

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

## Board Members

C. April Boling  
Chairman

Greg Cox  
Jim Desmond  
Robert H. Gleason  
Lloyd B. Hubbs  
Jim Janney  
Mark Kersey  
Paul Robinson  
Mary Sessom

## **BOARD AGENDA**

Thursday, November 17, 2016  
9:00 A.M.

San Diego International Airport  
SDCRAA Administration Building – Third Floor  
Board Room  
3225 N. Harbor Drive  
San Diego, California 92101

## Ex-Officio Board Members

Laurie Berman  
Eraina Ortega  
Col. Jason Woodworth

## President / CEO

Thella F. Bowens

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

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 the Corporate & Information Governance/Authority Clerk Department 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:**

**PRESENTATIONS:**

**A. REVIEW OF THE UNAUDITED FINANCIAL STATEMENTS FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2016:**

Presented by Kathy Kiefer, Senior Director, Finance and Asset Management

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

***STANDING BOARD COMMITTEES***

- **AUDIT COMMITTEE:**  
Committee Members: Gleason, Hollingworth, Hubbs, Robinson (Chair), Sessom, Tartre, Van Sambeek
- **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:**  
Committee Members: Gleason, Hubbs (Chair), Janney, Robinson
- **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:**  
Committee Members: Boling, Cox, Desmond (Chair), Hubbs, Sessom
- **FINANCE COMMITTEE:**  
Committee Members: Boling (Chair), Cox, Janney, Sessom

***ADVISORY COMMITTEES***

- **AUTHORITY ADVISORY COMMITTEE:**  
Liaison: Robinson (Primary), Boling
- **ART ADVISORY COMMITTEE:**  
Committee Member: Gleason

***LIAISONS***

- **AIRPORT LAND USE COMPATIBILITY PLAN:**  
Liaison: Janney
- **CALTRANS:**  
Liaison: Berman



- **INTER-GOVERNMENTAL AFFAIRS:**  
Liaison: Cox
- **MILITARY AFFAIRS:**  
Liaison: Woodworth
- **PORT:**  
Liaisons: Boling, Cox, Gleason (Primary), Robinson
- **WORLD TRADE CENTER:**  
Representatives: Gleason (Primary)

***BOARD REPRESENTATIVES (EXTERNAL)***

- **SANDAG TRANSPORTATION COMMITTEE:**  
Representatives: Boling (Alternate), Janney (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 1-13):**

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

**1. APPROVAL OF MINUTES:**

The Board is requested to approve minutes of prior meetings.

**RECOMMENDATION:** Approve the minutes of the October 20, 2016 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 R. Russell, Director/Authority Clerk)**

**3. AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM SEPTEMBER 26, 2016 THROUGH OCTOBER 23, 2016 AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM SEPTEMBER 26, 2016 THROUGH OCTOBER 23, 2016:**

The Board is requested to receive the report.

RECOMMENDATION: Receive the report.

**(Procurement: Jana Vargas, Director)**

**4. NOVEMBER 2016 LEGISLATIVE REPORT:**

The Board is requested to approve the report.

RECOMMENDATION: Adopt Resolution No. 2016-0097, approving the November 2016 Legislative Report.

**(Inter-Governmental Relations: Michael Kulis, Director)**

**5. DISPOSITION OF SURPLUS PROPERTY:**

The Board is requested to authorize the disposition of surplus property.

RECOMMENDATION: Adopt Resolution No. 2016-0098, authorizing the disposition of surplus property (materials and/or equipment) by: (1) donating electronics surplus to San Diego Futures Foundation [SDFF]; (2) sale to the highest bidder; (3) recycling and disposing of unwanted items as scrap; and (4) disposing of heater meals & water packