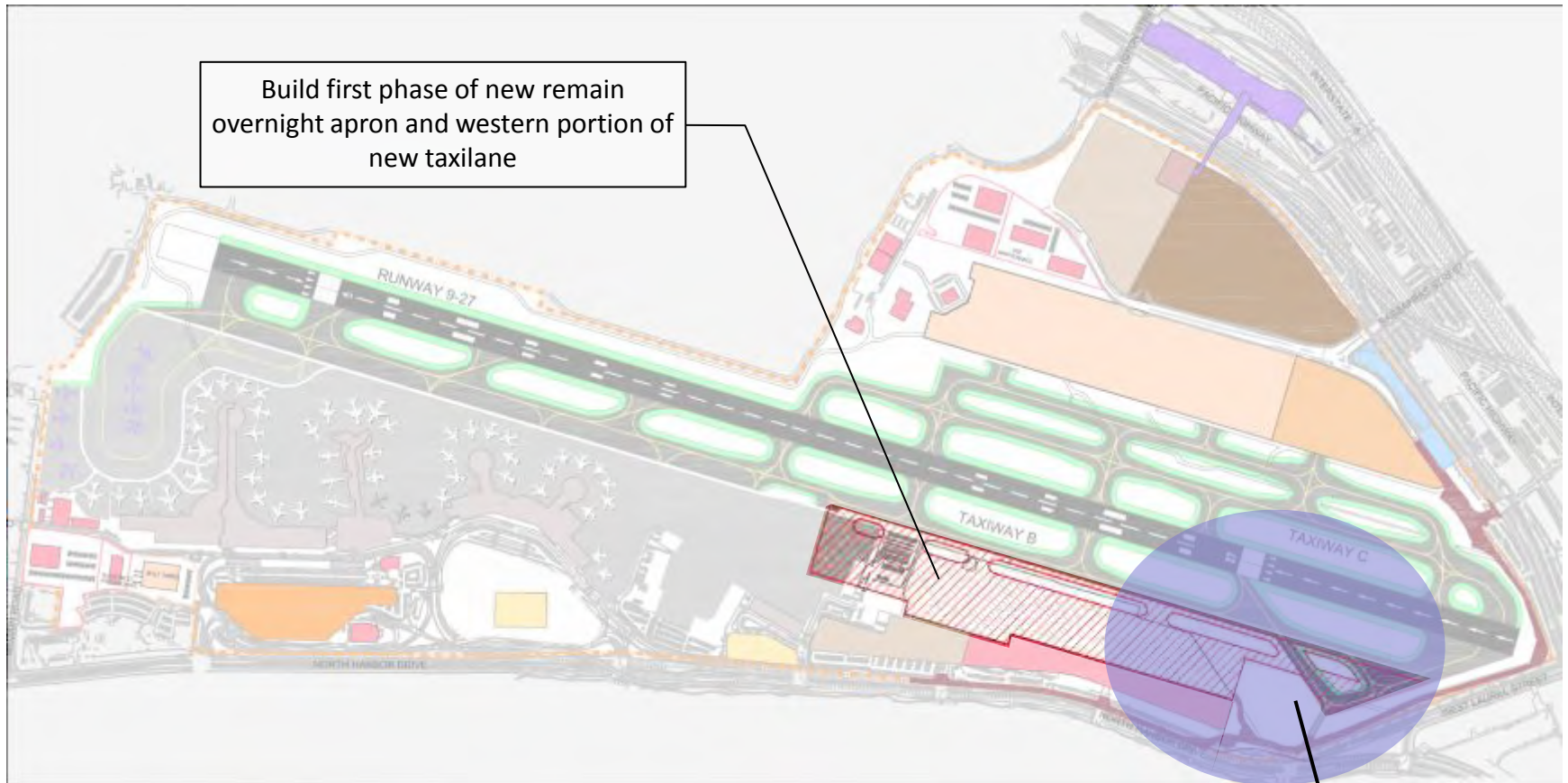
Phase 1.8



Phase 1.9



Phase 1.10

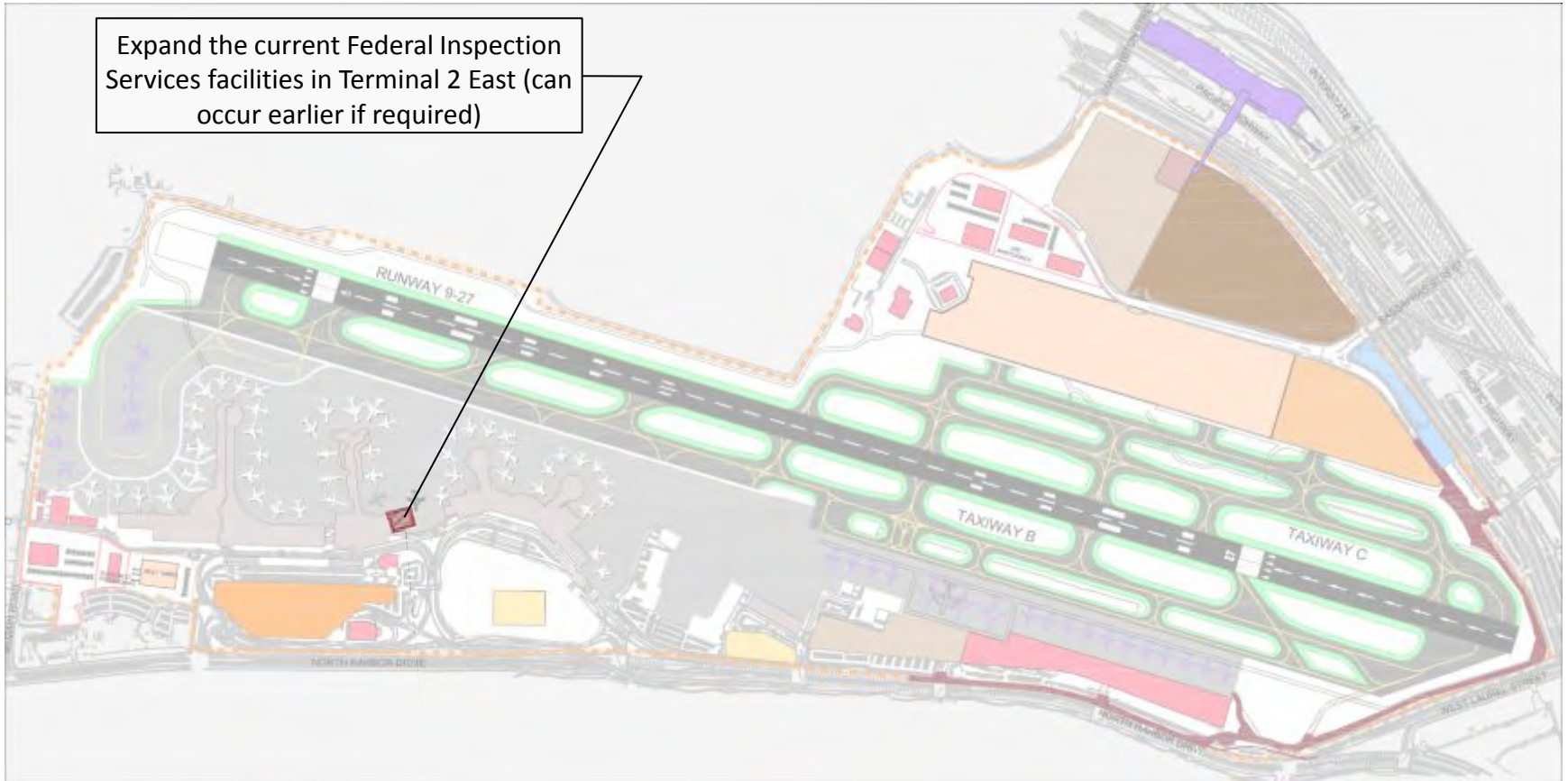


Build first phase of new remain overnight apron and western portion of new taxiway

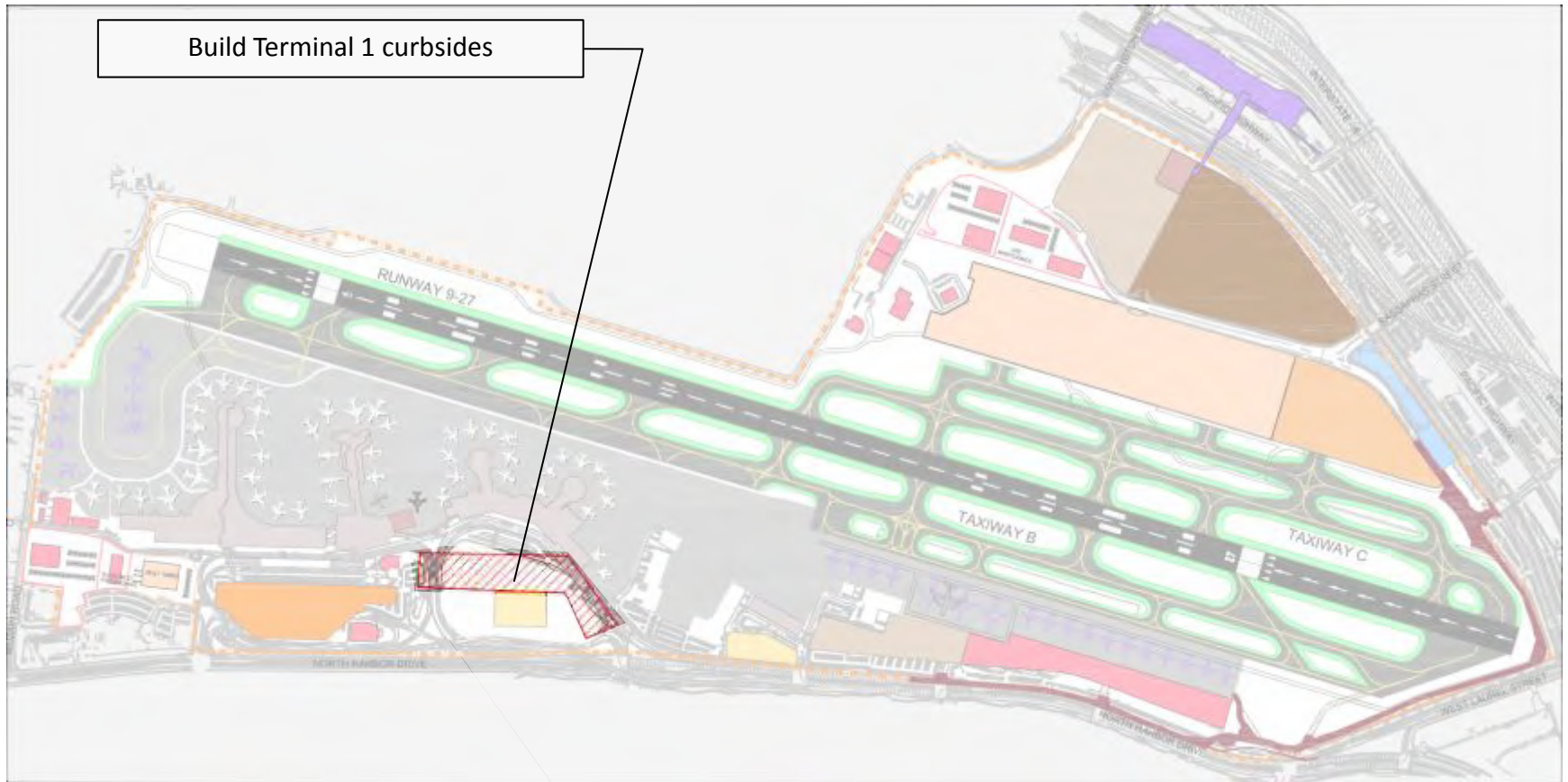
Minimize Least Tern Habitat Impacts

Phase 1.11

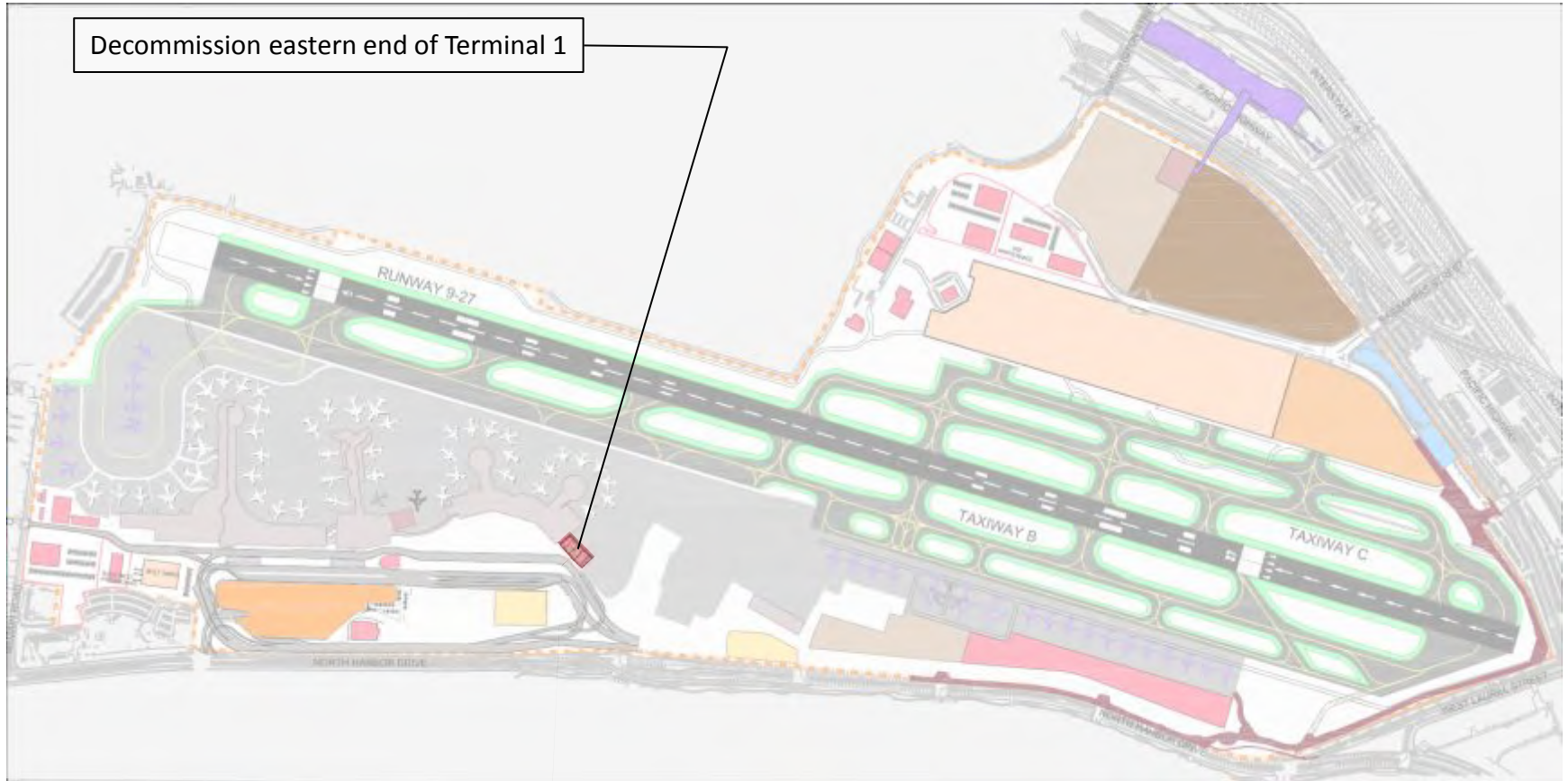
Expand the current Federal Inspection Services facilities in Terminal 2 East (can occur earlier if required)



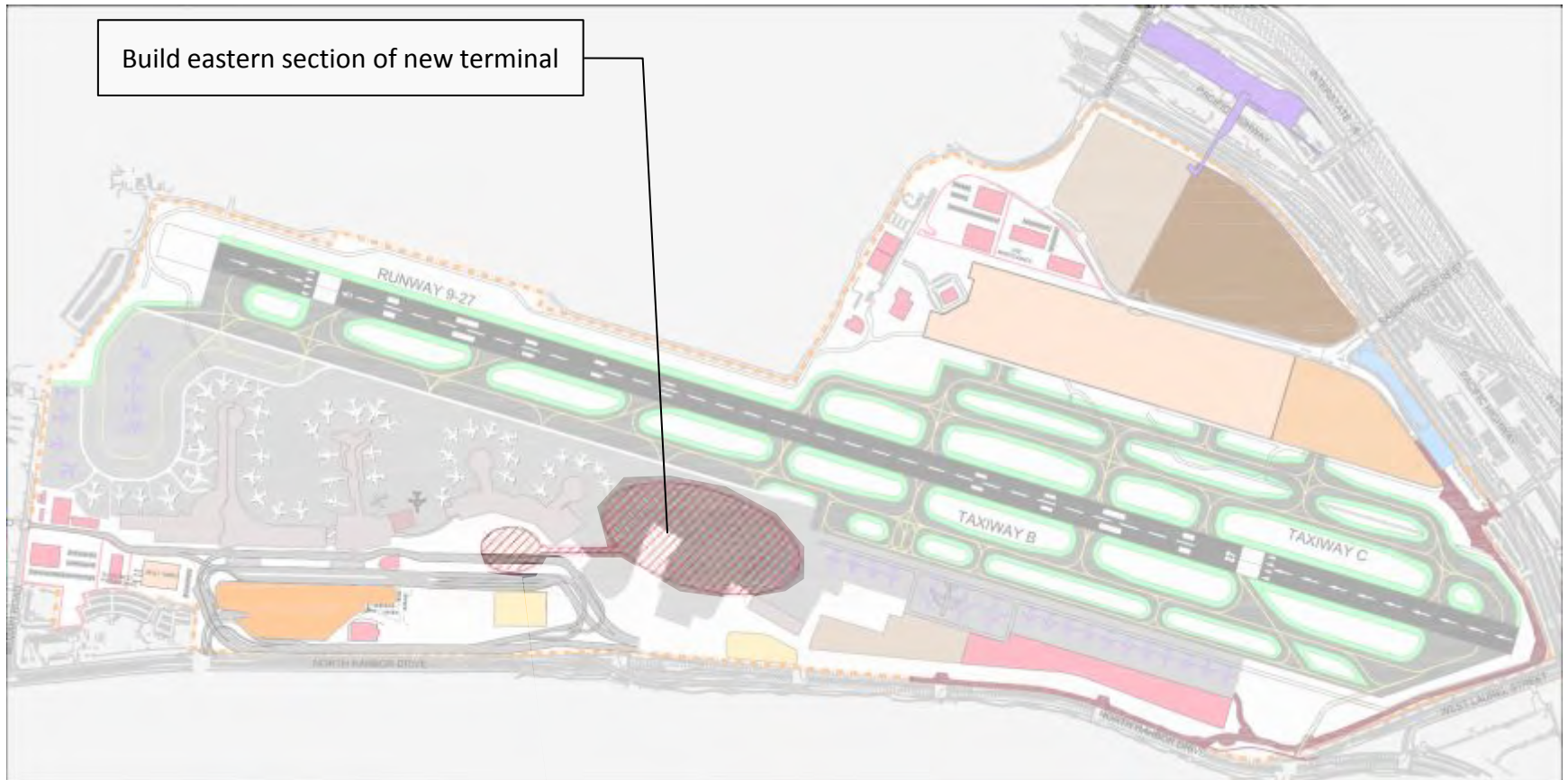
Phase 1.12



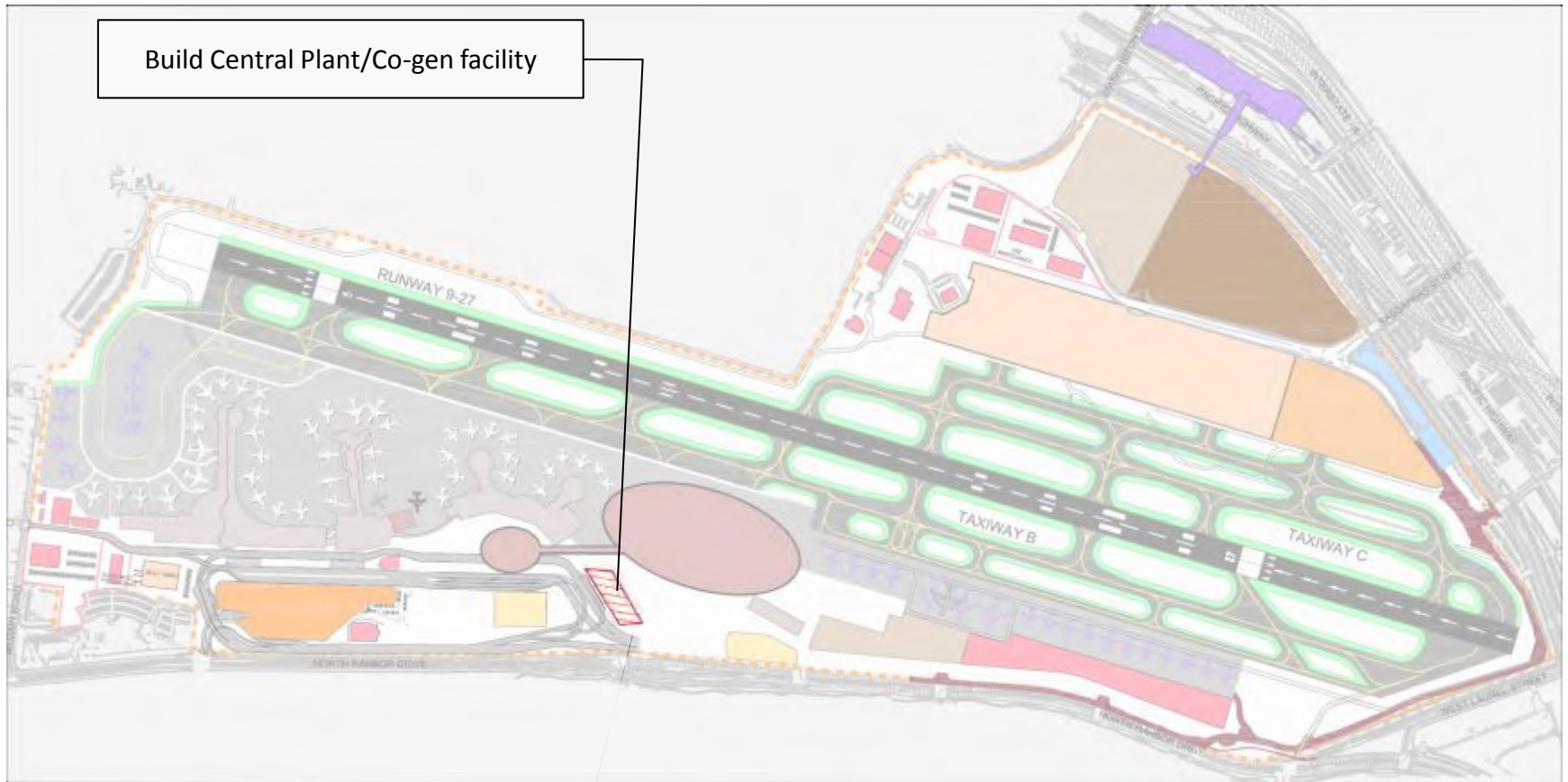
Phase 1.13



Phase 1.14

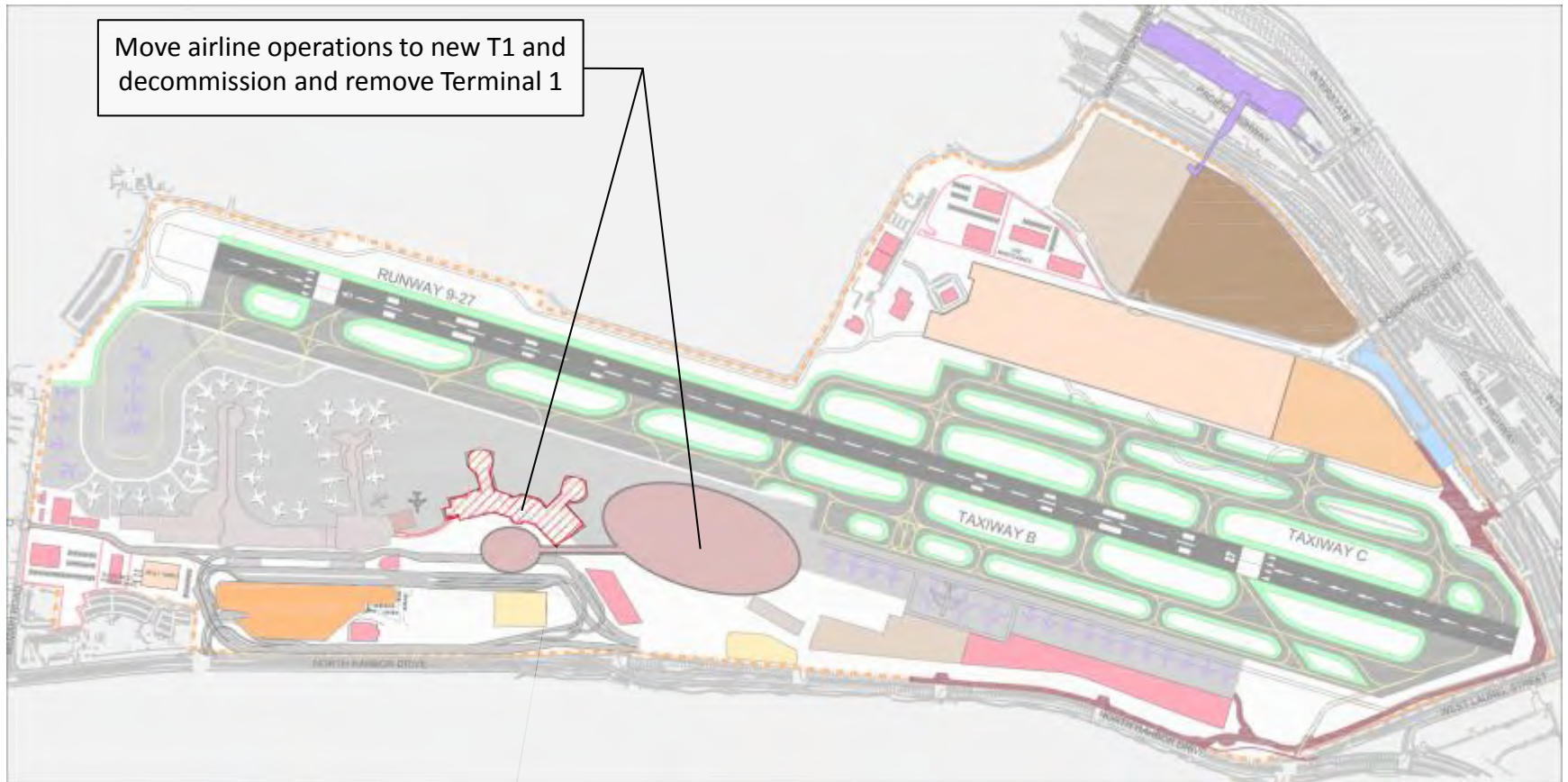


Phase 1.15



Build Central Plant/Co-gen facility

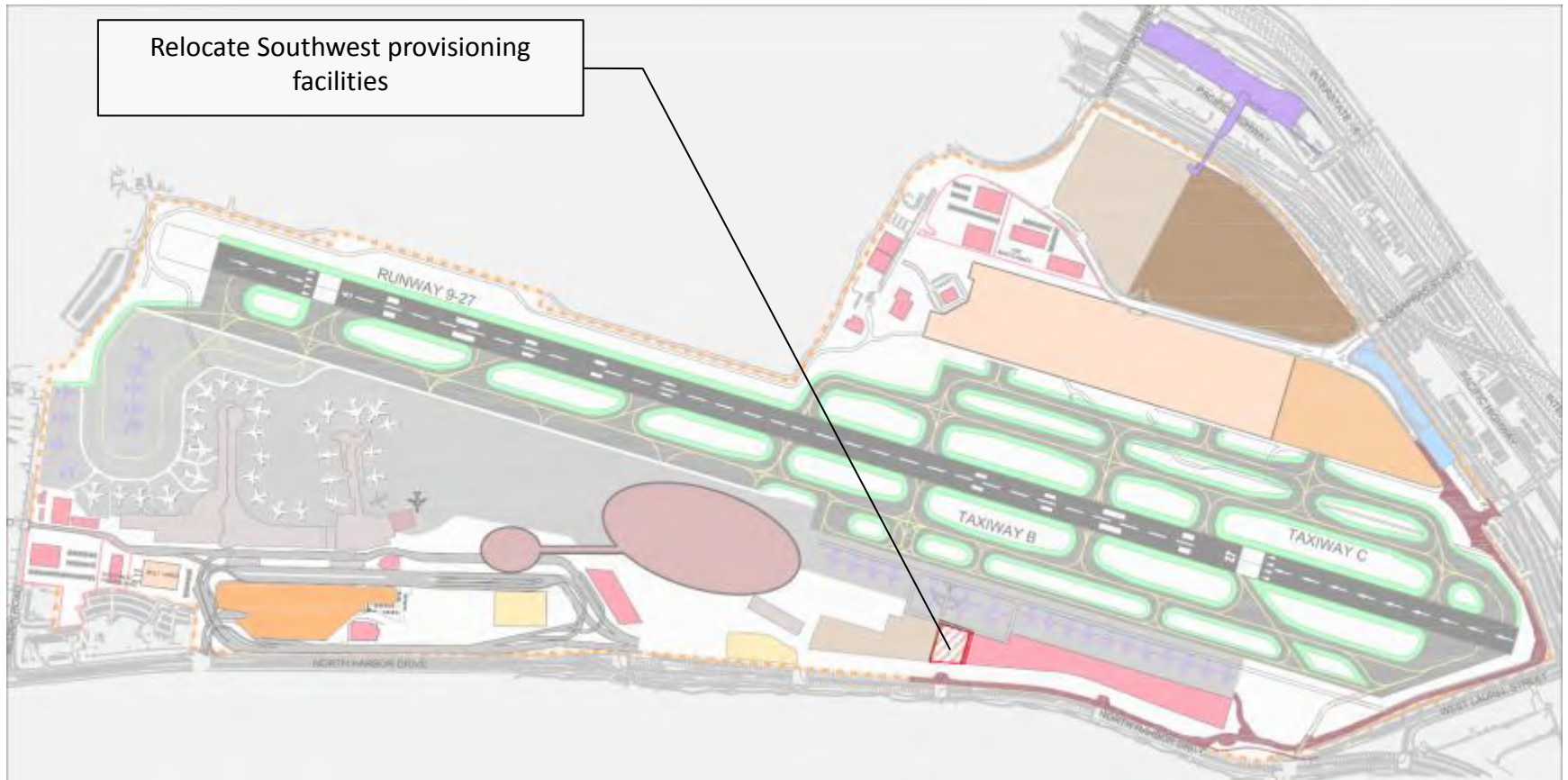
Phase 1.16



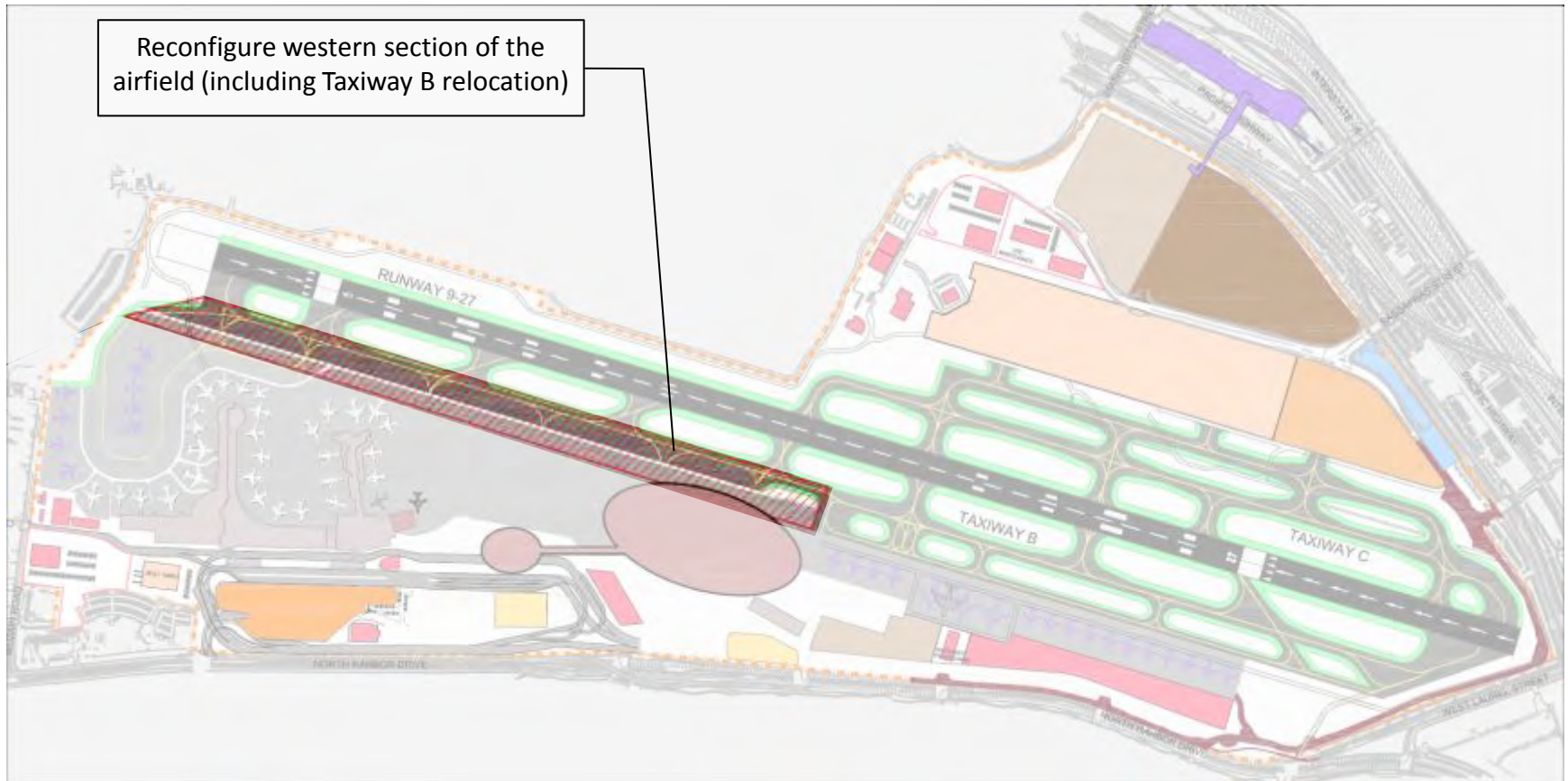
Phase 1 Configuration



Phase 2.1

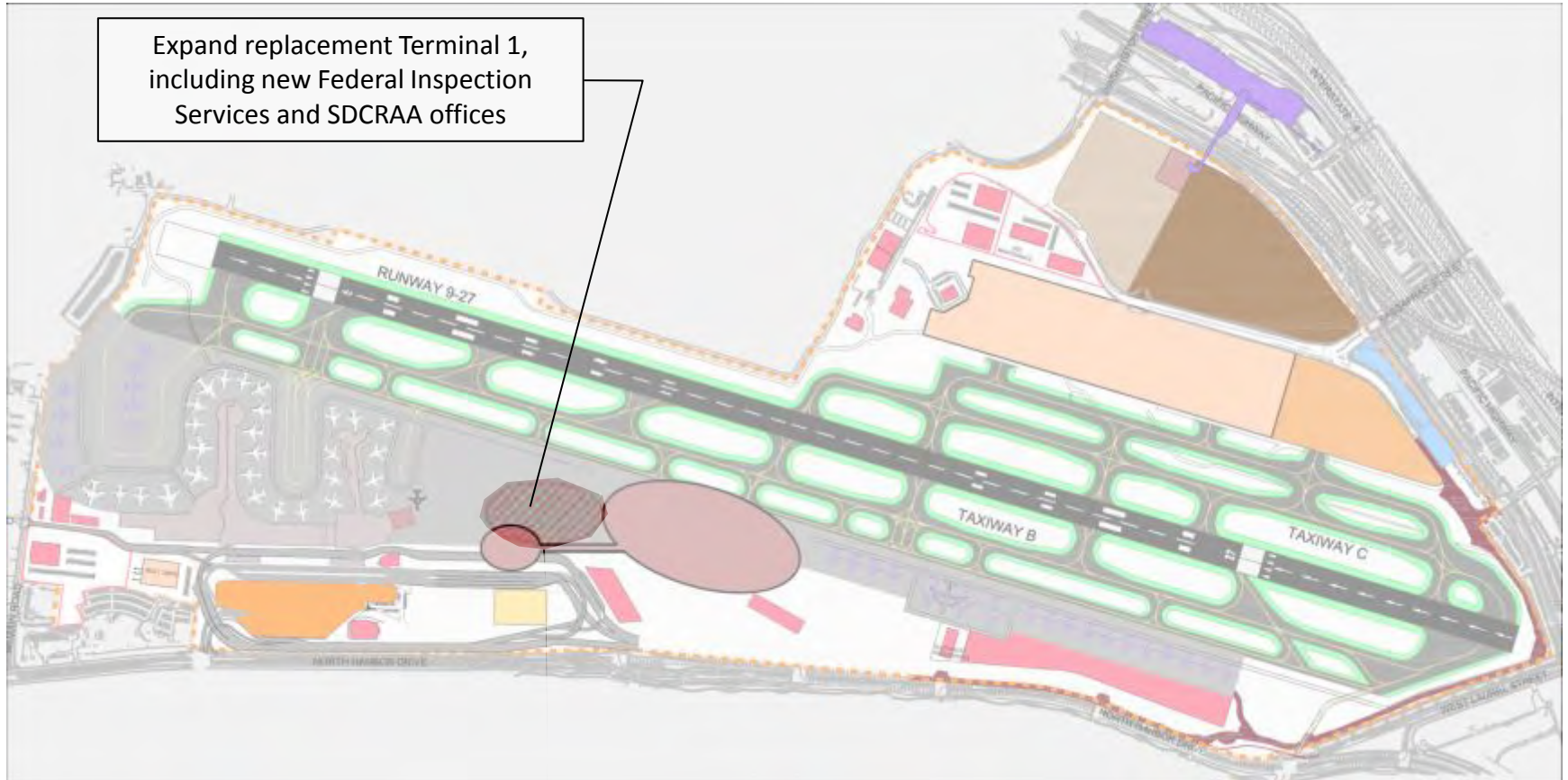


Phase 2.2

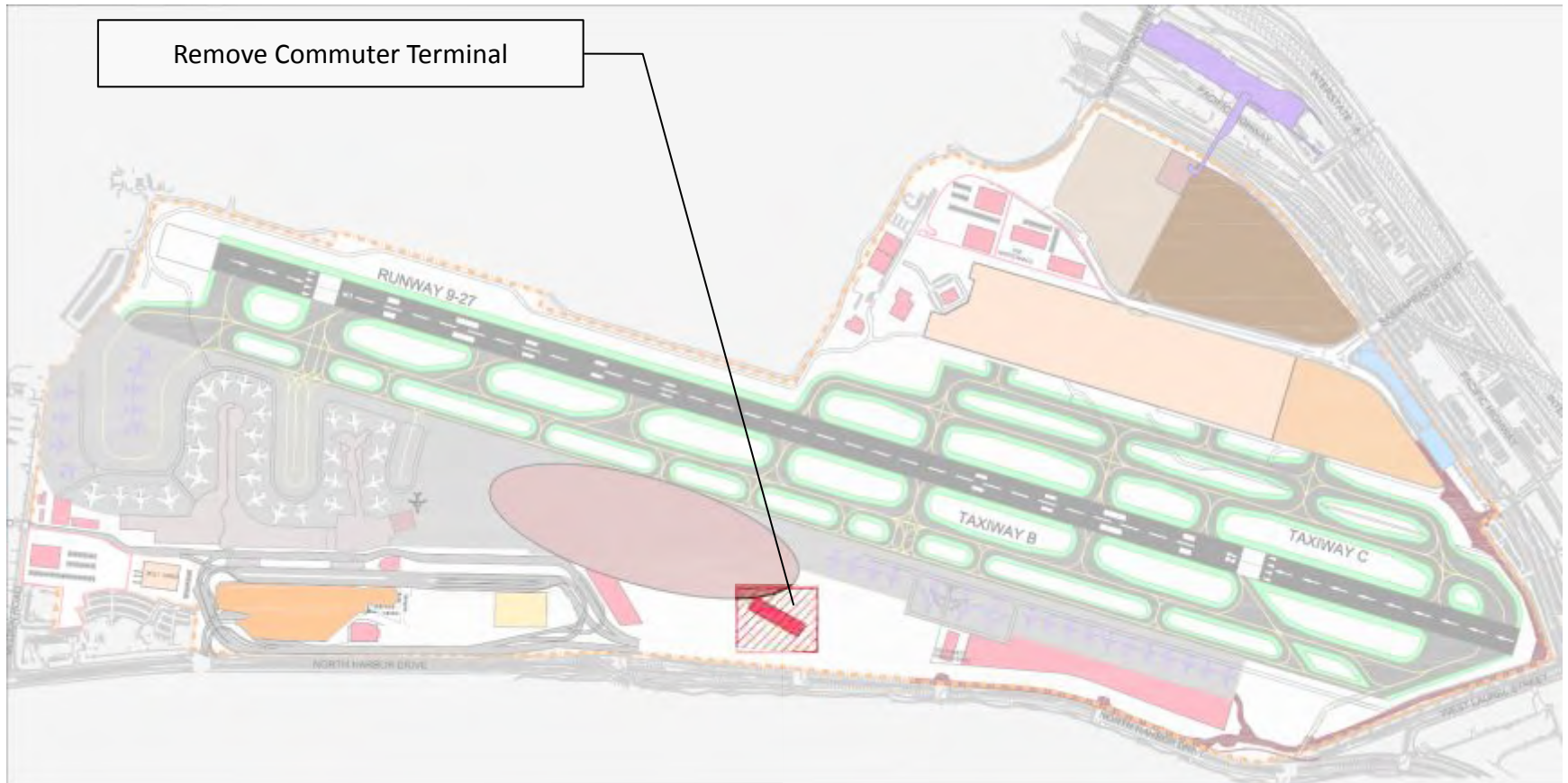


Taxiway B relocation is a baseline, non-ADP project (included in CIP)

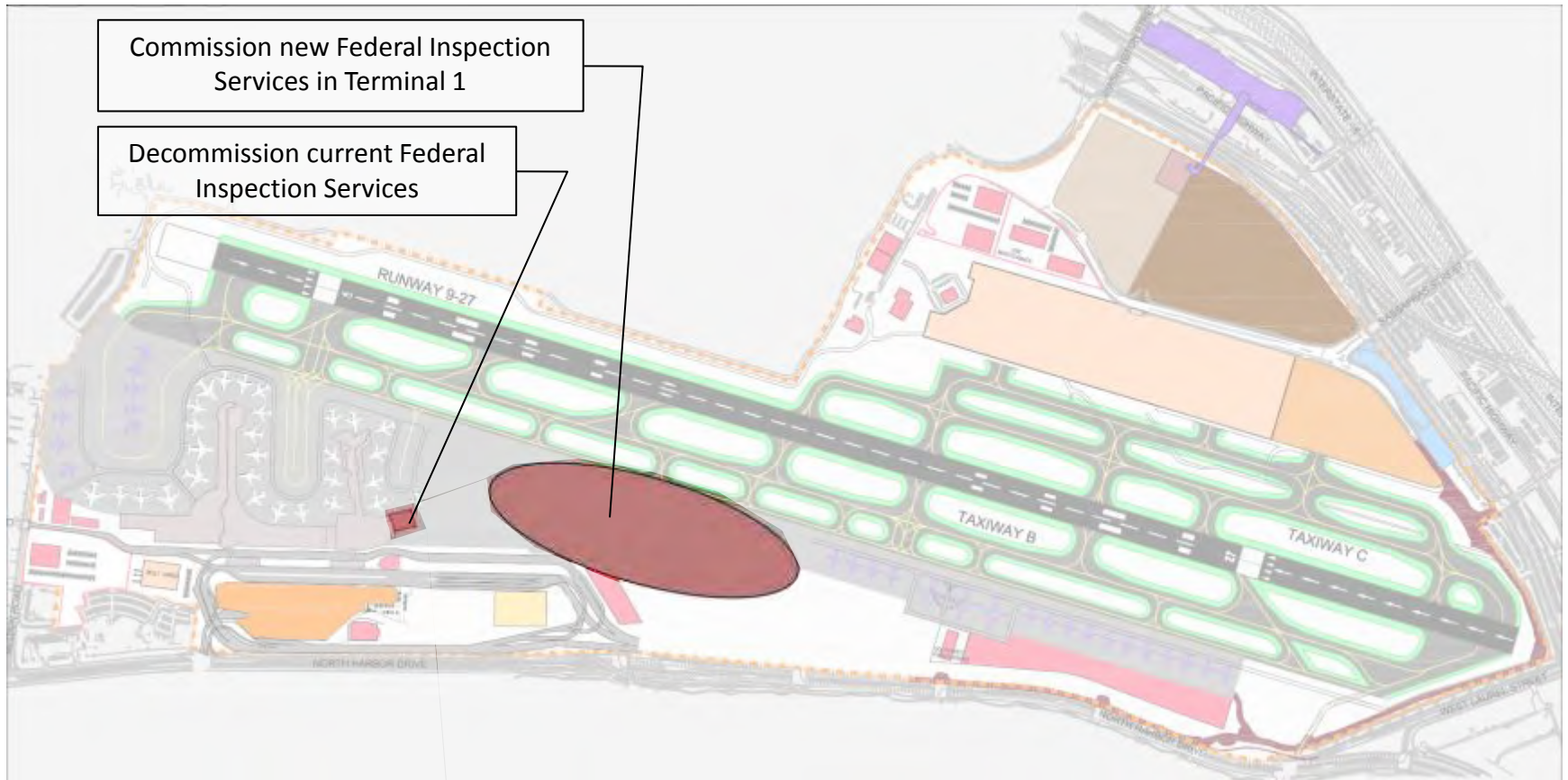
Phase 2.3



Phase 2.4

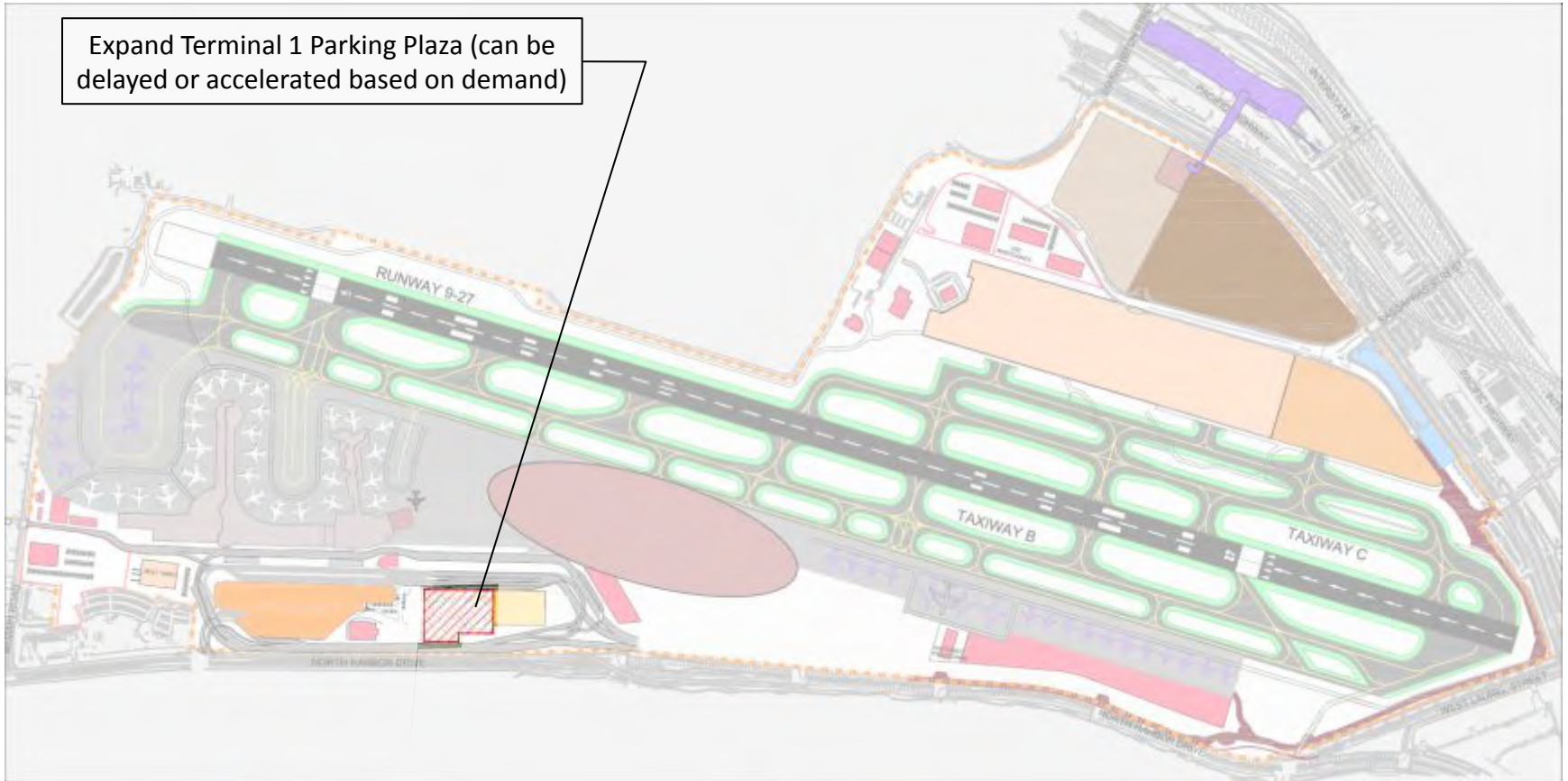


Phase 2.5



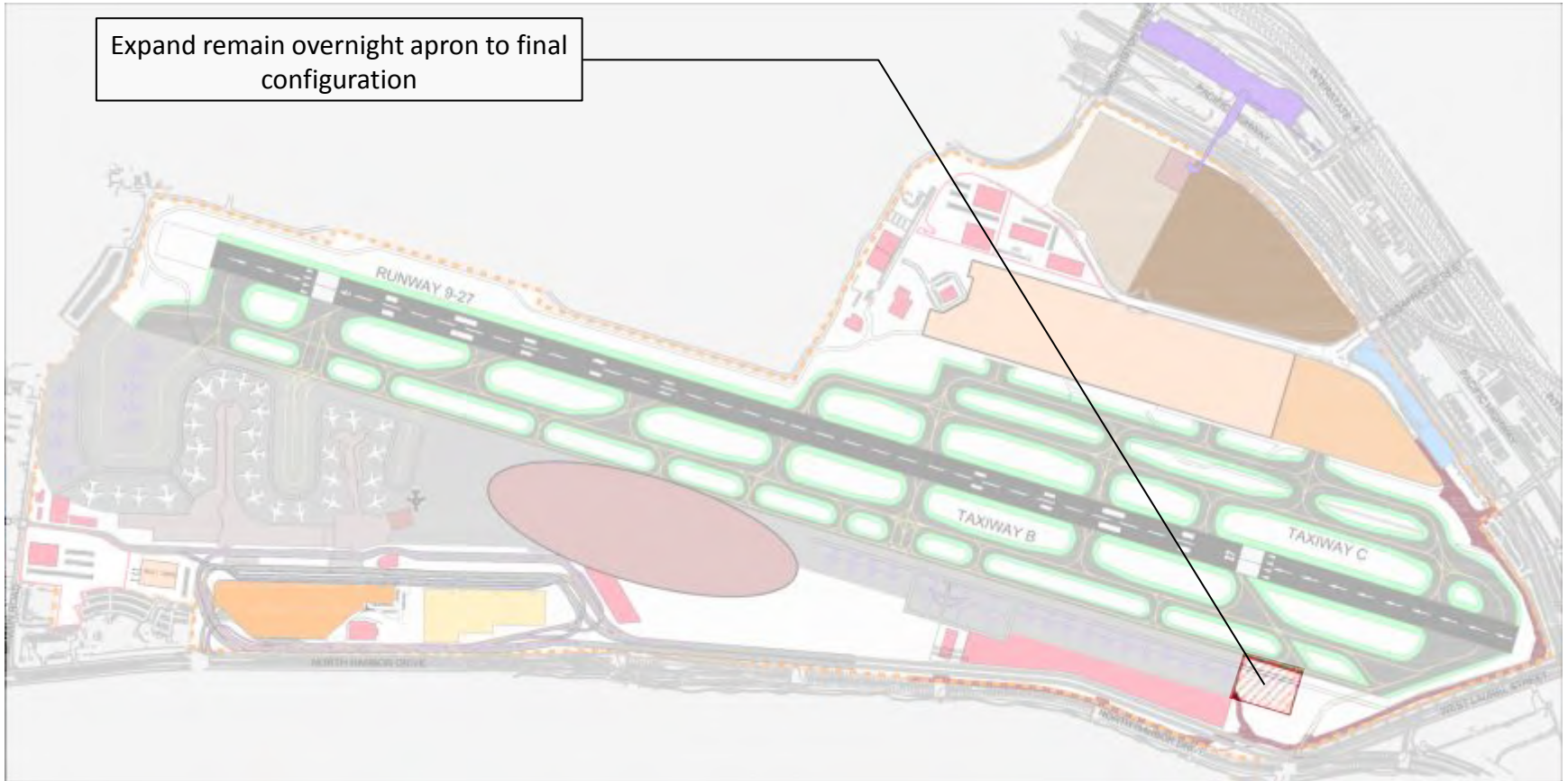
Phase 2.6

Expand Terminal 1 Parking Plaza (can be delayed or accelerated based on demand)

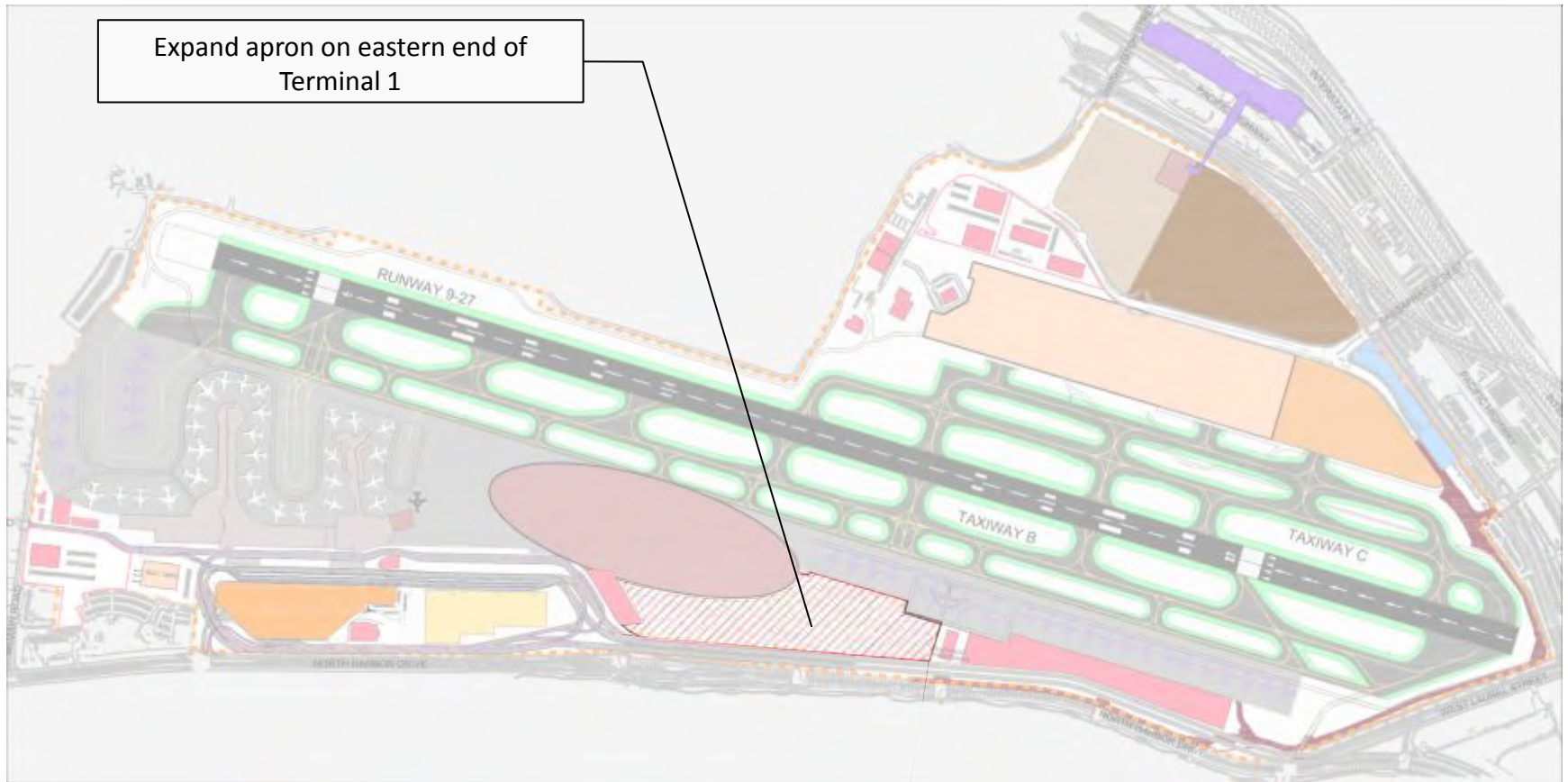


Phase 2.7

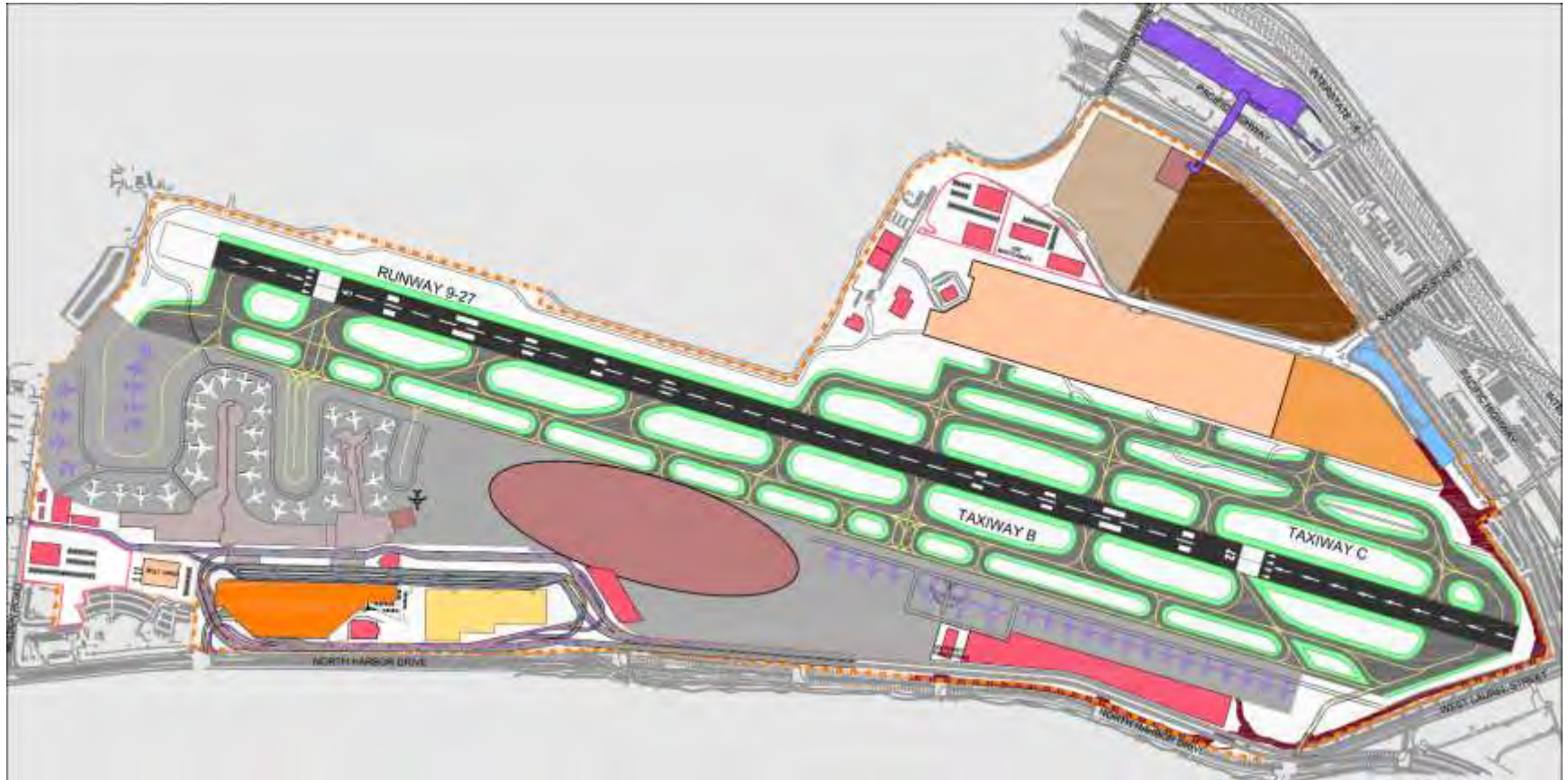
Expand remain overnight apron to final configuration



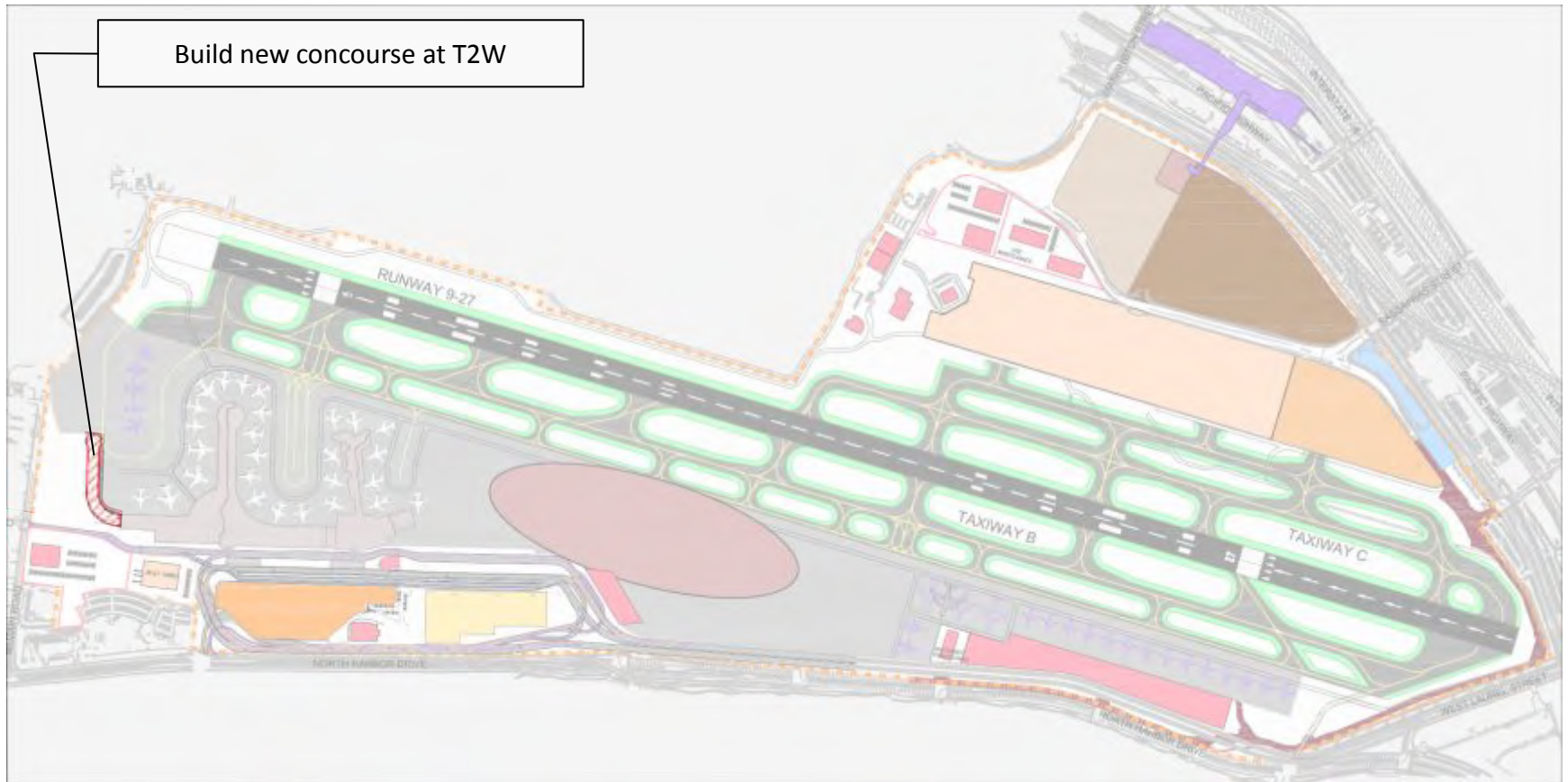
Phase 2.8



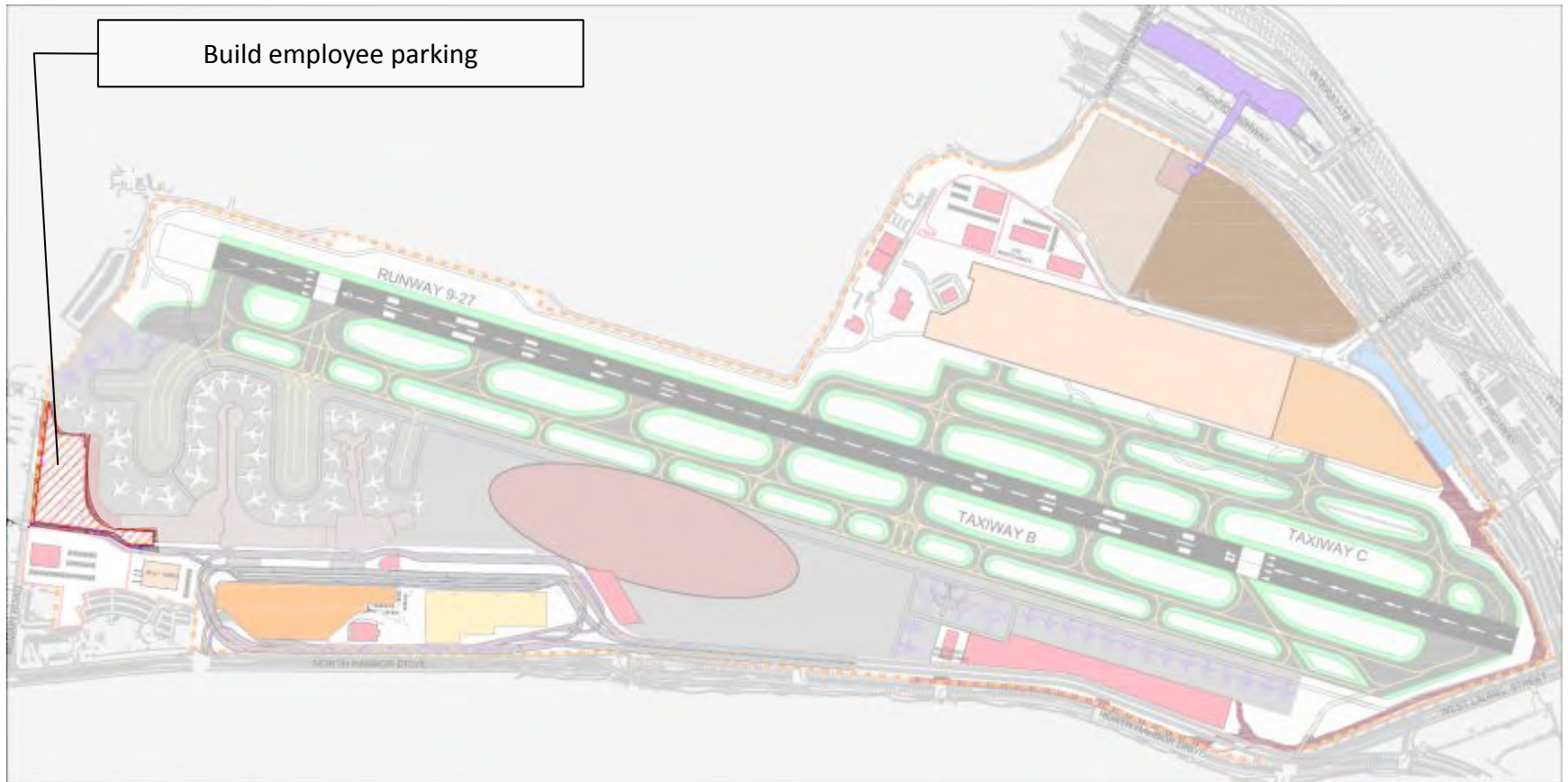
Phase 2 Configuration



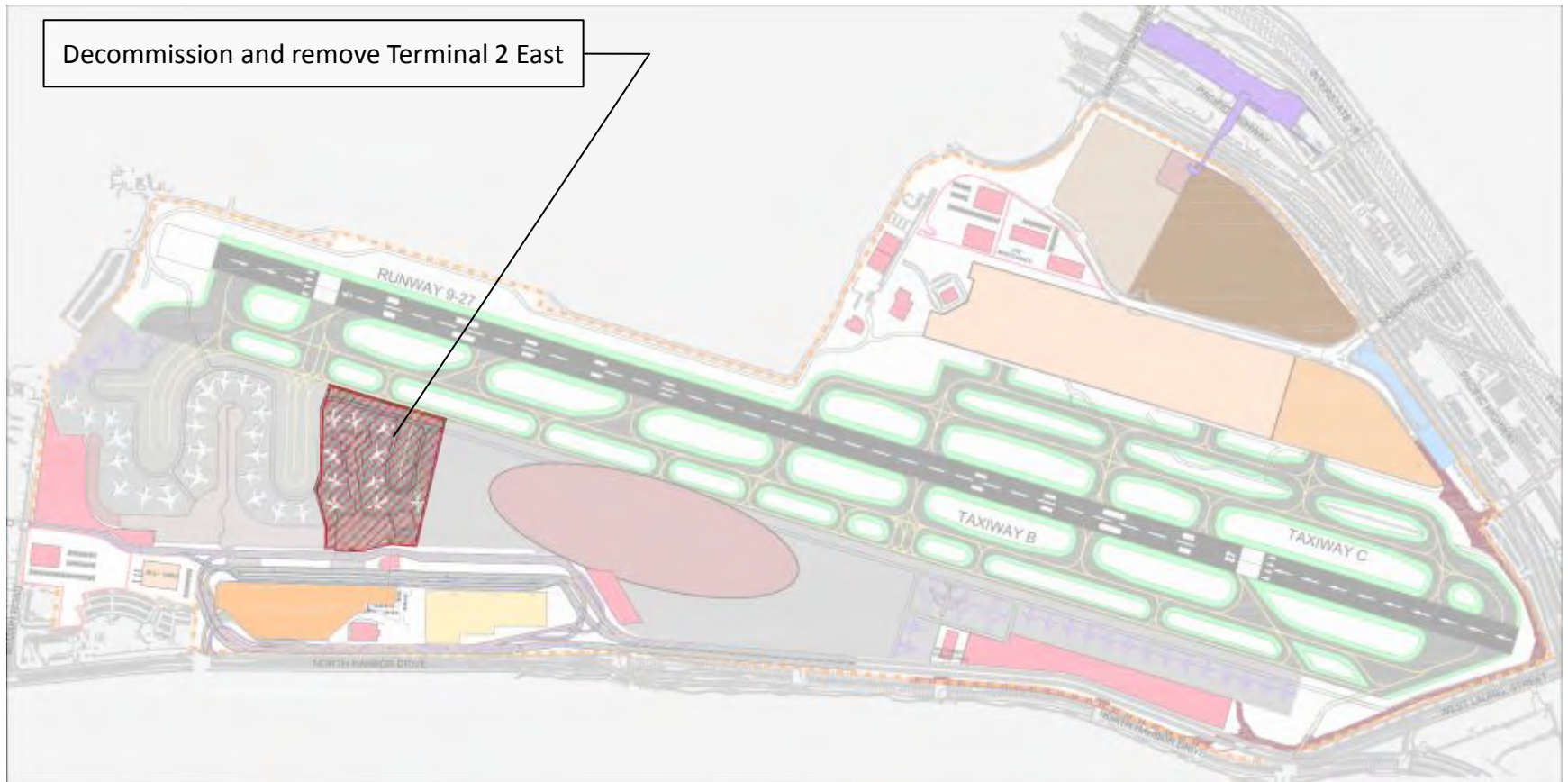
Phase 3.1



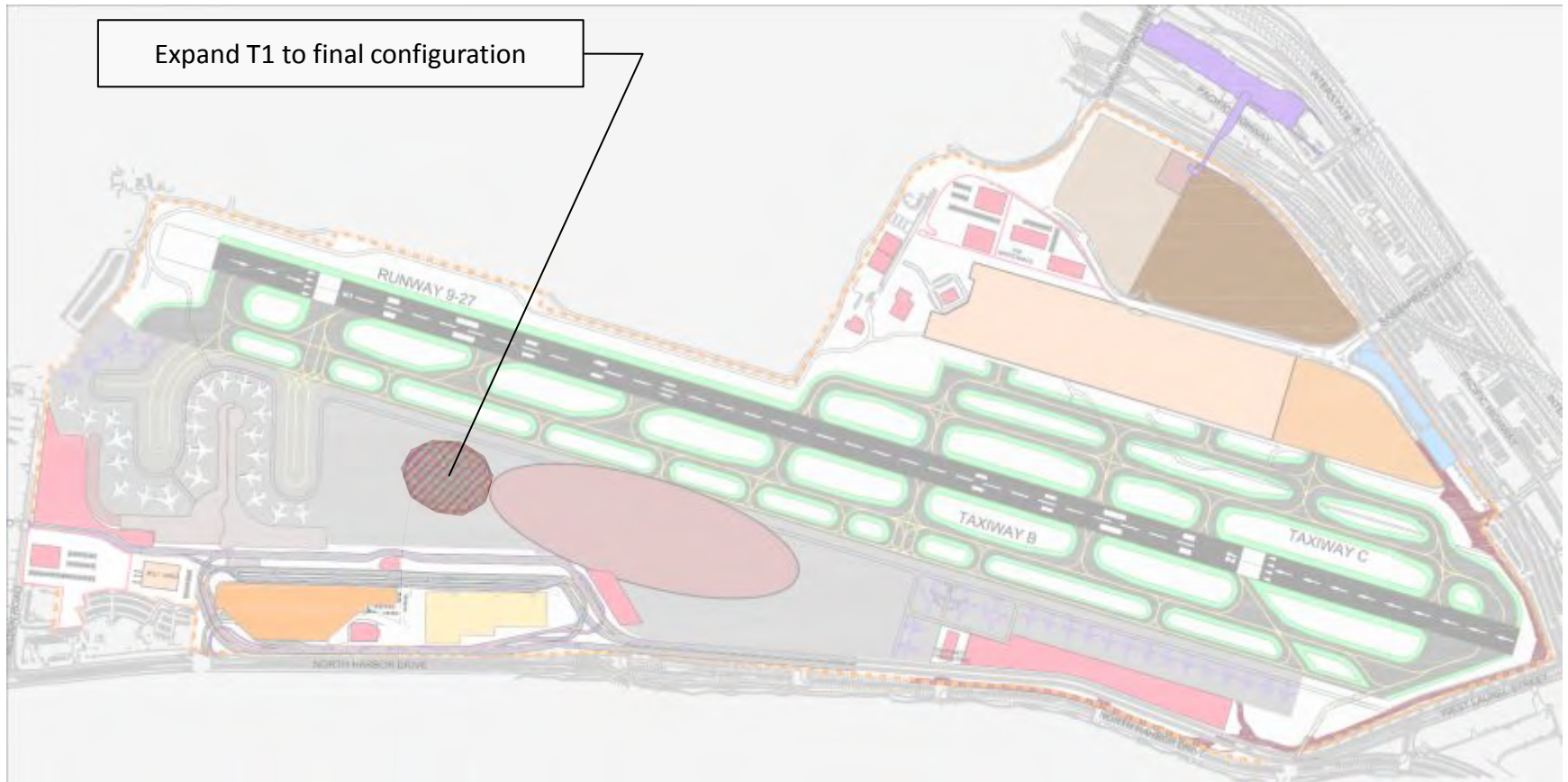
Phase 3.2



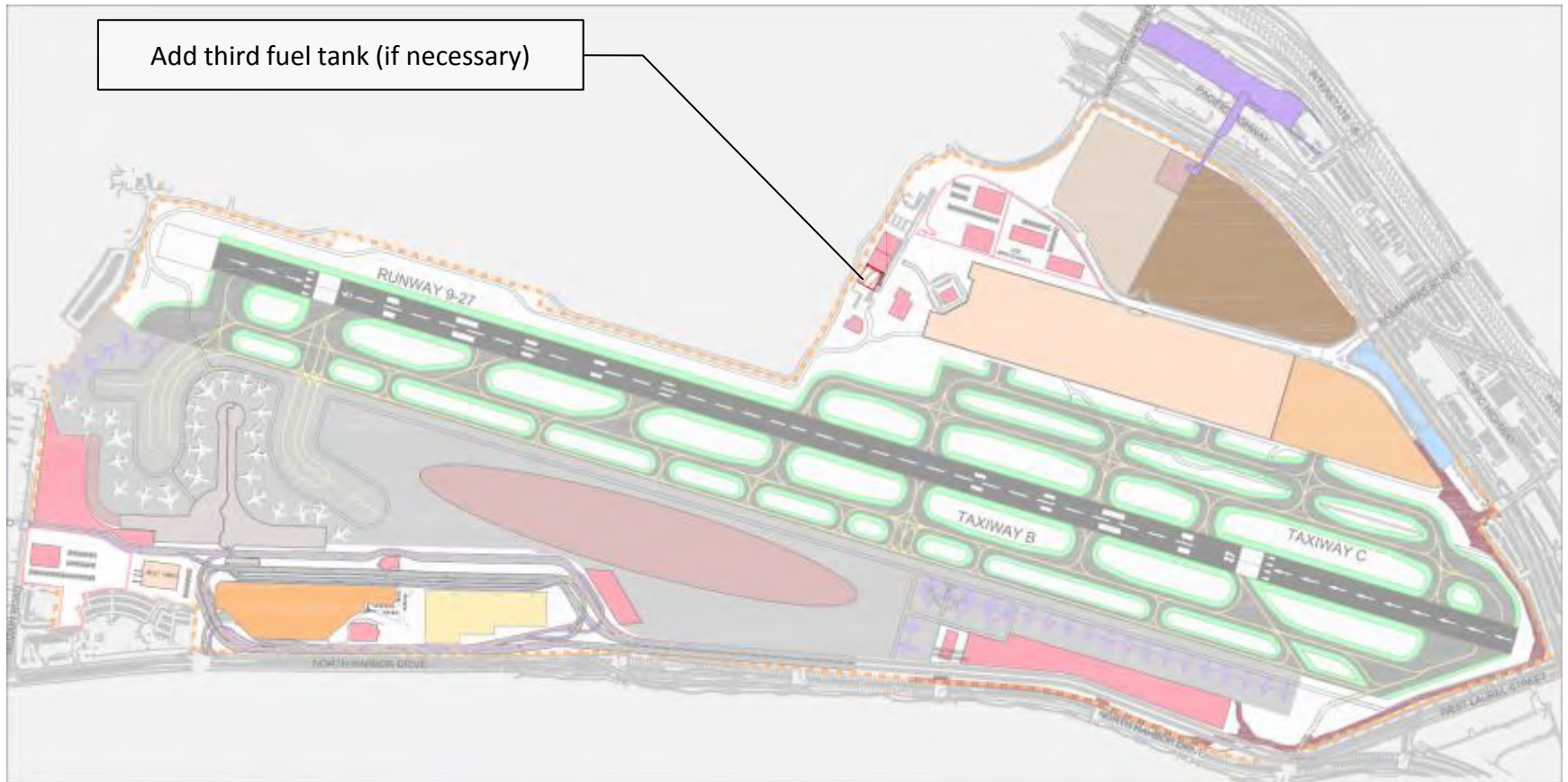
Phase 3.3



Phase 3.4

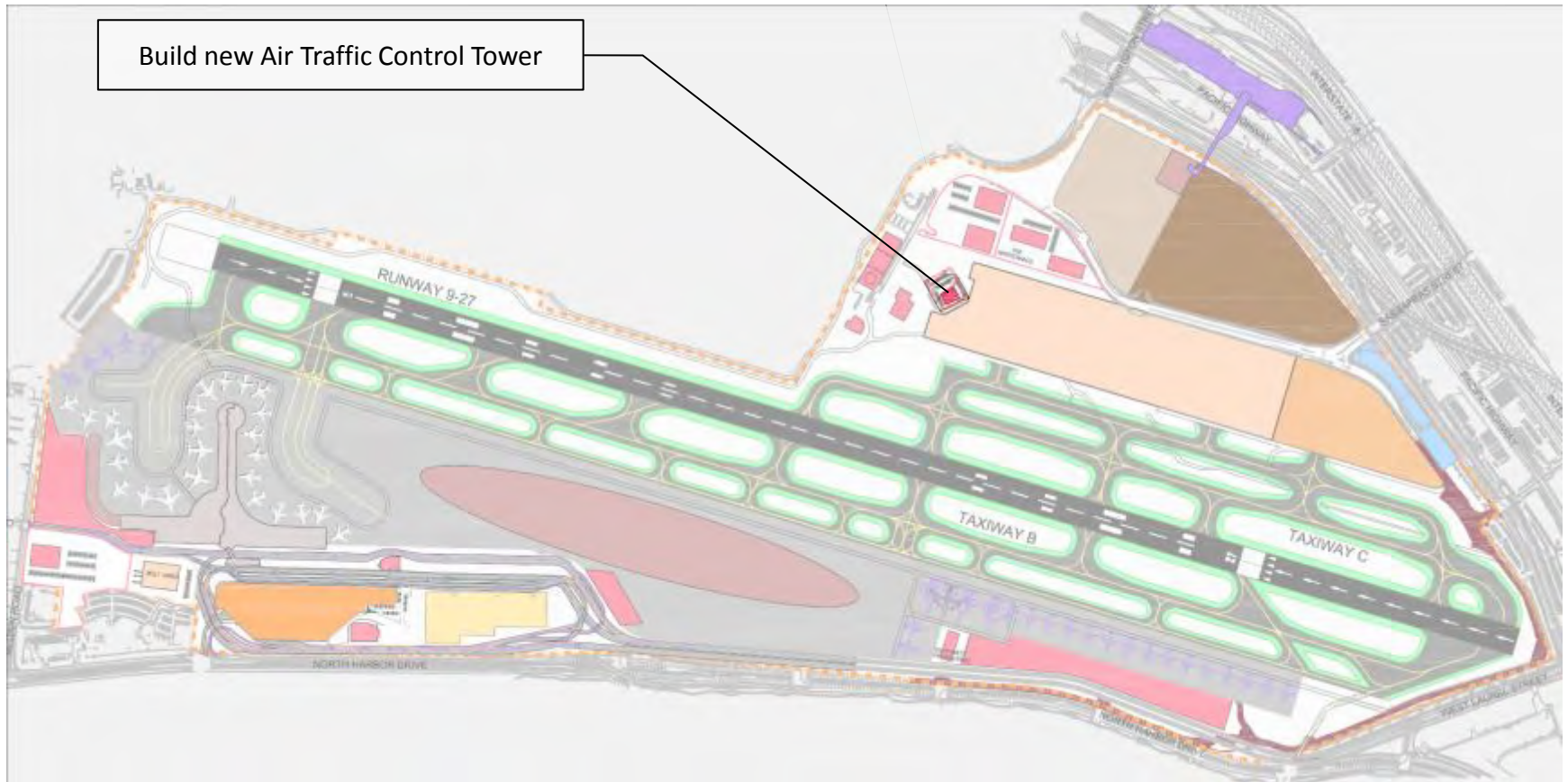


Phase 3.5

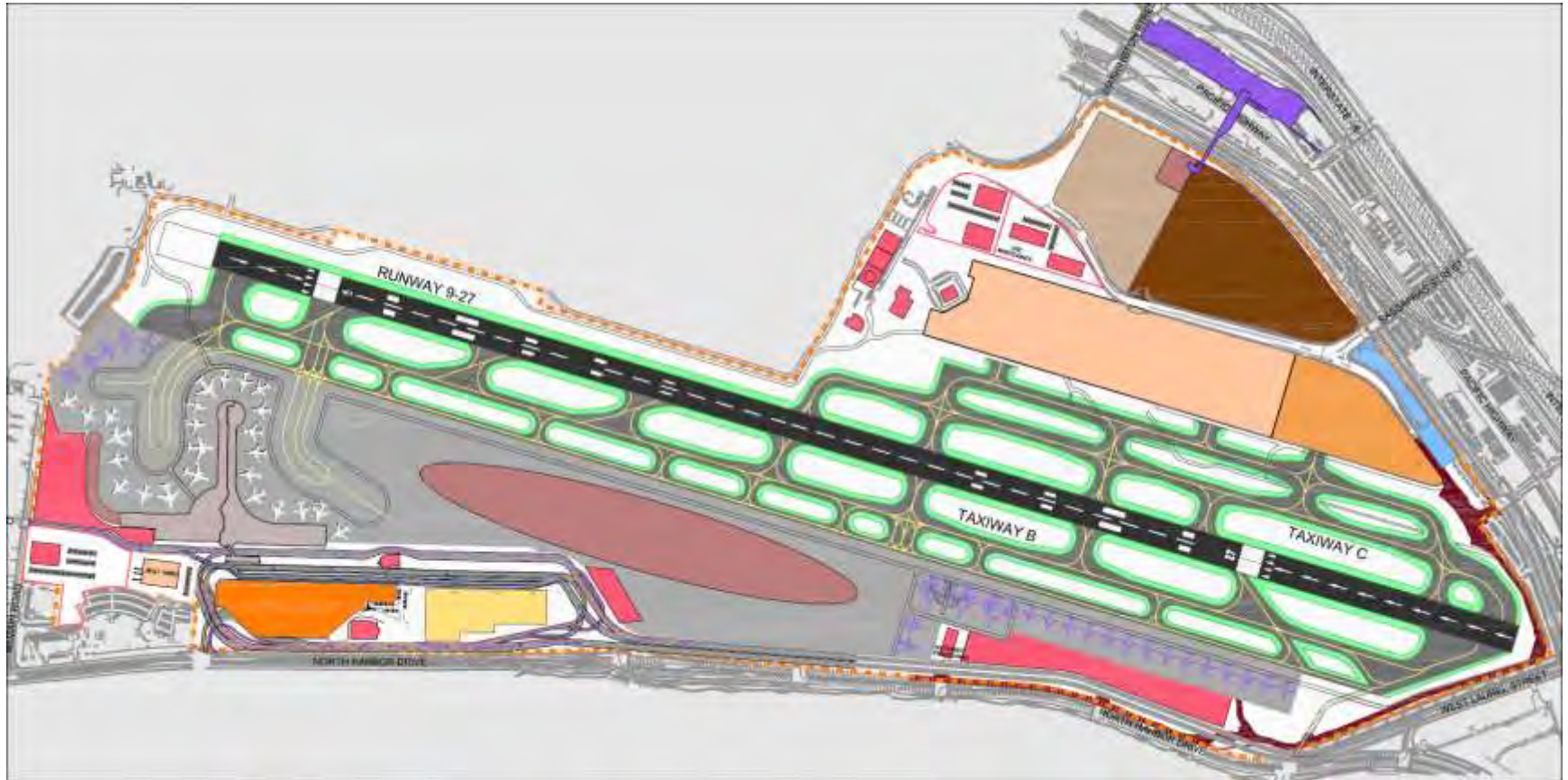


Add third fuel tank (if necessary)

Phase 3.6



Phase 3 / Final Configuration





F

Next Steps

Next Steps

- **Revise analysis to reflect Board input**
- **Refine Phasing Plans**
- **Continue preparation of Financial Plan**
- **Obtain Board input on Bypass Road alternatives**
- **Continue public & stakeholder coordination**
- **Prepare Preferred Alternative for Board consideration**

Airport Development Plan Public Outreach Program (2014) Executive Summary

The Airport Development Plan (ADP) is the next phase of master-planning for San Diego International Airport. The ADP is designed to identify improvements that will enable the airport to meet demand through 2035, which is approximately when projected passenger activity levels will reach capacity for the airport's single runway.

During 2014, Airport Authority staff was actively engaged in public outreach to present the ADP concepts and seek public input. Note: the ADP public outreach process began in 2012 as the initial planning process got under way. This report summarizes the 2014 public outreach.

2014 public outreach program highlights:

Public Outreach

- 1 public open house at the Airport Authority (92 attendees)
- 9 presentations to community leaders, representing community organizations (one-on-one briefings)
- 12 presentations to community organizations (428 attendees)
- 120 online surveys completed in October 2014 - January 2015

Business Outreach

- 26 presentations to business leaders representing business organizations or major companies (one-on-one briefings)
- 3 presentations to business organizations (222 attendees)
- 8 stakeholder input sessions with business organizations (180 attendees)
- 8 business organizations distributed information for the open house to members

Airport Advisory Committee and Technical Advisory Committee Input Sessions

- 2 sessions with Airport Advisory Committee (18 members)
- 2 sessions with Technical Advisory Committee (26 members)

Government Relations

- 27 meetings with elected officials (city, county, state and federal)
- 14 meetings with staff and board members of regional agencies (e.g., City of San Diego, MTS, Port of San Diego, SANDAG)
- 2 meetings with military representatives (e.g., MCRD, Navy)

Media Relations

- 1 media briefing (June 6, 2014)
- 20 media placements

Collateral Materials

- Comment/input card
- SANews (2,601 readers)
- SAN e-News (4,181 readers)
- Frequently Asked Questions

Digital Communications

- Website
- Dedicated ADP email address: adp@san.org
- Facebook/Twitter updates

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- d. Open House Recap Report (June 2014)
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 - b. Recap Reports
- f. Business Outreach
 - a. Presentations Completed
 - b. Recap Reports

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- a. Social Media
- b. Website





Public Outreach



Airport Development Plan Public Outreach Plan 2014

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GOALS & OBJECTIVES

Overall Goals:

- Improve access to the airport while reducing airport traffic on Harbor Drive
- Accommodate current and future demand for close-in parking
- Develop terminal facilities to accommodate future demand and maintain high passenger satisfaction
- Ensure an operationally efficient airfield that meets FAA standards
- Be fiscally and environmentally sustainable
- Optimize the productive use of airport property
- Meet the aviation needs of the San Diego region in a socially responsible manner

Stakeholder Engagement Objective:

- Achieve regional consensus and support through a stakeholder engagement program

Public Outreach Objectives:

- Raise awareness with elected officials, appropriate state and federal agencies, local and regional agencies, media and the communities neighboring the airport
- Earn positive and/or balanced media coverage about the process
- Minimize misperceptions
- Generate interest in, and enthusiasm about future airport enhancement projects

STRATEGIES

Public Outreach Strategies:

- Leverage existing networks and stakeholder groups to communicate the process

AUDIENCES

Internal Stakeholders

- Airlines
- SDIA employees
- Tenants

External Audiences

- San Diego County residents
- Neighboring communities
- Business and industry groups*
- Community groups including town councils/planning groups*
- Elected officials and their staffs*
- Media

Note: For the purposes of this plan, the Porter Novelli team will provide support to the Airport Authority on public outreach efforts for external audiences and internal stakeholders upon request.

*See attached stakeholder list.

MESSAGES

- The Airport Development Plan (ADP) is the next master-planning phase for San Diego International Airport.
- The ADP is designed to identify improvements that will enable the airport to meet demand through 2035, which is approximately when projected passenger activity levels will reach capacity for **the airport's** single runway.
- The ADP considers:
 - The future of Terminal 1
 - Redevelopment of the former Teledyne-Ryan property
 - Input to SANDAG as it plans for effective intermodal transportation facilities
 - Creation of new non-airline revenue opportunities
- The ADP goals are:
 - Improve access to the airport while reducing airport traffic on Harbor Drive
 - Accommodate current and future demand for close-in parking
 - Develop terminal facilities to accommodate future demand and maintain high passenger satisfaction
 - Ensure an operationally efficient airfield that meets FAA standards
 - Be fiscally and environmentally sustainable
 - Optimize the productive use of airport property
 - Meet the aviation needs of the San Diego region in a socially responsible manner
- As a first step in the ADP, consultant firm Leigh Fisher has developed several potential concepts as thought-starters for a more focused conversation.
 - These are just a starting point – the first step in a long, comprehensive planning process.
- Extensive public outreach is planned throughout the summer to obtain input from residents and airport stakeholders in the San Diego region.
- Airport staff will then formulate a preferred alternative for the Airport Authority **Board's** consideration.
- After a preferred alternative is identified, detailed environmental and financial analyses will be conducted.
- It is expected that the entire process will conclude in spring 2016.

HIGHLIGHTS OF PUBLIC OUTREACH PLAN

Elected Official Outreach

- One-on-one briefings
- SAN e-newsletter
- SANews
- *Aviation Matters*, quarterly report to jurisdictions

Public Outreach

- Presentations to business and community organizations, planning groups and town councils, as requested
- Open house to present concepts and request public input
- Fact sheet
- Frequently Asked Questions
- **"Inside the Fenceline"** airport briefing program for community and opinion leaders
- Social media: Facebook, Twitter, Flickr, YouTube, Instagram and Pinterest
- SAN e-newsletter
- SANews

- Dedicated email for questions/concerns

Media Relations

- Media briefings and/or media releases for project milestones, as needed (unveiling concepts; preferred alternative)
- Opinion editorials, as needed
- Editorial strategy
- Media advisories for media briefings

WORK PLAN

May 2014 – Board Presentation, Concepts Unveiled

Project	Owner	Status
Planning		
Draft/update public outreach plan	Porter Novelli	Complete
Develop/refine key messages for internal use	Porter Novelli	Complete
Public Outreach		
Secure meetings with business, industry and community groups for upcoming ADP briefings	Porter Novelli	Ongoing
Brief business, industry and community groups on evaluation matrix and preliminary preferred concept <ul style="list-style-type: none">Downtown San Diego Partnership (May 21)San Diego Port Tenants Association (May 28)	Airport Authority	Complete
Draft article for <i>SAN e-newsletter</i> about Airport Development Plan open house	Porter Novelli	Complete
Draft board memo regarding open house	Porter Novelli	Complete
Send newsletter article to business organizations for inclusion in newsletters	Porter Novelli	Complete
Distribute open house flyer to community groups	Airport Authority	Complete
Government Relations/Inter-Governmental Relations		
Brief elected officials on Airport Development Plan and concepts	Airport Authority	Ongoing
Media Relations		
Draft media alert for June 2 media briefing	Porter Novelli	Complete
Distribute media alert	Airport Authority	Complete
Collateral/Material Development		
Update FAQs	Porter Novelli	Complete
Develop fact sheet/one-pager	Porter Novelli	Complete
Update webpage	Airport Authority	Complete
Social Media		
Draft social media posts about ADP open house	Airport Authority	Complete

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June 2014 – Media Briefing & Open House on Concepts

Project	Owner	Status
Public Outreach		
Secure meetings with business, industry and community groups	Porter Novelli	Ongoing
Brief business, industry and community groups on evaluation matrix and preliminary preferred concept <ul style="list-style-type: none">San Diego Regional EDC (June 11)Midway Planning Group (June 18)Peninsula Community Planning Board (June 19)San Diego Convention Center Corporation (June 25)South County EDC, Transportation and Infrastructure Committee (June 27)	Airport Authority	Complete
Host open house (June 12)	Airport Authority	Complete
Media Relations		
Host media briefing (June 6)	Airport Authority	Complete
Government Relations/Inter-Governmental Relations		
Brief elected officials on concepts	Airport Authority	Ongoing
Social Media		
Post social media updates about ADP as appropriate	Airport Authority	Ongoing

July 2014 – Public Outreach

Project	Owner	Status
Public Outreach		
Secure meetings with business, industry and community groups	Porter Novelli	Ongoing
Brief business, industry and community groups on evaluation matrix and preliminary preferred concept <ul style="list-style-type: none">Uptown Planners (July 1)CleanTECH San Diego (July 15)San Diego Tourism Authority (July 17)LGBT community (July 29)	Airport Authority	Complete
Government Relations/Inter-Governmental Relations		
Brief elected officials on concepts	Airport Authority	Ongoing
Social Media		

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Post social media updates about ADP as appropriate	Airport Authority	Ongoing
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August 2014 – Public Outreach

Project	Owner	Status
Public Outreach		
Mail <i>SANews</i> to 2,000+ elected officials and community leaders and business leaders <ul style="list-style-type: none">• “Planning for the Future”	Porter Novelli	Complete
Distribute SAN e-newsletter <ul style="list-style-type: none">• “Planning for the Future”	Porter Novelli	Complete
Secure meetings with business, industry and community groups	Porter Novelli	Ongoing
Brief business, industry and community groups on evaluation matrix and preliminary preferred concept <ul style="list-style-type: none">• Uptown Planners (August 5)• Downtown Community Planning Council (August 20)• Downtown Realtor Caravan (August 21)	Airport Authority	Complete
Government Relations/Inter-Governmental Relations		
Brief elected officials on Airport Development Plan evaluation matrix and preliminary preferred concept	Airport Authority	Ongoing
Social Media		
Post social media updates about ADP as appropriate	Airport Authority	Ongoing

September 2014 – Public Outreach

Project	Owner	Status
Public Outreach		
Secure meetings with business, industry and community groups to share preferred concept	Porter Novelli	Ongoing
Brief business, industry and community groups on evaluation matrix and preliminary preferred concept <ul style="list-style-type: none">• Fourth Council District Town Hall (September 11)• Friends of Downtown Luncheon (September 18)• Peninsula Community Planning Board (September 18)• El Cajon Valley Lions Club (September 22)• Point Loma Optimists Club (September 23)	Airport Authority	Complete
Design announcement for the Fourth Council District community input meeting	Porter Novelli	Complete
Develop community outreach evaluation form	Porter Novelli	Complete

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Schedule presentations to local business organization's transportation and/or policy committees to solicit input	Porter Novelli	Ongoing
Government Relations/Inter-Governmental Relations		
Brief elected officials on Airport Development Plan evaluation matrix and preliminary concept	Airport Authority	Ongoing
Collateral/Material Development		
Update webpage	Porter Novelli	Complete
Media Relations		
Draft recap article of the Fourth Council District community input meeting for <i>The San Diego Voice & Viewpoint</i>	Porter Novelli	Complete
Social Media		
Post social media updates about ADP as appropriate	Airport Authority	Ongoing

October 2014 – Public Outreach

Project	Owner	Status
Planning		
Host stakeholder input meetings <ul style="list-style-type: none"> • Technical Advisory Committee (October 14) • Authority Advisory Committee (October 15) 	Airport Authority	Complete
Public Outreach		
Secure meetings with business, industry and community groups	Porter Novelli	Ongoing
Brief business, industry and community groups on evaluation matrix and four concepts <ul style="list-style-type: none"> • San Diego Regional Chamber of Commerce (October 14) • San Diego Regional Economic Development Corporation (October 16) • San Diego County Taxpayers Association Transportation Committee (October 17) • East County EDC Gillespie Field Committee and East County Chamber Infrastructure & Land-Use Committee (October 21) • South County EDC Transportation & Infrastructure Committee (October 31) 	Airport Authority	Complete
Develop ADP concepts survey to solicit additional public input	Porter Novelli	Complete
Government Relations/Inter-Governmental Relations		
Brief elected officials on ADP evaluation matrix and four concepts <ul style="list-style-type: none"> • City of Escondido (October 16) 	Airport Authority	Ongoing

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Social Media		
Post social media updates about ADP as appropriate	Airport Authority	Ongoing

November 2014 – Public Outreach

Project	Owner	Status
Public Outreach		
Secure meetings with business, industry and community groups	Porter Novelli	Ongoing
Brief business, industry and community groups on evaluation matrix and four concepts <ul style="list-style-type: none">• Associated General Contractors (November 5)• San Diego County Taxpayers Association Executive Committee (November 12)• Downtown San Diego Partnership Planning & Public Policy Committee (November 13)• San Diego North Economic Development Council (November 13)• Point Loma Rotary Club (November 14)• Bankers Hill Community Group (November 17)• Escondido Rotary Club (November 18)	Airport Authority	Complete
Draft public input email	Porter Novelli	Complete
Distribute public input email	Airport Authority & Porter Novelli	Complete
Shoot ADP “Understanding the Alternatives” video and upload to SAN.org	Airport Authority	Complete
Upload ADP concepts survey	Porter Novelli	Complete
Collect ADP concepts survey responses	Porter Novelli	Ongoing
Government Relations/Inter-Governmental Relations		
Brief elected officials on ADP evaluation matrix and four concepts	Airport Authority	Ongoing
Media Relations		
Draft public input media release	Porter Novelli	Complete
Distribute public input media release	Airport Authority	Complete
Social Media		
Post social media updates about ADP as appropriate	Airport Authority	Ongoing

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December 2014 – Public Outreach

Project	Owner	Status
Planning		
Develop public outreach packet for Board	Porter Novelli	Complete
Develop public outreach presentation slides	Porter Novelli	Complete
Public Outreach		
Mail <i>SANews</i> to 2,000+ elected officials and community leaders and business leaders <ul style="list-style-type: none">• “Tell Us What You Think About The Airport Development Plan Alternatives”	Porter Novelli	Complete
Distribute SAN e-newsletter <ul style="list-style-type: none">• “Tell Us What You Think About The Airport Development Plan Alternatives”	Porter Novelli	Complete
Secure meetings with business, industry and community groups	Porter Novelli	Ongoing
Brief business, industry and community groups on evaluation matrix and four concepts <ul style="list-style-type: none">• South County EDC Transportation & Infrastructure Committee (December 5)	Airport Authority	Complete
Collect ADP concepts survey responses	Porter Novelli	Ongoing
Media Relations		
Draft media briefing media alert	Porter Novelli	Complete
Government Relations/Inter-Governmental Relations		
Brief elected officials on ADP evaluation matrix and four concepts	Airport Authority	Ongoing
Social Media		
Post social media updates about ADP as appropriate	Airport Authority	Ongoing

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SAN DIEGO
INTERNATIONAL
AIRPORT

AIRPORT DEVELOPMENT PLAN OPEN HOUSE

The Airport Development Plan (ADP) is the next master-planning phase for San Diego International Airport. The ADP is designed to identify improvements that will enable the airport to meet demand through 2035.

The Airport Authority will share several concepts as thought-starters and request public input. These initial concepts are just a starting point – the first step in a long, comprehensive planning process. Airport staff will then formulate a preferred alternative for the Airport Authority Board's consideration. After a preferred alternative is identified, a detailed environmental analysis will be conducted. It is expected that the entire process will conclude in spring 2016.

AIRPORT DEVELOPMENT PLAN OPEN HOUSE

Thursday, June 12 from 4-7 p.m.

(The same presentation will be repeated hourly at 4 p.m., 5 p.m. and 6 p.m.)

San Diego International Airport Commuter Terminal, Second Floor

Orville and Wilbur Wright Conference Rooms
3225 North Harbor Drive, San Diego

Parking available in Commuter Terminal lot;
parking will be validated



THE ADP CONSIDERS

- The future of Terminal 1
- Redevelopment of the former Teledyne-Ryan property
- Input to SANDAG as it plans for effective intermodal transportation facilities
- Creation of new non-airline revenue opportunities

For questions or comments, please email ADP@san.org

Airport Development Plan Update

Prepared by:

**SAN DIEGO COUNTY REGIONAL
AIRPORT AUTHORITY**



SAN DIEGO
INTERNATIONAL
AIRPORT

SDIA AIRPORT DEVELOPMENT PLAN

Leigh|Fisher
Management Consultants

SDIA Planning Timeline



Where Is SDIA Today?

- **The Airport is implementing the recommendations from the 2008 master plan**
- **Completed Terminal 2 West expansion:**
 - 430,000 square feet of new terminal space
 - 10 aircraft gates
 - Additional remain-overnight aircraft parking
 - Landside improvements, including new smart curb and elevated roadways
- **Building north side improvements**



Where Is SDIA Today?

- **A Close-In Parking Garage was previously deferred by the SDCRAA Board, although approved and fully entitled in the 2008 Master Plan and Environmental Impact Report (EIR)**
- **Need for additional close-in parking continues to increase**



What is the Airport Development Plan?

- **The Airport Development Plan (ADP) is needed to define the next phase of development at SDIA**
- **Will address major improvements required to handle long-term projected demand, including:**
 - Terminal 1 replacement
 - Improved close-in parking
- **Maximize airport efficiencies**
 - Airfield, terminal, support, energy, etc.



Project Goals

Ground Access

Improve access to the Airport and accommodate parking demand

Passenger Terminal Facilities

Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction

Airfield/Airspace

Plan for an operationally efficient airfield that meets FAA standards

Sustainability

Provide a plan that is fiscally and environmentally sustainable

Land Development

Optimize the productive use of Airport properties

Social Responsibility

Provide a plan that meets the aviation needs of the San Diego region in a socially responsible manner



Extensive List of Requirements

■ **Replace T1 gates**

- Replace Terminal 1 in first phase
- Phased implementation
- Minimize gates requiring bussing

■ **Accommodate international growth**

- 7 international gates, including 5 widebody gates
- Adequate Federal Inspection Services (FIS) capacity
- Maintain operational flexibility

■ **Optimize terminal operations**

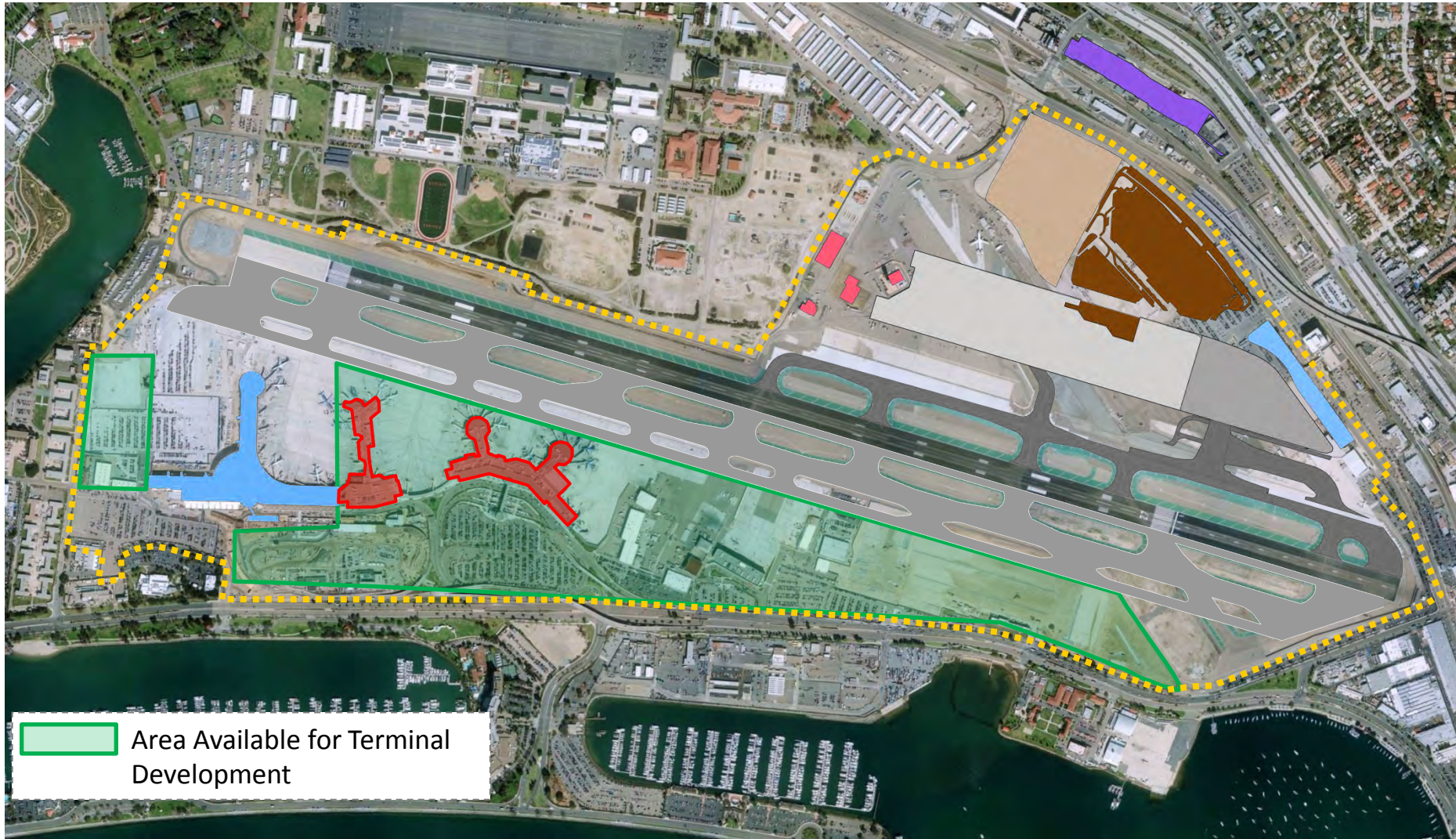
- Convenient passenger experience
- Minimize walking distances
- Structured parking needed to meet demand
- Opportunity for commercial enhancement


■ **Compatibility with SANDAG's future transit plans**

■ **Remove airport traffic from Harbor Drive**



Defining the Terminal Development Boundaries

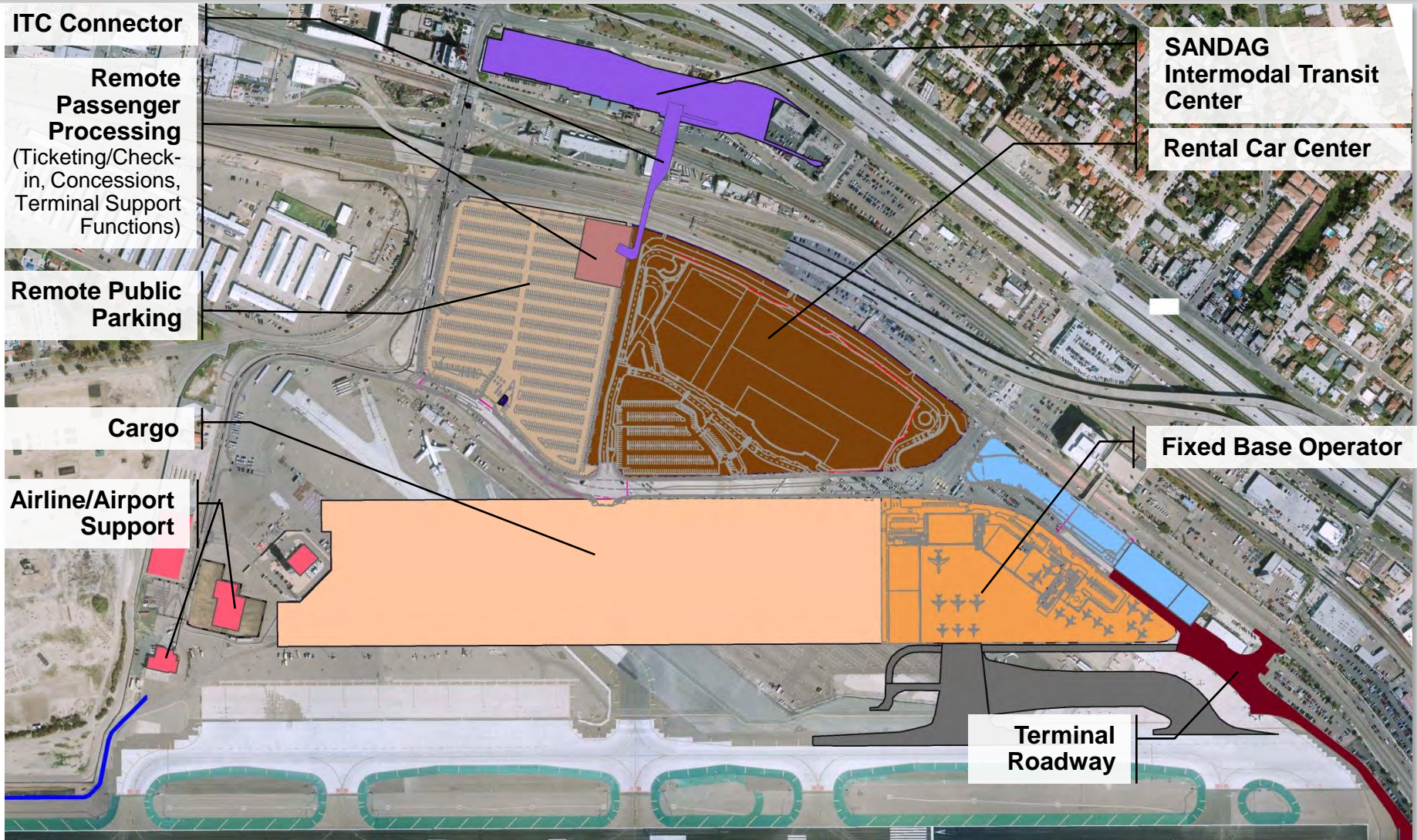


 Area Available for Terminal Development

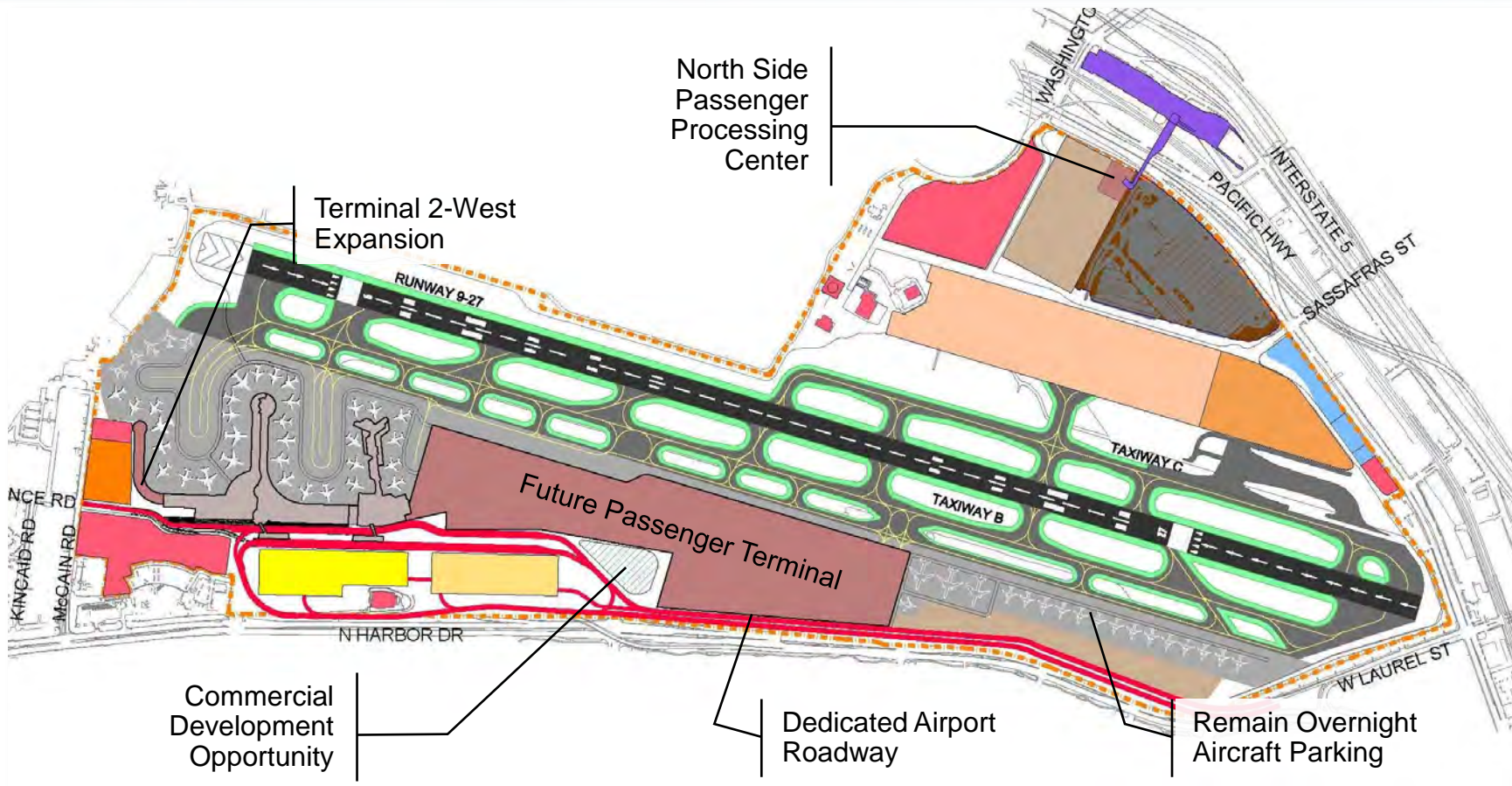
The Following Concepts Are...

- **A starting point for discussion**
- **A vision for consideration**
- **Intended to obtain views, thoughts and concerns**

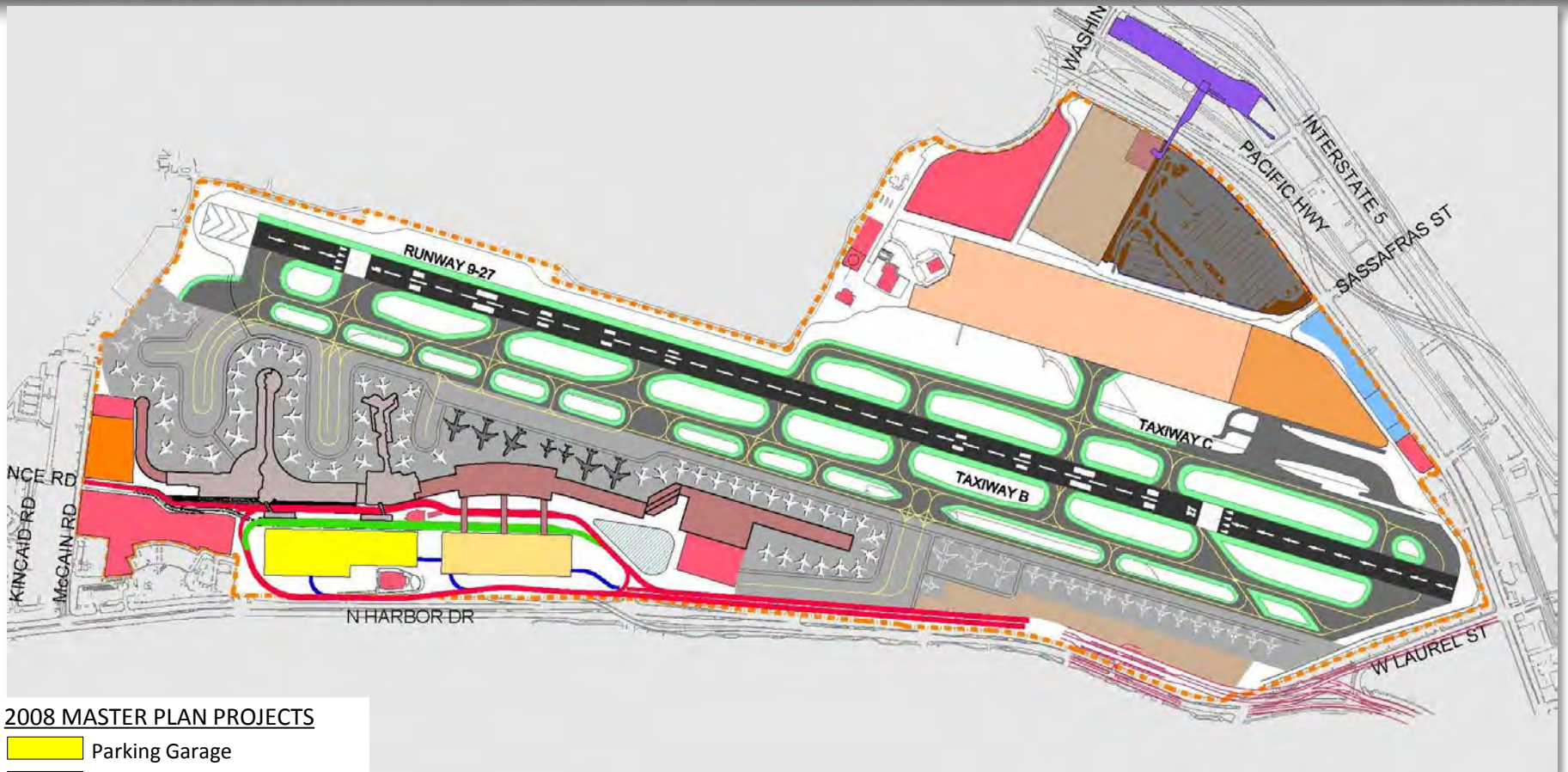
North Side Concept



Alternatives 1 2 3 Common Elements



Alternative 1



2008 MASTER PLAN PROJECTS

- Parking Garage
- Cargo Development

PASSENGER TERMINAL FACILITIES

- Existing Passenger Terminal
- Future Passenger Terminal
- Commercial Development
- Domestic Gate
- International Gate
- RON Position

GROUND TRANSPORTATION FACILITIES

- Close-in Public Parking
- Remote Public and Employee Parking
- Rental Car Center
- SANDAG ITC
- Terminal Roadway/ Arrivals Curbside
- Departures Curbside
- Garage Access Roadway

SUPPORT FACILITIES

- Belly Cargo
- General Aviation
- Airline/Airport Support
- Port Parking/WTC

Alternative 1 Rendering



Alternative 1 Rendering



Alternative 2



2008 MASTER PLAN PROJECTS

- Parking Garage
- Cargo Development

PASSENGER TERMINAL FACILITIES

- Existing Passenger Terminal
- Future Passenger Terminal
- Commercial Development
- Domestic Gate
- International Gate
- RON Position

GROUND TRANSPORTATION FACILITIES

- Close-in Public Parking
- Remote Public and Employee Parking
- Rental Car Center

- SANDAG ITC
- Terminal Roadway/ Arrivals Curbside
- Departures Curbside
- Garage Access Roadway

SUPPORT FACILITIES

- Belly Cargo
- General Aviation
- Airline/Airport Support
- Port Parking/WTC

Alternative 2 Rendering



Alternative 2 Rendering



Alternative 3



2008 MASTER PLAN PROJECTS

- Parking Garage
- Cargo Development

PASSENGER TERMINAL FACILITIES

- Existing Passenger Terminal
- Future Passenger Terminal
- Commercial Development
- Domestic Gate
- International Gate
- RON Position

GROUND TRANSPORTATION FACILITIES

- Close-in Public Parking
- Remote Public and Employee Parking
- Rental Car Center
- SANDAG ITC
- Terminal Roadway/ Arrivals Curbside
- Departures Curbside
- Garage Access Roadway

SUPPORT FACILITIES

- Belly Cargo
- General Aviation
- Airline/Airport Support
- Port Parking/WTC


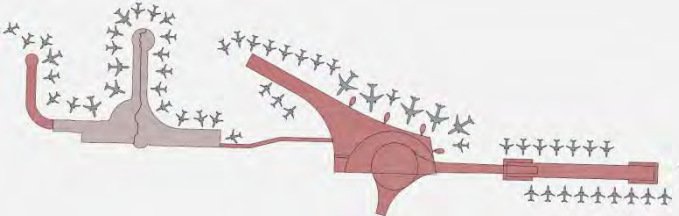

Alternative 3 Rendering



Alternative 3 Rendering



Terminal Concepts Summary

Concept	Common Characteristics	Major Differences
<p>Alternative 1</p> 	<ul style="list-style-type: none"> Meets gate requirements Creates commercial development opportunities landside 	<ul style="list-style-type: none"> Less efficient airside than other alternatives Maintains T2E Requires temporary terminal
<p>Alternative 2</p> 	<ul style="list-style-type: none"> Allows for unified landside between Terminals 1 and 2 	<ul style="list-style-type: none"> Two-terminal configuration with airside connector 18-gate satellite connected to T1 core via bridge Efficient airside configuration
<p>Alternative 3</p> 		<ul style="list-style-type: none"> Two-terminal configuration with airside connector Space-efficient terminal platform, preserving space for other airport uses

Project Schedule

- Fall/Winter 2014 – Recommended Plan and Evaluation
- 2015/2016 – Environmental Review Documents
- 2016 – Adoption of Airport Development Plan

Public Input is Crucial

AIRPORT DEVELOPMENT PLAN OPEN HOUSE

Thursday, June 12 from 4-7 p.m.

(Hourly presentations starting at 4 p.m., 5 p.m. and 6 p.m.)

**San Diego International Airport Commuter
Terminal, Second Floor**

Orville and Wilbur Wright Conference Rooms

3225 North Harbor Drive, San Diego

Parking available in Commuter Terminal lot;
parking will be validated

Open House Recap

Overview and Summary

The Airport Authority hosted an open house about the Airport Development Plan to provide the public with a look at the preliminary concepts and accept public input. Keith Wilschetz made the presentation with sessions starting at 4 p.m., 5 p.m. and 6 p.m., in order to accommodate a wide range of schedules. Angie Jamison, Diana Lucero, Steve Shultz and Jeffrey Woodson attended from staff. Brenda Deeley, Tricia Whittemore, Peter MacCracken and Ben Haddad attended as consultant team representatives. Holland Young attended representing Leigh Fisher. Media from San Diego 6 and FOX attended.

Meeting Recap

Date:	Thursday, June 12, 2014 4-7 p.m.
Location:	San Diego International Airport Commuter Terminal, 2 nd Floor 3225 North Harbor Drive San Diego, CA 92101

Attendance

In total, 92 people attended the open house, divided between sessions as follows:

- Session 1 (4 p.m.): Approximately 55 attendees
- Session 2 (5 p.m.): Approximately 25 attendees
- Session 3 (6 p.m.): Approximately 12 attendees

Audience Questions and Comments

1. Do Land Air and FedEx stay where they are?
 - Cargo facilities including these are being addressed through our current building efforts on the north side. Over next 5-7 years it's likely they'll be rebuilt on the north side, but the ADP will not impact them.
2. From an income-generating standpoint, it looks like option 1 allows T2E to continue operation while the others impact that terminal. Will that be considered in terms of cost?
 - Yes, that will be considered as part of the cost estimate. The board will have to take a look at the pros and cons of keeping or rebuilding that terminal.
3. I'm a frequent user and I'm very impressed with what you've done with Terminal 2. Most traffic comes in on Laurel; do you have mitigation plans to deal with that traffic before it gets to that point?
 - Yes, there will absolutely be mitigation plans. We'd like to get as far north as we can with the bypass road to get traffic off surface streets as soon as possible. The Port owns the property where Solar Turbines parks so we'd

have to work with them to see if there's an opportunity to use that land. Being a downtown airport has its advantages, but it does mean we have to deal with traffic on surface streets.

4. What considerations are you giving to underground facilities?
 - The airport is built on a landfill; it used to be a swamp. The problem is the level of the water table; it's about 10 feet down. You can't have pumps as part of construction in San Diego, so we're not planning to go underground with any construction at this airport.
5. What about the Rental Car Center?
 - When the Rental Car Center opens in 2016, all rental car companies will move to this facility, and those who don't will have to pick up/drop off passengers there. We are eliminating all of the shuttle buses and instead we will operate a consolidated shuttle system for all rental car customers. This will reduce shuttles from 80 to 20. The Rental Car Center is a great customer convenience and people like them a lot. We'll be able to use on-airport roads to reduce traffic.
6. What is the timeline for the closure of Terminal 1?
 - There are a lot of things that have to happen including finding the funding for the ADP before that is determined. We do know that Southwest wants to replace it as soon as possible, but you won't see the terminal closing for 8-10 years at least.
7. You said that we'll reach capacity around 2035, and we have one runway that can't be extended. What happens in 2035?
 - We think the capacity of the runway will reach its limit by 2035. That may change depending on the economy and other factors. But even when the runway reaches capacity, the airport will still be here. However, if we want to accommodate more growth, it will have to happen somewhere else.
8. Do all three alternatives assume that the eastern part is the first part to be built?
 - Yes. The way the phasing plan works is that we'd construct a temporary terminal while we made Terminal 1 a construction site. You could in theory build the eastern part in one phase. It would be a huge undertaking but it could be done. We'll see if that makes sense. It depends on funding and the needs of Southwest Airlines.
9. What are the chances that the airport could operate 24/7?
 - Next to none. We don't anticipate the curfew going away. The reason we do that is for noise, and we try to be a good neighbor and allow people who live under the flight path to sleep at night.
10. In regards to commercial development, what concepts are being presented?
 - That will be developed over the next year and a half. What we tend to do to pay for projects is sell bonds that are backed by our revenues. But most of our bonding capacity is tied up by the Green Build right now. We're going to have to look into other revenue sources and commercial development will be a part

of that. There's a financial plan that will be developed over the next year and a half.

11. What are you doing when it comes to sustainability?
 - Sustainability is huge to us and while environmental is a big part of that, there are other components as well. Sustainability will be a big part of this project.
12. Thank you for this presentation; this has been very informative. Do you have anything like this that you have broadcast on TV? I think others should hear about this.
 - All of this will be on the website, as well as on the news.
13. You have all this Marine land and the Coast Guard station – what is the possibility of that space being made available in future years?
 - We've heard nothing that indicates it will be available. We don't plan on relying on MCRD for any of their land and we are very happy with them where they are currently located.
14. What will happen to the building we're in?
 - This building will go away. We are starting to transition operations to other terminals, and right now much of our administrative functions are located here. We would probably design the administrative functions into the airport.
15. All of these assume a growth in passengers. What are you anticipating?
 - Right now we're at 18 million passengers a year; the capacity of runway is 28 million. That may change depending on where the airline industry goes. We anticipate we may hit capacity around 2035.
16. If we get to 300,000 operations, that means a plane would be departing every how many seconds?
 - That's not how the industry works. Demand for flights happens at certain times and people don't want to fly at night. We have peak periods when people want to fly. What will happen when the runway starts to reach capacity is that there will be no more room at peak hours, and those will start expanding out. The most we can accommodate is one flight every 90 seconds and it will stay that way unless technology changes the game. The curfew won't change.
17. Why do you need so many RON spaces?
 - Planes want to land here at night so they can take off early in the morning for efficiency reasons. When our gates fill up and no more planes can park at them, they need a place to remain overnight; these spaces accommodate that.
18. How does this impact wait times on the runway? What is the average wait time when you're on the runway?
 - When it gets to about 6 minutes we consider the runway to be at capacity.
19. You talked about rental car parking – I was under the impression that the on-airport road would handle that traffic?

- Yes, that is correct. The on-airport road will handle rental car and parking shuttles to take that traffic off Harbor Drive. We'll also be building another lane westbound where the road intersects with Harbor Drive. As part of the ADP, we are adding to that with a bypass road.
20. Is the Commuter Terminal going away?
- Yes.
21. How much parking are you adding or removing on this side?
- These concepts include what we need. Studies show we need about 7,000 parking spaces in front of the terminals and we have only 2,500. That would be accommodated by the two parking garages.
22. What percentage increase in flights would we see? We live under the flight path.
- Right now we have 180,000 operations. The capacity of the runway is about 280,000. We anticipate getting there around 2035.
23. If you don't do this project, would the airline traffic still increase?
- Yes. This project won't create new demand; it is meant to accommodate the projected demand. This is what we saw with The Green Build. The new building doesn't create demand.
24. What about ground traffic?
- That will be determined as part of the EIR.
25. Have airlines seen these alternatives?
- Yes, we spent three days going through these concepts with Southwest Airlines and Delta. They're very happy we're doing this.
26. None of these concepts showed an extension of taxiway Charlie; I'm assuming that concept is dead and we won't have a terminal on the north or have a central processing hub on the north.
- That's correct, there won't be an extension of the taxiway and we see the bulk of activity happening on the south side.

###



Public Outreach

Public Outreach

NAME	TITLE	ORGANIZATION	DATE
COMMUNITY LEADERS			
Ms. Cecilia Carrick	Chair	Point Loma Association	5/7/14
Mr. Joel Young	Chair	P3 People for Progress	6/12/14
Mr. Tom Curley	President	Mission Hills BID	6/12/14
Ms. Lara Gates	President	Mission Hills Town Council	6/12/14
Ms. Beth Jaworski	Chair	Uptown Planners	7/1/14
		Uptown Planners Meeting	8/5/14
		Old Mission Rotary Club	9/16/14
		Friends of Downtown	9/18/14
		El Cajon Valley Lions Club	9/22/14
		Point Loma Optimists Club	9/23/14
		P3 People for Progress	10/10/14
		San Diego LGBT Community Center	7/29/14
		P3 People for Progress	8/8/14
		Mr. Julia Quinn	Chair
Ms. Melanie Nickel	Chair	Midway Community Planning Group	6/18/14
		Downtown Community Planning Council	8/20/14
		Peninsula Community Planning Board	9/18/14
		Fourth Council District	9/11/14
		Point Loma Rotary Club	11/14/14
		Banker's Hill Community Group	11/17/14
		Escondido Rotary Club	11/18/14

MIDWAY PLANNING GROUP RECAP REPORT

DATE: June 18, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan. Angie Jamison made the presentation with Peggy Cooper attending from staff and Kalyn Tweet attending as the consultant team representative.

Meeting Recap

Date:	Wednesday, June 18, 2014 3 p.m.
Location:	San Diego Community College 3249 Fordham Street #205 San Diego, CA 92110

Attendance

Approximately 60 attendees (members of the Midway Planning Group and community members)

Recap

Angie presented the Airport Development Plan and potential concepts.

Audience Questions and Comments

1. I was a big supporter of moving the airport and still think that is the best option. So when will the existing airport be extinct and is there still an option to move it?
 - a. The airport will not go extinct, but once capacity is reached for the single runway, there will eventually be delays. We are not back to the 2006 level of traffic so it will be many years until the airport starts feeling those delays. Also, the airport move was voted down so this is our only option.
2. For concept number two, is there potential to utilize space underground?
 - a. No, unfortunately there is not. We have looked into the matter, but the water table is too high and it would be extremely expensive to build and maintain.
3. Is there going to be a single entrance into the airport?
 - a. No, there will be multiple entrances incorporated.

###

DOWNTOWN COMMUNITY PLANNING COUNCIL RECAP REPORT

DATE: August 20, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan. Keith Wilschetz, director of planning and noise mitigation, made the presentation and Hillary Schuler-Jones attended as the consultant team representative.

Meeting Recap

Date:	Wednesday, August 20, 2014 5:15 p.m.
Location:	CIVIC San Diego 401 B Street, San Diego, CA 92103

Attendance

Approximately 10 attendees and 17 council members

Recap

Keith presented the Parking Plaza and Airport Development Plan.

Audience Questions and Comments

1. Thank you from board member for “finally addressing Terminal 1”
2. What is the volume of traffic in Terminal 1 vs. Terminal 2?
 - a. It is roughly the same
 - i. T1 – 42%
 - ii. Commuter 6-7%
 - iii. T2 – 50%
3. What capacity are we at right now?
 - a. The runway is the limit - it can take 28 million; we are at 18 million per year now.
 - b. In San Diego, the weather is always good and the wind is very predictable, so one runway serves us ok. Projected capacity will run out in 2040.
4. Do you have estimated costs for the three alternatives you proposed?
 - a. No, we are in the middle of preparing those. I can tell you that the Green Build cost \$900 million for 10 gates, and the new T1 would be 28 gates.

5. San Diegans are very protective of their downtown space. To spend that much money on something that will only improve capacity for a few more decades, is it worth it?
 - a. I came to the Airport Authority during site selection eight years ago and we don't want to go back to that. Voters decided that they really want to keep the airport where it is and make the existing airport the very best that it can be, rather than looking for new locations.
6. Above and to the right of the existing runway is a lot of land. What is keeping us from building a second runway there?
 - a. That area is MCRD, and they have made it very clear that they will not give us any land. We last approached them about it 3-4 years ago, and then we got a letter from the Under Secretary of the Navy saying, "Don't ever ask us for our land again." You could physically squeeze in another runway next to the current one, but it would cost about \$1 billion and you wouldn't get the full benefit of the runway because it would be too close to the existing one. FAA regulations state that runways need to be 4,300 feet apart to operate independently. Any closer and they are considered one runway due to safety constraints. I've watched planes land from Mr. A's, and you can see from up there that the approach is right through a canyon – there isn't enough room to have two planes in the airspace on approach, particularly in the event of an aborted landing.
7. For the passenger processing center on north side, were there any other options discussed?
 - a. Going under the runway isn't financially feasible because of the high water table, and the FAA didn't like it because it would make it very vulnerable in the event that something happened during construction. We did have engineers estimate it, and they said it would cost \$300 million just for tunnel, not including rail and other infrastructure. So, it makes more sense to go around the end of the runway. We talked about whether we should put in a rail system or a bus, and given that we will likely never have a major terminal on the north side, we think that the Rental Car Center and the processing center will never require more than the shuttle bus system can provide.
8. Is there any other spot where the trolley could stop closer to the terminals?
 - a. Talk to SANDAG – it's their decision to make. We can coordinate with them, but it doesn't look like they will be moving the stop.
9. One of the best things about this airport is that the time it takes from wheels on the ground to feet on the curb is just 7-8 minutes. If you shift things to the north, is that where everyone will go?
 - a. No, the north is just an option for people who want to either ride the trolley or get off directly from the 5.

###

POINT LOMA PEOPLE FOR PROGRESS (P3) PRESENTATION RECAP REPORT

DATE: August 8, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan and Parking Plaza. Angie Jamison made the presentation with Peggy Cooper and Ian (intern) in attendance. Peter MacCracken attended as the consultant team representative.

Meeting Recap

Date:	Friday, August 8, 2014 1:30 p.m.
Location:	McMillin Realty Conference Room

Attendance

Sixteen attendees, not including Airport Authority representatives.

Recap

Angie presented the Airport Development Plan and potential concepts, as well as the Parking Plaza.

Presentation Questions and Comments

1. Will the Commuter Terminal go away?
 - a. Yes.
2. What is the goal for completion?
 - a. For the Parking Plaza, 36 months. For the ADP, 2035
3. Kevin Faulconer opposed the Parking Plaza before; where is he now?
 - a. Because conditions are better on Harbor Drive, and because he now represents the entire city, he is neutral.
4. When will the new taxiway be completed?
 - a. Not sure, but it will be part of an early phase.
5. What is the Parking Plaza height?
 - a. Current proposal is three stories, whereas previous concept was five stories.
6. How will Authority comply with MOU (with then State AG) and not increase emissions when you are increasing traffic on Harbor Drive?
 - a. This will not increase traffic on Harbor Drive.
7. What is the Authority doing to lower greenhouse gas emissions overall?

- a. Peggy Cooper to arrange for environmental presentation to group.
- 8. Is there an ALUCP update that relates to NTC and moving the RPZ?
 - a. Yes. Several of the buildings in question are not outside the RPZ.
- 9. Does the Authority have updated noise contours?
 - a. Yes. Those for the new ALUCP.

###

LGBT CENTER COMMUNITY INPUT MEETING RECAP REPORT

DATE: July 29, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan. Angie Jamison made the presentation with Peggy Cooper attending from staff and Kalyn Tweet attending as the consultant team representative.

Meeting Recap

Date:	Tuesday, July 29, 2014 5:30 p.m.
Location:	San Diego LGBT Center 3909 Centre Street San Diego, CA 92103

Attendance

Approximately 10 attendees

Recap

Angie presented the Airport Development Plan and potential concepts.

Audience Questions and Comments

1. In concept 1, will Terminal 1 and Terminal 2 connect? If so, Southwest customers will love you, especially the ones who currently enter Terminal 1 and have to go through two check points.
 - a. Yes, Southwest travel is expanding and more traffic is going through Terminal 1 to Terminal 2, so this linear version will be very convenient.
2. Why is there not a train that goes directly into the airport?
 - a. We are a west coast operation so for this to work, it would need to run 24 hours a day but there is not enough demand to make this viable. Also, under federal law, light rail cannot cross a heavy rail. So the train rail would need to go under or over the heavy rail that is now in place. Under would not work because the water table is too high and it would be too costly. And going over would not work because of MCRD sensitivities.
3. Why are most restaurants post-security?
 - a. Most restaurants are post-security because of passenger convenience. Passengers are more likely to miss flights if lingering before security. Also, passengers favor post-

security concessions because they like to get in sight of their gate before eating and/or shopping.

4. After the Rental Car Center opens, what will happen to the space once occupied by the rental car companies?
 - a. That property is owned by the Port and the Port is currently working on a 50-year master plan and looking into worthwhile options.
5. Could there be a parking garage on the north side of the airport?
 - a. We could put a garage on the north side, but we do currently have a parking lot there and it is not full. The demand is not there, but for close-in. We want to meet our travelers' needs by providing a better level of service.
6. Will there be spots in the Rental Car Center for electric vehicles?
 - a. Yes, absolutely. We currently have electric charging stations in all lots around the airport.
7. Does the airport work with companies like Uber and Lift?
 - a. No, not at this time, but we are looking into this for the future. We will have to figure out how to handle this specific mode of transportation because currently there are issues with liability, insurance and taxi organizations.
8. Will there be any car2go options at the Rental Car Center?
 - a. That is a great question. We will have to look into it.
9. Is there any way to get more property or move to Miramar?
 - a. At this time no, so we are working on the 661 acres that we have and will make the most of it.

###

FOURTH COUNCIL DISTRICT RECAP REPORT

DATE: September 11, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan and Parking Plaza. Angie Jamison made the presentation with Peggy Cooper and Sandra Knight-Mayes attending from staff and Kalyn Tweet attending as the consultant team representative.

Meeting Recap

Date:	Thursday, September 11, 2014 6 p.m.
Location:	Tubman Chavez Building 415 Euclid Avenue, San Diego, CA 92114

Attendance

Approximately 30 attendees in addition to City of San Diego Councilmember Myrtle Cole

Recap

Councilmember Myrtle Cole kicked-off the meeting and introduced Angie. Angie presented the Airport Development Plan with potential concepts and Parking Plaza.

Audience Questions and Comments

1. For concept 2, can you elaborate upon the passageway underneath the sky bridge?
 - a. There will be a taxiway right under the sky bridge, so airplanes will be able to pass underneath. This approach optimizes the airfield and produces beautiful views for travelers while walking the sky bridge.
2. What are the dimensions for the two Parking Plazas?
 - a. The Parking Plaza adjacent to Terminal 2 will include three floors and 3,000 spaces. And the second garage is not planned yet, but the footprint was included in the concepts in case of future need.
3. I think it would be a good idea to incorporate a stormwater system and to provide better shading devices outside the airport because it is extremely hot.
4. When Palomar Airport becomes commercial, what will SAN do to keep the prices of flights down?
 - a. SAN does not have any input or sway in ticket pricing. The airlines react to consumer demand and set prices accordingly.
5. I get very confused with the naming of the terminals. I understand where east and west are but not 1 and 2.

6. Would it be possible to add another runway?
 - a. No, that is not possible. If we wanted two runways, they would need to be a mile apart and that would put the second runway through I-5. With our restricted footprint, we do not have the available property to make this feasible.
7. Have you ever thought of doing a double-deck runway?
 - a. No we have not, but we did look at a “V” shaped runway option but it would not work because of property issues with MCRD. We also looked at an opportunity to extend out onto the bay but it would not be feasible as well.
8. With the success of the Quieter Home Program and quieter planes in general, is there any way to modify the curfew?
 - a. It would be possible but it is highly unlikely. The surrounding communities are very sensitive to noise, so we would not want to disturb. We try to be a good neighbor.
9. In all plans, will the Commuter Terminal go away?
 - a. Yes
10. Is Southwest still the largest carrier at the airport? What do they want?
 - a. Yes, Southwest is the largest carrier. Southwest wants a new terminal and likes concepts 2 and 3 best.
11. What will happen to the current rental car locations?
 - a. That property is owned by the Port. The Port is currently working on a 50-year Master Plan and looking into worthwhile options.
12. Instead of having the Parking Plaza in front of the terminals, could the structure go off-site?
 - a. We have plenty of remote parking; the demand is for close-in.
13. The number one concern for the airport should be safety and that should drive all considerations for this plan.
14. Will the internal airport road cross the runway?
 - a. No, it will not. The road will go around the runway but stay solely on airport property.
15. Can the trolley stop at the Intermodal Transit Center? And why can't the trolley come to the airport?
 - a. SANDAG will operate the Intermodal Transit Center, so that would be a question for them. Currently, the trolley does stop at the Palm Street Transit Station. And having the trolley come to the airport would be a safety issue. Under federal law, light rail cannot cross heavy rail. So the trolley rail would need to go under or over the heavy rail that is now in place. Under would not work because the water table is too high and it would be too costly. And going over would not work because of MCRD sensitivities.
16. The airport would be better off building a parking structure that can be built upon at a later date rather than adding a whole other Parking Plaza.

###

FRIENDS OF DOWNTOWN RECAP REPORT

DATE: September 18, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan and Parking Plaza. Angie Jamison made the presentation with Peggy Cooper and Sandra Knight-Mayes attending from staff and Kalyn Tweet attending as the consultant team representative.

Meeting Recap

Date:	Thursday, September 18, 2014 11:30 a.m.
Location:	Bandar Restaurant 845 4th Ave, San Diego, CA 92101

Attendance

Approximately 40 attendees

Recap

Angie presented the Airport Development Plan with potential concepts and Parking Plaza.

Audience Questions and Comments

1. Has the airport ever looked into water taxis?
 - a. No, but that is an interesting idea.
2. Will there be a Starbucks in the new Terminal 1?
 - a. Possibly, but Ryan Brothers and Peet's Coffee & Tea currently are the coffee brands included in concessions packages that were awarded for the airport.
3. For the Parking Plaza, will the rates be similar to now?
 - a. That is currently undecided. We would expect so, but we would need to conduct a rates structure study.
4. Can you please explain how Terminal 1 construction will affect the Parking Plaza? Will there be parking limitations during that time?
 - a. The Parking Plaza will be in place before the start of construction, so there will be no loss in parking for T2 travelers.
5. Where will the cell phone lot go?
 - a. Details at that level have not been discussed yet, but we will look into that further down the road.
6. Does the airport control where the rental cars are parked now?

- a. No, that property is owned by the Port. The Port is currently working on a 50-year Master Plan and looking into worthwhile options for that area after the rental car companies move into the Rental Car Center.
- 7. Will the airport lose flights into San Diego if you decide to go with the concept that incorporates gates on one side versus gates on both?
 - a. Both concepts 2 and 3 include 61 gates so it will not affect the number of flights in and out of the airport.
- 8. San Diego International Airport is 661 acres, what is LAX?
 - a. LAX is 3,500 acres. The smallest airport next to SAN is Reagan with 811 acres.
- 9. Initially, why was so little land allocated to the airport?
 - a. When the airport was first introduced, the military and downtown were already in place. So the airport has always been this size, which results in a limited area to work with.
- 10. What are the major sources of funding for this plan?
 - a. There are multiple sources, including bonds, passenger fees, vendor fees, airline fees and FAA grants. We try to be diversified so we are not depending on a sole entity of income.
- 11. Can you anticipate security for the future? Will it change or stay the same?
 - a. One can never anticipate what is going to happen, like 9/11, so there is no way to plan for the future. With that in mind, we are diligent about safety and are flexible to changes.
- 12. Tell us about the FBO.
 - a. The Fixed-Base Operator building is brand new and just opened on August 1. Landmark Aviation operates the facility.
- 13. Are there general aviation landing fees?
 - a. That would be an inquiry for the FBO facility operator, Landmark Aviation.

###

EL CAJON VALLEY LIONS CLUB RECAP REPORT

DATE: September 22, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan and parking plaza. Keith Wilschetz made the presentation with Kalyn Tweet attending as the consultant team representative.

Meeting Recap

Date:	Monday, September 22, 2014 12 p.m.
Location:	Ronald Reagan Community Center 195 E Douglas Ave, El Cajon, CA 92020

Attendance

Approximately 40 attendees

Recap

Keith presented the Airport Development Plan with potential concepts and parking plaza.

Audience Questions and Comments

1. Where will interim parking be while the parking plaza is being constructed?
 - a. We are looking into that but do not have a final solution yet. There will possibly be valet services during that time.
2. What will happen to the Commuter Terminal?
 - a. Within the next two years, the commuter flights will most likely go back into the main terminals where they belong.
3. Have you looked into having a light rail come directly to the airport?
 - a. This would be up to MTS and not the airport, but it would be extremely difficult due to traffic on Harbor Drive and MCRD security issues.
4. Would it be possible to have an underground tunnel between the north side remote check-in station and the terminals?
 - a. This is possible but it would be very difficult to implement. There is a water table underground that is exceptionally high so it would not be cost effective to pursue. We are planning to incorporate an on-airport roadway that alleviates the traffic on surrounding streets.
5. I prefer concept 3 because it is the most convenient for passengers.
6. Is it possible to have a second runway?

- a. Unfortunately, no because of MCRD restrictions. Also, we would not be able to incorporate a second runway because of the airport's property limitations. To comply with FAA guidelines, the second runway would need to be located as far out as I-5 and that is not within the airport's footprint.
- 7. Can you put additional gates in that area located on the corner of Laurel and Harbor Drive?
 - a. That area of land is too slender for gates but it would work well for airplane overnight parking.
- 8. Have you ever thought of automated parking?
 - a. That is an interesting idea, but it would not be cost effective for this airport.
- 9. When will the construction for the parking plaza start?
 - a. The parking plaza construction will start next summer.
- 10. When will the Rental Car Center open?
 - a. The Rental Car Center will be operational in January 2016.
- 11. What about utilizing the old rental car buildings after the companies move to the Rental Car Center? Could that be used for parking?
 - a. The rental car companies are leasing that space so it will not be available to the airport.
- 12. You should use the north side parking lot for parking during the parking plaza construction.
 - a. That is a possibility but our demand is for close-in parking and not remote.
- 13. I love the cell phone lot and how it keeps circulation down.
- 14. I have a problem visualizing how people will use SANDAG's Intermodal Transit Center.
 - a. The airport will try to encourage travelers to use it but we will not be dependent upon it, since we know people are still going to drive close-in.

###

POINT LOMA OPTIMISTS CLUB RECAP REPORT

DATE: September 23, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan and parking plaza. Ted Anasis, Manager – Airport Planning, made the presentation with Kalyn Tweet attending as the consultant team representative.

Meeting Recap

Date:	Tuesday, September 23, 2014 7 a.m.
Location:	San Diego Yacht Club 1011 Anchorage Ln, San Diego, CA 92106

Attendance

Approximately 30 attendees

Recap

Ted presented the Airport Development Plan with potential concepts and parking plaza.

Audience Questions and Comments

1. Can you please elaborate on the taxiway update?
 - a. Today, the taxiway is too narrow for Group V aircraft, so those planes cross the runway before take-off, which is not very efficient with a single runway. So the Airport would like to widen Taxiway B so these larger aircrafts can utilize it, resulting in fewer interruptions to runway traffic.
2. How would we get to the Rental Car Center?
 - a. The primary entrance will be off of Sassafras Street. Also, we will add wayfinding signs on the freeway and surface streets to direct travelers there.
3. How many gates will be added during the Airport Development Plan?
 - a. Currently, there are 51 gates at the airport and we think the proper balance would include an additional 10-14 gates bringing the airport to 61-65 gates.
4. What will happen to the cell phone lot?
 - a. The cell phone lot is a very important amenity at the airport and will definitely be incorporated in all future plans.
5. What will happen to the rental car locations after all of the companies move to the Rental Car Center?

- a. Those locations are on Port property, so it is up to the Port to identify long-term options. The Port is currently working on a master plan, which will include new land uses for that property.
- 6. Have you ever looked into moving international flights to the Tijuana International Airport and then travelers can use the bridge to come into San Diego?
 - a. It would not be reliable to relocate all international flights to a runway and airfield on foreign land. However, increasing the connectivity and flight options for passengers would benefit the region.
- 7. How many extra flights will come with the extra gates?
 - a. Today, there are 200,000 annual operations and we anticipate increasing to a maximum of 300,000 annual operations.
- 8. Is there any talk about moving the airport?
 - a. In 2006, there was a county-wide vote on whether or not to move the airport to Miramar; the ballot measure did not pass. So since 2006, the Airport has focused its improvements on how to fully utilize the 661 acres we do have at SAN.
- 9. How will the Airport Development Plan be paid for?
 - a. The airport will use rent from airlines, concessions and rental car companies, passenger facility charges and federal grants.
- 10. Is the airport's quieter initiative still going on?
 - a. Since 2000, we have allowed only the quieter Phase Three aircraft. Phase Four aircraft are currently under development which will be even quieter.
- 11. What is the long-term plan for the Wally Park parking lot?
 - a. That decision is not up the airport because that property is owned by the City of San Diego. San Diego has potential plans for a hotel at that location.
- 12. Will the curfew ever change?
 - a. The curfew has been in place since 1990 and the Airport does not anticipate amending that commitment.

###

DRAFT



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POINT LOMA ROTARY RECAP REPORT

DATE: November 14, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan. Keith Wilschetz, director of planning and noise mitigation, made the presentation and Peggy Cooper, community relations specialist, attended as well. Hillary Schuler-Jones took notes as the consultant team representative.

Meeting Recap

Date:	Friday, November 14, 2014 12 p.m.
Location:	San Diego Yacht Club 1011 Anchorage Lane, San Diego, CA 92103

Attendance

Approximately 25 Rotarians

Recap

Keith presented the Airport Development Plan and four alternatives.

Audience Questions and Comments

Will the dedicated airport roadway connect to the 5 freeway?

We looked into building the roadway above Laurel so we could do that, but it isn't feasible to have a structure that tall so close to the end of the runway. If we went under the freeway, we'd run into problems with the trolley and other infrastructure.

Will the international flights all be in the same concourse?

Yes, they will all be in the same concourse regardless of which airline you are flying.

[In response to Keith's comment that there has been debate about whether to put international flights front and center to accommodate high-paying passengers or to centralize domestic flights that serve more people]: It seems like it would be better to accommodate international fliers in a lounge rather than giving them prime real estate up front.

We are looking into a number of options for international travelers.

Option Number 1 looks like the only one that has commercial space, is that true?

No, they all have a little, but Option 1 has the most.

Could the proposed park space be used for more commercial?

It could be. Some airports have commercial space that is accessible to the outside, like a conference space, but if it is inside security you lose a lot of the benefit because not as many people can use it.

Is the number of gates the same in every plan?

Yes, the runway has the capacity for 58-63 gates depending on how airlines use them, and every concept has a total of 61 gates.

Please tell me that all your alternatives have elevated parkways for arrivals and departures?

Yes, the configuration will be the same as it is now in Terminal 2 throughout.

Do you work with people like Boeing to find out what airplanes will be like in 20 years?

Growing up we were told San Diego would never be international because it wouldn't be able to fit larger planes.

International is our fastest growing segment, and even though it's a small percentage of our total, it's important. The 787 has made that possible. We'd like to expand our international service in the future; we are exploring Central American as our next destination.

What will the impact of Rodriguez Airport in Tijuana be with the pedestrian bridge?

Before the recession when things were growing so fast, the Airport Authority board instructed our staff to look into building that pedestrian bridge. We determined that if it was built, it would be used a lot, but mostly by people who already travel into Tijuana to fly; it wouldn't divert passengers from SDIA. Our board decided we weren't interested in pursuing that further based on the findings.

Is MCRD a wild card if they ever choose to close it?

It is not a wild card; as far as we are concerned, it will never be an option. Even if we did acquire MCRD land in the future, we still wouldn't have enough room to build a second runway, because the FAA says you need 4,300 feet of separation, and that land would not help us increase capacity.

Is there commercial space around the airport that you can take over?

There is very little land around the airport. The only land that isn't being used is immediately west of the airport, where the burned out buildings are – they use them for fire training. We have no desire to chase that land, and it isn't available to us. The City has plans to build a water purification plant there.

Is it possible to build an elevated structure over the Remain Overnight Parking area?

We haven't looked into that, but it would be very expensive, and I don't know what we'd put there to justify the cost.

Why do we have the stoplights in the arrivals lane? It really bottles it up. Is there a way to completely separate foot traffic from vehicle traffic?

When we put in the pedestrian bridge at Terminal 1, people really didn't like going over it. We have tried and tried to figure out how to do that in Terminal 2, but we haven't figured it out. If you park in the parking lot you have to go up the escalators to go across, and no one wants to do it. It hasn't been

a major problem yet, but we are sensitive to it, and if it becomes a safety hazard we will look into it. At this point we also aren't at the stage of development to go into that kind of detail.

Have you thought about moving freight out of the airport? Those planes barely clear Point Loma and they rattle the houses when they go by.

The reason the freight is there is that there is a big demand. We've talked about moving Fedex, UPS and the others to Brown Field, but when we brought it up with the head of the FedEx office, he said they would never consider it, and if they couldn't go to Lindbergh they would move all their business to LA or Ontario. They are here because we are so close to downtown and that's where their business is.

The freight planes are annoying because they are so loud and fly so low, especially when they land from the West.

The freight planes land from the west in fog or during Santa Anas, so that's only about 5% of the time. I can tell you that the way those planes operate is very safe, even though it looks like they are flying low. They maintain all the required clearance, and the FAA is very clear about that.

Comment after the meeting: Whatever you do, can you please make sure the entrance to the gates is in the middle of the concourse, not all at one end like in San Jose where you have to walk a long time to get out.

###

ESCONDIDO ROTARY CLUB RECAP REPORT

DATE: November 18, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan. Keith Wilschetz made the presentation with Kalyn Long attending as the consultant team representative.

Meeting Recap

Date:	Tuesday, November 18, 2014 12 p.m.
Location:	California Center for the Arts, Escondido 340 N Escondido Blvd, Escondido, CA 92025

Attendance

Approximately 100 attendees

Recap

Keith presented the Airport Development Plan and four potential concepts.

Audience Questions and Comments

1. What commercial development opportunity is the airport looking into?
 - a. We are currently working with consultants and determining our options.
2. What is the functional life of the airport?
 - a. The functional life is subject to change. It differs depending on the economy. Currently, it is 2035 – 2040.
3. Is the airport looking to generate more international flights?
 - a. Definitely. The airport staff is proactive and reaching out to international airlines to inquire about opportunities at SAN.
4. Is the airport going to move?
 - a. The community declined moving the airport in a 2006 vote. So we are going to make the most our current 661-acre footprint.
5. When is the Tijuana walkway going to be completed? And what will the effect be on SAN?
 - a. The walkway is set to be operational in summer 2015. We think the walkway is a great thing. In the past, we studied if the walkway should be built, but at the time, there was not enough demand. But it will be good for the airport and the economy when we reach capacity at SAN.
6. How will the California High-Speed Rail affect SAN?

- a. It will have a positive effect on the airport as it is designed to come to San Diego.

###



Business Outreach

Business Outreach

NAME	TITLE	ORGANIZATION	DATE
BUSINESS LEADERS			
Ms. Jody Blackinton	President	San Diego County Hotel-Motel Association	5/8/14
		General Contractors Meeting	11/5/14
Michael Gasparro and Robert Hertz		AE Com	9/5/14
		Downtown San Diego Partnership Planning & Public Policy Committee	11/13/14
Mark Leslie		San Diego Taxpayers Association	8/12/14
		Downtown Realtor Caravan	8/21/14
Mr. Jerry Rebel	Vice Chair	Jack in the Box	8/12/14
Mr. Joe Panetta	President and CEO	BIOCOM	4/28/14
		South County Economic Development Council Board	1/6/14
Mr. Jerry Sanders	Chairman	San Diego Regional Chamber of Commerce	4/7/14
Mr. Mark Cafferty	President & CEO	San Diego Regional Economic Development Corporation	4/9/14
Mr. Greg McKee	CEO	CONNECT	4/10/14
Mr. Joe Terzi	President & CEO	San Diego Tourism Authority	4/15/14
Mr. Keith Jones	Board Chair	Downtown San Diego Partnership	5/21/14
Ms. Kris Michell	President	Downtown San Diego Partnership	5/21/14
Ms. Sharon Cloward	President/Board Director	Port Tenants Association	5/28/14
Ms. Sophie Silvestri	Director of Operations and Board Director	Port Tenants Association	5/28/14
Mr. Vince Mudd	Incoming Chair	San Diego Regional Economic Development Corporation	6/11/14
Mr. Steven Cushman	Vice Chair	San Diego Convention Center Corporation	6/18/14
Mr. Nico Ferraro	Chair	San Diego Convention Center Corporation	6/18/14
Ms. Carol Wallace	President & CEO	San Diego Convention Center Corporation	6/18/14
Mr. Scott Parker	Chair	South County Economic Development Council	6/27/14
Ms. Jim Durbin	Chairman of the Board	San Diego County Hotel-Motel Association	5/8/14
Ms. Namara Mercer	Executive Director	San Diego County Hotel-Motel Association	5/8/14
		American Airlines Vanguard Retirement Club	7/1/14
Mr. Kevin Konopasek	Board Chair	San Diego Tourism Authority	7/17/14

TOURISM AUTHORITY PRESENTATION RECAP REPORT

DATE: July 17, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan. Angie Jamison made the presentation with Thella Bowens in attendance. Ben Haddad attended as the consultant team representative.

Meeting Recap

Date:	Thursday, July 17, 2014 7:30 a.m.
Location:	Paradise Point Resort

Attendance

Approximately 40 attendees.

Recap

Angie presented the Airport Development Plan and potential concepts.

Presentation Questions and Comments

1. Do you have a timetable for the recently approved parking plaza?
 - a. 36 months.
2. Which alternative is the most forward-thinking (not least expensive)?
 - a. Angie explained that she likes Alternative 3, but stated that is her personal preference.
3. The President/CEO asked Angie to talk about the connection of the new T1 to Harbor Island
 - a. Connections will depend on what the Port decides to do with its property.
 - b. Explained advantages of connectivity for travelers who have several hours between flights.
4. How close are we getting to capacity at Lindbergh?
 - a. The recession "helped" push our capacity out to approximately 2048, but it is a moving target based on several factors.
5. Is the north side taxiway dead?
 - a. Yes, but even if we had it, the taxiway would not help that much due to taxiway/runway traffic challenges.
6. Is it true that bus drivers will not be allowing luggage on public transit?

- a. That is a question for MTS; but a fly-away concept is being explored, which would have freeway buses on I-5 and I-15. However, the first time the Authority looked at, it was not cost-effective.

###

SD REGIONAL EDC POLICY COMMITTEE RECAP REPORT

DATE: October 16, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan and solicited attendee input. Angie Jamison made the presentation with Peter MacCracken attending as the consultant team representative.

Meeting Recap

Date:	Thursday, October 16, 2014 Noon
Location:	530 B Street, 11 th Floor San Diego, CA

Attendance

10 attendees (including two SDREDC staff members, Port Chief Policy Advisor Job Nelson and City of San Diego Deputy COO David Graham)

Recap

Angie presented the Airport Development Plan concepts and evaluation criteria, and solicited attendee input.

Audience Questions and Comments

1. Prior to the meeting, one attendee suggested taking over MCRD.
 - a. Angie made it clear to the group that was not an option.
2. In which criteria is safety a factor?
 - a. All of them.
3. What are the differences on passenger-related factors between alternatives 1 and 4?
 - a. Angie showed the relevant specific evaluation data.
4. What is standard for FIS?
 - a. Trying for no more than 30 minutes to clear customs.
5. What's the difference between the parking plaza and a parking lot?
 - a. It is a garage.
6. I think long-term efficiency should outweigh some of the (short-term) phasing criteria.
 - a. Understood.
7. What assumptions are you making over the long term? Are you talking to manufacturers?

- a. No to manufacturers, but yes to airlines. Manufacturers build what airlines will buy.
- 8. How does the airport relate to the Port's "swim lanes" in terms of traffic and commercial development?
 - a. Anything the airport does on its small footprint must be aviation-related.
 - b. Job Nelson said the Port and airport are working together well right now.
- 9. Is there a land-swap potential between the Port and airport to allow more options?
 - a. Job Nelson said the rental car center means a loss of revenue to the Port, at least until it is redeveloped. Any land swap option would have to be at least revenue-neutral to the Port
- 10. Adding a lot of retail and commercial with short times in the terminals doesn't do it for me.
 - a. Noted.
- 11. What about integrating mass transit? What can be done to reduce parking demand?
 - a. Angie discussed the ITC that SANDAG will build, but noted that parking demand is significant and use of mass transit to airports is not.
- 12. What does "remote passenger processing" mean?
 - a. It means you cannot clear security, but can ticket and check baggage.
- 13. David Graham noted that international nonstop service is very important to the City of San Diego. He also said alternates 2 through 4 were tops, alternate 1 is not so great because of the overemphasis on commercial.
 - a. Noted.
- 14. Speaker loved alternates 1 and 4, but said 4 wins. Airport is the first impression of San Diego. How it will take to implement the alternatives should also be a decision factor.
 - a. Noted.
- 15. Do you need that much parking (two structures)? If you don't build the second parking structure, then what?
 - a. Angie explained that both are definitely needed to meet (future) demand.
- 16. Does the rental car center mean more revenues for the airport?
 - a. Yes. (Also, an attendee explained how short-term parking can cut the number of round trips in half compared to taking a taxi or being dropped off and picked up.
- 17. One thing to consider in developing international routes is visa waivers. For example, Brazil is a country that would apply to.
 - a. Excellent input. Noted.

###

EAST COUNTY EDC GILLESPIE FIELD COMMITTEE RECAP REPORT

DATE: October 21, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan and solicited attendee input. Angie Jamison made the presentation with Peter MacCracken attending as the consultant team representative.

Meeting Recap

Date:	Tuesday, October 21, 2014 7:30 a.m.
Location:	1908 Friendship Drive El Cajon, CA

Attendance

10 attendees (including ECEDC President & CEO; SD Tourism Authority staff member; and Director, County Airports Department of Public Works)

Recap

Angie presented the Airport Development Plan concepts and evaluation criteria, and solicited attendee input.

Audience Questions and Comments

1. Re T1 being built in 1979 – Aren't we flying 1979 airplanes?
 - a. Good point.
2. Why is the bypass road so important?
 - a. Because of earlier concerns (City of SD and SANDAG) about traffic impacts.
3. What is the (beneficial) impact of moving rental cars to the RCC?
 - a. Substantial reduction – cars and shuttle buses.
4. Why don't you extend the trolley to the airport?
 - a. Explained difficulties, beginning with inability of light rail to cross heavy rail.
5. What is the SD Tourism Authority's view?
 - a. Focus is international air service. 40% of all tourism from within the state.
6. What is the focus for the commercial area (primarily in alternative 1)?
 - a. Airport-related uses, such as office space.

7. Are there other successful satellite terminals, like what you have in alternative 2?
 - a. Don't know and haven't researched because it rated so low.
8. Has passenger volume recovered from recession to 2008 levels?
 - a. Yes ... just.
9. When will you hit gridlock?
 - a. That's complicated, due to factors such as economy, upgauging, and so on.
10. Do all the alternatives have the same number of gates? Seven international gates?
 - a. Yes to both.
11. Will you include moving walkways?
 - a. We are trying not to because it adds upfront and maintenance costs.
12. Have you done a formal passenger survey regarding the alternatives?
 - a. No. This outreach and solicitation of input is our focus.
13. Efficiency is important, but the customer experience is crucial.
 - a. Noted.
14. There are an amazing number of families traveling now. What do they need? Food choices at SDIA are awful!
 - a. Tell us what you think they need. Food choices in T2 are really good.
15. TSA must move people through smoothly. Then you want to sit and relax, with lounge-like amenities, such as plug-in ports, good wi-fi and so on.
 - a. Noted.
16. Baggage handling is way too slow. I don't believe it's just because the walk is short.
 - a. Noted.
17. Right now the two terminals are like two different airports. I like the open space because it feels like San Diego.
 - a. Noted.
18. Tampa is the most efficient airport for people; Detroit is the least efficient.
 - a. Noted.
19. How many of you are upset with surcharges on tickets (which vary by airport)?
 - a. Much grumbling. Boston is the worst.
20. Spacious, open-air experience – like Sunset Cove – is good. I don't like traveling.
 - a. Noted.
21. Make carry-on luggage easier to manage through the airport.
 - a. Noted.

Unrelated discussion

22. Would SDCRAA send a letter of support to Caltrans for airport study?
 - a. We can ask. Thella Bowens would need to decide.
23. Would SDCRAA support "Smart Area Growth Designation" by SANDAG?
 - a. SDCRAA focus is air service, not related development.
24. Will you come back another time to hear more about our aerotropolis work?

###

SAN DIEGO COUNTY TAXPAYERS ASSOCIATION ADP PRESENTATION RECAP REPORT

DATE: November 12, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview of the Airport Development Plan and the rankings of the four terminal replacement scenarios to the San Diego County Taxpayers Association (SDCTA). Keith Wilschetz made the presentation with Craig Benedetto attending as consultant team representative.

Meeting Recap

Date:	Wednesday, November 12, 2014 12:00 p.m.
Location:	Procopio, Cory, Hargreaves & Savitch Building 525 B Street, 1 st Floor Conference Room San Diego, CA 92101

Attendance

Approximately 16 people present; 5 staff and 11, executive committee members.

Recap

Keith provided a PowerPoint presentation discussing the ADP and the rankings for the alternatives. He then asked the group for input, questions or comments.

Audience Questions and Comments

1. Where will dedicated airport road hook into Laurel?
 - a. Still looking at it. Some good ways, some not so good ways. Some kind of interchange on Laurel closer to Embarcadero.

2. Was cost one of the evaluation points?
 - a. Yes, as part of sustainability. We are preparing a financial feasibility plan. These types of projects are funded largely through PFCs (Passenger Facility Charges). There is a federal cap on PFCs that needs to be addressed by Congress. Barring an increase in the cap, it would be difficult to fund this project.

3. What happens to commuter terminal?
 - a. It's eliminated in every concept. Airlines are shifting to larger planes and we expect that to continue.

4. Will you be able to walk from new Terminal 1 to Terminal 2?
 - a. Yes.

5. Does the growth in international service take into account for potential loss due to the pedestrian bridge to Rodriguez International Airport?
 - a. Yes.

6. What are the cost ramifications of a “do nothing” alternative?
 - a. “Do nothing” is not an option for the Board.

ASSOCIATED GENERAL CONTRACTORS ADP PRESENTATION RECAP REPORT

DATE: November 5, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview of the Airport Development Plan and the rankings of the four alternatives to the Associated General Contractors (AGC). Keith Wilschetz made the presentation with Craig Benedetto attending as consultant team representative.

Meeting Recap

Date:	Wednesday, November 5, 2014 11:30 a.m.
Location:	SDIA Facilities Management Building 2415 Winship Lane San Diego, CA 92101

Attendance

Approximately 28 people present including Brad Barnum, staff for AGC.

Recap

Keith provided a PowerPoint presentation discussing the ADP and the rankings for the alternatives. He then asked the group for input, questions or comments.

Audience Questions and Comments

1. Are you taking into account challenges with phasing in determining preference?
 - a. Yes, phasing was a part of the passenger facility category. The phasing plans are all similar (and difficult). One exception is Alternative 2, because you need to take out part of Terminal 1 to start construction which would be a problem for Southwest.
2. The way travel has changed over the years, which concept will give greatest flexibility for changes in the future?
 - a. We don't think any one concept is better than any other. We are trying to accommodate the larger planes (Group 5), but unlikely to have many of those at SDIA.
3. Do any of the plans consider security issues that won't result in complete shutdown of the airport (e.g., split terminal if there is a bomb threat, the entire airport isn't completely shut down)?

- a. We will look into that.
4. Get construction input on phasing to make sure the convenience of the airport isn't overly hampered (e.g., which option allows for a good phasing plan to minimize the impacts to the passenger during construction).
 - a. Good point. Particularly Alternative 1, because it doesn't take into account what the airport will need to do in the future to fix Terminal 2 East. Once the new improvements are in place, it will be difficult to get into Terminal 2 East for replacement.
 5. Did the team evaluate the "lay down" areas?
 - a. It would be in front of terminal like was done during the Terminal 2 Green Build.
 6. Put a cost to just keeping the terminal open?
 - a. Terminal 1 isn't designed right for the way the airport operates today. TSA, for example, how to deal with large magnetometers (at checkpoint 2). We can make it work, but it's inefficient, not good for operations.
 7. Could you do a temporary terminal to minimize impact?
 - a. We could do it, but it would be a waste of resources.
 8. Which options do you like best?
 - a. Bigger the better...
 - b. Option 4
 - c. I think Alternative 2 is a nightmare from a traffic standpoint with a road around parking lot
 - d. Alternative 4 for passenger experience seems better (better massing, more linear, internal design breaks up space, like internal landscape space, less confusing)
 - e. Terminal 2 expansion was done to accommodate international flights. It doesn't look like it's being done on this (dual level, isolation, etc.)
 - f. Alternative 4 from an airport efficiency standpoint seems like a better option
 9. What are your likes or dislikes at the airport?
 - a. Don't like facade in front of Terminal 2 East
 - b. Should deal with Terminal 2 East now. It's a monstrosity. From a construction and cost standpoint, should deal with it now
 - c. Better traffic flow on and off the I-5 to the airport
 10. Passenger facility charges...can you fund this project?
 - a. Noted that Congress is being asked to deal with PFCs. Funding is in Congress' hands. Without, it will be hard to do.
 11. Where is organized labor? PLAs? Should we reach out to them now?
 - a. Good point. We will discuss.

###

NORTH COUNTY ECONOMIC DEVELOPMENT COUNCIL ADP PRESENTATION RECAP REPORT

DATE: November 13, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview of the Airport Development Plan and the rankings of the four alternatives to the North County Economic Development Council (NCEDC), Investors Board meeting. Keith Wilschetz made the presentation with Ben Haddad attending as consultant team representative.

Meeting Recap

Date:	Thursday, November 13, 2014 7:30 a.m.
Location:	Tri-Center Wellness Center 6250 El Camino Real Carlsbad, CA 92009

Attendance

Approximately 35 “investors”/members of the North County Economic Development Council.

Recap

Keith provided a PowerPoint presentation discussing the ADP and the rankings for the replacement alternatives. He then asked the group for input, questions or comments.

Audience Questions and Comments

1. When capacity is maxed, how many new markets can you serve?
 - a. Capacity will be reached around 2040 (28 million passengers/year); currently serve around 18 million passengers/year.
2. What is the plan for parking?
 - a. Parking is a difficult issue for airport; we are under-parked right now and have been for a long time; we hope that the new Terminal 2 parking plaza will help. The Pacific Highway lot has been disappointing.
3. Second taxiway on south side...will it be built before Terminal 1 improvements?
 - a. Yes, taxiway improvements will occur first.

4. How do you get people from Intermodal Center/north side/Rental Car Center to the terminals/gates on the south side?
 - a. We'll run shuttle buses on a new roadway on airport property; it makes more sense than people-movers and tunneling under the runway.
5. Have you looked at linking the Interstate 5 traffic?
 - a. Traffic will be better distributed once Rental Car Center is built.
6. How can NCEDC get input to Authority? What can NCEDC do to help?
 - a. Go online to provide input; NCEDC can help by supporting the international air service to Japan and London; also could help lobby Congress for increase in PFCs.
7. L.A. region cannot handle all cargo coming from Asia; some is being diverted to Denver. Will SDIA utilize some of its excess capacity to attract this overflow cargo business from L.A.?
 - a. SDIA has not looked at capturing this business; we think the nine airports in Los Angeles County will be utilized to solve that problem.
8. How does expansion of Palomar Airport affect SDIA?
 - a. SDIA is happy to see Palomar expand; it doesn't conflict with SDIA plans.
9. How is airport alleviating the confusion with its four terminals?
 - a. Commuter terminal is confusing to many people; larger carriers are getting away from regional jets so entire commuter operation will eventually go away. When the ADP is complete, there will be only two terminals, not the four we have today. We are trying to make things less confusing.
10. What kind of commercial development are you considering? Will it primarily serve people already at airport or will it draw others?
 - a. Nothing decided yet; there are public tidelands restrictions. We should know more within six months.

###

DOWNTOWN SAN DIEGO PARTNERSHIP – DOWNTOWN PLANNING & PUBLIC POLICY COMMITTEE RECAP REPORT

DATE: November 13, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan and solicited attendee input. Angie Jamison made the presentation with Peter MacCracken attending as the consultant team representative. Board member Paul Robinson also attended.

Meeting Recap

Date:	Thursday, November 13, 2014 8 a.m.
Location:	530 B Street, First Floor Conference Room San Diego, CA

Attendance

About 28 attendees (at peak ... this concluded a two-hour agenda and not all stayed).

Recap

Angie presented the Airport Development Plan concepts and evaluation criteria, and solicited attendee input.

Audience Questions and Comments

1. What do the airlines like?
 - a. That depends on the airline. Southwest likes alternative 4.
2. Do you hear that you should prioritize domestic airlines and flights?
 - a. We hear both (prioritize domestic and prioritize international).
3. Which is the most efficient for baggage handling?
 - a. They are all the same in terms of baggage handling.
4. Do all of them have the same north side facilities?
 - a. Yes.
5. Are you doing other outreach? What are you hearing?
 - a. There is interest in the skybridge, but concern about cost. The open-air elements in alternative 4 are appealing. And the (commercial) core in alternative 4 is popular.
6. What is the final number of gates in each of the four alternatives?
 - a. The same in all of them – 61 gates.

7. Which airline(s) gets the 10 additional gates?
 - a. We are emphasizing common-use gates for maximum flexibility, rather than airline-dedicated gates.
8. Looking at the international gates, will there be additional international routes, and how many?
 - a. Southwest has told us their expansion focus is near-international service, e.g., Mexico and Central America.
9. What is the ultimate number of 787 Dreamliners you will be able to accommodate?
 - a. Each of our plans accommodates the forecast demand for 787s.
10. What about vertical separation?
 - a. We will continue the dual-level roadway in front of both terminals. Ultimately, there will only be two terminals rather than the four we have today
11. How much impact does/will the cross-border terminal facility have on SAN?
 - a. Very little.
12. Do you have ongoing communication with Rodriguez (Tijuana) Airport? Do you know what service they expect to add?
 - a. We are in communication, but don't know what their future plans are.
13. Terminal 1 is very convenient in terms of time to the gate for business travelers. It would be a great thing to keep that convenience.
 - a. (Noted.)
14. Paul Robinson asked about the possibility of a bridge to Harbor Island in alternate 4.
 - a. All the alternatives allow for a bridge to Harbor Island.
15. What criteria should take precedence? International flights are a priority for economic development. And the emphasis on the passenger experience is right on. Alternatives 2 and 3 look pretty difficult in that regard.
 - a. (Noted.)

###

SOUTH COUNTY EDC TRANSPORTATION & INFRASTRUCTURE COMMITTEE RECAP REPORT

DATE: December 5, 2014

FROM: Porter Novelli

TO: San Diego County Regional Airport Authority

Overview and Summary

The Airport Authority presented an overview about the Airport Development Plan and solicited attendee input. Keith Wilschetz made the presentation with Peter MacCracken attending as the consultant team representative. Diana Lucero, a member of the committee, and incoming Board member (and outgoing Imperial Beach Mayor) Jim Janney also attended.

Meeting Recap

Date:	Friday, December 5, 2014 Noon
Location:	1111 Bay Blvd., Suite E Chula Vista, CA

Attendance

13 attendees.

Recap

Keith presented the Airport Development Plan concepts and evaluation criteria, and solicited attendee input. One new addition was revealing the name of the on-airport roadway from the Rental Car Center to the terminals – “Admiral Boland Way.”

Audience Questions and Comments

1. What is PAL?
 - a. “Passenger Activity Level,” the number of enplanements per year.
2. What about Terminal 1 and Southwest Airlines?
 - a. That’s the topic for today.
3. What is north side processing?
 - a. It is envisioned to accommodate passengers arriving via SANDAG’s intermodal transit center. It would allow them to check in and get boarding passes on the north side.
4. What traffic reduction impact will the Rental Car Center have?
 - a. It reduces from 80 to 16 shuttles a day, and take 12-15% of all traffic of Harbor Drive.
5. What about Harbor Drive? The traffic there is just terrible!
 - a. All the alternatives include a bypass road to take all airport traffic off Harbor Drive.
6. What about further down Harbor Drive going into downtown? Is that a City issue?

- a. Yes, it is. The FAA doesn't allow revenue diversion [to address off-airport issues].
- 7. How will you keep traffic away from downtown?
 - a. We are looking at that now. One idea is a roadway connecting to I-5.
- 8. I think there should be a beer garden on top of the open courtyard area (alternative 4)
 - a. Noted.
- 9. What about the cell phone lot? Will it be gone, and is that the reason for a parking structure?
 - a. Yes. All the parking in that area will be gone.
- 10. Why is the total cost of ownership for alternative 1 \$6.9 billion?
 - a. Because of the larger commercial space that will generate additional revenues.
- 11. Where will the money to pay for this come from?
 - a. Well, it won't be local tax dollars. Really, it will be a challenge. The best bet would be an increase in passenger facility charges.
- 12. How much will the bypass road cost?
 - a. We don't know yet because we are still modeling it with SANDAG.
- 13. What will happen to the rental car lot when the Rental Car Center is complete?
 - a. That is on Port tidelands. The Port is currently engaged in a 50-year visioning and planning effort that will lead to a master plan update.
- 14. What is the impact of the cross-border terminal facility?
 - a. The Airport Authority looked at this a while ago. Realistically, it won't provide much relief to SAN until we hit capacity.
- 15. There is no sign indicating where to turn into Terminal 2 when you're coming from Point Loma.
 - a. Noted.
- 16. The drop-off is efficient, but pick-up is not. Everyone spills out from baggage claim and the valet parking takes up a big chunk of curbside right there.
 - a. Noted. The dual-level roadway at Terminal 2 helps, and that will be extended.
- 17. Do all the alternatives have the same number of gates?
 - a. Yes, with 10 added for a total of 61.
- 18. What are the current plans for Terminal 1 ... and when will it come down?
 - a. Honestly, it will likely be eight years before construction starts. Until then, we will be working to make it as good as it can be.
- 19. What happens when it comes down?
 - a. We will be phasing the work so that there will be terminal space during construction.
- 20. What about the downtown circulator shuttle RFP that Civic San Diego just issued?
 - a. I don't know about it, although we may have someone else engaged with that.
- 21. What about Congress raising the PFC cap? What is your gut feel about that happening?
 - a. Gut feel is not good. Everything is getting caught up in partisan gridlock.
- 22. Does revenue diversion apply to parking revenues also?
 - a. Yes, it does. Anything earned on-airport must be spent on-airport.
- 23. What do you want from this organization?
 - a. Input, especially through the online survey.
- 24. Do we want to make a formal motion and recommendation to the Board?
 - a. Yes.
- 25. I think you should expand Bankers Hill in Terminal 1. It gets way too crowded.
 - a. Noted.

###

SDIA AIRPORT DEVELOPMENT PLAN

Business Organization Outreach

- Asian Business Association
 1. Included in their e-blast the week of 6/2.
- Civic San Diego
 2. Included in e-newsletter —

Airport Development Plan Open House
Thursday, June 12 from 4-7 p.m.

Airport Authority to Host Open House on Airport Development Plan
Thursday, June 12 from 4-7 p.m.

The Airport Authority will host an open house on June 12 to share information about the Airport Development Plan (ADP), the next master-planning phase for San Diego International Airport. The ADP is designed to identify improvements that will enable the airport to meet demand through 2035.

The Authority will share several concepts as thought-starters, and attendees are invited to share their input. The concepts are just a starting point – the first step in a long, comprehensive planning process. Airport staff will then formulate a preferred alternative for the Airport Authority Board's consideration. After a preferred alternative is identified, a detailed environmental analysis will be conducted. It is expected that the entire process will conclude in spring 2016.

The ADP considers:

- The future of Terminal 1
- Redevelopment of the former Teledyne-Ryan property
- Input to SANDAG as it plans for effective intermodal transportation facilities
- Creation of new non-airline revenue opportunities


Airport Development Plan Open House
Thursday, June 12 from 4-7 p.m.
(Presentation repeated hourly starting at 4, 5 and 6 p.m.)
San Diego International Airport Commuter Terminal, 2nd Floor
Orville and Wilbur Wright Conference Rooms
3225 North Harbor Drive, San Diego
(Parking in Commuter Terminal lot; parking will be validated)

- Escondido Chamber of Commerce
 3. Included in e-newsletter —

Airport Authority to Host Open House on Airport Development Plan

June 12
4:00, 5:00 or 6:00 pm

The Airport Authority will host an open house on June 12 to share information about the Airport Development Plan (ADP), the next master-planning phase for San Diego International Airport. The ADP is designed to identify improvements that will enable the airport to meet demand through 2035.



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Thursday, June 12 from 4-7 p.m.
Presentation repeated hourly starting at 4 p.m., 5 p.m. and 6 p.m.
San Diego International Airport Commuter Terminal, Second Floor
Orville and Wilbur Wright Conference Rooms
3225 North Harbor Drive, San Diego
Validated Parking available in Commuter Terminal lot.

- French American Chamber of Commerce San Diego
 4. Included in June e-newsletter —



- LEAD San Diego
 5. Included in "LEADing News" e-newsletter —



- San Diego East County Chamber
 6. Posted on organization website — <http://business.eastcountychamber.org/events/details/airport-authority-to-host-open-house-on-airport-development-plan-1609>
 7. Posted on organization Facebook page — <https://www.facebook.com/SanDiegoEastCountyChamber>



- San Diego North Economic Development Council
8. Included in e-newsletter (6/4) —

San Diego Airport Authority Open House on Airport Development

The Airport Authority will host an open house to share information about the Airport Development Plan (ADP), the next master-planning phase for San Diego International Airport. The ADP is designed to identify improvements that will enable the airport to meet demand through 2035. The Authority will share several concepts as thought-starters and attendees are invited to share their input. Parking available in Commuter Terminal lot; parking will be validated.



When: June 12, 2014
Where: San Diego International Airport Commuter Terminal, Second Floor
Orville and Wilbur Wright Conference Rooms
3225 North Harbor Drive, San Diego
[Click Here](#) to register

- 9. Included in e-newsletter (6/11) —

San Diego Airport Authority Open House on Airport Development

The Airport Authority will host an open house to share information about the Airport Development Plan (ADP), the next master-planning phase for San Diego International Airport. The ADP is designed to identify improvements that will enable the airport to meet demand through 2035. The Authority will share several concepts as thought-starters and attendees are invited to share their input. Parking available in Commuter Terminal lot; parking will be validated.



When: June 12, 2014
Where: San Diego International Airport Commuter Terminal, Second Floor
Orville and Wilbur Wright Conference Rooms
3225 North Harbor Drive, San Diego
[Click Here](#) to register

- San Diego Regional Chamber of Commerce
10. Included in e-newsletter —

COMMUNITY EVENTS:

[Voice of San Diego presents *What SeaWorld and "Blackfish" Mean for San Diego* - June 5](#)

[Congressman Scott Peters invites you to an Export Seminar for Small Business - June 5](#)

[Airport Authority Open House on Airport Development Plan - June 12](#)

- San Diego Regional Economic Development Corporation
11. Included in “Good News of the Week” e-newsletter —

Open house on airport development plan

The Airport Authority will host an open house on June 12 to share information about the Airport Development Plan (ADP), the next master-planning phase for San Diego International Airport. The ADP is designed to identify improvements that will enable the airport to meet demand through 2035. [Details and registration...](#)


- 12. Included in “SD Metro Daily Business Report” e-newsletter (6/4) —

Airport Development Plan Focus of Open House

The future Lindbergh Field's Terminal 1 and what to develop on the former Teledyne-Ryan property will be among topics discussed at a June 12 open house sponsored by the San Diego County Regional Airport Authority. It will be held from 4 to 7 p.m. in the Orville and Wilbur Wright Conference Rooms at the Commuter Terminal at the airport. Focus of the open house is the Airport Development Plan, the next master-planning phase for the airport, which is designed to identify improvements that will enable the airport to meet demand through 2035.

Also under discussion will be SANDAG's plan for transportation facilities and the creation of new non-airline revenue opportunities.

- 13. Included in “SD Metro Daily Business Report” e-newsletter (6/9) —



The alternate requires building a temporary replacement for Terminal 1.

Planning the Last Major Expansion of Lindbergh Field

Airport planners on Friday outlined initial concepts for what they expect will be the last major expansion of the San Diego International Airport— replacing Terminal 1 and adding 10 gates to handle 10 million more passengers annually.

“This is a project that will take this airport to the end of the capacity of this runway by 2035,” said Keith Wickslett, director of airport planning. Wickslett said the airport staff is seeking input from the community now in preparation for developing a plan to present to the San Diego County Airport Authority board later this year or early next. He said environmental review of the plan would take up to two years, and work could start in 2016.

The concepts being studied all include 10 more gates, new parking decks, a new roadway separate from Harbor Drive to handle traffic, a hedge from the closest trolley station, additional overnight aircraft parking and demolition of both Terminal 1 and the Commuter Terminal. The new gates would increase the airport's capacity to handle international flights.

“The 787 has opened up a whole new set of routes for us and we want to capitalize on that,” Wickslett said, referring to Boeing's long-range jetliner that is already flying from San Diego to Tokyo.

The plan does not include a second runway or an expansion of the existing one. All of the work would take place on the airport's current land.

Wickslett said no cost estimates are available at this early stage, but noted that the airport is funded through its own revenue and does not rely on tax dollars.


The new project follows the Green Build, completed last August, which added 10 new gates and additional aircraft parking. A new rental car facility is currently under construction on north side.

The new project would increase the airport's capacity to 28 million passengers per year from the current 18 million. Asked what happens after full capacity of the single runway is reached in 2035, Wickslett said the San Diego community will have to decide the next step.


“This airport isn't going to go away. It's just at that point, future growth is going to be very difficult to accommodate here,” he said.

A public open house to discuss the plan and its options is scheduled for June 12 from 4 p.m. to 7 p.m. in the commuter terminal.

— *Times of San Diego*



This alternate uses a high bridge to connect to a new satellite terminal.



A third alternate replaces Terminal 1 and the Commuter Terminal with a large new terminal.

- San Diego Tourism Authority
14. Included in “San Diego Connect” newsletter —



- San Diego Hotel Motel Association
15. Included in email to all members.



Public Input

ADP Comment Emails

1. Gary Hoffman

- June 7, 2014 8:12:38 AM
- Email titled "request for airport development"

g'mornin

Please get airport traffic off Harbor Boulevard, reduce the congestion at intersections with Laurel, Grape, Hawthorne and expand public transportation options from airport to downtown San Diego.

More routes like 992, or a trolley connection.

Thanks

Gary

2. Tony Noble

- June 7, 2014 8:12:38 AM
- Email titled "Airport redevelopment"

I write in regard to the open meeting on June 14 to look at future plans.

I would like to suggest that the Commuter Terminal be phased out & a new terminal for those flights be built as an extension of Terminal 2. That would be a real improvement for those of us who connect thru LAX!

Fr Tony Noble

3. Walt Brewer

- June 12, 2014 4:41:54 AM
- Email titled "Lindbergh's future"

Good overview of the Plan and of the airport in the pictures. Certainly a tight squeeze! I'll leave it to the pros for decisions to maximize gates numbers, while meeting aviation, service, and especially convenience to travelers.

But don't you have the cart before the horse?

Are not there some more basic decisions to be made before expensive mods to terminals, parking, access, etc?

If the current planning builds out to 2035 matching aeronautical capacity, are you still considering "Destination Lindbergh?"** I hope you are not.

Reconfiguring the airport to the north side to justify MTS' desire for a multi-modal terminal near a trolley stop is overkill. Optimistic use is about the same as much more simple Old Town Transit Center. And is unlikely to be noticed on Harbor Drive traffic. For questionable convenience to a few mass transit users, why build complete new Terminal facilities? And all travelers, crews, etc., transported across the airport to gates at current more useful Terminals!

Lindbergh is one of the most convenient drive/ride to park, or dropoff, then walk to gates in the world. That should be the principal objective for realistic improvements as San Diego grows.

There is already an expandable shuttle for principal downtown locations. Stop near a trolley station could be added.

If mass transit advocate Supervisor Ron Roberts disagrees with trolley to the airport, why take the airport to the trolley; at great expense and inconvenience to most travelers?

Some overall design suggestions considering need to mesh with, and define the Terminal improvements being considered as permanent:

Priority to route the I-5 ramps being considered directly to the current parking, as close t to Terminals as possible. Tunnel where needed. Expensive, but look at the cost and inconvenience for the alternatives. While automated travel on narrow guideways in the future can reduce road traffic, and provide service direct to gate areas, autos, including automated will dominate for the period of interest.

Applying the convenience to travelers rule further, terminate the ramps underground near escalator equipped terminals. Incorporate underground parking. More expensive but frees up more land for the airport related investments you cite. Terminal design interactions with preferred forms of personal access is obvious.

** Please keep Lindbergh in the airport's official title.

His accomplishments overshadow opinions held at a time the extent of Hitler's intentions was not clear. His accomplishments promoting aviation, and the San Diego connection put him right up with the Wright Brothers. "International" is old news, and of little community value. I hope this will be useful to the Authority, and assist discussions in meetings with users and the public.

4. Paul Jamason

- June 12, 2014 3:26:49PM
- Email titled "ADP input"

Hi, here's my input on the ADP as a resident of San Diego and occasional airport user:

1) Bring the trolley to the airport. Initial plan to connect Washington Ave trolley station by shuttle is a good first step. Later options could include a people mover to the rental car facility and/or terminal(s). I'd like to see a trolley spur down Harbor, to Libery Station, back to Old Town.

2) Reduce traffic on Harbor Drive. Use new capacity to remove lane(s), widen park and bike trail on south side of Harbor.

Thanks,
Paul Jamason
sdurban.com

5. **Buford Rose**

- June 18, 2014 9:31:45 AM
- Email titled "Question"

Will you be having any more presentations of this proposal? I missed the one that was on June 12th.

The ADP considers:

- The future of Terminal 1
- Redevelopment of the former Teledyne-Ryan property
- Input to SANDAG as it plans for e-ective intermodal transportation facilities
- Creation of new non-airline revenue opportunities

6. **Peter W. Aarons**

- June 20, 2014 10:22:30 AM
- Email titled "Airport Development Plan Open House"

Thank you for the open house and informative sessions regarding the Airport Development Plan that was held last Thursday, June 12th at SDIA.

We would like to receive a copy of the presentation that was given during the open house if possible.

Many thanks,
Peter

7. **Paul Grimes**

- August 04, 2014 9:20 AM
- Email titled "ADP presentation"

Hi SDRAA:

I attended the presentation at the airport recently and did see more detailed options that I cannot seem to find on the RRA website.

Can you advise me if a link is available to the more detailed options presented to the either the Board or the public?

Thanks

Paul Grimes

Member Peninsula community Planning Board Airport Committee

619-518-4983

8. Samantha Urban

- August 05, 2014 4:02 PM
- Email titled "Angie - Request for Appointment"

Hi Angie,

I met you briefly at the ADP San Diego Airport event on June 12th. Do you have availability at the end of this week or Monday to setup a formal appointment?

We are working with other airports globally, so I'd like to offer some solutions to a few of the requests that were mentioned at that event. Ex: airlines asking SD Airport to find new ways of bringing in revenue, maximizing airport efficiencies, and improving passenger terminal facilities to accommodate future activity levels + maintaining high level of customer satisfaction.

Our home base is in Point Loma, so I can be flexible on timing.

Look forward to hearing from you,

Samantha

--

Samantha Urban, CEO

[Urban Translations](#)

+1 805-796-0540

10/23/2014 –

Q1: What aspects of the concepts do you like the most?

There is probably a better way to ask this question since it can be interpreted several ways. However, I liked the ones that BALANCED both efficiency (people and luggage moving) and comfort (open areas, adequate seating).

Q2: What things should we address or consider when selecting a preferred alternative?

1) Balance between efficiency (people and luggage moving) and comfort (open areas, adequate seating). 2) San Diego experience (water, beach, sun, sand, technology, biotech industry, military, etc.) so it optimizes the focus on tourism visitors and the overall San Diego memory. 3) Two TSA lines - one for business / regular travelers (takes less time) and one for families / irregular travelers (takes more time). Use local San Diego artists to create art designs and pieces. Support the local economy whenever possible!

Q3: What do you like or dislike about The Green Build?

If this was #4, like the open airy feel - seems like it could have a San Diego feel more than the others. If it is not efficient, then I do not like it.

Q4: What do you like or dislike about other airport facilities?

Like short walking distances, quick luggage delivery, feeling of security (I don't mind guys with uzzi machine guns standing around - it has a feeling of security), nice restrooms (toilet facilities), and comfortable chairs to sit in. Nice scenic views of outside airport or surrounding areas are a plus - nice art on wall helps create a pleasant diversion.

11/8/2014 –

Q1: What aspects of the concepts do you like the most?

Replacing the current Terminal 1 with a new one that will have more gates than the current one but also for accommodating the newer aircraft entering service like the 787 and the future A350.

Q2: What things should we address or consider when selecting a preferred alternative?

How will the airlines that currently use Terminal 1 be temporarily at while a new Terminal 1 is being built? What will be built at the former Teledyne-Ryan property? Isn't it big enough for a new terminal to be built there?

Q3: What do you like or dislike about The Green Build?

It was about time that Terminal 2 West was finally expanded. I've heard that the newly built expanded terminal has things that the other terminals lack like being able to serve bigger planes.

Q4: What do you like or dislike about other airport facilities?

The new Landmark Aviation facility looks great! The control tower looks short and old compared to the new control towers being built at other airports. "Terminal 2 West" should be renamed "Terminal 3". Why do you need two Terminal 2's for?

11/11/2014 –

Q1: What aspects of the concepts do you like the most?

Airport access by Hwy 5, intermodal concept, no airport traffic on Harbor Drive

Q2: What things should we address or consider when selecting a preferred alternative?

Space and speed. Terminal 1 is horrible. Create good space so people feel comfortable. Like, terminal 2. If you create a dedicated path/roadway, connect via tram. People hate shuttle buses - ala rental car shuttles. Be first class.

Q3: What do you like or dislike about The Green Build?

Didn't address terminal 1.

Q4: What do you like or dislike about other airport facilities?

No access to trolley.

11/14/2014 –

Q1: What aspects of the concepts do you like the most?

Creating a first class airport. The views are important

Q2: What things should we address or consider when selecting a preferred alternative?

The scale ability - we should be able to grow the airport dramatically at the population increases and the preferred alternative should allow for most amount of long-term growth

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

11/14/2014 –

Q1: What aspects of the concepts do you like the most?

#4 - simple, direct, understandable, very San Diego!

Q2: What things should we address or consider when selecting a preferred alternative?

Vertical separation of departing & arriving flights is critical. Also doing the most with a tight urban space is important.

Q3: What do you like or dislike about The Green Build?

Great move, something that is needed in all airports

Q4: What do you like or dislike about other airport facilities?

Lack of vertical separation.

11/28/2014 –

Q1: What aspects of the concepts do you like the most?

Designing to allow views of the bay from the terminal, and the concept with open air sections within the terminal- both features would be unique to SD and would fully capitalize on our region's best assets.

Q2: What things should we address or consider when selecting a preferred alternative?

International terminal should be designed to allow direct international transfers without clearing US customs. This would facilitate use of our airport as a connecting point (e.g., Asia to Mexico), making it more attractive to international carriers.

Q3: What do you like or dislike about The Green Build?

Love the architecture!

Q4: What do you like or dislike about other airport facilities?

Lack of a direct connection to transit system. Passengers must pay one fare just to get downtown, then a separate ticket to go anywhere else.

12/1/2014 –

Q1: What aspects of the concepts do you like the most?

Putting gates for high volume domestic flights in an area where the aircraft can be turned more quickly. The only problem will be concentrating those flights could cause bottlenecks at security checkpoint and more delays at baggage claim.

Q2: What things should we address or consider when selecting a preferred alternative?

The ability to move passengers quickly from the curb to the terminal. The dual roadway in T2 has reduced the congestion of drop offs and pickups competing for space. More food choices outside the security area would be nice.

Q3: What do you like or dislike about The Green Build?

Public entities should be taking the lead oar in building to higher environmental standards. The cheapest is not necessarily the best for our region.

Q4: What do you like or dislike about other airport facilities?

Long walks to gates (dislike) Good Food choices and comfortable departure area seating (like)

12/1/2014 –

Q1: What aspects of the concepts do you like the most?

Plan 4

Q2: What things should we address or consider when selecting a preferred alternative?

Impact of take-off /landings in the Loma Portal neighborhoods already negatively impacted by take-off flight revisions post-Quieter Home stuff.

Q3: What do you like or dislike about The Green Build?

See # 2 above--take-off direction revisions sends planes 25% further south than any prior plan (U30+ years).

Q4: What do you like or dislike about other airport facilities?

Movement to east side for rental car/access to terminals a plus. Need more than a 90 second snippet to evaluate fully. Please contact me!!!

12/1/2014 –

Q1: What aspects of the concepts do you like the most?

Respondent skipped this question

Q2: What things should we address or consider when selecting a preferred alternative?

I really dislike long terminals because it's a pain to drag luggage around. Keep terminals short or offer moving walkways.

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Ample restaurant options need to be offered PAST security. I dislike long rides to car rental centers. I really like Chicago Midway that has the car rental center in the same parking lot attached to the terminal. No long bus ride required.

12/1/2014 –

Q1: What aspects of the concepts do you like the most?

The green build.

Q2: What things should we address or consider when selecting a preferred alternative?

Separate TSA precheck area similar to Dulles.

Q3: What do you like or dislike about The Green Build?

Like the two levels. I dislike the bag claim numbering scheme used. I find it confusing.

Q4: What do you like or dislike about other airport facilities?

Inability to connect from terminal to terminal without existing security.

12/1/2014 –

Q1: What aspects of the concepts do you like the most?

I really like the open air concepts that would be really nice when traveling, especially because of our wonderful year-round climate. Additionally I like utilizing the north side as a processing center and another option for a place for people to get to the airport. The current way in/out bottlenecks too easily and this would alleviate some of that.

Q2: What things should we address or consider when selecting a preferred alternative?

The amount of traffic in/out that this will create.

Q3: What do you like or dislike about The Green Build?

I am not sure what the Green Build is.

Q4: What do you like or dislike about other airport facilities?

Like: Inter-connectivity between terminals, local food and shopping options, gym facilities, functional true hi-speed internet throughout airport, fresh air from outside, viewing ports to see planes land/take-off, good spots to relax during layovers. Dislike: Long security lines, uncleanliness, airports without any character (no art, no windows, like old Dallas Love Field)

12/1/2014 –

Q1: What aspects of the concepts do you like the most?

Improved access to terminals,

Q2: What things should we address or consider when selecting a preferred alternative?

Ease of access and speed from curb to gate

Q3: What do you like or dislike about The Green Build?

Like the upper level drop off, significantly improves access

Q4: What do you like or dislike about other airport facilities?

Access in and out of the airport is ridiculously frustrating and inefficient

12/2/2014 –

Q1: What aspects of the concepts do you like the most?

Keeping the airport downtown

Q2: What things should we address or consider when selecting a preferred alternative?

Trolley to the downtown train station

Q3: What do you like or dislike about The Green Build?

Don't like the lack of trolley access.

Q4: What do you like or dislike about other airport facilities?

Don't like the lack of trolley availability.

12/2/2014 –

Q1: What aspects of the concepts do you like the most?

Intermodal transit center

Q2: What things should we address or consider when selecting a preferred alternative?

Maximize space for more gates.

Q3: What do you like or dislike about The Green Build?

You're still catering to cars (their needs) Time to move out of the car age

Q4: What do you like or dislike about other airport facilities?

Convenient public transportation to and from airport

12/2/2014 –

Q1: What aspects of the concepts do you like the most?

The thought of the future accommodations

Q2: What things should we address or consider when selecting a preferred alternative?

Accessibility, people movement, vehicle moment and parking

Q3: What do you like or dislike about The Green Build?

Getting public input

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

12/2/2014 –

Q1: What aspects of the concepts do you like the most?

Quick in and out time for top domestic flights.

Q2: What things should we address or consider when selecting a preferred alternative?

Green energy, natural resources, and flight efficiency.

Q3: What do you like or dislike about The Green Build?

Nothing bad to say.

Q4: What do you like or dislike about other airport facilities?

I dislike the feeling of being enclosed. Having vast views of airport runways and landscape surroundings. Also the ability to breath in fresh air after being on a flight.

12/2/2014 –

Q1: What aspects of the concepts do you like the most?

I think it's important to keep terminal 2 east up. No point is tearing it down. If that's the case then option # 1. i think we need more international flights

Q2: What things should we address or consider when selecting a preferred alternative?

International flights, play area for kids, it should be a comfortable airport it's not a museum or a palace. I think it needs to be more funky than fancy.

Q3: What do you like or dislike about The Green Build?

I love it. I think it's great and takes lots of traffic off of the one level.

Q4: What do you like or dislike about other airport facilities?

I think there needs to b kid play areas, they have them in JFK and they are very popular because kids need to play before a flight.

12/2/2014 –

Q1: What aspects of the concepts do you like the most?

International Gates, this should be very important to the growth of San Diego on a world stage. Expanded gates and customs facilities.

Q2: What things should we address or consider when selecting a preferred alternative?

Respondent skipped this question

Q3: What do you like or dislike about The Green Build?

The openness of the green build is great, nice to have eating and shopping choices.

Q4: What do you like or dislike about other airport facilities?

I travel international a lot, just hoping the airport officials put an important emphasis on the international side of things, gets old going through SFO, LAX, Etc... Would be nice to fly direct from San Diego.

12/2/2014 –

Q1: What aspects of the concepts do you like the most?

Updated terminal 1. Dedicated roadway. Expansion of dual level

Q2: What things should we address or consider when selecting a preferred alternative?

Light rail connecting the airport to a north and east county rail transit station.

Q3: What do you like or dislike about The Green Build?

Too much emphasis on the Marketplace. This is a destination airport. There is no need for anything more than simple food and shops. So reduce size, cost and complexity.

Q4: What do you like or dislike about other airport facilities?

Baggage service is pathetically slow.

12/3/2014 –

Q1: What aspects of the concepts do you like the most?

New, modern, open spaces. Separation of arrival and departing areas. Increased international gates.

Q2: What things should we address or consider when selecting a preferred alternative?

Long-term viability. Despite Miramar being the most logical location for our major commercial airport, it's highly unlikely that the airport will ever move. Anything that is done should be done to accommodate the needs and growth of the city/region for the next 50 years.

Q3: What do you like or dislike about The Green Build?

The flooring. It looks like an armature art project. Not refined. The area with Saffron Thai is pretty, but too closed off from the concourse - you could easily miss it.

Q4: What do you like or dislike about other airport facilities?

Terminal 1 is about as nice as a bus station in a small rural town. It's a dump. Too crowded. Southwest should have been placed in the expanded Terminal 2. At times, Terminal 2 is a ghost town, while Terminal 1 is always chaos.

12/3/2014 –

Q1: What aspects of the concepts do you like the most?

Respondent skipped this question

Q2: What things should we address or consider when selecting a preferred alternative?

Transportation to and from airport. Consider people mover -- not buses -- to get people to satellite parking, rental cars and intermodal facility.

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

12/3/2014 –

Q1: What aspects of the concepts do you like the most?

Public transportation

Q2: What things should we address or consider when selecting a preferred alternative?

Public transportation

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Public transportation

12/3/2014 –

Q1: What aspects of the concepts do you like the most?

Terminal 2 east needs to be demolished, along with terminal 1 and the commuter building.

Q2: What things should we address or consider when selecting a preferred alternative?

Convenience. Shortest walk from curb to gates. International gates should not be front and center. Without knowing the details, Alt. 3 looks the best. Didn't count the gates, but whichever offers most gates.

Q3: What do you like or dislike about The Green Build?

Cost. Terminal 2 west green build is too much- the terminal is usually empty, along with the stores. Way too much money was spent. Bigger is not better.

Q4: What do you like or dislike about other airport facilities?

I love Orange County and San Jose. Easy to use and fast to/from planes. I dislike Sacramento's new terminal. Horrible waste of money because planes are too far from curb.

12/4/2014 –

Q1: What aspects of the concepts do you like the most?

Better allocation of space for international gates

Q2: What things should we address or consider when selecting a preferred alternative?

Dual level roadway for T1

Q3: What do you like or dislike about The Green Build?

Should have planned for more than ten gates. Like sunset cove in T2.

Q4: What do you like or dislike about other airport facilities?

Like the artwork in T2 west. Like the consolidated rental car facility on north side. Dislike security in T1 and arrival/departure roadway.

12/4/2014 –

Q1: What aspects of the concepts do you like the most?

Views, courtyard amenities and quick turnaround of domestic flights

Q2: What things should we address or consider when selecting a preferred alternative?

Passenger ease in/out of terminals/gates and amenities while at airport. Most importantly, ease of aircraft turnaround time and flight options

Q3: What do you like or dislike about The Green Build?

I love it.

Q4: What do you like or dislike about other airport facilities?

I like how easy it is to get in and out of the SD airport

12/4/2014 –

Q1: What aspects of the concepts do you like the most?

Making the flow of the airport more efficient. Alternative 3 is a good idea.

Q2: What things should we address or consider when selecting a preferred alternative?

Efficiency and safety

Q3: What do you like or dislike about The Green Build?

N/A

Q4: What do you like or dislike about other airport facilities?

Connection flights being efficient

12/4/2014 –

Q1: What aspects of the concepts do you like the most?

Centralized rental car center.

Q2: What things should we address or consider when selecting a preferred alternative?

Airport Access. Shuttles and monorail connection. Or, ideally, connection to the San Diego trolley.

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Terminal 1 is dated and needs improvements. Overall, there should be more focus on public transit access to the airport than creating more parking spaces. Parking spaces should be in the form of structures rather than generic parking lots in order to maximize space.

12/4/2014 –

Q1: What aspects of the concepts do you like the most?

They all look like exciting destinations. Please develop an alternative that does not affect the California least tern.

Q2: What things should we address or consider when selecting a preferred alternative?

Please assure that there will be no impacts to the California least tern. Please coordinate with the Port of San Diego, as they are concurrently developing a Port Master Plan- it seems that there are competing visions for areas near the airport.

Q3: What do you like or dislike about The Green Build?

I like the traffic flow and ability to get to public transportation.

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

12/4/2014 –

Q1: What aspects of the concepts do you like the most?

I like Plan # 4 because domestic gates are close to the runway for faster service.

Q2: What things should we address or consider when selecting a preferred alternative?

An alternative should not only be functional and allow airport traffic to flow easily but the quality of a traveler's experience while at the airport should be considered.

Q3: What do you like or dislike about The Green Build?

Effective use of the land

Q4: What do you like or dislike about other airport facilities?

Not enough is available now. I am hoping more interesting shops and restaurant will be in the new marketplace.

12/5/2014 –

Q1: What aspects of the concepts do you like the most?

Two of the major aspects of the concepts I really like are the elevated view of the bay and a dedicated space for international transport which will attract more airlines to offer direct international travel from the airport.

Q2: What things should we address or consider when selecting a preferred alternative?

I think you should consider the experience of every traveler that goes through the airport. These include both those of international and domestic travelers that have not seen San Diego before.

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

12/5/2014 –

Q1: What aspects of the concepts do you like the most?

Alt. 4...getting domestic flights in and out quickly

Q2: What things should we address or consider when selecting a preferred alternative?

Make better use of the north side of the airport

Q3: What do you like or dislike about The Green Build?

It makes use of the space available in a streamlined way

Q4: What do you like or dislike about other airport facilities?

Other airports are huge and confusing...especially when you have to take shuttles to your next gated and information isn't readily available.

12/8/2014 –

Q1: What aspects of the concepts do you like the most?

I love the multi-level design of Alt 2 but I very much appreciate the efficiency of Alt 4.

Q2: What things should we address or consider when selecting a preferred alternative?

Ways to enhance traveler's perception of San Diego. Most efficient methods of moving aircraft and people. Efficiently separating Domestic and International traffic.

Q3: What do you like or dislike about The Green Build?

Could be a waste of space. With limited space, we need to be efficient. There are many ways to make it attractive without "green" builds.

Q4: What do you like or dislike about other airport facilities?

Modern, efficient, and clearly laid out.

12/9/2014 –

Q1: What aspects of the concepts do you like the most?

Alternative 1 has the most curbside area potential. Also, possibly two or three extra gates could be added to it's east end, & one on the south.

Q2: What things should we address or consider when selecting a preferred alternative?

Keeping and modernizing Terminal 2 east saves demolition costs.

Q3: What do you like or dislike about The Green Build?

It is fine the way it is.

Q4: What do you like or dislike about other airport facilities?

How about a land exchange with MCRD? Give them the land just north of the Control Tower in trade for land to extend Taxiway C.

12/9/2014 –

Q1: What aspects of the concepts do you like the most?

Getting Airport traffic off Harbor Drive.

Q2: What things should we address or consider when selecting a preferred alternative?

We need an express trolley to the Airport. If there is room to make a special airport road, there is room for an electric trolley track.

Q3: What do you like or dislike about The Green Build?

The fact that you name it "The Green Build" because it is green on the drawing, while current new development on the East side of the Airport is cement walls and palm trees. But who cares about Heat Island Effect and O2 producing walls and roofs anyway.

Q4: What do you like or dislike about other airport facilities?

Brand new ones are being built to 2014 eco standards and not "looking toward the future" when it comes to energy usage and sustainability.

12/9/2014 –

Q1: What aspects of the concepts do you like the most?

Don't understand them in detail, but appreciate being invited to give input.

Q2: What things should we address or consider when selecting a preferred alternative?

Access by the public into and out of the airport facilities.

Q3: What do you like or dislike about The Green Build?

I will have to do some more reading to understand what you mean by "Green Build" as the video didn't expound.

Q4: What do you like or dislike about other airport facilities?

What I like most about other airports, for example, European ports in Scandinavia is that they are located outside of major cities by 45 minutes- mitigating everything from noise and air pollution to traffic congestion.

12/9/2014 –

Q1: What aspects of the concepts do you like the most?

New and expanded facilities that will open up more direct flights and improve (and simplify) the passenger experience.

Q2: What things should we address or consider when selecting a preferred alternative?

Making the drop-off/pickup, check-in, and security process as quick and efficient as possible. This includes connecting the airport to mass transit. Annexing the MCRD to the north for construction of a new runway would be great.

Q3: What do you like or dislike about The Green Build?

I like the expanded food and beverage options.

Q4: What do you like or dislike about other airport facilities?

Connections to mass transit!!!

12/10/2014 –

Q1: What aspects of the concepts do you like the most?

I like the much improved Terminal 1 experience. The existing terminal 1 is too crowded, and all of the new designs all seem to have more space for terminal 1

Q2: What things should we address or consider when selecting a preferred alternative?

Make it so that the checked-in traveler can have a good experience in the airport once they clear security. There needs to be space for people to move about, shops to kill time if a flight is delayed, good internet connectivity, etc.

Q3: What do you like or dislike about The Green Build?

I like that it's happening...I need to learn more details. The high-level overview was interesting, but I'd like to better understand the positives/negatives of each proposal

Q4: What do you like or dislike about other airport facilities?

I like the fact that in most airports that you can wander between terminals if your flight has been delayed for a long period of time...

12/12/2014 –

Q1: What aspects of the concepts do you like the most?

More gates, bigger focus on actual international flights.

Q2: What things should we address or consider when selecting a preferred alternative?

Maybe you can't keep terminal two working throughout the duration, but possibly build one section first, so that it's up and running quicker than the rest of the expansion.

Q3: What do you like or dislike about The Green Build?

Like the green part of the build. I hate that you switched the arrival and departure areas!

Q4: What do you like or dislike about other airport facilities?

Multi-level seems to work well, offsite parking is probably going to be a must here. We need bigger and better staffed security areas. There is no need to wait in line for 1.5 hours to go through security in the 6th largest city in the US. Other Airports have planned for this, not simply stuck it in the hallway. I'd be happier with one less restaurant, but a decent TSA area

12/12/2014 –

Q1: What aspects of the concepts do you like the most?

Planning ahead. Hopefully planning ahead with understanding that more will have to be done in the future so build with options to add to that, vs. tearing things down and starting again for additions/improvements

Q2: What things should we address or consider when selecting a preferred alternative?

Easy people movement between all gates, and fast turnaround for planes/flights.

Q3: What do you like or dislike about The Green Build?

Without a nice map showing all the ideas, perhaps with overlays you can add/remove with a click, it's hard to say. See above about planning ahead for future additions without having to tear down/start from ground level. I don't know ANYONE who goes to an airport for a great view of San Diego or the harbor, so that's LOW on my list of things to care about.

Q4: What do you like or dislike about other airport facilities?

LOVE having innovative things that improve customer experience from drop off to pick up.

12/12/2014 –

Q1: What aspects of the concepts do you like the most?

I like anything that improves auto traffic flow to and from interstate 5. I think all public parking should be on the east side of the runway with a train tunnel connecting passengers to the terminals. Building the current airport so that all public auto traffic has to drive extra miles to get around the runway to get to the terminal is very bad.

Q2: What things should we address or consider when selecting a preferred alternative?

To make trips more pleasant, insure that TSA has no lines. The current situation is infuriating. More numbered signs along the pickup areas would aid in informing a person waiting in the cell phone lot of where to pick up an arriving passenger.

Q3: What do you like or dislike about The Green Build?

I do not care about green. I support whatever gets me into and out of the airport in the least time with the least hassle.

Q4: What do you like or dislike about other airport facilities?

Cell phone lots are good. Separating the arriving and departing autos with elevated roadways is good.

12/12/2014 –

Q1: What aspects of the concepts do you like the most?

Connectivity to Transit

Q2: What things should we address or consider when selecting a preferred alternative?

Auto Traffic Impacts

Q3: What do you like or dislike about The Green Build?

N/A

Q4: What do you like or dislike about other airport facilities?

I dislike the distance from the urban core of other airports

12/12/2014 –

Q1: What aspects of the concepts do you like the most?

Alternative 4 for faster gate turnaround would be great...

Q2: What things should we address or consider when selecting a preferred alternative?

In bound traffic congestion, faster to pass thru security gates... better drop off and pick up lanes. Better drop off n pick up technique etc...

Q3: What do you like or dislike about The Green Build?

Looks well thought out and very good to me.

Q4: What do you like or dislike about other airport facilities?

Minneapolis airport has a great waiting area for passengers with individual iPad at all seat location to check your email etc. and order drink or snack while waiting for your gate to open. Orlando has more security lanes also Minneapolis.

12/13/2014 –

Q1: What aspects of the concepts do you like the most?

Getting traffic off harbor drive. The transit center on the north side.

Q2: What things should we address or consider when selecting a preferred alternative?

Passenger arrival experience is important. I like the idea of having amazing views of downtown and the bay from the gates. How amazing would that be for passengers when they arrive and depart San Diego!

Q3: What do you like or dislike about The Green Build?

I like the build. I think it could of been more dramatic, but it was a good addition. The dual level roadway is great.

Q4: What do you like or dislike about other airport facilities?

The food is improving. The facilities feel cramped in T1. T2 East needs to go.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

More efficiency more domestic flights aka southwest

Q2: What things should we address or consider when selecting a preferred alternative?

Long term use

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

I like the easy as possible in and out

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Centralized market; new roadway off main harbor drive for access to airport; link to SANDAG plan for alternative modes

Q2: What things should we address or consider when selecting a preferred alternative?

Cost, saving time and money, ease of flyers moving around airport

Q3: What do you like or dislike about The Green Build?

I don't think it's necessary to have a tall building with a "view" for arriving passengers. They will have plenty of time to enjoy the views of the harbor while staying in San Diego.

Q4: What do you like or dislike about other airport facilities?

Ease of getting rent-a-cars, shuttles. I used the new terminal recently and as a passenger found I had to walk quite far to just get a taxi.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

The quick-turn gates for domestic traffic.

Q2: What things should we address or consider when selecting a preferred alternative?

Ease of passenger movement, efficiency of aircraft operations.

Q3: What do you like or dislike about The Green Build?

The Green Build is great!

Q4: What do you like or dislike about other airport facilities?

The current Southwest gates are horrible. I look forward to them being replaced.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

#3 seems simple and the easy to do vs the others

Q2: What things should we address or consider when selecting a preferred alternative?

Simple and least \$ to accomplish

Q3: What do you like or dislike about The Green Build?

Like the plan

Q4: What do you like or dislike about other airport facilities?

Terminal 1 needs to be redone ASAP

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

If located on the south side, new terminal will be wrong facility in wrong place

Q2: What things should we address or consider when selecting a preferred alternative?

Develop full terminal/multi-modal transit interface facilities on north side of airport. Rework direct vehicular access to/from I-5

Q3: What do you like or dislike about The Green Build?

The \$800 million boondoggle in wrong location is a permanent monument to airport authority incompetence

Q4: What do you like or dislike about other airport facilities?

Proposed terminal expansion will result in gridlock of harbor drive

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

North side as single-point for passengers, transportation portal

Q2: What things should we address or consider when selecting a preferred alternative?

Easy and fast in/out.

Q3: What do you like or dislike about The Green Build?

Terminal 1 has been ignored and keeps getting smaller in favor of retail.

Q4: What do you like or dislike about other airport facilities?

I cannot believe that a transportation portal was include when the trolley was first designed. Very poor planning from my perspective. We should be like Atlanta (MARTA).

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Continue to focus new terminal development adjacent to existing operations.

Q2: What things should we address or consider when selecting a preferred alternative?

Adequacy of waiting areas near gates. San Diego has great weather...but a lot of flights get backed up due to bad weather in the Midwest and up the coast. Awareness of an aging population, which makes accessibility ever more important.

Q3: What do you like or dislike about The Green Build?

The focus on improving the customer experience is excellent. Some of the distances between gates and ticketing or baggage claim are kind of far.

Q4: What do you like or dislike about other airport facilities?

Terminal 1 remains an embarrassment for San Diego, with a poor experience for the traveler.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Plan 4 seems the most logical with far fewer international flights on the south side and away from frequent domestic flights. Also the 2 open areas lend to free lighting and natural ambiance.

Q2: What things should we address or consider when selecting a preferred alternative?

Traffic management to and from the limited single runway can get backed up at prime time, so this is job #1. Secondly, distance of foot travel within the terminal should be priority #2.

Q3: What do you like or dislike about The Green Build?

No comment

Q4: What do you like or dislike about other airport facilities?

No comment

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Intermodal connection to public transportation.

Q2: What things should we address or consider when selecting a preferred alternative?

Establish intermodal terminal first! Then, address terminal issues.

Q3: What do you like or dislike about The Green Build?

The design is gorgeous, but the connection between Terminal 2 East and West is horrible!

Q4: What do you like or dislike about other airport facilities?

The Commuter Terminal should be demolished. The razor-wire fence along Harbor Drive is unsightly.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Efficient domestic gates in Alternatives 3 & 4.

Q2: What things should we address or consider when selecting a preferred alternative?

Passenger experience, airline ease of use, and development of an iconic and architecturally pleasing addition to the community from the ground, nearby hills, and air. It is important that the building is not ugly from any side (ie the convention center back facing the bay and Coronado)

Q3: What do you like or dislike about The Green Build?

Art, culture, aesthetics, and passenger functionality.

Q4: What do you like or dislike about other airport facilities?

Southwest Airlines Terminal looks and functions poorly with little positive passenger experience.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Green space

Q2: What things should we address or consider when selecting a preferred alternative?

Arrival and Departure pick up and drop off area

Q3: What do you like or dislike about The Green Build?

I like everything about the Green Build concept

Q4: What do you like or dislike about other airport facilities?

More TSA gates, more seating for each gate, food courts with affordable food.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

The separate roadway from Harbor.

Q2: What things should we address or consider when selecting a preferred alternative?

Traffic flow

Q3: What do you like or dislike about The Green Build?

Second level roadway

Q4: What do you like or dislike about other airport facilities?

Lack of public transportation access

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Expanding Terminal 1 so it is not so crowded.

Q2: What things should we address or consider when selecting a preferred alternative?

Quick passage through security and ease of access to other modes of transportation (rail) so that road traffic is reduced.

Q3: What do you like or dislike about The Green Build?

It seems too "Grand." I'd prefer San Diego to have an airport that better reflects our personality (laid back, friendly) rather than trying to duplicate the biggest/best concepts in the world today.

Q4: What do you like or dislike about other airport facilities?

Too many people in a small space makes me nervous, and when there is too few seats in a gate area (and people are on the ground, standing) it is unsettling. Please plan for enough space, seating, and walking area so that the MAX capacity passengers (which you know we will get to) are not squished together.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Makeover of Terminal 1 which is old and needs to be replaced Grouping of international flights Marketplace

Q2: What things should we address or consider when selecting a preferred alternative?

Factor in more international flights (esp. to Central and South America) which could be more likely for SAN (since you don't need super large planes) Get a non-stop connection to China/Hong Kong and Frankfurt (this will tremendously open up more destinations from/to San Diego) More green and eco-friendly More shopping, restaurants and other services Wow visitors when they arrive @SAN - love the concept with downtown, bay views Can we get a second runway at SAN (esp. for the smaller planes) ? Parking garage is key. Better airline lounges more light, plants (think Changi Airport - Singapore) have souvenir shops that showcase uniqueness of our region - like some of the stores in Old Town. Have a legitimate Mexican restaurant - again like Old Town. Have direct access to public transportation - train, bus, trolley etc.

Q3: What do you like or dislike about The Green Build?

Love Sunset Cove, shopping and seats with power supply/USB Love the United lounge

Q4: What do you like or dislike about other airport facilities?

LAX: New Tom Bradley renovation is very cool Dubai: It's a shopping mall - lot of stores and prices are not exorbitant Changi: It's an amusement park. Lot of activities for kids and adults. Munich: very clean and unique. Showcases BMW. Frankfurt: Too big, dirty and can't find a gate most of the time. Always bused into terminal. Not good. San Jose: Small, clean and compact. Shanghai: Love the Maglev connection from airport to city LHR: Lot of walking needed. However, Heathrow express to city is great.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Concentrated in one location

Q2: What things should we address or consider when selecting a preferred alternative?

Cost, schedule as well as passenger inconvenience and interruption during development

Q3: What do you like or dislike about The Green Build?

Enormous parking garages along harbor drive

Q4: What do you like or dislike about other airport facilities?

Access increases and circulation becomes impossible.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

That you have clearly considered all options.

Q2: What things should we address or consider when selecting a preferred alternative?

The difficulty of people arriving nationally and transferring to an International Terminal.

Q3: What do you like or dislike about The Green Build?

I like anything green, to keep us in touch with the environment we seldom stop to even notice.

Q4: What do you like or dislike about other airport facilities?

Slow baggage delivery; huge distances to exits. I think doing something about the extra train track stop lights on Laurel is essential. Get rid of these, or find a way to re-route traffic to avoid this. It's a total nightmare!

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Added gates that facilitate aircraft turn around and parking and passenger processing in the north access terminal.

Q2: What things should we address or consider when selecting a preferred alternative?

Taxi routes and runway access. Passenger movement from parking to gates.

Q3: What do you like or dislike about The Green Build?

The gate waiting area is a vast improvement over the rest of the terminal facilities and those older areas need to be brought up to the same standards.

Q4: What do you like or dislike about other airport facilities?

Worrying about views of the harbor from the terminal are a waste of time and money. Spend the money on making the facilities efficient and user friendly. I don't go to the airport to look at the harbor.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

That the advantages of San Diego unique airport location are being integrated

Q2: What things should we address or consider when selecting a preferred alternative?

1. Linking the terminals so that one can walk the entire span 2. a multi-belt walkway system

Q3: What do you like or dislike about The Green Build?

The Green Build was good, build on that - the open air concept, the integration with local markets, the central marketplace

Q4: What do you like or dislike about other airport facilities?

Like: easy, convenient motorized walkways dislike: no allowance for the seasonal variance

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Allowing easy runway access/turnaround for domestic aircraft

Q2: What things should we address or consider when selecting a preferred alternative?

Maximize aircraft turnaround time given the constraints of a single runway airport/more identifiable gates for international flights

Q3: What do you like or dislike about The Green Build?

Not sure about this question. As I understand it, Green Build is the concept used for the most recent airport improvements. If that's the nature of the question, then GB is a wonderful concept.

Q4: What do you like or dislike about other airport facilities?

The elevated Ingress/Egress to T-2 West is cramped and inadequate for traffic (one lane to the upper deck.)

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Unclear how a traveler gets from parking site or how a person dropping off or picking up traveler would approach airport. Where is cell phone lot?

Q2: What things should we address or consider when selecting a preferred alternative?

Traffic patterns/public transit options/cost of parking and variety of parking types (trailer, RV, bus, bike, electric car station) walking to airport from downtown which I see people doing.

Q3: What do you like or dislike about The Green Build?

Need to review it again as drawings very blurred and verbal narration not clear. View of bay would be nice arrival (if SD doesn't shut off the view of water like downtown bay views shut off by hotels/convention center did).

Q4: What do you like or dislike about other airport facilities?

Like easy to understand and locate signage. Ease to get to TSA and speedy pass through which is terrible at SD Southwest now. Access to restrooms and free water/drinking fountains, internet access and recharging stations which are free and plentiful in many other airports. San Diego is one of the worse I use and I travel 4-8 times per year including international. I see SD Visitors many times confused.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

The north side passenger processing center but that is common to all alternatives.

Q2: What things should we address or consider when selecting a preferred alternative?

I like alternative #4 since the domestic flights would be located so that they could possibly have faster turnaround times. This would be helpful to many more passengers since international flights would involve fewer passengers I assume.

Q3: What do you like or dislike about The Green Build?

Have not yet been inside the newest terminal.

Q4: What do you like or dislike about other airport facilities?

Like to have maximum window area so there is plenty of natural light. Alternative #4 with the open court yards would be nice in that regard.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Respondent skipped this question

Q2: What things should we address or consider when selecting a preferred alternative?

The north side passenger facility should have baggage drop-off, and underground passage to the terminal. NO VANS. Should also get trolley connection.

Q3: What do you like or dislike about The Green Build?

Terminal 2 so much better than T1. Bulldoze T1 ASAP.

Q4: What do you like or dislike about other airport facilities?

Intl flights are rare, and should go to one of the two ends.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Alternative 4, with fast turns for domestic aircraft

Q2: What things should we address or consider when selecting a preferred alternative?

Where most users of the airport need to go.

Q3: What do you like or dislike about The Green Build?

Need to do green build as much as practicable.

Q4: What do you like or dislike about other airport facilities?

Traffic congestion to unload departing passengers is my major dislike.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

High volume air traffic in one place

Q2: What things should we address or consider when selecting a preferred alternative?

Ease of departure drop-off and arrival pick-up, i.e. separate levels. Keep traffic off Harbor Drive. Easier access from the I-5.

Q3: What do you like or dislike about The Green Build?

Good idea.

Q4: What do you like or dislike about other airport facilities?

Dislike long baggage arrival times.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

I like the concept of setting up gates so planes can get to and from them as quickly as possible.

Q2: What things should we address or consider when selecting a preferred alternative?

Better transit connections

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Not much - the RON spaces at the west end are lost, replaced by those way east that will require taxiing under power. All these projects are impossible to build due to cost - the Green Build was a small fraction of this work at \$1 billion dollars

Q2: What things should we address or consider when selecting a preferred alternative?

Efficiency and cost - Leave RONs west, Convert Commuter Terminal into air cargo facility while retaining Authority offices. Build a concourse to replace current air cargo buildings for WN, then take down Terminal 1 in pieces - simply move them toward the south. Utilize Commuter terminal ramp for WN RON aircraft. Build international gates where RONs park at night and dual use the area for midday Intl flights and overnighing RON aircraft. No need for dual taxiway east of New WN gates proposed above.

Q3: What do you like or dislike about The Green Build?

It's great. Love the RON spaces where they belong - at west end where they can easily be towed on and off gates. Let's hope the building holds up and things like the imported Italian tile that fell apart in the original Terminal 2 West don't happen.

Q4: What do you like or dislike about other airport facilities?

Like the convenience. However, Single, short runway is a major issue for expansion and International operations. Terrain at both ends creates an airport that fails during low visibility conditions. Noise impacts on neighborhoods at both ends of the runway precludes 24 hour operation. Traffic impacts.

12/17/2014 –

Q1: What aspects of the concepts do you like the most?

Respondent skipped this question

Q2: What things should we address or consider when selecting a preferred alternative?

Reducing the GHG discharges caused by the airport and transportation to and from it, and aircraft noise in Loma Portal and downtown

Q3: What do you like or dislike about The Green Build?

It is all right but it does not seem very green. More expansion at the airport means more GHGs. A good high speed train system could substantially reduce the need for air travel, reduce GHGs, and be more convenient.

Q4: What do you like or dislike about other airport facilities?

I enjoy waiting on Harbor Island for people to arrive at the airport.

12/18/2014 –

Q1: What aspects of the concepts do you like the most?

Separation of high-turn domestic (e.g., SW) and international a/c; separation of arrival + departure vehicular traffic

Q2: What things should we address or consider when selecting a preferred alternative?

All pax enter property off Pacific Hwy/I-5

Q3: What do you like or dislike about The Green Build?

Investment at current single runway site; Is Brown Field really out of consideration. TJ Rodriguez makes Otay Mesa work for int'l flights. Also need to eliminate pedestrian x-walks on arrival roadway.

Q4: What do you like or dislike about other airport facilities?

Term 2 west is great, and I appreciate the walking distances...but some pax might welcome moving sidewalks. Thanks for survey!

12/18/2014 –

Q1: What aspects of the concepts do you like the most?

That the costs will be paid for by those using the airport.

Q2: What things should we address or consider when selecting a preferred alternative?

Passengers should be able to enter once through TSA. A change of gates or terminals should not cause someone to have to go out of and back through security.

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Bathrooms! It is hard to believe that so many international airports have terminal bathrooms with one or two stalls, and hence a line out the door. An average airliner holds over 100 people. Problems with airport bathrooms: toilets are too few; stalls do not accommodate luggage; sometimes you can see in there from the hallway; ventilation is poor; brushing your teeth is difficult with electric eye sinks; surfaces should not be reflective, (shiny tiles) allowing people to see more than they should through various gaps; stall dividers should be higher and lower and without gaps; it would be great if each stall had its own sink; both air and towel drying should be offered. Do this, and you will have bathrooms to brag about. If you are going to have gaps in the stalls, please do not put lighting directly above the stall casting a shadow of the floor for all to see.

12/18/2014 –

Q1: What aspects of the concepts do you like the most?

I like the open air concept in plan four. I also like the idea that you can access more gates without going through security twice. Sometimes passengers arriving at gates 1 and 2 have to repeat going through security to make a connection to gates 3-10. This needs to be addressed and it seems all the plans will go this.

Q2: What things should we address or consider when selecting a preferred alternative?

We should address can I get to all gates once I go through security? Another top priority would be to have easy access to runways/taxiways for short distance flights. We should create access to all gates to eliminate the between terminal shuttles. These buses are needed now but add to the congestion at the airport. Allow access between all gates. Moving sidewalks could be added if space is available. We also need to address employee parking to try and eliminate the employee shuttles as well. This will take more buses off the roadways in front of the terminal. Maybe employee parking can be located near the new rental car facility and the employees can ride the rental car shuttles during non-peak hours and have their own shuttles during peak times.

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

I like being able to use any security checkpoint to reach the gates. We are greatly restricted now. I like being able to have many food options by having access to the entire area once I have gone through security. Currently I am not able to get food at Phil's when I am traveling using Terminal 1 gates. I like the open feeling in the new terminal 2 area. Plenty of light and open space.

12/19/2014 –

Q1: What aspects of the concepts do you like the most?

For each of the last 5 years I have logged air travel over 250,000 miles. I also live close by the airport in OB. I am still astounded that the airport expands gates and flights instead of relocating to allow additional runway space, elsewhere - instead of using valuable real estate for an airport. I think the concept of stores and restaurants is also overdone; most people do like to have good options in this regard, but don't go to the airport for any reason other than to get in and get out. I am also concerned about safety, of surrounding neighborhoods, noise levels etc. I don't think any of these ideas have been properly addressed. The idea of increasing international flights is also not well planned - as articles tout the future of TJ airport for international flights, vs. LAX. I go through dozens of airports domestically and internationally every year.

Q2: What things should we address or consider when selecting a preferred alternative?

Respondent skipped this question

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

12/19/2014 –

Q1: What aspects of the concepts do you like the most?

Alternative 4 which allows shorter domestic wait times for frequent flights.

Q2: What things should we address or consider when selecting a preferred alternative?

Priority should go to the frequent fliers.

Q3: What do you like or dislike about The Green Build?

Finally, the signage is better. Old bathrooms need remodel Terminal 1 and 2 before security.

Q4: What do you like or dislike about other airport facilities?

Dislike long, long walks from gate to baggage claim

12/19/2014 –

Q1: What aspects of the concepts do you like the most?

Any additional terminals should match the Green Build.

Q2: What things should we address or consider when selecting a preferred alternative?

There is no alternative to SAN when flying to S. D.

Q3: What do you like or dislike about The Green Build?

I like the slanted facade; it looks just like the Washington Dulles Airport terminal.

Q4: What do you like or dislike about other airport facilities?

I still think Harbor Island should be leveled, infilled, and a second runway built on it.

12/19/2014 –

Q1: What aspects of the concepts do you like the most?

Alternative 4, with the open spaces, is the most interesting.

Q2: What things should we address or consider when selecting a preferred alternative?

Build something architecturally interesting. And integrate the trolley better. I love to fly in and out of SFO because of the easy BART connection. Contrast that with the old AirBART shuttle or new BART connector at OAK. Even MSP has a light rail station underneath the airport.

Q3: What do you like or dislike about The Green Build?

I always fly Southwest, so I'm not familiar with The Green Build.

Q4: What do you like or dislike about other airport facilities?

I love SFO's BART connection. Other cities take more pride in their airports. San Diego always seems to want something on the cheap.

12/19/2014 –

Q1: What aspects of the concepts do you like the most?

Dual level of the concourse is wonderful. Dual levels of drop-off & pick-up are even greater to traffic flow!! The quick turnaround for non-foreign flights is a real draw for those companies!

Q2: What things should we address or consider when selecting a preferred alternative?

The ease of reaching the terminal, parking/shuttles/underground service by the trolley. Ease of turn-around for the airlines. Business begets business! We aren't big enough to hold any plane for a minute longer than we have to!

Q3: What do you like or dislike about The Green Build?

Green build is fine, green space is a waste! We're not at the airport for aesthetics; we're there to arrive/leave as fast as possible! I understand that "This is aor area" and that needs a public relations shtp every time we can, but looking out to see something no one wants to waste travel time is not it.

Q4: What do you like or dislike about other airport facilities?

Walkways need motion. People movers [walkways] are essential in the day and age of "fat" America. We are older, but still travel, but we limp--A LOT!! If we come in on the bottom, exit on top! ALWAYS make everything tilt towards movement towards flights and towards San Diego's economy.

12/19/2014 –

Q1: What aspects of the concepts do you like the most?

I like plan 4, emphasis should be to tern gates quickly for the majority of traffic at the airport. International should not take prime spots.

Q2: What things should we address or consider when selecting a preferred alternative?

Why not tunnel under the runway to transfer people from the inter-modal to the terminals.

Q3: What do you like or dislike about The Green Build?

Like it

Q4: What do you like or dislike about other airport facilities?

There should be a seamless partnership between SANDAG, the Port and the military. I can't believe the MCRD won't budge on the extra land, They should be outside the city anyway.

12/20/2014 –

Q1: What aspects of the concepts do you like the most?

Solving surface traffic problems arriving and departing the terminals.

Q2: What things should we address or consider when selecting a preferred alternative?

Tijuana's Rodriguez International Airport and high-speed rail connecting it with SDIA does not appear to be part of the overall regional ADP. Why?

Q3: What do you like or dislike about The Green Build?

Dual level traffic is very good. The West departure from Terminal 2 towards Point Loma is excellent.

Q4: What do you like or dislike about other airport facilities?

All have some good and some not-so-good, and are that way because of local constraints just like SDIA is a constrained solution.

12/21/2014 –

Q1: What aspects of the concepts do you like the most?

Reduced traffic on Harbor Drive

Q2: What things should we address or consider when selecting a preferred alternative?

Rapid processing of passengers through security

Q3: What do you like or dislike about The Green Build?

The Green Build is a major improvement to the airport and really San Diego. The departure deck for automobiles is way too small and is jammed at high volume times

Q4: What do you like or dislike about other airport facilities?

SFO is a great example of highly efficient facilities. Their elevated tram has taken large volumes of traffic away from passenger drop off areas, for example there are not rental car shuttles.

12/21/2014 –

Q1: What aspects of the concepts do you like the most?

Access from the trolley - the bus interface with the trolley adds too much time to any airport run.

Q2: What things should we address or consider when selecting a preferred alternative?

Ease of use by locals over the ease of use by visitors. We live here and we pay taxes, but often get ignored in favor of conventioners and influence of the hotel owners.

Q3: What do you like or dislike about The Green Build?

No issues with the Green Build one way or another.

Q4: What do you like or dislike about other airport facilities?

I never park there, so that is irrelevant to me, but I do commend you for the idea of a future garage in your back pocket. The iteration with the gates on the north side for the quick turnaround flights is a good one. The international arrivals can easily wait, as they need to go through customs anyway.

12/22/2014 –

Q1: What aspects of the concepts do you like the most?

Link between trolley and airport.

Q2: What things should we address or consider when selecting a preferred alternative?

Separating arriving and departing passengers. Ease of check-in to gate.

Q3: What do you like or dislike about The Green Build?

Not clear on whether commuter terminal will be eliminated. Will it be connected to the new Terminal 1?

Q4: What do you like or dislike about other airport facilities?

If you are referring to other airports, San Diego ranks high. I do think that other airports do a better job handling international arrivals.

12/22/2014 –

Q1: What aspects of the concepts do you like the most?

Strong focus on domestic traffic. Don't focus on accommodating super jumbos. Don't build courtyards that take up space that could be gate lounges - current Terminal 1 is too short on seats.

Q2: What things should we address or consider when selecting a preferred alternative?

Focus on sufficient passenger gate area seating. Think about 'pop up' or mobile shopping concepts like I saw recently in SF. These can be reconfigured as space demands shift over time.

Q3: What do you like or dislike about The Green Build?

It is stylish and adequately spacious. I like the space in the security area - it seems more than adequate. The restrooms are clean and stylish. I like that there are some local dining options.

Q4: What do you like or dislike about other airport facilities?

I dislike complicated layouts and crowded gate houses with insufficient seating.

12/22/2014 –

Q1: What aspects of the concepts do you like the most?

Taking traffic pressure off of Harbor Drive and greeting arriving passengers on the top floor of the terminal.

Q2: What things should we address or consider when selecting a preferred alternative?

Easiest access to immigration and customs without having to walk miles as we do in other airports. Also free access to luggage carts for arriving international passengers and then easy access to ground transportation.

Q3: What do you like or dislike about The Green Build?

Like the concept, but think it needs to be balanced to with providing the most efficient, cost-effective service possible.

Q4: What do you like or dislike about other airport facilities?

Like: 1) Quick access to immigration and customs; 2) connecting flights in easy walking distance; 3) International terminal that proudly represents the USA by being clean, and beautifully representing the city. Dislike: Dirty arrival areas, dearth of carts, long walks to immigration and customs after 14-28 hours of flying time, poor service that tells visiting foreigners that they are not welcome to the USA.

12/22/2014 –

Q1: What aspects of the concepts do you like the most?

Improved security in terminal one better amenities

Q2: What things should we address or consider when selecting a preferred alternative?

Speed and capacity of security checkpoints

Q3: What do you like or dislike about The Green Build?

I fly primarily out of terminal 1 so I see no benefit

Q4: What do you like or dislike about other airport facilities?

The Dallas love field rebuild, The BWI expansion all did a good job at food space and comfort

12/23/2014 –

Q1: What aspects of the concepts do you like the most?

Replacing Terminal One with a new build is the thing to do. The 4TH alternative seems to make sense.

Q2: What things should we address or consider when selecting a preferred alternative?

From a resident view of things, what is important to me is the ability to bring passengers to the airport and to pick them up in an easy manner.

Q3: What do you like or dislike about The Green Build?

Putting all the new restaurants behind security check point. If I arrive early to pick someone up I cannot visit any of the food vendors.

Q4: What do you like or dislike about other airport facilities?

Waiting in line for items that need to be done before you can board your plane, trouble finding new gates when making connection transfers, dirty bathrooms or not being able to find one near the gates. Signage that is unclear.

12/25/2014 –

Q1: What aspects of the concepts do you like the most?

NONE

Q2: What things should we address or consider when selecting a preferred alternative?

Moving passenger operations to Pacific Highway

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

12/26/2014 –

Q1: What aspects of the concepts do you like the most?

Respondent skipped this question

Q2: What things should we address or consider when selecting a preferred alternative?

Respondent skipped this question

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Move the marine base which can go anywhere and add additional runways and terminals there so we can have an international airport!

12/26/2014 –

Q1: What aspects of the concepts do you like the most?

New terminal 1 - terminal 1 is showing it's age.

Q2: What things should we address or consider when selecting a preferred alternative?

Mass transit access -- Trolley and bus service

Q3: What do you like or dislike about The Green Build?

Views for arriving passengers -- with the downtown location, take advantage of the water and city views for passengers.

Q4: What do you like or dislike about other airport facilities?

Have areas for parents with small children while they wait for flights. Accommodate pets, especially dogs, as more passengers are traveling with them.

12/26/2014 –

Q1: What aspects of the concepts do you like the most?

I liked Plan #2 and #4...2 for the view of the bay and 4 for moving domestic traffic

Q2: What things should we address or consider when selecting a preferred alternative?

Respondent skipped this question

Q3: What do you like or dislike about The Green Build?

Environmental concerns addressed

Q4: What do you like or dislike about other airport facilities?

Beautiful design and a comfortable place to relax and accessibility to gates

12/28/2014 –

Q1: What aspects of the concepts do you like the most?

International flights oriented growth and development

Q2: What things should we address or consider when selecting a preferred alternative?

I think you should consider the possibility of trans pacific flights growth and therefore, the Airport Authority should try to prepare Lindbergh Field for the international travel of the future.

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

12/29/2014 –

Q1: What aspects of the concepts do you like the most?

The open space. The idea of putting the higher-volume gates closest to the runways.

Q2: What things should we address or consider when selecting a preferred alternative?

Ease of use. The current airport is extremely easy to get around and navigate. It typically takes minutes to get from the aircraft to the front of the airport. Windows/natural light.

Q3: What do you like or dislike about The Green Build?

Like: Keeping the airport where it is. The relatively compact size. Local food options.

Q4: What do you like or dislike about other airport facilities?

Dislike: Huge facilities; long walking distances to get to gates.

12/29/2014 –

Q1: What aspects of the concepts do you like the most?

Transit connection to Coaster and Amtrak.

Q2: What things should we address or consider when selecting a preferred alternative?

All four options look the same to me. All I care is that they get the Coaster/Amtrak connection done ASAP and that the whole project doesn't take decades to build. I would also prefer that they make it as easy as possible to reach the terminals via the rail station, rather than having to take a bus all the way around the airport.

Q3: What do you like or dislike about The Green Build?

They should have built all of the terminals on the north side, next to the freeway and rail lines.

Q4: What do you like or dislike about other airport facilities?

Too much focus on parking and driving. Airports should encourage transit, not driving.

12/30/2014 –

Q1: What aspects of the concepts do you like the most?

I like the first concept the best. The east second terminal is already very nice and doesn't need to be replaced. However the entire terminal 1 is terrible...so I think the focus should be on that.

Q2: What things should we address or consider when selecting a preferred alternative?

Cost and making things comfortable for commuters.

Q3: What do you like or dislike about The Green Build?

I think that while all the arts and design is nice...it was completely unnecessary. I would rather have that money spent on comfort and extra amenities. Like the big empty room about the ocean. Completely underwhelming. I would much rather have a nail salon or an addition comfy seating area or better dog relieve area. it is possible to make things look aesthetically pleasing and nice without being frivolous.

Q4: What do you like or dislike about other airport facilities?

Love the new restaurants and shops; don't like the pet relief area...quite small and not clean when I have taken my dog there. I had to watch where I would step. Maybe just not cleaned frequently enough. I really like the lounge seating. It makes it more comfortable to wait for flights. I really like the new security process and the multi-level car entry.

12/30/2014 –

Q1: What aspects of the concepts do you like the most?

Any expansion is good for our city. Arrival getting great views of the city and Harbor Island is important.

Q2: What things should we address or consider when selecting a preferred alternative?

You should tear down the commuter terminal and extend Terminal One down to that terminal. Move airport operations across the street to an old rental car building or lot. Add more gates and a longer terminal one. It would limit a third taxi stand and shuttle pick up location.

Q3: What do you like or dislike about The Green Build?

The green portion. This is an investment, but please don't waste our money. Be good stewards of our money.

Q4: What do you like or dislike about other airport facilities?

Not have moving sidewalks to get around. Shared rental car facilities that are not at the terminal. HMS managing restaurants. Expensive overpriced items and food.

12/30/2014 –

Q1: What aspects of the concepts do you like the most?

Re-directing traffic from Harbor Dr. to within the airport property footprint; coordination with SANDAG for future transit options to the airport; utilizing limited acreage in most creative, efficient, cost effective, and productive manner; and, continuing to use green-build construction technology and implementation.

Q2: What things should we address or consider when selecting a preferred alternative?

Select Alternative 4, as it is the most versatile plan and reflects the most positive aspects of each of the other considered alternatives.

Q3: What do you like or dislike about The Green Build?

I don't dislike any aspect of The Green Build.

Q4: What do you like or dislike about other airport facilities?

Inordinately long transit corridors ("walks") between domestic and international gates, which is not really an issue at real estate-challenged SAN but which Alternative Plan 4 addresses nicely.

12/30/2014 –

Q1: What aspects of the concepts do you like the most?

Alternative 4 and work it in with my comments on #2 and the triangle eliminates gate confusion and provides an opportunity for a world famous inner gardens with fountains.

Q2: What things should we address or consider when selecting a preferred alternative?

Use the Washington entrance as a main passenger hub, and light rail the passengers to the different terminals. Or tunnel under the tarmac.

Q3: What do you like or dislike about The Green Build?

No comment

Q4: What do you like or dislike about other airport facilities?

When one reaches the street access, the place looks like a grim gray warehouse, instead of making it a designer show case, so that folks will want to talk about it. Also insufficient private vehicle curb side pickup, and the awful Taxi stands in middle islands.

12/30/2014 –

Q1: What aspects of the concepts do you like the most?

Centralized area for common travelers, efficiency of gate turnaround time, designated area for international flights

Q2: What things should we address or consider when selecting a preferred alternative?

Utilization of already existing resources, relative cost differences between the various options should be considered

Q3: What do you like or dislike about The Green Build?

I very much like the efforts to build/design facilities with less impact to the environment!

Q4: What do you like or dislike about other airport facilities?

Dislike need to walk long distances between layovers/between gates (i.e. like common area for travelers); dislike when good dining areas are outside of the security gates and thus need to pass through security after dining.

12/31/2014 –

Q1: What aspects of the concepts do you like the most?

Respondent skipped this question

Q2: What things should we address or consider when selecting a preferred alternative?

Respondent skipped this question

Q3: What do you like or dislike about The Green Build?

Not enough information is easily accessible to the public; i would like to see more specifics on North Side improvements, agreements with Port District and SD City on their complementary improvements. On the 4 alternatives video, not enough information is made public to offer informed feedback. I would think there is a 1-2 page summary for each of the alternatives; if you are asking for feedback, then many would be happy to provide some, but it is difficult with such limited "sound bite" public relation videos. I appreciate your effort to receive feedback, but ?...

Q4: What do you like or dislike about other airport facilities?

CONRAC implementation- I found the recent Boston implementation to be poor. Service takes longer and there is a poor consumer experience. Individual rental companies had an incentive to provide timely and friendly service, but now some other group is contracted to provide this consumer-facing service...and it is not good. Contractually, there needs to be some rental car company continuous feedback/input on the common service; otherwise the common service provider will sub-optimize their operations to the detriment of the consumer and rental car companies.

12/31/2014 –

Q1: What aspects of the concepts do you like the most?

Access to car rental agencies remain on airport grounds versus public roadways.

Q2: What things should we address or consider when selecting a preferred alternative?

Renovating north side of airport (i.e. PCH and Washington street areas)

Q3: What do you like or dislike about The Green Build?

Green is always good

Q4: What do you like or dislike about other airport facilities?

Too spread out

12/31/2014 –

Q1: What aspects of the concepts do you like the most?

Elevated road, expanded courtyard

Q2: What things should we address or consider when selecting a preferred alternative?

Reduce extended walks between road, security check in, gates, courtyard retail, baggage pickup, etc.

Q3: What do you like or dislike about The Green Build?

No opinions

Q4: What do you like or dislike about other airport facilities?

Like: overall central location. Dislike: lack of moving sidewalks where they would facilitate movement.

12/31/2014 –

Q1: What aspects of the concepts do you like the most?

The open air plazas in #4

Q2: What things should we address or consider when selecting a preferred alternative?

Easy access for quick turn-around flights

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Respondent skipped this question

12/31/2014 –

Q1: What aspects of the concepts do you like the most?

Alternative 4-most utilized gates are closest to runway. Also like the open space concept in Alternative 4. Linear concept of Alternative 4 will be easy for travelers to figure out. Alternative 2 will be the worst in this regard

Q2: What things should we address or consider when selecting a preferred alternative?

Most efficient way to get people on their plane, and their plane off the runway. Minimize walk times to gates. Common use gates to reduce delays caused by delayed planes blocking gates for arriving aircraft.

Q3: What do you like or dislike about The Green Build?

It takes a long time to park and then walk to the far flung gates in terminal 2W

Q4: What do you like or dislike about other airport facilities?

International connections to domestic flights in terminal one are cumbersome.

12/31/2014 –

Q1: What aspects of the concepts do you like the most?

Tie into the transit center. Although it would be best if it was integrated into the front door of the airport (ie no bus rides to transit center)

Q2: What things should we address or consider when selecting a preferred alternative?

1. Maximize number of gates 2. Nice to have good shops and restaurants but be sure that space and focus is commensurate with a destination airport.

Q3: What do you like or dislike about The Green Build?

Like the idea of integrated green space or visual views toward the bay.

Q4: What do you like or dislike about other airport facilities?

Integration with mass transit. Get off the plane, pick up luggage and go downstairs and catch the train (ie Zurich airport)

1/1/2015 –

Q1: What aspects of the concepts do you like the most?

Use of Pacific Highway area and dedicated road access to airport. Will this connect to I-5???

Q2: What things should we address or consider when selecting a preferred alternative?

Turnaround of domestic flights. Airport access by public transportation and private vehicles.

Q3: What do you like or dislike about The Green Build?

Separation of departure and arrival access to airport

Q4: What do you like or dislike about other airport facilities?

Current baggage delivery is very slow. Need to cross access road to get to transportation area.

1/1/2015 –

Q1: What aspects of the concepts do you like the most?

Expansion and growth planning

Q2: What things should we address or consider when selecting a preferred alternative?

Swift movement of people and planes

Q3: What do you like or dislike about The Green Build?

Respondent skipped this question

Q4: What do you like or dislike about other airport facilities?

Short hours open

1/2/2015 –

Q1: What aspects of the concepts do you like the most?

#4 designed for faster and more efficient gate turnover. Also potentially fits best for issues raised in #2-4.

Q2: What things should we address or consider when selecting a preferred alternative?

Efficient function should trump aesthetics. Great view of Harbor Drive so not important! Since airlines no longer feed you and have tight domestic schedules, efficient gate turnovers and a diverse range of take out and sit down dining is essential. Improving arriving baggage infrastructure to decrease the wait. Providing feedback to this survey.

Q3: What do you like or dislike about The Green Build?

As the airport terminal expands and walking distances increase need moving walkways and/or frequent motorized courtesy carts for mobility challenged passengers. Copy Houston Bush who has a great balance of both requirements. Waiting for checked bags still an interminable wait.

Q4: What do you like or dislike about other airport facilities?

Not enough good places to eat. Need fast food and more upscale leisure places especially for international travelers who have to spend more time in the airport. Houston Bush International has great diversity and range of alternatives. Also passenger friendly for international arrival. Copy them. Denver is also good. Do not copy DFW, IAD, ORD. All NYC area airports are travelers' purgatory on a good day and hell on most days. Miami is NYC without the snow. LAX and SFO better with new terminals but not great. Airport heaven is Zurich and Frankfurt for terminal services and alternatives plus connectivity to other modes of transportation. SAN has that potential with the relative proximity of downtown, trolley, Amtrak, and freeways for auto and bus.

1/2/2015 –

Q1: What aspects of the concepts do you like the most?

Of the 4 Alternative concepts for future terminal development I like #2 and #4 I think both are really the best for functionality, design and ease of aircraft turnaround.

Q2: What things should we address or consider when selecting a preferred alternative?

Ease of aircraft being able to move from terminal to taxiway and customer functionality.

Q3: What do you like or dislike about The Green Build?

I like it, no complaints.

Q4: What do you like or dislike about other airport facilities?

Well I think everyone can concur that the old Terminal 1 needs to go.

1/4/2015 –

Q1: What aspects of the concepts do you like the most?

Work on terminal 1 (T1) with an elevated roadway. Give the entire terminal to Southwest since they are the largest carrier volume wise.

Q2: What things should we address or consider when selecting a preferred alternative?

Think in terms of passenger service only.

Q3: What do you like or dislike about The Green Build?

The lack of good signage. Trying walking T2 and watch the passenger confusion when trying to find the various airline counters. Look at this issue with an open mind. Add signage

Q4: What do you like or dislike about other airport facilities?

Places to eat prior to security. A sit down restaurant in all terminals prior to security. This just makes commons sense. Departure and arrival areas at different terminal location. Does anyone actually read these comments??????

1/5/2015 –

Q1: What aspects of the concepts do you like the most?

Quicker turnaround times. Potential open air model.

Q2: What things should we address or consider when selecting a preferred alternative?

As a frequent business traveler the most important items are getting to and from my gate quickly also water fountains (with water bottle fill option) and food options on the way to my gate are nice.

Q3: What do you like or dislike about The Green Build?

N/A

Q4: What do you like or dislike about other airport facilities?

Long commute to gates or baggage claim.



Government Relations

Government Relations

NAME	TITLE	ORGANIZATION	DATE
REGIONAL AGENCIES			
Mr. Harry Mathis	Chairman	MTS	2/25/14
Mr. Bill Fulton	Planning Director	City of San Diego	4/4/14
The Honorable Jack Dale	Chair	SANDAG	4/25/14
Mr. Gary Gallegos	Executive Director	SANDAG	4/25/14
The Honorable Jim Janney	Mayor, City of Imperial Beach	SANDAG	4/25/14
Mr. Wayne Darbeau	President/CEO	Port of San Diego	4/29/14
Commissioner Bob Nelson	Chairman	Port of San Diego	4/29/14
The Honorable Michael Woiwode	Councilmember, City of Coronado	SANDAG	7/8/14
The Honorable Chris Orlando	Councilmember, City of San Marcos	SANDAG	8/14/14
The Honorable Jack Feller	Councilmember, City of Oceanside	SANDAG	7/9/14
The Honorable Lisa Shaffer	Councilmember, City of Encinitas	SANDAG	7/10/14
The Honorable Lisa Heebner	Deputy Mayor, City of Solana Beach	SANDAG	7/2/14
The Honorable Chris Orlando	Councilmember, City of San Marcos	SANDAG	
The Honorable Kristine Alessio	Vice Mayor, City of La Mesa	SANDAG	9/9/14
ELECTED OFFICIALS			
The Honorable Matt Hall	Mayor	City of Carlsbad	12/11/14
The Honorable Marti Emerald	Councilmember	City of San Diego	12/11/14
The Honorable Sherri Lightner	Councilmember	City of San Diego	12/18/14
The Honorable Todd Gloria	Council President	City of San Diego	12/18/14
The Honorable Kevin Faulconer	Mayor	City of San Diego	3/24/14
The Honorable Marty Block	Senator	State Senate	3/25/14
The Honorable Marti Emerald	Councilmember, District 9	City of San Diego	3/25/14
The Honorable Todd Gloria	Council President, District 3	City of San Diego	3/26/14
The Honorable Sherri Lightner	Councilmember, District 1	City of San Diego	3/27/14
The Honorable Mark Kersey	Councilmember, District 5	City of San Diego	3/28/14

Government Relations

NAME	TITLE	ORGANIZATION	DATE
ELECTED OFFICIALS CONTINUED			
The Honorable Scott Peters	Congressman	U.S. House of Representatives, Hugo Carmona	3/31/14
The Honorable Myrtle Cole	Councilmember, Distrct 4	City of San Diego	4/1/14
The Honorable Dianne Feinstein	Senator	U.S. Senate/ Katherine Field, staff	4/1/14
The Honorable Barbara Boxer	Senator	U.S. Senate/ Caridad Sanchez, staff	4/9/14
The Honorable Lori Zapf	Councilmember, District 6	City of San Diego	5/16/14
The Honorable Ron Roberts	Supervisor, Fourth 4	County of San Diego	7/21/14
The Honorable Ed Harris	Councilmember. District 2	City of San Diego	6/25/14
The Honorable Cheryl Cox	Mayor	City of Chula Vista	6/30/14
The Honorable Todd Gloria	Council President, District 3	City of San Diego	7/2/14
The Honorable Matt Hall	Mayor	City of Carlsbad	7/3/14
The Honorable Don Higginson	Mayor	City of Poway	7/3/14
The Honorable Kevin Faulconer	Mayor	City of San Diego	7/3/14
The Honorable Ron Morrison	Mayor	City of National City	7/9/14
The Honorable Judy Ritter	Mayor	City of Vista	7/11/14
The Honorable Ron Roberts	Supervisor	County of San Diego	5/28/14
The Honorable Dianne Jacob	Supervisor, District 2, Chair	County of San Diego	7/30/14
The Honorable John Aguilera	Deputy Mayor	City of Vista	12/2/14
MILITARY REPRESENTATIVES			
Brigadier General James Bierman	Commanding General	USMC - Marine Corps Recruit Depot	3/20/14
Rear Admiral Patrick Lorge	Commander	Navy Region Southwest	5/12/14



Media Relations

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Airport Authority to Present Preliminary Airport Development Plan Concepts at Media Briefing

- What:** The Airport Development Plan (ADP) is the next master-planning phase for San Diego International Airport, and will enable the airport to meet demand through 2035. With planning now under way, the Authority is hosting a media briefing to share preliminary concepts and provide an overview of the ADP.
- When:** Monday, June 2, 2014, 10–11 a.m.
- Where:** San Diego International Airport Terminal 2 West, First Floor
Sharie D. Shipley Media Center
3835 North Harbor Drive, San Diego
Parking located in Terminal 2 parking lot; parking will be validated
- Who:** Keith Wilschetz, Director of Airport Planning & Noise Mitigation, San Diego County Regional Airport Authority
- Why:** Extensive public outreach is planned throughout the summer to obtain input from residents and airport stakeholders in the San Diego region. Airport staff will then formulate a preferred alternative for the Airport Authority Board's consideration. After a preferred alternative is identified, a detailed environmental analysis will be conducted. It is expected that the entire process will conclude in spring 2016.

Editor's note: The Airport Authority is hosting an open house to share the ADP preliminary concepts with the community on Thursday, June 12 from 4–7 p.m., which will be open to the public.

For more information on the Airport Development Plan, visit http://san.org/sdcraa/airport_initiatives/adp/

Please RSVP to rbloomfi@san.org by Thursday, May 29.

###

Mastering the Art of Airports

Media Briefing Q&A

Q: What are the preliminary cost estimates for the concepts?

A: Over the next few months staff will be working with our consultants to determine preliminary cost estimates for each of the concepts. That information will be presented to the Airport Authority Board in late 2014/early 2015 as part of the discussion to select a preferred concept for the environmental review process.

Q: Will the cost for any of the concepts be on par with The Green Build?

A: It's unknown at this time.

Q: What happens to the Commuter Terminal?

A: It goes away in all three concepts.

Q: What happens after capacity for the runway is reached in 2035?

A: We will always have this airport, but it won't be able to accommodate growth beyond 28 million passengers annually.

Q: What is the total number of gates at Terminal 1 today?

A: 18

Q: How many gates will there be with implementation of the Airport Development Plan?

A: 28

Q: People might be thinking – didn't we just do this with Terminal 2 (The Green Build)? But it looks like Terminal 1 will be the next major area for change.

A: Yes, Terminal 1 is antiquated, doesn't meet all TSA guidelines and Southwest Airlines desires new gates.

Q: So, early next year you will have a permanent plan?

A: We will have a preferred concept that will be studied during the environmental review process.

Q: When do you think changes at Terminal 1 would start to take place?

A: It won't be soon – years from now. We have to go through a public process and financing issues. But in the meantime, we will continue to maintain Terminal 1.

Q: Over the next 3-4 months during public outreach, what input are you looking for from the public?

A: We want to know what they think about the concepts. What they like and don't like and any other ideas they have.

Q: Will you be able to accommodate larger aircraft?

A: Yes, we will be able to accommodate the larger widebodies like the 787.

Q: Talk about freeing traffic off of Harbor Drive.

A: That's one of the really exciting things. All of the concepts include a bypass road that takes all airport traffic off of Harbor Drive to Laurel Street.

Q: What about parking?

A: The Airport Authority Board has to make a decision on whether to move forward with a parking structure.

Q: What kind of features or amenities will put in the new Terminal 1?

A: We want to make it as modern as the new Terminal 2 expansion and add 10 additional gates. This will allow us to reach the capacity of the runway – 28 million passengers annually.

Q: What about the elephant in the room – trolley to the airport?

A: We want to take care of our passengers who want to take transit to the airport, so we are doing everything we can to bring passengers from the transit connections that are currently available.

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Airport Authority to Present Preliminary Airport Development Plan Concepts at Open House

- What:** The Airport Authority is in the process of developing the next master-planning phase for San Diego International Airport that will enable the airport to meet demand through 2035. The Authority is hosting an Open House to share the preliminary Airport Development Plan concepts with the community and obtain input and ideas.
- When:** Thursday, June 12, 2014, 4–7 p.m.
(Hourly repeated presentations starting at 4 p.m., 5 p.m. and 6 p.m.)
- Where:** San Diego International Airport Commuter Terminal, Second Floor
Orville and Wilbur Wright Conference Rooms
3225 North Harbor Drive, San Diego
(Parking available in Commuter Terminal lot; parking will be validated)
- Who:** Speakers include:
- Keith Wilschetz, Director of Airport Planning and Noise Mitigation, San Diego County Regional Airport Authority
 - Angie Jamison, Airport Planning Manager, San Diego County Regional Airport Authority
- Why:** Extensive public outreach is planned throughout the summer to obtain input from residents and airport stakeholders in the San Diego region. Airport staff will then formulate a preferred alternative for the Airport Authority Board's consideration. After a preferred alternative is identified, a detailed environmental analysis will be conducted. It is expected that the entire process will conclude in spring 2016.

For more information on the Airport Development Plan, visit http://san.org/sdcraa/airport_initiatives/adp/

###

Mastering the Art of Airports

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San Diego International Airport Seeks Public Input on Airport Development Plan Concepts

Four Preliminary Concepts Identified for Next Phase of Master Planning

SAN DIEGO – December 1, 2014 – The next phase of master planning at San Diego International Airport is under way, and the public is being asked to weigh in through a brief online survey.

The Airport Development Plan is designed to identify improvements that will enable the airport to meet demand through 2035, which is approximately when projected passenger activity levels will reach capacity for the airport's single runway.

Airport staff and consultants have identified four potential concepts and are now seeking public input. Located on the airport's [website](#), an overview of the Airport Development Plan and the potential concepts are laid out in a short, comprehensive video. After viewing the video, those interested can follow the link to the survey and share their input.

The Airport Development Plan considers:

- The future of Terminal 1
- Redevelopment of the former Teledyne-Ryan property
- SANDAG's plans for future intermodal transportation facilities
- Creation of new non-airline revenue opportunities

Following public input, staff and consultants will present a preferred alternative for the Airport Authority Board's consideration. After a preferred alternative is identified by the Board, a detailed environmental analysis will be conducted. It is expected that the entire process will conclude in spring 2017.

To watch the Airport Development Plan overview video and to provide input on the four potential concepts, visit: www.san.org/Airport-Projects/Airport-Development-Plan.

###



San Diego Airport Seeking Public Opinion On Long-Term Plan

By Dwane Brown

June 6, 2014

After a makeover of Terminal 2 that finished late last year, the San Diego Airport Authority now is considering the long-term plan for the San Diego International Airport. At a media briefing Friday, the Airport Authority said that planning is underway on the next phase of the master plan.

The Airport Development Plan includes improving parking and replacing Terminal 1.

“It was really built and designed at a time when we really didn’t have the TSA requirements for security that we do today, and some of the aircraft maneuvering demands that we have,” said the Airport Authority’s Keith Wilschetz.

The Airport Authority presented three proposed plans to improve access to the airport and accommodate more parking demand through 2035, when the airport is expected to have 28 million passengers a year. The most significant change would remove traffic from Harbor Drive.

“What this would do in the Airport Development Plan is really remove all the traffic off Harbor Drive, at least between Laurel and the westside of the airport, and that’s something that’s very, very important to us,” Wilschetz said.

The Airport Authority already has started rerouting airport deliveries and other commercial traffic off Harbor Drive. An environmental review will take a couple of years, and public feedback is being sought over the next few months, starting with an Airport Development Plan open house next week. The Airport Authority estimates the entire planning and environmental review process will be complete in 2016.

“We want to know what people think about the airport and specifically how they would like Terminal 1 to be rebuilt,” Wilschetz said

Airport Planning Next, Possibly Last Major Expansion

By Chris Jennewein
June 6, 2014

Airport planners on Friday outlined initial concepts for what they expect will be the last major expansion of the San Diego International Airport, replacing Terminal 1 and adding 10 gates to handle 10 million more passengers annually.

“This is a project that will take this airport to the end of the capacity of this runway by 2035,” said Keith Wilschetz, director of airport planning.

Wilschetz said the airport staff is seeking input from the community now in preparation for developing a plan to present to the San Diego County Airport Authority board later this year or early next. He said environmental review of the plan would take up to two years, and work could start in 2016.

The concepts being studied all include 10 more gates, new parking decks, a new roadway separate from Harbor Drive to handle traffic, a bridge from the closest trolley station, additional overnight aircraft parking and demolition of both Terminal 1 and the Commuter Terminal. The new gates would increase the airport’s capacity to handle international flights.

“The 787 has opened up a whole new set of routes for us and we want to capitalize on that,” Wilschetz said, referring to Boeing’s long-range jetliner that is already flying from San Diego to Tokyo.

The plan does not include a second runway or an expansion of the existing one. All of the work would take place on the airport’s current land.

Wilschetz said no cost estimates are available at this early stage, but noted that the airport is funded through its own revenue and does not rely on tax dollars.

The new project follows the Green Build, completed last August, which added 10 new gates and additional aircraft parking. A new rental car facility is currently under construction on north side.

The new project would increase the airport’s capacity to 28 million passengers per year from the current 18 million. Asked what happens after full capacity of the single runway is reached in 2035, Wilschetz said the San Diego community will have to decide the next step.

“This airport isn’t going to go away. It’s just at that point, future growth is going to be very difficult to accommodate here, ” he said.

A public open house to discuss the plan and its options is schedule for June 12 from 4 p.m. to 7 p.m. in the commuter terminal.

Planning the Last Major Expansion of Lindbergh Field

By Times of San Diego
June 9, 2014

Airport planners on Friday outlined initial concepts for what they expect will be the last major expansion of the San Diego International Airport — replacing Terminal 1 and adding 10 gates to handle 10 million more passengers annually.

“This is a project that will take this airport to the end of the capacity of this runway by 2035,” said Keith Wilschetz, director of airport planning.

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Forum on rebuilding Lindbergh's Terminal 1 ahead

By Chris Nichols
June 10, 2014

Long-term plans to rebuild Lindbergh Field's aging Terminal 1 and take airport traffic off Harbor Drive will be presented at a public forum on Thursday at the downtown hub.

The San Diego County Regional Airport Authority, which operates the airport, has developed three concepts for how to rebuild Terminal 1, which opened in 1967 and is considered outdated by passengers and airlines alike.

All three ideas call for tearing down the terminal and rebuilding it either on its existing footprint or nearby. Terminal 1 hosts flights for Southwest and Alaska airlines.

The rebuild would add 10 new gates to the terminal's existing 18. That would bring the San Diego International Airport, as it is formally known, to its maximum capacity of 61 gates, said Keith Wilschetz, the authority's director of airport planning. At that point, the single-runway airport would not be able to handle additional passenger and airline growth without adding a second runway.

Wilschetz said the authority has no plans to acquire land through this process for a second runway. He added that even if the adjacent U.S. Marine Corps Recruit Depot property became available someday, the airport would still struggle to operate a second runway given space constraints. After voters in 2006 rejected plans to create a second regional airport, authority officials said they have focused on squeezing the most use possible out of the existing bayfront property.

The Terminal 1 improvements are part of the authority's airport development plan, which would help the San Diego hub meet demand through 2035.

The design of all three concepts is slightly different, but they all call for building a road on airport property that would remove traffic from Harbor Drive, from Laurel Street to the terminals, Wilschetz said. Area residents and hoteliers have long complained about the congested corridor, he said.

While the plans are moving forward, don't expect to see crews tearing down Terminal 1 anytime soon. And don't expect a second runway.

Construction won't take place until sometime after spring 2016 and could last between five and 10 years or more. That's because the authority plans to build the new facilities in phases as passenger demand grows.

It opened the expanded Terminal 2 last year, with 10 new gates, a dual-level roadway and more shopping and dining options.

Late this year or early next, the authority's board of directors is expected to select one of the three alternatives for rebuilding Terminal 1. An environmental review process would then take about 18 months before a final vote by the board in 2016, the official said.

Completing the development plan is expected to cost \$6.5 million, and will be paid for through airport revenues and user-fees, not local tax dollars, officials said.

The authority is still developing cost estimates for each of its three Terminal 1 rebuild concepts. For perspective, the Terminal 2 expansion cost \$907 million, officials said.

Thursday's open house-style forum is set from 4 to 7 p.m. at the airport's Commuter Terminal, 3225 North Harbor Drive. Parking will be available in the commuter terminal lot and will be validated.

More about the airport development plan is at san.org under 'Airport Projects.'

SDIA Officials Preparing for Next Renovation

Airport: 3 Alternatives Being Proposed for Public's Viewing and Consideration

By Lou Hirsh
June 13, 2014



Officials are considering three concepts for expanding Terminal 1 at San Diego International Airport: alternative 1 (top) — current Terminal 2 East maintained, with Terminal 1 expanded next-door in a linear design; alternative 2 (middle) — two-terminal configuration with an 18-gate satellite connected to Terminal 1 core via a pedestrian bridge; and alternative 3 — space-efficient terminal platform built on two levels, providing for increased concessions facilities and preserving space for other airport uses. Photo by San Diego County Regional Airport Authority

Operators of San Diego International Airport are preparing for the next phase of renovations at the land-locked facility, where officials are looking to meet rising demand for passenger services through 2035.

Airport planners are considering three concepts to reconfigure or replace the aging Terminal 1, built in 1967, along with the nearby Terminal 2 East, both in the southwest quadrant of the airport property near downtown San Diego.

Upcoming renovations, which include adding passenger gates, will be the follow-up to the five-year, \$900 million Green Build renovation of Terminal 2 West. That project, completed last August, added 10 passenger gates, a

dual-level roadway and expanded security, ticketing and concessions facilities.

Officials, who won't be deciding on a concept until spring 2016, recently held the first in a series of public open houses to share concepts and garner public comments on the next phase of improvements.

“There’s going to be extensive outreach to make sure we establish community input throughout the process,” said Diana Lucero, spokeswoman for the San Diego County Regional Airport Authority, which oversees the facility.

The airport last year handled more than 17.7 million arriving and departing passengers, up from 17.2 million in 2012 and 16.9 million in 2011, and the trend has generally been upward since 2010 as the facility has added new flights.

More Gates, Greater Efficiency Sought

The priority going forward is making efficient use of existing property, officials said, since expansion beyond current acreage won’t be feasible. San Diego International is bounded to the southwest by San Diego Bay, and to the northwest and northeast by Marine Corps Recruit Depot and the adjacent downtown area.

“This is going to be looking at every square foot of our 661 acres,” said Keith Wilschetz, the airport’s director of planning, noting that costs for future work have not been formally estimated.

Future renovations will be aimed at adding a net 10 gates to Terminal 1 — bringing its total to 28 and the overall airport total to 61. Airport officials recently presented three concepts to achieve that goal.

Alternative 1 includes maintaining the existing Terminal 2 East, which opened as a terminal annex in 1998, and connecting it with a phased-in linear extension of Terminal 1, located next-door to the east.

The second alternative is building a new two-terminal configuration in the space occupied by Terminal 2 East and Terminal 1. An 18-gate satellite facility would be connected to the core of Terminal 1 by a new pedestrian bridge.

The third scenario, also deploying space occupied by Terminal 2 East and Terminal 1, involves building a

space-efficient terminal platform on two or more levels. Officials said a vertical configuration could provide increased concessions opportunities and preserve space for other airport uses.

Future work will also involve reconfiguring taxiways so that larger aircraft can more efficiently access and maneuver around the airport’s primary runway. More efficient taxiways will be needed as the airport looks to attract more flights, including international services that deploy the largest available aircraft, Wilschetz said.

Intermodal Transport Hub Envisioned

Arrangements will be made to keep the airport at full operation and minimize disruptions during construction, officials said.

Another long-term priority is coordinating airport expansion with the Port of San Diego's redevelopment of the former Teledyne-Ryan property, which is southeast of and adjacent to the airport property off Harbor Drive. The 47-acre property, where several unused and aging industrial buildings have been demolished in recent years, could provide for ancillary airport uses in the long run, with the airport leasing space from the port district.

The airport is also looking long-term to develop new close-in parking options, such as parking structures, to give those taking their cars to the airport more direct and faster access between parking and terminals.

Wilschetz said airport officials will also be working with the San Diego Association of Governments as it plans an intermodal transportation center near the airport, with the long-term aim of reducing airport-related traffic on Harbor Drive.

SANDAG is looking to develop a centralized facility where the San Diego trolley and other trains and buses would bring in airport users, who could then be transported via shuttles to and from airport facilities. The concept remains in early planning stages.

Currently under construction, in the northeast quadrant of the airport property, are a new \$316 million consolidated rental car center and a \$39 million fixed-base operator facility for general-aviation services geared toward smaller aircraft.

Lindbergh Field unveils proposals for next expansion phase



On Thursday, we got our first look at what a large part of Lindbergh Field could look like in the future. The Airport Authority kicked off a series of public meetings to showcase 3 proposed plans and to get the public's input.

Despite having only one relatively short runway, the amount of people that use Lindbergh Field continues to grow. So, on the heels of last year's opening of the West Terminal Two expansion, called the Green Build, the airport is once again looking forward.

"We're looking at the airport development plan we call it which will take this airport to about the year 2035 to 2040," said Keith Wilschetz, the airport's director of planning and noise mitigation. The main part of that expansion will involve demolishing terminal one and replacing it with a much larger terminal. Three proposals are being presented to the public for input, and will later be put before the airport board of directors for a final decision. The Thursday afternoon meeting filled the board conference room, and the people in attendance seemed pleased with what they saw and heard. "I travel a lot so I've seen a lot of other airports and a lot of development and it looks like it's time for ours to step up to other cities," said Little Italy resident Robert Fagnant.

Though the terminal one re-do is the centerpiece of this expansion, it also encompasses the land on the south side of the airport where the old Teledyne-Ryan facility was. That area will be transformed into parking for planes overnighing at Lindbergh. And the building that Thursday afternoon's meeting was held in, the Commuter Terminal, for old time San Diegans, once the home of Pacific Southwest Airlines, that building will be torn down. "This is going to be a long term plan and so while we may not need the additional capacity today, we know we're going to need it over the next 20, 25 years and so we want to plan now to be prepared," Wilschetz said. There will be more chances for public input before these proposals go to the airport board either late this year or early next. They could choose one proposal as is, or combine elements to determine what San Diego's airport will look like years from now. The new phase of the airport will involve a long and complicated process. Construction probably won't even begin for another four years. As to when it might be completed, it's just too early to say, but by way of comparison, the new addition to Terminal 2 took 14 years from conception to opening day. That one was basically built on open land. This new phase will be much more complex and expensive, costing well into the billions of dollars.



San Diego International unveils plans for future expansion

June 16, 2014



The San Diego County Regional Airport Authority has showcased three proposed plans for the expansion of San Diego International Airport. The news comes after the airport opened its Green Build project in August last year, which saw expansion and enhancements made to Terminal 2.

At a public meeting held last week, the authority said it is currently looking at its airport development plan, which stretches to around 2035 to 2040. The main task during that time will be the demolishing of Terminal one and

replacing it with a much larger and more modern terminal.

Three proposals will be presented to the public for input and will later be put before the airport board of directors for a final decision. The authority is also working on plans to demolish the airport's Commuter Terminal.

Passenger numbers at San Diego International have continued to grow in recent years and although the airport may not need additional capacity currently, the authority is planning now to ensure it is prepared for the next 20-25 years.

The authority has said that the new expansion plans will involve a long and complicated process and construction work is unlikely to start for another four years.



San Diego International Airport unveils future expansion plans

June 18, 2014

The San Diego International Airport plans for further expansion. The airport authority has unveiled three proposed plans for the expansion of San Diego International Airport. The expansion plans came after the airport opened its Green Build project in August last year, which saw expansion and enhancements made to Terminal 2.

The Authority in a public meeting held last week said it is currently looking at its airport development plans. The expansion program will stretch to 2035 to 2040. The main task during that time will be the demolishing of Terminal one and replacing it with a much larger and more modern terminal.

The three proposals that will be presented to the public for input will later be put before the airport board of directors for a final verdict. The authority is also working on plans to demolish the airport's Commuter Terminal. Passenger numbers at San Diego International have continued to grow in recent years and although the airport may not need additional capacity currently, the authority is planning now to ensure it is prepared for the next 20-25 years.

The authority revealed that the new expansion table will engross a long and complicated course and the construction work is unlikely to commence in the next few years.



San Diego's Airport Is More Global Than You Think

October 13, 2014

By: Jim Desmond



Dwelling on what San Diego's airport allegedly lacks is glass-half-empty thinking. More importantly, it's inaccurate.

San Diego's airport is an international airport. It offers nonstop service to the U.K., Japan, Mexico and Canada.

We're pursuing nonstop service to Central or South America. And we are on the lookout for additional nonstop service to Europe and Asia.

It's not a matter of "build it and they will come" in the air service business. Instead, we have to see a clear demand and then go about meeting it. The most important thing we can do is fill our current international nonstop flights.

The grumbles about our airport's limitations are old. There are a few things in the works and already in place to quiet those complaints. Chief among these is Boeing's 787 Dreamliner, a perfect aircraft that Japan Airlines now uses to connect San Diego and Tokyo nonstop. Future versions of that aircraft will be able to fly even further when fully loaded. Nonstop service to China is indeed a possibility.

We've also addressed concerns about our airport's capacity. Airlines are using larger aircraft, so we have fewer small airplanes flying to LAX, for example. More people in fewer airplanes equals greater capacity. We launched two major expansion programs: The Green Build opened 10 new gates in 2013 and the Airport Development Plan is determining how to add another 10 gates. Both programs include land and air improvements in efficiency, and let the airport accommodate more demand right where it is.

And let's talk about where it is. With regard to moving the airport to Miramar, the San Diego County Regional Airport Authority placed that on the ballot in 2006, and county voters rejected it. When voters said no, it was clear we had no choice but to do all we could with the current location. That's what the Airport Authority has been doing.

San Diego's Convention Center is fully booked. San Diego's life science and advanced technology industries are thriving. San Diego's international footprint is growing every day.

Let's keep one thing in mind: There's "nice to have" and there's "need to have." It would be nice to have more runways, no curfew and more international nonstop service. But in the real world, we continue to provide what the region needs to have in air service.

Jim Desmond is a board member of the San Diego County Regional Airport Authority. Desmond's note has been edited for style and clarity. See anything in there we should fact check? Tell us what to check out here.

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Public input sought on future improvements at Lindbergh Field

December 1, 2014



SAN DIEGO (CBS 8) - Airport officials want the public's input on the next phase of improvements at Lindbergh Field.

The development plan covers the future of Terminal 1 and upgrading airport transportation. The plan also covers the redevelopment of the former site of the Teledyne Ryan manufacturing plant on Harbor Drive.

Public input sought on future improvements at Lindbergh Field

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SAN DIEGO (CBS 8) - Airport officials want the public's input on the next phase of improvements at Lindbergh Field.

The development plan covers the future of Terminal 1 and upgrading airport transportation. The plan also covers the redevelopment of the former site of the Teledyne Ryan manufacturing plant on Harbor Drive.

If you'd like to see the plans and share your input, [CLICK HERE.>>](#)

San Diego City And Press

Public input sought on future improvements at Lindbergh Field

December 1, 2014

Airport officials want the public's input on the next phase of improvements at Lindbergh Field.

More on [CBS 8 KFMB](#).

Check out 70 cities on the SunTimes National Network



Public input sought on future improvements at Lindbergh Field

By CBS 8
December 1, 2014



SAN DIEGO (CBS 8) – Airport officials want the public’s input on the next phase of improvements at Lindbergh Field. The development plan covers the future of Terminal 1 and upgrading airport transportation. The plan also covers the redevelopment of the former site of the Teledyne Ryan manufacturing plant on Harbor Drive.

The next phase of master planning is beginning at San Diego International Airport

December 2, 2014

As part of its Airport Development Plan expansion, the San Diego County Regional Airport Authority has announced the four options it's considering: a Linear Concept, Satellite Concept, Courtyard Concept and a fourth concept related to the courtyard option.

As described, the linear option would maintain Terminal 2 East for the length of the project and centralize international gates to one general location and add a marketplace immediately past the security checkpoint.

Under the satellite concept, international gates would also be centralized, but a dual-loaded concourse would be the main feature, accessible by an elevated pedestrian bridge.

The courtyard design would have international gates located in the west concourse; a consolidated marketplace would serve high-turnaround domestic aircraft.

The final alternative would be an expanded version of the courtyard option, with international aircraft along the southern sides of the concourse, allowing gates closest to the airfield to be used by the highest-frequency domestic aircraft, which the Airport Authority said would result in timelier gate turnaround.

The development plan is designed to identify improvements to enable the airport to meet demand through 2035, when it is projected to reach passenger capacity, the Airport Authority said in a release.

The 2008 Airport Master Plan, which resulted in the Green Build terminal expansion, will be considered part of the planning update.

Within each of the concepts, the Airport Development Plan will consider the future of Terminal 1, the potential redevelopment of the former Teledyne-Ryan property, plans for future intermodal transportation facilities to be built and managed by the San Diego Association of Governments and the creation of new non-airline revenue opportunities.

The Airport Authority is inviting the public to take its online survey at San.org/Airport-Projects/Airport-Development-Plan. After receiving public comment, staff and consultants will present the preferred alternative to the board; environmental analysis will follow.

The process of refining concepts, identifying a preferred alternative and performing the environmental review is expected to end in spring 2017.



Public input on future improvements at Lindbergh Field

December 2, 2014

Airport officials want the public's input on the next phase of improvements at Lindbergh Field.

Airport Development Plan Open House



4:00 PM | Thursday Jun 12, 2014

[EDIT](#)

[PROMOTE](#)



The San Diego County Regional Airport Authority is hosting an open house to discuss preliminary airport development plan concepts and obtain input and ideas from the community. The Airport Authority is in the process of developing the next master-planning phase for San Diego International Airport that will enable the airport to meet demand through 2035.

The open house will take place on the second floor of the airport's commuter terminal in the Orville and Wilbur Wright Conference rooms.

Presentation will be repeated hourly starting at 4 p.m., 5 p.m. and 6 p.m.

Price: Free



San Diego International Airport >

3225 N Harbor Drive
San Diego, CA 92101

[directions](#) > [street view](#) >

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Airport Development Plan Focus of Open House

The future Lindbergh Field's Terminal 1 and what to develop on the former Teledyne-Ryan property will be among topics discussed at a June 12 open house sponsored by the San Diego County Regional Airport Authority. It will be held from 4 to 7 p.m. in the Orville and Wilbur Wright Conference Rooms at the Commuter Terminal at the airport. Focus of the open house is the Airport Development Plan, the next master-planning phase for the airport, which is designed to identify improvements that will enable the airport to meet demand through 2035.

Also under discussion will be SANDAG's plan for transportation facilities and the creation of new non-airline revenue opportunities.



San Diego County Regional Airport Authority Hosting Open House

Thursday, June 12, 2014
4:00 pm - 7:00 pm



San Diego International Airport Commuter terminal, second floor Orville and Wilbur Wright Conference Rooms

3225 North Harbor Drive
San Diego, CA

The Airport Authority is in the process of developing the next master-planning phase for San Diego International Airport that will enable the airport to meet demand through 2035. The Authority is hosting an Open House to share the preliminary Airport Development Plan concepts with the community and obtain input and ideas.

Presentation will be repeated hourly starting at 4 p.m., 5 p.m. and 6 p.m. Presentations take place on the second floor of the Commuter Terminal in the Orville and Wilbur Wright Conference Rooms.

Speakers include: Keith Wilschetz, Director of Airport Planning and Noise Mitigation, San Diego County Regional Airport Authority and Angie Jamison, Airport Planning Manager, San Diego County Regional Airport Authority.

Parking is available in the Commuter Terminal lot and will be validated.

Contact Info

Rebecca Bloomfield
San Diego County Regional Airport Authority
rbloomfi@san.org
619-400-2880

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More Info

San Diego County Regional Airport Authority Hosting Open House



SAN DIEGO REGIONAL AIRPORT AUTHORITY OPEN HOUSE

The Airport Authority is in the process of developing the next master-planning phase for San Diego International Airport that will enable the airport to meet demand through 2035. The Authority is hosting an Open House to share the preliminary Airport Development Plan concepts with the community and obtain input and ideas.

Speakers include: Keith Wilschetz, Director of Airport Planning and Noise Mitigation, San Diego County Regional Airport Authority; Angie Jamison, Airport Planning Manager, San Diego County Regional Airport Authority.

Parking is available in the Commuter Terminal lot; parking will be validated.

Presentation repeated hourly at 4 p.m., 5 p.m., and 6 p.m.

The open house will take place on the second floor of Terminal 2 in the Orville and Wilbur Wright Conference Rooms.

When: Thursday, June 12, 2014, 4 p.m.

Where:

San Diego International Airport
3225 North Harbor Drive, San Diego, 92101
[Get directions](#)

Cost: Free

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Collateral Materials

SDIA AIRPORT DEVELOPMENT PLAN

Frequently Asked Questions

What is the Airport Development Plan (ADP)?

The Airport Development Plan is the next phase of planning for San Diego International Airport. The ADP will begin identifying improvements to enable the airport to meet demand through 2035. San Diego International Airport's expansion of Terminal 2, known as The Green Build, is currently under way and is more than 50 percent complete. The project adds 10 new gates, a dual-level roadway and additional aircraft parking. The Green Build will meet the airport's needs until we reach about 20 – 21 million passengers annually. (In 2011, the airport accommodated nearly 17 million passengers.)

How is ADP different from the Airport Master Plan?

The ADP is the next phase of planning for San Diego International Airport. The 2008 Airport Master Plan (culminating in The Green Build) will be considered as part of the planning update.

What will the ADP consider?

The ADP will result in a plan that considers:

- The future of Terminal 1
- Redevelopment of the Teledyne-Ryan property
- Input to SANDAG as it plans for effective intermodal transportation facilities
- Creation of new non-airline revenue opportunities

As part of this process, a new passenger and operations forecast will be developed, taking into account anticipated changes in the airline industry, as well as local and national economies.

What will the ADP accomplish?

- Provide facilities to meet future demand in the San Diego region.
- Recommend improvements that are financially feasible.
- Maximize non-airline revenue opportunities.
- Maintain our excellent level of service for airport users, especially visitors to the region, who comprise more than half of SDIA's passengers.
- Continue to contribute to the region's economic viability.

Who is spearheading the ADP?

The Airport Authority's planning staff, acting under Board direction, is leading the ADP process with support from national consulting firms that have worked with the Airport Authority on complex initiatives such as the Regional Aviation Strategic Plan. Additionally, the Airport Authority will engage both technical and community stakeholders to obtain input throughout the four-year process – including airlines and regional agencies.

What other improvements are currently under way or being planned for San Diego International Airport?

Other capital improvements either under construction or in the planning/design phases include a new receiving and distribution center, fixed-base operator facility, relocated surface parking and rental car center. SANDAG is leading plans to develop an intermodal transit center that will connect to the airport.

What is the timeline for the ADP?

Staff anticipates that the planning and environmental review process will take approximately four years (2012-2015).

How much will the ADP cost?

The four-year process, including environmental review, will cost \$6.5 million and will be funded through airport revenues and user fees, not local tax dollars.

With the economy the way it is, aren't fewer people traveling these days? Why do we need to go through this?

Despite economic ups and downs, air travel demand recovers quickly and shows consistent growth over time. It takes years to plan and design significant airport improvements. The San Diego County region must be proactive in planning for the next inevitable growth phase. However, the Airport Authority will only initiate construction based on activity levels, demonstrated need for such improvements and available funding.

Why are you doing another study on SDIA when you should focus on building a new airport?

In 2006, Proposition A, to consider MCAS Miramar as the site for a new civilian airport, was defeated. There are no foreseeable options for building a new airport, so the Airport Authority has a clear responsibility to maintain and enhance San Diego's existing airport.

Why will it take so long to replace Terminal 1?

At this point, we do not know if we will be replacing Terminal 1. Various options will be considered and evaluated on a number of parameters. It takes years to plan and design significant airport improvements, so we need to begin now.

Is the new terminal going to be built just for Southwest Airlines?

We have not determined whether or not a new terminal will be constructed. Southwest will continue operating out of Terminal 1 for the foreseeable future.

Are you building a second runway?

Since 1989, 17 different options for adding a second runway have been evaluated and determined to be infeasible. The obstacles include (but are not limited to) significant

environmental and social impacts and cost. None of the options would add enough capacity to justify the financial, environmental and social costs.

When the next round of Defense Base Closure and Realignment (BRAC) gets under way is the Authority planning to go after MCRD?

The Airport Authority has no intention of putting the region's vitally necessary military facilities at risk in any way. At this time there is no opportunity for acquisition of MCRD, and we don't anticipate that changing.

Will this plan include a parking structure?

Parking is one of the airport support functions that will be studied. Anticipated demand, transit enhancements and various options for meeting parking demand will be evaluated.

Will there be opportunities for public input?

Public input is welcome. Community meetings/open houses will be scheduled to inform the public about the plan and its goals. There will be multiple opportunities for public input throughout the planning process and formal environmental review. You can submit questions and comments via email at adp@san.org.

How can I learn more about the Airport Development Plan?

More information is available on our website, www.sanplan.com. For updates on the ADP and other airport news, follow us on Twitter, Facebook, Flickr, YouTube and Pinterest. Or to sign up for ADP email updates, send an email to rbloomfi@san.org.

Airport Authority Board Gives Parking Plaza Green Light

The San Diego County Regional Airport Authority Board voted to direct staff to proceed with construction of a long-anticipated parking plaza adjacent to Terminal 2.

“Our need for more close-in parking is clear,” said Airport Authority President/CEO Thella F. Bowens. “Our single lowest customer satisfaction rating is for availability of parking. Building this plaza will enhance customer service, especially for the business traveler for whom convenient, close-in parking is a priority.”

The parking plaza is expected to have environmental benefits by reducing total vehicle trips for passengers who park on site versus being dropped off and picked up. Also, Smart Parking Technology will allow parkers to reserve spaces and pay before leaving, reducing circulating and idling times.

“This airport is very constrained and its footprint is only 661 acres. We need to make use of every available bit of land to meet the needs of air travelers into the future,” Bowens added. “Increasing parking capacity by building vertically rather than horizontally is a necessity.”

Next steps are to prepare a programmatic document, complete project design and obtain a California Coastal Development Permit. After that, project construction bidding and award will precede actual work. Current estimates are that it will be three years before the parking plaza is complete.



Planning for the Future

The Airport Authority is currently working on the Airport Development Plan (ADP), which is the next master-planning phase for the airport. The ADP is designed to identify improvements that will enable the airport to meet demand through 2035, which is approximately when projected passenger activity levels will reach capacity for the airport’s single runway. An additional runway is not being considered.

The ADP considers:

- The future of Terminal 1
- Redevelopment of the former Teledyne-Ryan property
- Input to SANDAG as it plans for effective intermodal transportation facilities
- Creation of new non-airline revenue opportunities

The ADP goals are:

- Improve access to the airport while reducing airport traffic on Harbor Drive
- Accommodate current and future demand for close-in parking
- Develop terminal facilities to accommodate future demand and maintain high passenger satisfaction
- Ensure an operationally efficient airfield that meets FAA standards
- Be fiscally and environmentally sustainable
- Optimize the productive use of airport property
- Meet the aviation needs of the San Diego region in a socially responsible manner

As a first step in the ADP, consultant firm Leigh Fisher has developed several potential concepts as thought-starters for

a more focused conversation. These are just a starting point – the first step in a long, comprehensive planning process.

Extensive public outreach is currently under way to obtain input from residents and airport stakeholders in the San Diego region. Airport staff will then formulate a preferred alternative for the Airport Authority Board’s consideration. After a preferred alternative is identified, a detailed environmental analysis will be conducted. It is expected that the entire process will conclude in spring 2016.

If you are involved in a group that is interested in receiving a presentation about the ADP and parking plaza, please contact Peggy Cooper at 619-400-2470 or pcooper@san.org.



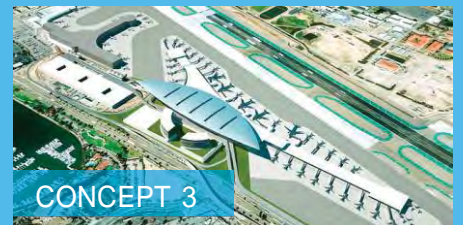
CONCEPT 1

- Linear design
- Maintains Terminal 2 East
- Easily phased implementation



CONCEPT 2

- Two-terminal configuration with airside connector
- 18-gate satellite connected to Terminal 1 core via bridge
- Efficient airside configuration



CONCEPT 3

- Space-efficient terminal platform, preserving space for other airport uses
- Terminal core provides increased concessions opportunities

Tee Up at the PGA TOUR Grill in Terminal 2

Millions of people play the challenging game of golf and even more watch the 100+ PGA TOUR tournaments held around the world each year. The new PGA TOUR Grill in Terminal 2 West at San Diego International Airport celebrates both the PGA TOUR and San Diego – one of the top 50 golf destinations in the world. This is the first PGA TOUR Grill located in an airport.

“San Diego International Airport is a natural fit for the first PGA TOUR Grill location,” said Anthony Alessi, vice president of business development at HMSHost. “With such a great history of the game and the PGA TOUR, we couldn’t think of a better location to open the first of many PGA TOUR Grill locations throughout the U.S.”

More restaurant than bar, PGA TOUR Grill is a healthy lifestyle destination – one where travelers will discover wellness, health and quality. The restaurant also embraces a number of state-of-the-art technological innovations. iPads feature golf tips and menus highlighting information on the healthy content of the

food and tasting and varietal information on the wines. High definition flat screens feature live tournament action, highlights from the previous week’s PGA TOUR tournament and programming on the Golf Channel.

PGA TOUR Grill, located in Terminal 2 West, is designed to capture travelers seeking a dining and lounge experience unlike anything found in airports today.



A celebration of San Diego’s golf heritage, PGA TOUR Grill features breathtaking murals of signature holes located on nearby golf courses.



San Diego County Regional Airport Authority
P.O. Box 82776 San Diego, CA 92138-2776

♻️ PRINTED ON RECYCLED PAPER

Fiscal Year 2013 Sustainability Report Released

San Diego International Airport recently released its third annual sustainability report based on Global Reporting Initiative (GRI) guidelines. The report highlights the airport’s three-year achievements. The report can be viewed online at <http://sustain.san.org/>. San Diego International Airport was the first airport in the U.S. to develop a GRI-rated annual sustainability report.

Environmental stewardship is a hallmark of San Diego International Airport operations.

economic engine

Serving the region as an economic power house

Find out more

Message from the President/CEO Read a message from Thelma F. Rowens, President/CEO of San Diego County Regional Airport Authority	Sustainability News Room Get the latest sustainability-related news from the airport in our sustainability news room	Download the Report Download a PDF of San Diego International Airport's sustainability report by clicking below
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Thank you for your continued interest in all we are doing at San Diego International Airport.

As always, we welcome your thoughts and feedback. If you have questions or comments, contact us at info@san.org or (619) 400-2288.

To help support the Airport Authority’s sustainability goals, if you would like to receive SANews electronically please email rbloomfi@san.org.



SANews

Tell Us What You Think About The Airport Development Plan Alternatives

The next phase of master planning at San Diego International Airport is underway and we invite you to weigh in through a brief online survey.

The Airport Development Plan is designed to identify improvements that will enable the airport to meet demand through 2035, which is approximately when projected passenger activity levels will reach capacity for the airport's single runway.

The ADP considers:

- The future of Terminal 1
- Redevelopment of the former Teledyne-Ryan property
- SANDAG's plans for future intermodal transportation facilities
- Creation of new non-airline revenue opportunities

Airport staff and consultants have identified four potential alternatives and are now seeking public input on the concepts.

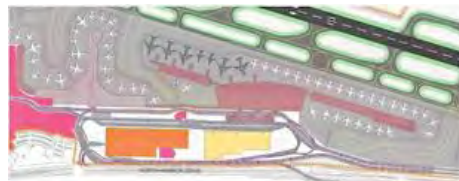
ALTERNATIVE 1



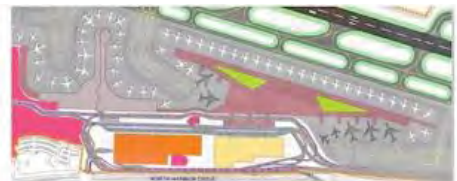
ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



Take the survey and let us know what is important to you!

Located on the airport's website, an overview of the Airport Development Plan and the potential concepts are shown and explained in a short video. After viewing the video, you can follow the link to the survey and share your input.

To watch the short video about the Airport Development Plan alternatives and complete the brief survey, visit: www.san.org/Airport-Projects/Airport-Development-Plan.

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However, airspace is subject to FAA review for the light pole height and potential for light distraction to aircraft movement. Because of this potential, the FAA is currently reviewing the project.



Location of Point Loma High School in relation to SAN ALUCP safety zones.

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Approximately 6,000 workers are employed in the construction of the Rental Car Center.

More opportunities to work with the airport are available as construction continues on North Side Development projects and the next phase of master planning at San Diego International Airport. The Airport Development Plan includes the future of Terminal 1 and the redevelopment of the former Teledyne-Ryan property. For additional information, register your business at www.san.org/business or contact the Small Business Development Department at smallbusiness@san.org.



♻️ PRINTED ON RECYCLED PAPER

San Diego International Airport Offers Convenient, Discounted Holiday Parking

Stretch your dollar further this holiday season by parking in the Economy Parking Lot at San Diego International Airport. Now through January 31, 2015, the airport is offering a coupon to help save travelers an extra \$2/day at the lot located at the corner of Pacific Highway and Washington Street.

The Economy Lot offers:

- Shuttle pick-up and drop-off at your car
- Short transit time to the terminals of 5–10 minutes
- Dedicated shuttles operating 24 hours a day
- Staffed parking booths
- Lowest parking rate among on-airport lots

For more information on all of San Diego International Airport’s choice parking options or to print the coupon, visit: www.san.org/Parking. Present coupon upon exiting the lot.



Get your Economy Parking Lot coupon to save during holiday travel.



Thank you for your continued interest in all we are doing at San Diego International Airport.

As always, we welcome your thoughts and feedback. If you have questions or comments, contact us at info@san.org or (619) 400-2288.

To help support the Airport Authority’s sustainability goals, if you would like to receive SANews electronically please email rbloomfi@san.org.



SAN



e-newsletter

December 2014

In This Issue

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[San Diego International Airport Offers Convenient, Discounted Holiday Parking](#)

[Airport Authority Addresses Safety Zones for Point Loma High School Stadium Proposal](#)

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Quick Links

[Public Meetings](#)

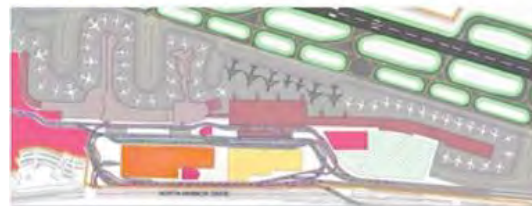
[North Side Construction Alerts](#)

[Arts and Culture](#)

Tell Us What You Think About The Airport Development Plan Alternatives

The next phase of master planning at San Diego International Airport is underway and we invite you to weigh in through a brief online survey.

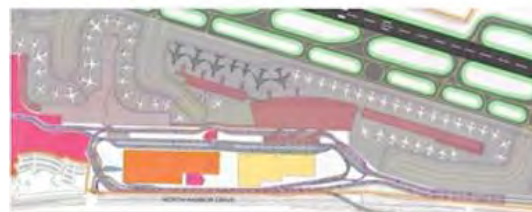
ALTERNATIVE 1



ALTERNATIVE 2



ALTERNATIVE 3



ALTERNATIVE 4



Take the survey and let us know what is important to you!

The Airport Development Plan is designed to identify improvements that will enable the airport to meet demand through 2035, which is approximately when projected passenger activity levels will reach capacity for the airport's single runway.

The ADP considers:

[Airport Website](#)

Stay Connected!

It's easy to connect with San Diego International Airport using social media. Just click on your favorite tool below.



Employee BLOG

- The future of Terminal 1
- Redevelopment of the former Teledyne-Ryan property
- SANDAG's plans for future intermodal transportation facilities
- Creation of new non-airline revenue opportunities

Airport staff and consultants have identified four potential alternatives and are now seeking public input on the concepts.

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For additional information, register your business at www.san.org/Business or contact the Small Business Development Department at smallbusiness@san.org.

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Please keep me informed about the Airport Development Plan.

Name: _____

Address: _____ City: _____ State: _____ ZIP code: _____

Phone: _____ E-mail: _____

Questions/Comments: _____

For more information, please visit www.sanplan.com or email ADP@san.org.

San Diego County Regional Airport Authority, P.O. Box 82776, San Diego, CA 92138-2776 Phone: 619.400.2400



Digital Communications



San Diego International Airport shared a link. 13 June

Here's some coverage of yesterday's Airport Development Plan public forum. Thanks to all who attended and commented on the ideas we have for further airport improvements. We are committed to delivering the very best customer experience and look forward to serving our community far into the future.



Lindbergh Field unveils proposals for next expansion phase

www.sandiego6.com

Airport Authority officials reveal proposals for the next expansion phase at Lindbergh Field, which among other things will include the demolition of Terminal One to be

Like Comment Share

94 8 1 Share



San Diego International Airport shared a link. 10 June - Edited

The airport welcomes you to an Open House on Thursday, June 12, as we look at improving Terminal 1, parking, and the traffic at and around the airport. Public input welcomed. More information can be found here: http://www.san.org/sdcraa/airport_initiatives/adp/outreach.aspx



San Diego Airport Seeking Public Opinion On Long-Term Plan

www.kpbs.org

The San Diego Airport Authority has begun planning for more renovations, including replacing Terminal 1.

Like Comment Share

80 9 1 Share



San Diego Airport @SanDiegoAirport Jun 10

MT @utsd: Forum on rebuilding San Diego International Airport's Terminal 1 ahead

j.mp/1kYM99I [from U-T San Diego]

Retweet Like Star More



San Diego Airport @SanDiegoAirport

Follow

Great turnout at the planning open house. What kind of improvements would YOU like to see at the airport? ow.ly/i/5TdAF

Retweet Like Star More



San Diego Airport retweeted



KPBS News @KPBSnews Jun 6

After finishing the Terminal 2 makeover, Airport Authority now is looking at the long-term plan for @SanDiegoAirport. ow.ly/xJclX

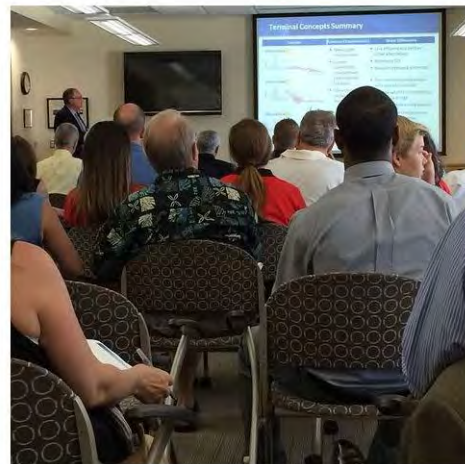
Retweet Like Star More



San Diego Airport @SanDiegoAirport Jun 4

RT @chambercv: You're invited to attend the @SanDiegoAirport Authority's Open House on the future Airport Development Plan on 6/12/14!

Retweet Like Star More



AIRPORT PROJECTS

- Land Use Compatibility >
- Airport Competition Plan >
- Airport Development Plan >
- The Green Build >
- North Side Improvements >
- Parking Plaza >
- Airport Noise Mitigation >
- Quieter Home Program >
- Environmental Affairs >
- Regional Aviation Strategic Plan >

AIRPORT DEVELOPMENT PLAN

OVERVIEW
AUTHORITY ADVISORY COMMITTEE
MEETINGS
FAQ
PUBLIC OUTREACH

San Diego International Airport's expansion of Terminal 2, known as The Green Build opened in August 2013. The project adds 10 new gates, a dual-level roadway and additional aircraft parking. These improvements will meet the airport's needs until we reach about 20 - 21 million passengers annually. (In 2011, the airport accommodated nearly 17 million passengers.) Other capital improvements either under construction or in the planning/design phases include a new centralized receiving and distribution center, fixed-base operator building, relocated surface parking and a rental car center.

Next Phase of Improvements

The Airport Authority is beginning the process to identify the next phase of improvements that will enable San Diego International Airport to meet demand through 2035. This planning update is known as the Airport Development Plan (ADP). The 2008 Airport Master Plan (resulting in The Green Build) will be considered as part of the planning update.


The first two years of the process (2012-2013) will look at the entire airport and generate a plan that considers:

- The future of Terminal 1
- Redevelopment of the former Teledyne-Ryan property
- Input to SANDAG as it plans for effective intermodal transportation facilities
- Creation of new non-airline revenue opportunities

The plan will also take into account new information from a recent passenger survey. The environmental review process for the draft plan will follow (2014-2016).

SAN Airport Development Plan

Common Elements in Alternatives



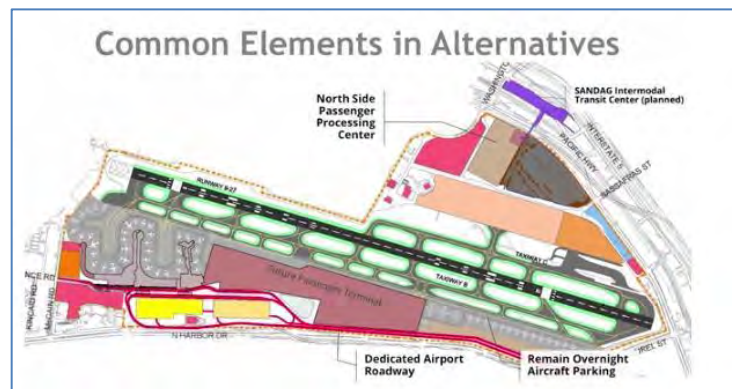
Take the survey and let us know what is important to you!

ANGIE JAMISON
MANAGER // AIRPORT PLANNING
SAN DIEGO INTERNATIONAL AIRPORT

SAN Airport Development Plan

San Diego International Airport

609 views



San Diego International Airport ADP Input

Thank you for your input on the Airport Development Plan concepts. We appreciate your involvement as we plan for future improvements at San Diego International Airport.

1. What aspects of the concepts do you like the most?
2. What things should we address or consider when selecting a preferred alternative?
3. What do you like or dislike about The Green Build?
4. What do you like or dislike about other airport facilities?

Powered by [SurveyMonkey](#)
Check out our [simple surveys](#) and create your own now!



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
17

Meeting Date: **JANUARY 15, 2015**

Subject:

Adopt Policy 5.15 "Equal Benefits For Spouses and Domestic Partners":

Recommendation:

Adopt Resolution No. 2015-0013, Approving the Adoption of Policy 5.15 "Equal Benefits for Spouses and Domestic Partners" to ensure that contractors and lessees provide equal benefits between employees with spouses and employees with domestic partners, and dependents and family members of spouses and dependents and family members of domestic partners.

Background/Justification:

On December 5, 2014 the Authority Board took action and directed staff to draft a formal "Equal Benefits for Domestic Partners" policy. An equal benefits policy requires third parties contracting with the Authority to have an employee benefit program that, to the extent allowed by law, provides equal employee benefits to the domestic partners of their employees in the same manner and to the same extent as the benefits provided to the married spouses of their employees.

It is the policy of the Authority that all contractors and lessees who conduct business with the Authority shall not discriminate against any employee or applicant for employment because of sexual orientation (see Authority Policy § 5.10). Discrimination in the provision of employee benefits between employees with domestic partners and employees with spouses results in unequal pay for equal work. It is the Authority's intent, through the contracting policies outlined in this Policy, to assure that those companies wanting to do business with the Authority will equalize the total compensation between similarly situated employees with spouses and with domestic partners. The provisions of this Policy are designed to ensure that the Authority's contractors and lessees will maintain a competitive advantage in recruiting and retaining capable employees, thereby improving the quality of the goods and services the Authority and its customers receive.

Fiscal Impact:

Future fiscal impact will be dependent upon whether the policy has any affect on contractors' ability to adhere to its provisions and consequently their ability to do business with the Authority. At this time it is assumed that the Authority's FY 2015 and FY 2016 budgets contain adequate funds.

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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.

Application of Inclusionary Policies:

Not Applicable.

Prepared by:

JANA VARGAS
DIRECTOR, PROCUREMENT

RESOLUTION NO. 2015-0013

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY APPROVING THE ADOPTION OF POLICY 5.15 "EQUAL BENEFITS FOR SPOUSES AND DOMESTIC PARTNERS" TO ENSURE THAT CONTRACTORS AND LESSEES PROVIDE EQUAL BENEFITS BETWEEN EMPLOYEES WITH SPOUSES AND EMPLOYEES WITH DOMESTIC PARTNERS, AND DEPENDENTS AND FAMILY MEMBERS OF SPOUSES AND DEPENDENTS AND FAMILY MEMBERS OF DOMESTIC PARTNERS.

WHEREAS, it is the policy of the San Diego County Regional Airport Authority (the Authority") that all contractors and lessees who conduct business with the Authority shall not discriminate against employees or applicants for employment because of sexual orientation (see Authority Policy § 5.10); and

WHEREAS, discrimination in the provision of employee benefits between employees with domestic partners and employees with spouses results in unequal pay for equal work; and

WHEREAS, it is the Authority's intent to assure that those companies wanting to do business with the Authority will equalize the total compensation between similarly situated employees with spouses and with domestic partners, thereby maintaining a competitive advantage in recruiting and retaining capable employees providing goods and services to the Authority and its customers; and

WHEREAS, an equal benefits policy requires third parties contracting with the Authority to have an employee benefit program that, to the extent allowed by law, provides equal employee benefits to the domestic partners of their employees in the same manner and to the same extent as the benefits provided to the married spouses of their employees.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the adoption of Policy 5.15 "Equal Benefits for Spouses and Domestic Partners" (Attachment A) to ensure that contractors and lessees provide equal benefits between employees with spouses and employees with domestic partners, and dependents and family members of spouses and dependents and family members of domestic partners; 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”), Pub. Res. Code §21065; and is not a “development” as defined by California Coastal Act, Pub. Res. Code §30106.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 15th day of January, 2015, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY RUSSELL
DIRECTOR, CORPORATE
& INFORMATION GOVERNANCE/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

POLICIES

- ARTICLE 5** - **CONTRACTING AND DEBARMENT**
PART 5.1 - **EQUAL OPPORTUNITY**
SECTION 5.15 - **EQUAL BENEFITS FOR SPOUSES AND DOMESTIC PARTNERS**
-

PURPOSE: To promulgate a formal policy statement of the San Diego County Regional Airport Authority (the “Authority”) to ensure that contractors and lessees provide equal benefits between employees with spouses and employees with domestic partners, and between dependents and family members of spouses and dependents and family members of domestic partners.

POLICY STATEMENT:

(1) It is the policy of the Authority that all contractors and lessees who conduct business with the Authority shall not discriminate against any employee or applicant for employment because of sexual orientation (see Authority Policy § 5.10). Discrimination in the provision of employee benefits between employees with domestic partners and employees with spouses results in unequal pay for equal work. It is the Authority’s intent, through the contracting policies outlined in this Policy, to assure that those companies wanting to do business with the Authority will equalize the total compensation between similarly situated employees with spouses and with domestic partners. The provisions of this Policy are designed to ensure that the Authority’s contractors and lessees will maintain a competitive advantage in recruiting and retaining capable employees, thereby improving the quality of the goods and services the Authority and its customers receive.

(2) Definitions:

- (a) **“Benefits”** means any plan, program or policy provided or offered by a Contractor to its employees as part of the employer’s total compensation package. This includes, but is not limited to, the following types of benefits: bereavement leave; family medical leave; health benefits; disability, life, and other types of insurance; membership or membership discounts; moving expenses; vacation; travel benefits; and any other plans, policies or benefits given to employees, provided that it does not include benefits to the extent that the application of the requirements of this Policy to such benefits may be preempted by federal or state law.
- (b) **“Contract”** means an agreement the value of which is equal to or exceeds fifty thousand dollars (\$50,000). It includes, but is not limited to, agreements for work or services to or for the Authority, for public works or improvements to be performed, agreements for the purchase of goods, equipment, materials, or supplies. Contract also includes any lease or license entered into by the Authority.

- (c) “**Contractor**” means any person, firm, partnership, corporation, joint venture, or any combination of these, or any governmental entity acting in its proprietary capacity, that enters into a Contract with the Authority. The term does not include Subcontractors.
- (d) “**Domestic Partner(s)**” means any two adults in a relationship pursuant to the requirements for filing as domestic partners under California Family Code §section 297 297 and, of the same or different sex, who have registered as domestic partners with a governmental entity pursuant to state or local law authorizing this registration.
- (e) “**Equal Benefits**” means the equality of benefits between employees with Spouses and employees with Domestic Partners, between Spouses of employees and Domestic Partners of employees, and between dependents and family members of Spouses and dependents and family members of Domestic Partners.
- (f) “**Policy**” means Authority Policy § 5.15 as amended.
- (g) “**Spouse(s)**” means any two adults, of the same or different sex, whose marriage is recognized under the laws of the State of California.
- (h) “**Subcontractor**” means any person firm, partnership, corporation, joint venture, or any combination of these, or any governmental entity acting in its proprietary capacity, that assists the Contractor in performing or fulfilling the terms of a Contract. Subcontractors are not subject to the requirements of this Policy unless they otherwise have a Contract directly with the Authority.

(3) **Equal Benefits Requirements**

(a) The Authority shall not execute any Contract with any Contractor that discriminates in the provision of Benefits between employees with Spouses and employees with Domestic Partners, between Spouses of employees and Domestic Partners of employees, and between dependents and family members of Spouses and dependents and family members of Domestic Partners. For the avoidance of doubt, benefits will be provided equally to Spouses and Domestic Partners of employees regardless of gender, and also equally to all Domestic Partners as compared to Spouses.

(b) A Contractor must permit access to, and upon request, must provide certified copies of all of its records pertaining to its Benefits policies and its employment policies and practices to the Authority, for the purpose of investigation or to ascertain compliance with this Policy.

(c) A Contractor must not set up or use its contracting entity for the purpose of evading the requirements imposed by this Policy.

(d) A Contractor shall not be deemed to be engaging in discrimination in the provision of Benefits when:

(i) The actual cost of providing a certain benefit for the Domestic Partner of an employee exceeds that of providing it for the Spouse of an employee, or the Contractor's actual cost of providing a certain benefit for the Spouse of an employee exceeds that of providing it for the Domestic Partner of an employee, and the Contractor conditions providing such benefit upon the employee agreeing to pay the excess cost;

(ii) The implementation of policies ending discrimination in benefits is delayed following the first award of an Authority Contract:

(1) Until the first effective date after the first open enrollment process following the date the Contract with the Authority is executed, provided that the Contractor submits evidence of reasonable efforts to end discrimination in benefits. This delay may not exceed two (2) years from the date the Contract with the Authority is executed and only applies to benefits for which an open enrollment process is applicable.

(2) Until administrative steps can be taken to incorporate nondiscrimination in benefits in the Contractor's infrastructure. The time allotted for these administrative steps shall apply only to those benefits for which administrative steps are necessary and may not exceed three (3) months. An extension of this time may be granted by the Authority President/CEO upon written request of a Contractor, setting forth the reasons that additional time is required.

(3) Until the expiration of a Contractor's current collective bargaining agreement(s) where all of the following conditions have been met:

(a) The provision of Benefits is governed by one or more collective bargaining agreements; and

(b) The Contractor takes all reasonable measures to end discrimination in Benefits by either requesting that the union(s) involved agree to re-open the agreement(s) in order for the Contractor to take whatever steps are necessary to end discrimination in Benefits or by ending discrimination in Benefits without reopening the collective bargaining agreement(s); and

(c) In the event the Contractor cannot end discrimination in Benefits despite taking all reasonable measures to do so, the Contractor provides a cash equivalent to eligible employees for whom Benefits are not available. Unless otherwise authorized in writing by the Authority President/CEO, this cash equivalent payment must begin at the time the union(s) refuse to allow the collective bargaining agreements to be reopened, or in any case no longer than three (3) months from the date the Contract with the Authority was executed. This cash equivalent payment shall not be required where it is prohibited by federal or state law.

(4) **Other Options for Compliance** – Provided that the Contractor does not discriminate in the provision of Benefits, a Contractor may also comply with this Policy in the following ways:

(a) A Contractor may provide an employee with the cash equivalent only if the Authority President/CEO determines that either:

(i) The Contractor has made a reasonable, yet unsuccessful effort to provide Equal Benefits; or

(ii) Under the circumstances, it would be unreasonable to require the Contractor to provide Benefits to the Domestic Partner (or Spouse, if applicable).

(b) Provide Benefits neither to employees' Spouses nor to employees' Domestic Partners.

(5) Applicability

(a) Unless otherwise exempt, a Contractor is subject to and shall comply with all applicable provisions of this Policy when entering into a Contract with the Authority that equals or exceeds fifty thousand dollars (\$50,000).

(b) The requirements of this Policy shall only apply to a Contractor's operations that occur:

(i) In the County of San Diego;

(ii) On real property located outside the County of San Diego if the property is owned by the Authority, or the Authority has a right to occupy the property, and if the Contractor's presence at or on the property is connected to a Contract with the Authority; and

(iii) Elsewhere in the United States where work related to an Authority Contract is being performed.

(6) Mandatory Contract Provisions Pertaining to Equal Benefits

(a) Unless otherwise exempt, every Contract shall contain language that obligates Contractor to comply with the applicable provisions of this Policy.

(7) Non-applicability, Exceptions, and Waivers – The Authority President/CEO may waive compliance with this Policy under the following circumstances:

(a) The Contract is for the use of Authority property, and there is only one prospective Contractor willing to enter into the Contract.

(b) The Contract is for needed goods, services, construction of a public work or improvement, or interest in or right to use real property that is available only from a single

prospective Contractor, and that prospective Contractor is otherwise qualified and acceptable to the Authority.

(c) The Contract is necessary to respond to an emergency that endangers the public health or safety.

(d) The Contract is awarded as a sole source procurement under Authority Policy § 5.01(6).

(e) The General Counsel certifies in writing that the contract involves specialize litigation requirements such that it would be in the best interests of the Authority to waive the requirements of this Policy.

(f) The Contract is: (i) with a public entity; (ii) for goods, services, construction of a public work or improvement, or interest in or right to use real property; and (iii) that is either not available from another source, or is necessary to serve a substantial public interest.

(g) The requirements of this Policy will violate, or are inconsistent with the terms of a grant, subvention or agreement with a public agency or the instruction of an authorized representative of a public agency with respect to any grant, subvention or agreement.

(h) The Contract is for goods, services, or a project that is essential to the Authority and there are no qualified prospective Contractors who comply with this Policy.

(i) The Contract involves bulk, cooperative, or joint purchasing arrangements.

(j) The Contract involves:

(1) The investment of trust moneys or agreements related to the management of trust assets;

(2) Authority money invested in U.S. government securities or under pre-existing investment agreements; or

(3) The investment of Authority money where the Authority President/CEO finds that:

(a) No person, entity or financial institution doing business in the County of San Diego that is in compliance with this Policy is capable of performing the desired transaction(s); or

(b) The Authority will incur a financial loss which, in the opinion of the Authority President/CEO or his/her designee, would violate his/her fiduciary duties.

POLICY SECTION NO. 5.15

(k) The Authority President/CEO determines that it is in the best interest of the Authority to waive the requirements of this Policy and the Contract is reported to the Authority's Board of Directors at the Board meeting following the execution of the Contract.

(l) Nothing in this subsection shall limit the right of the Authority's Board of Directors to waive the requirements of this Policy.

(8) **Consistency with Federal Law** – The provisions of this Policy do not apply where the application of these provisions would violate or be inconsistent with the laws, rules or regulations of federal or state law, or where the application would violate or be inconsistent with the terms or conditions of a grant or contract with the United States of America, the State of California, or the instruction of an authorized representative of any of these agencies with respect to any grant or Contract.

(9) **Effective Date** – The requirements of this Policy shall not apply to Contracts executed or bid packages advertised and made available to the public before April 1, 2015.

[Adopted by Resolution No. 2015-[X] dated January [X], 2015.]



**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY**

Meeting Date: **JANUARY 15, 2015**

Subject:

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

Recommendation:

For information only.

Background/Justification:

Authority Policy 3.30 (2)(b) and (4)(b) require that business expenses reimbursements of Board Members, the President/CEO, the Chief Auditor and the General Counsel be approved by the Executive Committee and presented to the Board for its information at its next regularly scheduled meeting.

Authority Policy 3.40 (2)(b) and (3)(b) require that travel expense reimbursements of Board Members, the President/CEO, the Chief Auditor and the General Counsel be approved by the Executive Committee and presented to the Board for its information at its next regularly scheduled meeting.

The attached reports are being presented to comply with the requirements of Policies 3.30 and 3.40.

Fiscal Impact:

Funds for Business and Travel expenses are included in the FY 2014-2015 Budget.

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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. 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.

Application of Inclusionary Policies:

Not applicable.

Prepared by:

TONY RUSSELL
DIRECTOR, CORPORATE & INFORMATION GOVERNANCE/AUTHORITY CLERK

TRAVEL REQUESTS

THELLA F. BOWENS

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: 6
 Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 11/26/14 **PLANNED DATE OF DEPARTURE/RETURN:** 1/22/15 / 1/23/15

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip– continue on extra sheets of paper as necessary):

Destination: Washington, DC Purpose: Attend ACRP Oversight Committee Meeting
 Explanation:

✦ NOTE: The cost of the trip is being paid for by ACRP. The estimated expenses are for information only. ✦

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

• AIRFARE	\$	1000.00 *
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$	160.00
B. LODGING	\$	300.00
C. MEALS	\$	100.00
D. SEMINAR AND CONFERENCE FEES	\$	
E. ENTERTAINMENT (if applicable)	\$	
F. OTHER INCIDENTAL EXPENSES	\$	
TOTAL PROJECTED TRAVEL EXPENSE	\$	1560.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 2 December 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
 (Please leave blank. Whoever clerk's the meeting will insert their name and title.)

by the Executive Committee at its _____ meeting.
 (Leave blank and we will insert the meeting date.)

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella BOWENS Dept: 6

Position: Board Member President/CEO Gen. Counsel Chief Auditor

All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 12/4/14 **PLANNED DATE OF DEPARTURE/RETURN:** 2/1/15 / 2/4/15

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip– continue on extra sheets of paper as necessary):

Destination: Denver, CO Purpose: Attend 2015 Routes Americas Conference

Explanation:

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

- AIRFARE \$ 400.00
- OTHER TRANSPORTATION (Taxi, Train, Car Rental) \$ 140.00

B. LODGING \$ 550.00

C. MEALS \$ 200.00

D. SEMINAR AND CONFERENCE FEES \$ 1875.00

E. ENTERTAINMENT (If applicable) \$ _____

F. OTHER INCIDENTAL EXPENSES \$ _____

TOTAL PROJECTED TRAVEL EXPENSE \$ 3165.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business

Travelers Signature: *Thella BOWENS* Date: 5 Dec 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)

by the Executive Committee at its _____ meeting.

(Leave blank and we will insert the meeting date.)

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella Bowers Dept: 6

Position: Board Member President/CEO Gen. Counsel Chief Auditor

All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 12/11/14 **PLANNED DATE OF DEPARTURE/RETURN:** 2/3/15 / 2/6/15

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Sarasota, FL Purpose: Attend ACI-NA CEO Forum & Winter Board of Directors Meeting

Explanation: _____

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

- AIRFARE \$ 700.00
- OTHER TRANSPORTATION (Taxi, Train, Car Rental) \$ 150.00

B. LODGING \$ 730.00

C. MEALS \$ 250.00

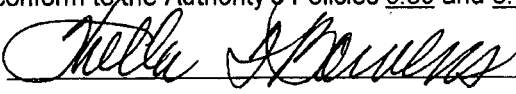
D. SEMINAR AND CONFERENCE FEES \$ 500.00

E. ENTERTAINMENT (If applicable) \$ _____

F. OTHER INCIDENTAL EXPENSES \$ _____

TOTAL PROJECTED TRAVEL EXPENSE \$ 2330.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 12/12/14

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)
by the Executive Committee at its _____ meeting.
(Leave blank and we will insert the meeting date.)

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: 6
Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 12/15/14 PLANNED DATE OF DEPARTURE/RETURN: 3/2/15 / 3/5/15

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Washington, DC Purpose: Attend ACI-NA/AAAE Washington Legislative Conference
Explanation: Attend conference and meet with legislative/executive branch officials.

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

- AIRFARE \$ 660.00
- OTHER TRANSPORTATION (Taxi, Train, Car Rental) \$ 160.00

B. LODGING \$ 1099.00

C. MEALS \$ 250.00

D. SEMINAR AND CONFERENCE FEES \$ COMP

E. ENTERTAINMENT (If applicable) \$

F. OTHER INCIDENTAL EXPENSES \$ 50.00

TOTAL PROJECTED TRAVEL EXPENSE \$ 2219.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 12/18/14

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

- 1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
- 2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
- 3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)
by the Executive Committee at its _____ meeting.
(Leave blank and we will insert the meeting date.)

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowers Dept: Exec Office BU6

Position: Board Member President/CEO Gen. Counsel Chief Auditor

All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 12/16/14 PLANNED DATE OF DEPARTURE/RETURN: 4/19/15 / 4/21/15

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Phoenix, AZ

Purpose: Attend ACI-NA 2015 Business of Airports Conference

Explanation: _____

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

• AIRFARE	\$	<u>450.00</u>
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$	<u>100.00</u>
B. LODGING	\$	<u>560.00</u>
C. MEALS	\$	<u>200.00</u>
D. SEMINAR AND CONFERENCE FEES	\$	<u>820.00</u>
E. ENTERTAINMENT (If applicable)	\$	<u> </u>
F. OTHER INCIDENTAL EXPENSES	\$	<u>100.00</u>
TOTAL PROJECTED TRAVEL EXPENSE	\$	<u>2230.00</u>

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature: Thella Bowers

Date: 16 Dec 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____

Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)

by the Executive Committee at its _____ meeting.

(Leave blank and we will insert the meeting date.)

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Exec Office BU6

Position: Board Member President/CEO Gen. Counsel Chief Auditor

All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 12/16/14 PLANNED DATE OF DEPARTURE/RETURN: 4/23/15 / 4/30/14

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Amman, Jordan Purpose: ACI Word Governing Board Meeting and Asia-Pacific Regional Assembly Meeting

Explanation: World Governing Board Meeting - April 25-26, followed by Asia-Pacific Regional Assembly Meeting - April 27-29, 2015.

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

• AIRFARE	\$ 5,000.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ 300.00
B. LODGING	\$ 2000.00
C. MEALS	\$ 500.00
D. SEMINAR AND CONFERENCE FEES	\$ 600.00
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$ 200.00
TOTAL PROJECTED TRAVEL EXPENSE	\$ 8600.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 16 Dec 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

- 1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
- 2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
- 3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved

(Please leave blank. Whoever clerk's the meeting will insert their name and title.)

by the Executive Committee at its _____ meeting.

(Leave blank and we will insert the meeting date.)

EXPENSE REPORTS

THELLA F. BOWENS

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Exec Office BU6

Position: Board Member President/CEO Gen. Counsel Chief Auditor

All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 9/16/14 PLANNED DATE OF DEPARTURE/RETURN: 10/10/14 / 10/14/14

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Durban, South Africa Purpose: ACI Word Governing Board Meeting and Annual Conference & Exhibition

Explanation: _____

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

• AIRFARE	\$	10,000.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$	300.00
B. LODGING	\$	1100.00
C. MEALS	\$	300.00
D. SEMINAR AND CONFERENCE FEES	\$	500.00
E. ENTERTAINMENT (If applicable)	\$	
F. OTHER INCIDENTAL EXPENSES	\$	200.00
TOTAL PROJECTED TRAVEL EXPENSE	\$	12,400.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 18 Sept 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, Lowaine Bennett, Assistant Authority Clerk II, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)

by the Executive Committee at its September 22, 2014 meeting.
(Leave blank and we will insert the meeting date.)



TRAVELTRUST SCRIPPS RANCH
Phone: 1-800-792-4662

Electronic Invoice

Prepared For:
BOWENS/THELLA

SALES PERSON	E4
INVOICE NUMBER	1213716
INVOICE ISSUE DATE	24 Sep 2014
RECORD LOCATOR	ABQDXI
CUSTOMER NUMBER	0000SDCRAA

Client Address
SAN DIEGO COUNTY REG AIRPORT AUTHORITY
PO BOX 82776
SAN DIEGO CA 92138-2776

Notes

YOUR UNITED ETICKET CONFIRMATION IS ** H4X0PR **
YOUR AIR NEW ZEALAND ETICKET CONFIRMATION IS ** AKL7SH **
YOUR SOUTH AFRICAN ETICKET CONFIRMATION IS ** 3ZAD2B **

-----INVOICE/ITINERARY ACCOUNTING DOCUMENT-----

*****TICKETLESS TRAVEL INSTRUCTIONS*****

THIS IS AN E-TICKET RESERVATION.
A GOVERNMENT ISSUED PHOTO ID IS NEEDED AT CHECK IN
THIS TICKET IS NON-REFUNDABLE AND MUST BE USED FOR
THE FLIGHTS BOOKED. IF THE RESERVATION IS NOT USED
OR CANCELLED BEFORE THE DEPARTURE OF YOUR FLIGHTS
IT MAY HAVE NO VALUE. CONTACT TRAVELTRUST BEFORE
YOUR OUTBOUND FLIGHT IF CHANGE IS NECESSARY.

*****TSA GUIDANCE FOR PASSENGERS*****
PLEASE ALLOW EXTRA TIME FOR SCREENING AND BOARDING
INTERNATIONAL-MINIMUM 3 HOUR CHECK-IN PRIOR TO DEPARTURE
DOMESTIC-MINIMUM 2 HOUR CHECK-IN PRIOR TO DEPARTURE
FOR ADDITIONAL SECURITY INFORMATION VISIT WWW.TSA.GOV

FOR TRAVEL TO UNITED KINGDOM
A US CITIZEN MUST HAVE A VALID PASSPORT
YOU CANNOT TRAVEL OUT OF THE UNITED STATES IF YOUR U.S.
PASSPORT EXPIRES WITHIN 6 MONTHS OF YOUR DEPARTURE DATE

FOR EMERGENCY AFTERTHOUS SERVICE
WHILE IN UNITED KINGDOM
PLEASE CALL 00-800-7373-7882
THERE IS A MINIMUM 25USD CHARGE PER CALL
IF INTL AFTERTHOUS NUMBER DOES NOT WORK
DIAL DIRECT OR COLLECT 201-221-4462

YOUR INTERNATIONAL TRAVEL MAY REQUIRE VACCINATIONS
PLEASE CHECK WWW.CDC.GOV FOR LATEST REQUIREMENTS

INTER-EUROPE FARES MAY REQUIRE REISSUANCE AT TIME OF
CANCELLATION PLEASE CONTACT THE AIRLINE OR
TRAVELTRUST PRIOR TO CANCELLATION

FOR TRAVEL TO SOUTH AFRICA
A US CITIZEN MUST HAVE A VALID PASSPORT W/ 2 BLANK VISA PAGES
YOU CANNOT TRAVEL OUT OF THE UNITED STATES IF YOUR U.S.
PASSPORT EXPIRES WITHIN 6 MONTHS OF YOUR DEPARTURE DATE

FOR EMERGENCY AFTERTHOUS SERVICE
WHILE IN SOUTH AFRICA
PLEASE CALL 09-800-7373-7882
THERE IS A MINIMUM 25USD CHARGE PER CALL
IF INTL AFTERTHOUS NUMBER DOES NOT WORK
DIAL DIRECT OR COLLECT 201-221-4462

YOUR INTERNATIONAL TRAVEL MAY REQUIRE VACCINATIONS
PLEASE CHECK WWW.CDC.GOV FOR LATEST REQUIREMENTS

INTER-EUROPE FARES MAY REQUIRE REISSUANCE AT TIME OF CANCELLATION PLEASE CONTACT THE AIRLINE OR TRAVELTRUST PRIOR TO CANCELLATION

FOR TRAVEL TO UNITED KINGDOM
A US CITIZEN MUST HAVE A VALID PASSPORT
YOU CANNOT TRAVEL OUT OF THE UNITED STATES IF YOUR U.S. PASSPORT EXPIRES WITHIN 6 MONTHS OF YOUR DEPARTURE DATE

FOR EMERGENCY AFTERHOURS SERVICE
WHILE IN UNITED KINGDOM
PLEASE CALL 00-800-7373-7882
THERE IS A MINIMUM 25USD CHARGE PER CALL
IF INTL AFTERHOUR NUMBER DOES NOT WORK
DIAL DIRECT OR COLLECT 201-221-4462

YOUR INTERNATIONAL TRAVEL MAY REQUIRE VACCINATIONS
PLEASE CHECK WWW.CDC.GOV FOR LATEST REQUIREMENTS

INTER-EUROPE FARES MAY REQUIRE REISSUANCE AT TIME OF CANCELLATION PLEASE CONTACT THE AIRLINE OR TRAVELTRUST PRIOR TO CANCELLATION

DATE: Sun, Oct 05

Flight: AIR NEW ZEALAND 2

From	LOS ANGELES, CA	Departs	4:45pm
To	LONDON HEATHROW, UNITED KINGDOM	Arrives	11:15am
Departure Terminal	2	Arrival Terminal	1
Duration	10hr(s) :30min(s)	Class	Business
Type	BOEING 777 JET	Meal	Multi Meal
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 11B	

DATE: Mon, Oct 06

Flight: SOUTH AFRICAN AIRWAYS 237

From	LONDON HEATHROW, UNITED KINGDOM	Departs	9:00pm
To	JOHANNESBURG, SOUTH AFRICA	Arrives	9:20am
Departure Terminal	1	Arrival Terminal	A
Duration	11hr(s) :20min(s)	Class	Business
Type	AIRBUS INDUSTRIE A343 JET	Meal	Multi Meal
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 04G	

DATE: Tue, Oct 07

Flight: SOUTH AFRICAN AIRWAYS 551

From	JOHANNESBURG, SOUTH AFRICA	Departs	12:10pm
To	DURBAN, SOUTH AFRICA	Arrives	1:20pm
Departure Terminal	B		
Duration	01hr(s) :10min(s)	Class	Business
Type	AIRBUS INDUSTRIE A319 JET	Meal	Snack
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 02D	

DATE: Mon, Oct 13

Flight: SOUTH AFRICAN AIRWAYS 570

From	DURBAN, SOUTH AFRICA	Departs	4:50pm
To	JOHANNESBURG, SOUTH AFRICA	Arrives	6:00pm
Duration	01hr(s) :10min(s)	Arrival Terminal	B
Type	AIRBUS INDUSTRIE A320 JET	Class	Business
Stop(s)	Non Stop	Meal	Snack
Seat(s) Details	BOWENS/THELLA	Seat(s) - 02C	

DATE: Mon, Oct 13

Flight: SOUTH AFRICAN AIRWAYS 236

From	JOHANNESBURG, SOUTH AFRICA	Departs	8:20pm
To	LONDON HEATHROW, UNITED KINGDOM	Arrives	6:55am
Departure Terminal	B	Arrival Terminal	1
Duration	11hr(s) :35min(s)	Class	Business
Type	AIRBUS INDUSTRIE A343 JET	Meal	Multi Meal
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 03G	

DATE: Tue, Oct 14

Flight: AIR NEW ZEALAND 1

From	LONDON HEATHROW, UNITED KINGDOM	Departs	4:15pm
To	LOS ANGELES, CA	Arrives	7:45pm
Departure Terminal	1	Arrival Terminal	2
Duration	11hr(s) :30min(s)	Class	Business
Type	BOEING 777 JET	Meal	Multi Meal
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 03B	

Ticket Information

Ticket Number	NZ 7492478920	Passenger	BOWENS THELLA		
		Billed to:		USD	* 10,774.70
Service Fee	XD 0625807156	Passenger	BOWENS THELLA		
		Billed to:		USD	* 40.00
				SubTotal	USD 10,814.70
				Net Credit Card Billing	* USD 10,814.70

				Total Amount Due	USD 0.00

ITINERARY NOTES:

TRAVELTRUST IS OPEN MONDAY - FRIDAY FROM 5AM-530PM PST AND SATURDAY FROM 9AM-1PM PST - 760-635-1700.
 FOR EMERGENCY AFTERHOURS SERVICE IN THE US PLEASE CALL 888-221-6062 AND USE YOUR VIT CODE - S7NS0
 PLEASE NOTE THIS IS OUR NEW EMERGENCY NUMBER
 EACH EMERGENCY CALL IS BILLABLE AT A MINIMUM 25.00
 THANK YOU FOR CHOOSING TRAVELTRUST...SCOTT MACKERLEY

Your travel arranger provides the information contained in this document. If you have any questions about the content, please contact your travel arranger. For Credit Card Service fees, please see eTicket receipt for total charges.



TRAVELTRUST SCRIPPS RANCH
Phone: 1-800-792-4662

Electronic Invoice

Prepared For:
BOWENS/THELLA

SALES PERSON	E4
INVOICE NUMBER	1213717
INVOICE ISSUE DATE	24 Sep 2014
RECORD LOCATOR	ABQDXI
CUSTOMER NUMBER	0000SDCRAA

Client Address
SAN DIEGO COUNTY REG AIRPORT AUTHORITY
PO BOX 82776
SAN DIEGO CA 92138-2776

Notes

YOUR UNITED ETICKET CONFIRMATION IS ** H4X0PR **
YOUR AIR NEW ZEALAND ETICKET CONFIRMATION IS ** AKL7SH **
YOUR SOUTH AFRICAN ETICKET CONFIRMATION IS ** 3ZAD2B **

-----INVOICE/ITINERARY ACCOUNTING DOCUMENT-----

*****TICKETLESS TRAVEL INSTRUCTIONS*****

THIS IS AN E-TICKET RESERVATION.

A GOVERNMENT ISSUED PHOTO ID IS NEEDED AT CHECK IN
THIS TICKET IS NON-REFUNDABLE AND MUST BE USED FOR
THE FLIGHTS BOOKED. IF THE RESERVATION IS NOT USED
OR CANCELLED BEFORE THE DEPARTURE OF YOUR FLIGHTS
IT MAY HAVE NO VALUE. CONTACT TRAVELTRUST BEFORE
YOUR OUTBOUND FLIGHT IF CHANGE IS NECESSARY.

*****TSA GUIDANCE FOR PASSENGERS*****

PLEASE ALLOW EXTRA TIME FOR SCREENING AND BOARDING
INTERNATIONAL-MINIMUM 3 HOUR CHECK-IN PRIOR TO DEPARTURE
DOMESTIC-MINIMUM 2 HOUR CHECK-IN PRIOR TO DEPARTURE
FOR ADDITIONAL SECURITY INFORMATION VISIT WWW.TSA.GOV

FOR TRAVEL TO UNITED KINGDOM
A US CITIZEN MUST HAVE A VALID PASSPORT
YOU CANNOT TRAVEL OUT OF THE UNITED STATES IF YOUR U.S.
PASSPORT EXPIRES WITHIN 6 MONTHS OF YOUR DEPARTURE DATE

FOR EMERGENCY AFTERTHOUS SERVICE
WHILE IN UNITED KINGDOM

PLEASE CALL 00-800-7373-7882
THERE IS A MINIMUM 25USD CHARGE PER CALL
IF INTL AFTERTHOUS NUMBER DOES NOT WORK
DIAL DIRECT OR COLLECT 201-221-4462

YOUR INTERNATIONAL TRAVEL MAY REQUIRE VACCINATIONS
PLEASE CHECK WWW.CDC.GOV FOR LATEST REQUIREMENTS

INTER-EUROPE FARES MAY REQUIRE REISSUANCE AT TIME OF
CANCELLATION PLEASE CONTACT THE AIRLINE OR
TRAVELTRUST PRIOR TO CANCELLATION

FOR TRAVEL TO SOUTH AFRICA

A US CITIZEN MUST HAVE A VALID PASSPORT W/ 2 BLANK VISA PAGES
YOU CANNOT TRAVEL OUT OF THE UNITED STATES IF YOUR U.S.
PASSPORT EXPIRES WITHIN 6 MONTHS OF YOUR DEPARTURE DATE

FOR EMERGENCY AFTERTHOUS SERVICE
WHILE IN SOUTH AFRICA

PLEASE CALL 09-800-7373-7882
THERE IS A MINIMUM 25USD CHARGE PER CALL
IF INTL AFTERTHOUS NUMBER DOES NOT WORK
DIAL DIRECT OR COLLECT 201-221-4462

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PLEASE CHECK WWW.CDC.GOV FOR LATEST REQUIREMENTS

INTER-EUROPE FARES MAY REQUIRE REISSUANCE AT TIME OF CANCELLATION PLEASE CONTACT THE AIRLINE OR TRAVELTRUST PRIOR TO CANCELLATION

FOR TRAVEL TO UNITED KINGDOM
A US CITIZEN MUST HAVE A VALID PASSPORT
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PLEASE CHECK WWW.CDC.GOV FOR LATEST REQUIREMENTS

INTER-EUROPE FARES MAY REQUIRE REISSUANCE AT TIME OF CANCELLATION PLEASE CONTACT THE AIRLINE OR TRAVELTRUST PRIOR TO CANCELLATION

DATE: Sun, Oct 05

Flight: UNITED AIRLINES 6327 Operated by: /SKYWEST DBA UNITED EXPRESS

From	SAN DIEGO, CA	Departs	12:30pm
To	LOS ANGELES, CA	Arrives	1:18pm
Departure Terminal	R	Arrival Terminal	8
Duration	0hr(s) :48min(s)	Class	United Economy
Type	EMBRAER 120 TURBOPROP	Meal	
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 02B Economy Plus Seat Confirmed	

DATE: Tue, Oct 14

Flight: UNITED AIRLINES 5611 Operated by: /SKYWEST DBA UNITED EXPRESS

From	LOS ANGELES, CA	Departs	10:57pm
To	SAN DIEGO, CA	Arrives	11:49pm
Departure Terminal	8	Arrival Terminal	R
Duration	0hr(s) :52min(s)	Class	United Economy
Type	CRJ-700 CANADAIK REGIONAL JET	Meal	
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 09B Economy Plus Seat Confirmed	

Ticket Information

Ticket Number	UA7492478922	Passenger	BOWENS THELLA		
		Billed to:		USD	* 375.70
				SubTotal	USD 375.70
				Net Credit Card Billing	* USD 375.70
				Total Amount Due	USD 0.00

ITINERARY NOTES:
TRAVELTRUST IS OPEN MONDAY - FRIDAY FROM 5AM-530PM PST AND SATURDAY FROM 9AM-1PM PST - 760-635-1700.
FOR EMERGENCY AFTERTHOUS SERVICE IN THE US PLEASE CALL 888-221-6062 AND USE YOUR VIT CODE - S7NS0
PLEASE NOTE THIS IS OUR NEW EMERGENCY NUMBER
EACH EMERGENCY CALL IS BILLABLE AT A MINIMUM 25.00
THANK YOU FOR CHOOSING TRAVELTRUST...SCOTT MACKERLEY

Committee Meetings & Network Session

THURSDAY, 09 OCTOBER 2014

9h00 - 17h00 ACI World IT Standing Committee (WAITSC)
(Coastlands Hotel)

FRIDAY, 10 OCTOBER 2014

9h00 - 17h00 ACI Africa Working group meetings: (Economy & Environment, Human Resources, Safety & Technical, Security & Facilitation)
(Coastlands Hotel)

9h00 - 17h00 ACI World IT Standing Committee (WAITSC)
(Coastlands Hotel) ACI World Facilitation and Services Standing Committee (WFSSC)

SATURDAY , 11 OCTOBER 2014

9h00 - 17h00 ACI Africa Working group meetings: (Economy & Environment, Human Resources, Safety & Technical, Security & Facilitation)
(Coastlands Hotel)

9h00 - 17h00 ACI World Facilitation and Services Standing Committee (WFSSC)
(Coastlands Hotel)

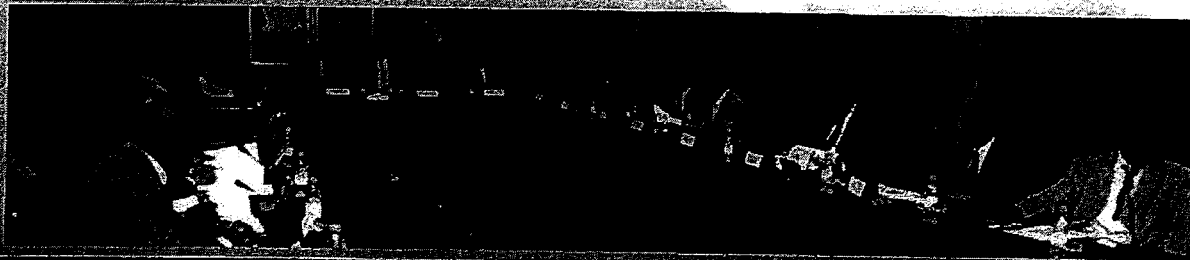
09h00 - 10h30 ACI World Audit Committee Meeting
(Oyster Box Hotel)

10h00 - 16h00 ACI Africa Regional Board Meeting
(Oyster Box Hotel)

15h30 - 18h00 ACI World Executive Meeting
(Oyster Box Hotel)

SUNDAY , 12 OCTOBER 2014

09h30 - 16h30 ACI World Governing Board Meeting
(Oyster Box Hotel)



www.aci-africa.aero

ACI AFRICA REGION
ANNUAL ASSEMBLY
CONFERENCE & EXHIBITION

DURBAN, SOUTH AFRICA 12 - 14 OCTOBER 2014

ACI WORLD CONFERENCE

Mrs Thella Faye Bowens
 P.O. Box 82776
 n/a
 San Diego CA
 92138
 United States

NEDBANK
BEVERLY HILLS HOTEL
 LIGHTHOUSE ROAD
 UMHLANGA ROCKS
 UN
 South Africa

BEVERLY HILLS

2014/10/13 13:36 1401E

TAX INVOICE

EMV AUTH OVERRIDE
 on card 2001

BOWENS/THELLA F
AMERICAN EXPRESS
AUTHORISED - 853537859
TRACE NO - 438406

Room No. : 0207
 Arrival : 09/10/14
 Departure : 13/10/14
 Folio No./ Inv No : 87106 /
 No. of Guests : 1
 Page No. : 1 of 2
 Confirmation No. : 4173481662 / 7201832-58315
 VAT Reg. No. : 4010113001

SunRands/Rate Code :
 User ID :
R13,009.40
 IN59723051
 CV 0002 346

Date	Text	Charges ZAR	Credits ZAR
09/10/14	Elements Cafe Dinner Food	Room# 0207 : CHECK# 0022376 ✓	140.00
09/10/14	Elements Cafe Dinner Bev	Room# 0207 : CHECK# 0022376 180 ZAR	23.00
09/10/14	F&B Tips (insourced)	Room# 0207 : CHECK# 0022376	17.00
09/10/14	Accommodation	3,027.60	3,000.00
09/10/14	Tourism Levy		27.60
10/10/14	Sugar Club Lunch Food	Room# 0207 : CHECK# 0011730	185.00
10/10/14	F&B Tips (insourced)	Room# 0207 : CHECK# 0011730 207	22.00
10/10/14	R/Serv Dinner Food	Room# 0207 : CHECK# 0035418 ✓	195.00
10/10/14	F&B Tips (insourced)	Room# 0207 : CHECK# 0035418 220	25.00
10/10/14	Accommodation	3,027.60	3,000.00
10/10/14	Tourism Levy		27.60
11/10/14	Elements Cafe Lunch Food	Room# 0207 : CHECK# 0022438 ✓	75.00
11/10/14	Elements Cafe Lunch Bev	Room# 0207 : CHECK# 0022438 108	23.00
11/10/14	F&B Tips (insourced)	Room# 0207 : CHECK# 0022438	10.00
11/10/14	Accommodation	3,027.60	3,000.00
11/10/14	Tourism Levy		27.60
12/10/14	Elements Cafe Dinner Food	Room# 0207 : CHECK# 0022522 ✓	135.00
12/10/14	Elements Cafe Dinner Bev	Room# 0207 : CHECK# 0022522 184	23.00
12/10/14	F&B Tips (insourced)	Room# 0207 : CHECK# 0022522	26.00
12/10/14	Accommodation	3,027.60	3,000.00
12/10/14	Tourism Levy		27.60
13/10/14	American Express		13,009.40

U S \$1,171.30
 Rate 11.1068 ZAR = \$100

**RECEIPTS FROM TRAVEL TO DURBAN, SOUTH AFRICA,
October 7-13, 2014 - THELLA F. BOWENS**

BEVERLY HILLS

Beverly Hills Hotel, Umhlanga Rocks

Check Detail

Elements Cafe

222 Mafika M

Tbl 1/1 Chk 2376 Gst 1
 10/09/14 20:48:05

1 La Vie Spark 500 23.00
1 Italian Salad 50.00
 DRESSING ASIDE
 STATA
1 Lite FilletSteak 90.00
 MED WBLL
2900281
207/Bowens
 Room Charge 180.00
 Charged Tip 17.00
-----132 Check Closed-----
-----10/09/14 22:06:03-----

\$1621

**RECEIPTS FROM TRAVEL TO DURBAN, SOUTH AFRICA,
October 7-13, 2014 - THELLA F. BOWENS**

BEVERLY HILLS
Sugar Club
Tel: (031) 561 2211
Vat: 4010113001

102 Sbonelo

Tbl 4/1 Chk 1730 Gst 1
100ct'14 12:29

Sit Down

1 T Chick Penne 95.00
1 T Molten Choc 65.00
1 Tea Normal 25.00

14:15 Total Due **185.00**

VAT 22.72

Thank you please call again

Gratuity..... 22.00

Total..... 207.00

Room..... 207

Name..... THELLA BOWENS

Sign..... Thella F Bowens

\$18.64

BEVERLY HILLS
In Room Dining
Tel: (031) 561 2211
Vat: 4010113001

123 Ariete R

Tbl 207/1 Chk 5418 Gst 1
100ct'14 21:09

In Room

1 Caesar Salad 95.00
1 Midlands Cheese 100.00

21:11 Total Due **195.00**

VAT 23.95

Thank you please call again

Gratuity..... 25.00

Total..... 220.95

Room..... 207

Name..... THELLA BOWENS

Sign..... Thella F Bowens

\$19.81

**RECEIPTS FROM TRAVEL TO DURBAN, SOUTH AFRICA,
October 7-13, 2014 - THELLA F. BOWENS**

BEVERLY HILLS
Elements
Tel: (031) 561 2211
Vat: 4010113001

101 Blessing

Tbl 93/1 Chk 2438 Gst 1
11Oct'14 14:15

Sit Down

1 Pizza Margarita 75.00
1 La Vie Spark 500 23.00

14:51 Total Due **98.00**

VAT 12.04

Thank you please call again

Gratuity.....10.00

Total.....108.00

Room 207.....

Name THELLA BOWENS

Sign. *Thella F. Bowens*

\$9.72

BEVERLY HILLS
Elements
Tel: (031) 561 2211
Vat: 4010113001

165 Brian D

Tbl 6/1 Chk 2522 Gst 1
12Oct'14 20:04

Sit Down

1 Italian Salad 50.00
1 Lite Fish+Chips 85.00
1 La Vie Spark 500 23.00

21:13 Total Due **158.00**

VAT 19.40

Thank you please call again

Gratuity.....26.00

Total.....184.00

Room 207.....

Name THELLA BOWENS

Sign. *Thella F. Bowens*

\$16.56

ENGLISH



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Currency I Have:

US Dollar

USD

AMOUNT:

I have this much to exchange

1

Currency I Want:

South African Rand

AMOUNT:

I want to buy

11.1068

Looking for International Transfer? [Try World First](#)

INTERBANK +/- 0%

DATE: Oct 13, 2014

[Rate Details](#)

[Traveler's Cheatsheet](#)

USD/ZAR Details

USD/ZAR for the 24-hour period ending **Sunday, Oct 12, 2014 22:00 UTC @ +/- 0%**

Selling 1.00000 USD
Buying 1.00000 USD

you get 11.1068 ZAR
you pay 11.1315 ZAR

Rate Details

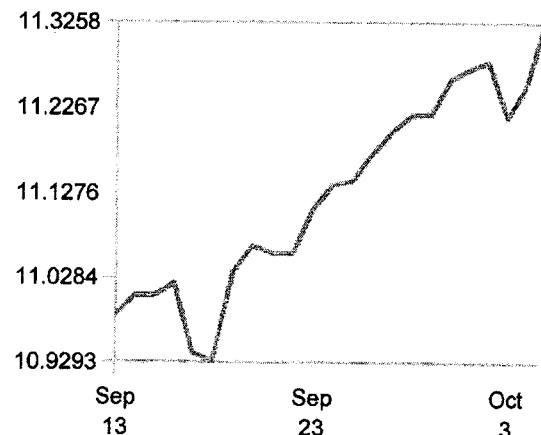
USD/ZAR for the 24-hour period ending **Sunday, Oct 12, 2014 22:00 UTC**

	Bid	Ask
	Sell 1 USD	Buy 1 USD
MIN	11.1016	11.1315
AVG	11.1068	11.1315
MAX	11.1068	11.1343

These values represent the daily average of the Bid and Ask rates OANDA receives from many data sources.

Recent Trends

USD/ZAR average daily bid prices



**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
TRAVEL EXPENSE REPORT**

(To be completed within 30 days from travel return date)

TRAVELER: Thella F. Bowens DEPT. NAME & NO. Executive Office/BU 6
 DEPARTURE DATE: 11/2/2014 RETURN DATE: 11/4/2014 REPORT DUE: 12/4/14
 DESTINATION: Chicago, IL

Please refer to the Authority Travel and Lodging Expense Reimbursement Policy, Article 3, Part 3.4, Section 3.40, outlining appropriate reimbursable expenses and approvals. Please attach all required supporting documentation. All receipts must be detailed, (credit card receipts do not provide sufficient detail). Any special items should be explained in the space provided below.

	Authority Expenses (Prepaid by Authority)	Employee Expenses							TOTALS
		SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
		11/2/14	11/3/14	11/4/14					
Air Fare, Railroad, Bus (attach copy of itinerary w/charges)	523.09								0.00
Conference Fees (provide copy of flyer/registration expenses)	725.00								0.00
Rental Car*									0.00
Gas and Oil*									0.00
Garage/Parking*									0.00
Mileage - attach mileage form*									0.00
Taxi and/or Shuttle Fare (include tips pd.)*		42.00		42.00					84.00
Hotel*		458.62	55.87						514.49
Telephone, Internet and Fax*									0.00
Laundry*									0.00
Tips - separately paid (maids, bellhop, other hotel srvs.)									0.00
Meals (include tips pd.)				21.01					21.01
Breakfast*									
Lunch*									
Dinner*		81.51							81.51
Other Meals*									0.00
<i>Alcohol is a non-reimbursable expense</i>									
Hospitality ¹ *									0.00
Miscellaneous:									0.00
									0.00
									0.00
*Provide detailed receipts									0.00
Total Expenses prepaid by Authority	1,248.09	582.13	55.87	63.01	0.00	0.00	0.00	0.00	701.01

Explanation:	Total Expenses Prepaid by Authority	1,248.09
	Total Expenses Incurred by Employee (including cash advances)	701.01
	Grand Trip Total	1,949.10
	Less Cash Advance (attach copy of Authority ck)	
	Less Expenses Prepaid by Authority	1,248.09
	Due Traveler (positive amount)²	
	Due Authority (negative amount)³	701.01
<i>Note: Send this report to Accounting even if the amount is \$0.</i>		

I as traveler or administrator acknowledge that I have read, understand and agree to Authority policies 3.40 - Travel and Lodging Expense Reimbursement Policy⁴ and 3.30 - Business Expense Reimbursement Policy⁵ and that any purchases/claims that are not allowed will be my responsibility. I further certify that this report of travel expenses were incurred in connection with official Authority business and is true and correct.

* Travel and Lodging Expense Reimbursement Policy 3.40 * Business Expense Reimbursement Policy 3.30

Prepared By: Kim Ayers Ext.: 2445
 Traveler Signature: *Thella F. Bowens* Date: 1 Dec 2014
 Approved By: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE (To be certified if used by President/CEO, Gen. Counsel, or Chief Auditor)
 I, _____ hereby certify that this document was approved by the Executive Committee at its _____ meeting.
 (Please leave blank. Whoever clerk's the meeting will insert their name and title.)
 (Leave blank and we will insert the meeting date.)

Failure to attach required documentation will result in the delay of processing reimbursement. If you have any questions, please see your department Administrative Assistant or call Accounting at ext. 2806.

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowers Dept: Exec Office BU6
 Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 07/24/14 PLANNED DATE OF DEPARTURE/RETURN: 11/2/14 / 11/4/14

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip- continue on extra sheets of paper as necessary):

Destination: Chicago, IL Purpose: Airports Going Green Conference
 Explanation: Aviation's leading forum on sustainability, co-hosted by the Chicago Dept. of Aviation and the American Assoc. of Airport Executives.

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

• AIRFARE	\$	<u>500.00</u>
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$	<u>65.00</u>
B. LODGING	\$	<u>300.00</u>
C. MEALS	\$	<u>100.00</u>
D. SEMINAR AND CONFERENCE FEES	\$	<u>675.00</u>
E. ENTERTAINMENT (If applicable)	\$	
F. OTHER INCIDENTAL EXPENSES	\$	<u>100.00</u>
TOTAL PROJECTED TRAVEL EXPENSE	\$	<u>1740.00</u>

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature: Thella F. Bowers Date: 5 Aug 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, Lorraine Bennett, Assistant Authority Clerk, hereby certify that this document was approved
 (Please leave blank. Whoever clerk's the meeting will insert their name and title.)
 by the Executive Committee at its August 25, 2014 meeting.
 (Leave blank and we will insert the meeting date.)



TRAVELTRUST SCRIPPS RANCH
 Phone: 1-800-792-4662
 MARY@TRAVELTRUST.COM

Electronic Invoice

Prepared For:
 BOWENS/THELLA

SALES PERSON	ML
INVOICE NUMBER	1214179
INVOICE ISSUE DATE	16 Oct 2014
RECORD LOCATOR	KHOMAV
CUSTOMER NUMBER	0000SDCRAA

Client Address
 SAN DIEGO COUNTY REG AIRPORT AUTHORITY
 PO BOX 82776
 SAN DIEGO CA 92138-2776
 GATE CODE 4006-283

Notes
 PLEASE CHECK NEW CARRY-ON RESTRICTIONS DIRECT WITH
 YOUR CARRIER OR CALL TRAVELTRUST AT 800-792-4662
 -----INVOICE/ITINERARY ACCOUNTING DOCUMENT-----
 *****TICKETLESS TRAVEL INSTRUCTIONS*****
 THIS IS AN E-TICKET RESERVATION.
 A GOVERNMENT ISSUED PHOTO ID IS NEEDED AT CHECK IN
 THIS TICKET IS NON-REFUNDABLE AND MUST BE USED FOR
 THE FLIGHTS BOOKED. IF THE RESERVATION IS NOT USED
 OR CANCELLED BEFORE THE DEPARTURE OF YOUR FLIGHT
 IT MAY HAVE NO VALUE. CONTACT TRAVELTRUST BEFORE
 YOUR OUTBOUND FLIGHT IF CHANGE IS NECESSARY.

 *****TSA GUIDANCE FOR PASSENGERS*****
 PLEASE ALLOW EXTRA TIME FOR SCREENING AND BOARDING
 INTERNATIONAL-MINIMUM 3 HOUR CHECK-IN PRIOR TO DEPARTURE
 DOMESTIC-MINIMUM 2 HOUR CHECK-IN PRIOR TO DEPARTURE
 FOR ADDITIONAL SECURITY INFORMATION VISIT WWW.TSA.GOV

DATE: Sun, Nov 02

Flight: UNITED AIRLINES 1634

From	SAN DIEGO, CA	Departs	11:12am
To	CHICAGO OHARE, IL	Arrives	5:19pm
Departure Terminal	2	Arrival Terminal	1
Duration	04hr(s) :07min(s)	Class	United Economy
Type	BOEING 737-800 JET	Meal	Food for Purchase
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 15C Economy Plus Seat Confirmed	

DATE: Tue, Nov 04

Flight: AMERICAN AIRLINES 93

From	CHICAGO OHARE, IL	Departs	5:05pm
To	SAN DIEGO, CA	Arrives	7:10pm
Departure Terminal	3	Arrival Terminal	2
Duration	04hr(s) :05min(s)	Class	Economy
Type	BOEING 737-800	Meal	Food for Purchase

type BOWENS/THELLA
 JET
 Stop(s) Non Stop
 Seat(s) Details BOWENS/THELLA
 Confirmed

DATE: Sun, May 03

Others

RESERVATION
 RETAINED FOR 180
 DAYS

Ticket Information

Ticket Number	UA7501260757	Passenger	BOWENS THELLA		
		Billed to:	AXXXXXXXXXXXXX	USD	* 445.20
Service Fee	XD 0626706137	Passenger	BOWENS THELLA		
		Billed to:	AXXXXXXXXXXXXX	USD	* 30.00
			SubTotal	USD	475.20
			Net Credit Card Billing	* USD	475.20
			Total Amount Due	USD	0.00

ITINERARY NOTES:
 TRAVELTRUST IS OPEN MONDAY - FRIDAY FROM 5AM-530PM PST
 AND SATURDAY FROM 9AM-1PM PST - 760-635-1700.
 FOR EMERGENCY AFTERHOURS SERVICE IN THE US
 PLEASE CALL 888-221-6062 AND USE YOUR VIT CODE - S7NS0
 PLEASE NOTE THIS IS OUR NEW EMERGENCY NUMBER
 EACH EMERGENCY CALL IS BILLABLE AT A MINIMUM 25.00
 THANK YOU FOR CHOOSING TRAVELTRUST...MARY LARSON-PICKETT

Your travel arranger provides the information contained in this document. If you have any questions about the content, please contact your travel arranger. For Credit Card Service fees, please see eTicket receipt for total charges.



TRAVELTRUST SCRIPPS RANCH
 Phone: 1-800-792-4662
 MARY@TRAVELTRUST.COM

Electronic Invoice

Prepared For:
BOWENS/THELLA

SALES PERSON	ML
INVOICE NUMBER	1214180
INVOICE ISSUE DATE	16 Oct 2014
RECORD LOCATOR	KHOMAV
CUSTOMER NUMBER	0000SDCRAA

Client Address
 SAN DIEGO COUNTY REG AIRPORT AUTHORITY
 PO BOX 82776
 SAN DIEGO CA 92138-2776
 GATE CODE 4006-283

Notes
 PLEASE CHECK NEW CARRY-ON RESTRICTIONS DIRECT WITH
 YOUR CARRIER OR CALL TRAVELTRUST AT 800-792-4662
 -----INVOICE/ITINERARY ACCOUNTING DOCUMENT-----
 *****TICKETLESS TRAVEL INSTRUCTIONS*****
 THIS IS AN E-TICKET RESERVATION.
 A GOVERNMENT ISSUED PHOTO ID IS NEEDED AT CHECK IN
 THIS TICKET IS NON-REFUNDABLE AND MUST BE USED FOR
 THE FLIGHTS BOOKED. IF THE RESERVATION IS NOT USED
 OR CANCELLED BEFORE THE DEPARTURE OF YOUR FLIGHTS
 IT MAY HAVE NO VALUE. CONTACT TRAVELTRUST BEFORE
 YOUR OUTBOUND FLIGHT IF CHANGE IS NECESSARY.

 *****TSA GUIDANCE FOR PASSENGERS*****
 PLEASE ALLOW EXTRA TIME FOR SCREENING AND BOARDING
 INTERNATIONAL-MINIMUM 3 HOUR CHECK-IN PRIOR TO DEPARTURE
 DOMESTIC-MINIMUM 2 HOUR CHECK-IN PRIOR TO DEPARTURE
 FOR ADDITIONAL SECURITY INFORMATION VISIT WWW.TSA.GOV

DATE: Sun, Nov 02

Flight: UNITED AIRLINES 1634

From	SAN DIEGO, CA	Departs	11:12am
To	CHICAGO OHARE, IL	Arrives	5:19pm
Departure Terminal	2	Arrival Terminal	1
Duration	04hr(s) :07min(s)	Class	United Economy
Type	BOEING 737-800 JET	Meal	Food for Purchase
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 15C Economy Plus Seat Confirmed	

DATE: Tue, Nov 04

Flight: AMERICAN AIRLINES 93

From	CHICAGO OHARE, IL	Departs	5:05pm
To	SAN DIEGO, CA	Arrives	7:10pm
Departure Terminal	3	Arrival Terminal	2
Duration	04hr(s) :05min(s)	Class	Economy
Type	BOEING 737-800	Meal	Food for Purchase

type	BOWENS THELLA JET	fare	1000.00
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 14APremium Seat Confirmed	

DATE: Sun, May 03

Others

RESERVATION
RETAINED FOR 180
DAYS

Ticket Information

Ticket Number	AA0656298321	Passenger	BOWENS THELLA		
		Billed to:	AXXXXXXXXXXXXXX	USD	* 47.89
				SubTotal	USD 47.89
				Net Credit Card Billing	* USD 47.89

				Total Amount Due	USD 0.00

ITINERARY NOTES:
TRAVELTRUST IS OPEN MONDAY - FRIDAY FROM 5AM-530PM PST
AND SATURDAY FROM 9AM-1PM PST - 760-635-1700.
FOR EMERGENCY AFTERHOURS SERVICE IN THE US
PLEASE CALL 888-221-6062 AND USE YOUR VIT CODE - S7NS0
PLEASE NOTE THIS IS OUR NEW EMERGENCY NUMBER
EACH EMERGENCY CALL IS BILLABLE AT A MINIMUM 25.00
THANK YOU FOR CHOOSING TRAVELTRUST...MARY LARSON-PICKETT

Your travel arranger provides the information contained in this document. If you have any questions about the content, please contact your travel arranger. For Credit Card Service fees, please see eTicket receipt for total charges.



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Please print this for your records. A copy has been emailed to you.

Item	Desc	Qty	Subtotal
Meeting Registration	(141105) AAAE/CDA AIRPORTS GOING GREEN CONFERENCE AAAE MEMBER RATE Ms. Thella F Bowens	1	\$725.00
Event Registration	(141105) USGBC - ISI - AIRPORT SUMMIT Ms. Thella F Bowens	1	\$0.00
Total			\$725.00

Note: A formal confirmation letter will be emailed to you within two weeks from the date of this meeting registration.

Customer ID: 42045

Date: 09/29/14
Order No: C2600967
Name On Card: Kim Ayers
Email: kayers@san.org
Card Type: VISA
Card No: XXXXXXXXXXXXX

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Aloft Chicago City Center
 515 N Clark Street
 Chicago, IL 60654
 312-661-1000
 http://www.aloftchicagocitycenter.com



Bowens, Thella Page Number 1
 [REDACTED] Guest Number 128613 Arrive Date 11-02-2014 22:07
 [REDACTED] Folio ID A Depart Date 11-04-2014 09:45
 [REDACTED] No. Of Guest 2 Agent TRISKLI
 4762
 Room Number [REDACTED]
 Invoice

Date	Reference	Description	Charges	Credits
11-02-2014	RT1012	Room Charge	\$394.00	
11-02-2014	RT1012	State Tax	\$46.89	
11-02-2014	RT1012	City Tax	\$17.73	
		**Sub-Total	\$458.62	\$0.00
11-03-2014	RT1012	Room Charge	\$48.00	
11-03-2014	RT1012	State Tax	\$5.71	
11-03-2014	RT1012	City Tax	\$2.16	
		**Sub-Total	\$55.87	\$0.00
11-04-2014	AX	American Express		\$-514.49
		**Sub-Total	\$0.00	\$-514.49
		** Total	\$514.49	\$-514.49
		** Balance	\$0.00	

EXPENSE SUMMARY REPORT
 Currency: USD

Date	Room & Tax	Food & bev	Telecom	Other	Total	Payment
11-02-2014	\$458.62	\$0.00	\$0.00	\$0.00	\$458.62	\$0.00
11-03-2014	\$55.87	\$0.00	\$0.00	\$0.00	\$55.87	\$0.00
11-04-2014	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$-514.49
Total	\$514.49	\$0.00	\$0.00	\$0.00	\$514.49	\$-514.49

Continued on the next page

RECEIPTS FROM TRAVEL TO CHICAGO, IL
November 2-4, 2014 - THELLA F. BOWENS

Drive With The Best

Cab#	_____	TAXI TOWN
Date	11/2/14	6500 N. Western Ave. 773-465-9000
Time	_____	2014 Ford Fusion 48 miles a gallon
Amount \$	36 + \$6 tip => \$42.00	Ford Escape Hybrid Wheelchair Vans Yellow/ Globe Cabs
From	ORD	
To	HOTEL	24Hr. Cashier

**RECEIPTS FROM TRAVEL TO CHICAGO, IL
November 2-4, 2014 - THELLA F. BOWENS**

North Pond Restaurant
2610 N. Cannon Drive
Chicago, IL 60614
(773) 477-5845

North Pond Restaurant
2610 N. Cannon Drive
Chicago, IL 60614
(773) 477-5845

Check #: 2562
Server: C H A R M I A N
Table: 42/3
11/2/14
7:29 PM
Guests: 3

Date: 11/2/14, 9:37 PM
Card Type: AMEX
Acct #: XXXXXXXXXXXX
Customer: THELLA F BOWENS
Card Entry: SWIPED
Auth Code: 586669
Check: 2562
Table: 42/3
Server: C H A R M I A N

=== Main's ===

Soup	14.00
1 Lettuce	13.00 ✓
1 Whitefish	14.00
2	
1 Fluke	36.00
1 Bass	38.00 ✓
1 Duck	38.00
1 Chocolate, Pomegranate	11.00 ✗

Amount: **237.58**

=== Dessert ===

Fruit Plate	11.00 ✓
-------------	---------

+TIP _____

=== Beverages ===

=TOTAL _____

Sub-Total 215.00
Sales Tax 22.58
TOTAL 237.58

I agree to pay the above total amount pursuant to the card issuer agreement.

Thank you for dining with us.

We will be open Mon thru Weds the week of Thanksgiving. North Pond will be closed on Thanksgiving Day.

DINNER: \$ 13.00
 \$ 38.00
 \$ 11.00
 \$ 62.00
10% Tax 6.51
 68.51
Tip 13.00
 \$ 81.51

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

MISSING RECEIPT FORM

Employee/Department Head must complete form below.

Date of Purchase/Event: 11/4/2014

Description of Item/Event: Taxi from Hotel to Chicago Airport

Vendor/Event Name: N/A

Dollar Amount: \$36.00 fare + \$6.00 tip = \$42.00

Reason for Missing Receipt: Misplaced receipt.

I hereby certify that the original receipt in question was lost or none was issued to me.



Employee Signature

1 Dec 2014

Date

Department Head Signature

Date



7th Annual Airports Going Green Conference

November 3-5, 2014

Westin River North Hotel

Chicago, Illinois USA

www.airportsgoinggreen.org

Preliminary Agenda as of October 15, 2014

(Subject to Change)

Sunday, November 2

1:00 – 5:00 PM - USGBC-ISI Summit to discuss Airport Sustainability Rating Systems

Peter Templeton, Senior V.P. Global Market Development, U.S. Green Building Council

Melissa Baker, Director, Technical Solutions, U.S. Green Building Council

Stephanie Young, Director, Technical Solutions, U.S. Green Building Council

Monday, November 3

8:30 AM - Welcome to Airports Going Green 2014

8:45 AM - Session: Smart Thinking for Airport Resiliency/Future of Airport Sustainability

Moderator: Jim Crites, DFW

Rosemarie Andolino, CDA

Marijn Ornstein, Amsterdam Airport Schiphol

Martin Doherty, Dublin Airport Authority

Haldene Dodd, Air Transport Action Group

Angela Foster-Rice, United Airlines

10:45 AM: Roundtable Session: Sustainability at the National Organization Level

Moderator: Phil Ralston, PDX

Katherine Preston, ACI

T.J. Schulz, ACC

Melissa Sabatine, AAAE

Christa Fornarotto, NBAA

Nancy Young, A4A

11:45 AM - Airports Going Green Awards Luncheon & Keynote Address

Rick Fedrizzi, CEO & Founder, USGBC

12:45 PM - Session: FAA Sustainability Guidance Updates

Eduardo A. Angeles, Associate Administrator for Airports, FAA

1:15 PM – Session: FAA Sustainability Management Plan Updates

Moderator: Michelle Baker, BNA

Ryan Spicer, DFW

Alice Price, TPA

Tiffany Finley, MSP

Lauren Seydewitz, Gresham Smith and Partners

3:00 PM - Session: Climate Change Resiliency: Airline Extreme Weather Planning

Moderator: Nate Kimball, PANYNJ

David Lusk, FedEx

Penny Neferis, JetBlue Airways

United Airlines representative [TBD]

4:15 PM - Session: Case Studies: Innovative Recycling

Moderator: Erin O'Donnell, MDW

Kirk Marchand, Protection Engineering [invited]

Ed Glueckler, Aircraft Fleet Recycling Association

Rachel Barry, Southwest Airlines [invited]

4:15 PM – Workshop: Walkability of Airports within Communities

Kelly Morphy, Walkable and Livable Communities Institute [Invited]

5:30 PM – Conference Reception with Exhibitors

7:30 PM – Sustainable Fashion Show

Elizabeth Shorrock, Assistant Professor, Fashion Studies, Columbia College Chicago

Tuesday, November 4

Concurrent Sessions:

8:30 – 10:15 AM – Session: Sustainable Products: Exhibitor/Vendor Pecha-Kucha

8:00 – 8:45 AM - FAA Student Design Competition Winners: *Environmental Interactions of Airports Challenge*

9:00 – 10:15 AM - Session: Renewable Energy: Potential Airport Revenue Sources

Moderator: Steve Barrett, HMMH

Teresa Civic, MASSPORT

Tim Method, IND

Zach Sundquist, PWM

Jim Stanislaski, Gensler

Brian Hurley, Siemens

10:45 AM - Concurrent Sessions:

Session: ACRP Projects Update: Case Studies

Moderator: Joe Navarrete, TRB

Jennifer Salerno, Booz Allen Hamilton

Kristin Lemaster, CDM Smith

Carol Lurie, VHB

Barbara Thomson, Thomson Consulting

Burr Stewart, Burrst

Session: International Perspectives on Airport Sustainability

Moderator: Derek Gray, GTAA

Necdet Buyukbay, TAV

Soon Young Park, Incheon International Airport [invited]

Grethe Fremo, Trondheim Airport Norway

12:00 PM - Keynote Luncheon & Airports Going Green Awards Presentation

Moderator: Hosea Sanders, Co-Anchor, ABC 7 News This Morning, Chicago [invited]

Keynote Speakers:

Bob Bolton, Project Manager, Terminal Airport Development Program, San Diego County Regional Airport Authority

Christine Spiegel, Marketing, Retail Branding at Unifi Manufacturing, Inc. (makers of Reprave)

Elizabeth Shorrock, Assistant Professor, Fashion Studies, Columbia College Chicago

1:15 PM - Concurrent Sessions:

Session: The Changing Landscape of How Airports Communicate with the Public

Moderator: Jeremy Webb, SEA

Brian Kulpin, RNO

Paul Bowers, Airport Improvement

Jim Peters, SITA

Session: Successful Community Partnerships

Moderator: Scott Morrissey, DEN

Shelley Lamar, ATL

Kane Carpenter, AUS

Emily Sing, SFO

3:00 PM - Concurrent Sessions:

Session: Innovation with Waste: Commodities Management

Moderator: Rob Freeman, LAWA

Victoria Zimmerman, McDonalds, LLC

Catherine O'Connor, Metropolitan Water Reclamation District of Greater Chicago

Anita Kedia, Waste Management

Kevin O'Brien, Illinois Sustainable Technology Center

Session: Smart Airports: Data Management & Benchmarking

Moderator: Paul Manasjan, SAN

Troy Carbaugh, OSIsoft

Azizan Aziz, Carnegie Mellon University

Peter Holmkvist, Bergen Airport, Flesland, Norway [invited]

4:00 PM – Session: Sustainable “Happy Hour”

Moderators: Sam Mehta, SFO and Craig Riley, URS

Renee Ragin, Tortas Frontera

Linda Mallery, FarmLogix

Ian Hughes, Goose Island

Karen Hamilton, Lagunitas

Brenda Palms Barber, Sweet Beginnings

Josh Deth, Revolution Brewing

Michael Cameron, Uncommon Ground

Jennifer Solberg, Rhine Hall Distillery

Jeremy Dalkoff, American Express Premium Travel Group

Zorana Bosnic, HOK

Melissa Mizell, Gensler

6:30 PM - Evening Event: Speaker Appreciation Dinner, House of Blues

Wednesday, November 5

**9:00 AM – 1:30 PM: O'Hare International Airport Airfield Tour & Reception
Electric Vehicle Ride & Drive on ORD Airfield**

THELLA FAYE BOWENS

406

Date

25 Nov 2014

Pay to the order of

S.D.C.R.A.A.

\$ 149.60

One hundred forty nine & 60/100

Dollars



Security Features included. Check on back.

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For

Reimbursement of expenses Thella F. Bowens

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Exec Office BU6
Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 07/30/14 PLANNED DATE OF DEPARTURE/RETURN: 11/10/14 / 11/11/14

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Fort Myers, Florida Purpose: ACC Aviation Award of Excellence Awards Luncheon

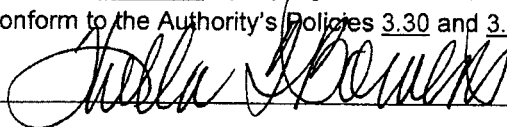
Explanation: Recipient of 2014 Airport Consultants Council Aviation Award of Excellence.

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

• AIRFARE	\$ <u>500.00</u>
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ <u>00.00</u>
B. LODGING	\$ <u>220.00</u>
C. MEALS	\$ <u>80.00</u>
D. SEMINAR AND CONFERENCE FEES	\$ <u>000.00</u>
E. ENTERTAINMENT (If applicable)	\$ <u> </u>
F. OTHER INCIDENTAL EXPENSES	\$ <u>100.00</u>
TOTAL PROJECTED TRAVEL EXPENSE	<u>\$ 900.00</u>

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 1 August 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

- 1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
- 2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
- 3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

Lorraine Bennett, Assistant Authority Clerk, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)
by the Executive Committee at its August 25, 2014 meeting.
(Leave blank and we will insert the meeting date.)



908 King Street, Suite 100
Alexandria, Virginia 22314
Phone 703-683-6500
Fax 703-683-2564
www.ACConline.org

May 6, 2014

Ms. Thella Bowens
President/CEO
San Diego County Regional Airport Authority
San Diego International Airport
3225 N. Harbor Drive
San Diego, CA 92101

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Andrew J. Platz, P.E.
Mead & Hunt, Inc.

VICE CHAIR

David G. Peshkin, P.E.
Applied Pavement Technology, Inc.

SECRETARY/TREASURER

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Vanasse Hangen Brustlin, Inc.

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Delta Airport Consultants, Inc.

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Solomon Wong
InterVISTAS

PRESIDENT

Paula P. Hochstetler

Reference: Airport Consultants Council (ACC) 2014 Aviation Award of Excellence

Dear Ms. Bowens,

On behalf of the Airport Consultants Council (ACC), I am pleased to inform you in writing of your selection as recipient of the prestigious 2014 Airport Consultants Council Aviation Award of Excellence. The purpose of this award is to recognize an individual, group or organization's extraordinary contributions to the aviation industry that are visionary and innovative, have advanced the industry, and have served the general public good.

You were selected as the 2014 award recipient from a field of very strong candidates because you have consistently distinguished yourself throughout a career marked by:

- Unflappable leadership in industry organizations and commitment to success;
- Support of innovation in project delivery, sustainability and airport design, as witnessed by the award-winning Terminal 2 "Green Build" program at SAN;
- Respectful partnership with the consultant community; and
- Quiet grace and integrity that has influenced the behavior and performance of those you have lead, supported and encouraged.

For all of the above and your many other lifetime achievements, we commend you.

Traditionally, the ACC Aviation Award of Excellence is presented to the recipient during our annual conference awards luncheon in November. This year's luncheon will take place on Tuesday, November 11, 2014 at the Sanibel Harbour Marriott Resort & Spa in Ft. Myers, Florida. Attached is specific information concerning the award ceremony. Colleen Flood, ACC's Manager of Marketing & Member Services, will contact your office to respond to any questions you may have.

Again, on behalf of the ACC membership, I congratulate you for having been selected as this year's ACC Aviation Award of Excellence recipient.

Sincerely,

T.J. Schulz
President

Attachment

cc. David Peshkin, 2014 ACC Board Chair, Applied Pavement Technology, Inc.
Lynn Leibowitz, 2014 ACC Awards Committee Chair, Leibowitz&Horton Airport
Management Consultants, Incorporated



TRAVELTRUST SCRIPPS RANCH
Phone: 1-800-792-4662

Electronic-Invoice

Prepared For:
BOWENS/THELLA

Ref: 06

SALES PERSON	E4
INVOICE NUMBER	1214022
INVOICE ISSUE DATE	08 Oct 2014
RECORD LOCATOR	MRTVQM
CUSTOMER NUMBER	0000SDCRAA

Client Address
SAN DIEGO COUNTY REG AIRPORT AUTHORITY
PO BOX 82776
SAN DIEGO CA 92138-2776
GATE CODE 4006-283

Notes

YOUR UNITED ETICKET CONFIRMATION IS ** FH9B5L **
 -----INVOICE/ITINERARY ACCOUNTING DOCUMENT-----
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 THIS IS AN E-TICKET RESERVATION.
 A GOVERNMENT ISSUED PHOTO ID IS NEEDED AT CHECK IN
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 *****TSA GUIDANCE FOR PASSENGERS*****
 PLEASE ALLOW EXTRA TIME FOR SCREENING AND BOARDING
 INTERNATIONAL-MINIMUM 3 HOUR CHECK-IN PRIOR TO DEPARTURE
 DOMESTIC-MINIMUM 2 HOUR CHECK-IN PRIOR TO DEPARTURE
 FOR ADDITIONAL SECURITY INFORMATION VISIT WWW.TSA.GOV

DATE: Mon, Nov 10

Flight: UNITED AIRLINES 1569

From	SAN DIEGO, CA	Departs	6:45am
To	HOUSTON GEO BUSH, TX	Arrives	11:53am
Departure Terminal	2	Arrival Terminal	C
Duration	03hr(s) :08min(s)	Class	United Economy
Type	BOEING 737-800 JET	Meal	Food for Purchase
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 11D Economy Plus Seat Confirmed	

DATE: Mon, Nov 10

Flight: UNITED AIRLINES 481

From	HOUSTON GEO BUSH, TX	Departs	2:00pm
To	FORT MYERS RSW, FL	Arrives	5:13pm
Departure Terminal	C		
Duration	02hr(s) :13min(s)	Class	United Economy
Type	AIRBUS INDUSTRIE	Meal	Food and Beverage

Type	AIRBUS INDUSTRIE A320 JET	Meal	Food and Beverage for Purchase
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 08D EconomyPlus Seat Confirmed	

DATE: Tue, Nov 11

Flight: UNITED AIRLINES 221

From	FORT MYERS RSW, FL	Departs	5:58pm
To	HOUSTON GEO BUSH, TX	Arrives	7:37pm
Duration	02hr(s) :39min(s)	Arrival Terminal	C
Type	AIRBUS INDUSTRIE A320 JET	Class	United Economy
Stop(s)	Non Stop	Meal	Food and Beverage for Purchase
Seat(s) Details	BOWENS/THELLA	Seat(s) - 10D EconomyPlus Seat Confirmed	

DATE: Tue, Nov 11

Flight: UNITED AIRLINES 3944 Operated by: /EXPRESSJET AIRLINES DBA UNITED EXPRESS

From	HOUSTON GEO BUSH, TX	Departs	9:13pm
To	DALLAS LOVE FLD, TX	Arrives	10:15pm
Departure Terminal	A	Arrival Terminal	1
Duration	01hr(s) :02min(s)	Class	United Economy
Type	ERJ-135 JET	Meal	
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 02AEconomy Plus Seat Confirmed	

DATE: Sun, Nov 16

Flight: UNITED AIRLINES 4315 Operated by: /EXPRESSJET AIRLINES DBA UNITED EXPRESS

From	DALLAS LOVE FLD, TX	Departs	7:09pm
To	HOUSTON GEO BUSH, TX	Arrives	8:16pm
Departure Terminal	1	Arrival Terminal	A
Duration	01hr(s) :07min(s)	Class	United Economy
Type	ERJ-135 JET	Meal	
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 02AEconomy Plus Seat Confirmed	

DATE: Sun, Nov 16

Flight: UNITED AIRLINES 1687

From	HOUSTON GEO BUSH, TX	Departs	9:10pm
To	SAN DIEGO, CA	Arrives	10:39pm
Departure Terminal	C	Arrival Terminal	2
Duration	03hr(s) :29min(s)	Class	United Economy
Type	BOEING 737-800 JET	Meal	Food and Beverage for Purchase
Stop(s)	Non Stop		

Seat(s) Details BOWENS/THELLA

Seat(s) - 08C
Economy Plus Seat
Confirmed

DATE: Fri, May 15

Others

RESERVATION
RETAINED FOR 180
DAYS

Ticket Information

Ticket Number	UA7496828404	Passenger	BOWENS THELLA		
		Billed to:	AX XXXXXXXXXXXX	USD	* 660.80
Service Fee	XD 0626408207	Passenger	BOWENS THELLA		
		Billed to:	AX XXXXXXXXXXXX	USD	* 30.00
				SubTotal	USD 690.80
				Net Credit Card Billing	* USD 690.80

				Total Amount Due	USD 0.00

ITINERARY NOTES:

TRAVELTRUST IS OPEN MONDAY - FRIDAY FROM 5AM-530PM PST
AND SATURDAY FROM 9AM-1PM PST - 760-635-1700.
FOR EMERGENCY AFTERHOURS SERVICE IN THE US
PLEASE CALL 888-221-8062 AND USE YOUR VIT CODE - S7NS0
PLEASE NOTE THIS IS OUR NEW EMERGENCY NUMBER
EACH EMERGENCY CALL IS BILLABLE AT A MINIMUM 25.00
THANK YOU FOR CHOOSING TRAVELTRUST...SCOTT MACKERLEY

Your travel arranger provides the information contained in this document. If you have any questions about the content, please contact your travel arranger. For Credit Card Service fees, please see eTicket receipt for total charges.

Bus. TRIP
11/10 - 11/11

Ayers Kim

From: Scott Mackerley <smackerley@Traveltrust.com>
Sent: Wednesday, October 08, 2014 2:40 PM
To: Ayers Kim
Subject: Fort Myers

Hi Kim,

This is the itinerary we had booked. It's pricing at \$511.20 today.

Thanks,
Scott

FOR: BOWENS/THELLA REF: 06

10 NOV 14 - MONDAY

AIR UNITED AIRLINES FLT:1569 UNITED ECONOMY FOOD FOR PURCHASE
LV SAN DIEGO 645A EQP: BOEING 737-800
DEPART: TERMINAL 2 03HR 08MIN
AR HOUSTON GEO BUSH 1153A NON-STOP
ARRIVE: TERMINAL C
BOWENS/THELLA

AIR UNITED AIRLINES FLT:481 UNITED ECONOMY FOOD-BEV/PUR
LV HOUSTON GEO BUSH 200P EQP: AIRBUS A320
DEPART: TERMINAL C 02HR 13MIN
AR FORT MYERS RSW 513P NON-STOP
BOWENS/THELLA

11 NOV 14 - TUESDAY

AIR UNITED AIRLINES FLT:221 UNITED ECONOMY FOOD-BEV/PUR
LV FORT MYERS RSW 558P EQP: AIRBUS A320
02HR 39MIN
AR HOUSTON GEO BUSH 737P NON-STOP
ARRIVE: TERMINAL C
BOWENS/THELLA

AIR UNITED AIRLINES FLT:1687 UNITED ECONOMY FOOD-BEV/PUR
LV HOUSTON GEO BUSH 910P EQP: BOEING 737-800
DEPART: TERMINAL C 03HR 29MIN
AR SAN DIEGO 1039P NON-STOP
ARRIVE: TERMINAL 2
BOWENS/THELLA

**RECEIPTS FROM TRAVEL TO FT. MYERS, FL
November 10-11, 2014 - THELLA F. BOWENS**

Theighthouse Waterfront
*****Restaurant*****
14301 Port Comfort Road

Server: Bob
Table 21/1
Guests: 5
11/10/2014
8:26 PM
40020

Large Sparkling	5.75
Lucc & Shrimp	13.00
GR N SCALL	28.00
ouper	34.00
Grilled	
Subtotal	80.75
TAX	4.85
Total	85.60
Balance Due	85.60

Theighthouse Waterfront
*****Restaurant*****
14301 Port Comfort Road

Server: Bob
DOB: 11/10/2014
8:33 PM
Table 21/1
11/10/2014
4/40020

SALE

EX
Card #XXXXXXXXXX
Magnetic card present: BOWENS THELLA F
Card Entry Method: S

Approval: 544647

Amount: \$ 42.80
+ TIP: 9.00
= Total: 50.80

I agree to pay the above
total amount according to the
card issuer agreement.

X

**RECEIPTS FROM TRAVEL TO FT. MYERS, FL
November 10-11, 2014 - THELLA F. BOWENS**

HMSHOST
SBARNO
SOUTHWEST FLORIDA INT'L AIRPORT

Server JURDAN

CHK 7037 NOV11'14 4:39PM

1 WTR ICELANDC 500	3.29
1 BANANA	1.29
SUBTOTAL	4.58
TAX	0.28
AMOUNT PAID	4.86
CASH	20.00
CHANGE DUE	15.14

THANK YOU For Your Business!
Tell Us About Your Experience
Phone# (239)229-7205
email: mario.rostran@hmshost.com

HMSHost
Making The Travelers Day Better

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Your order number is 7037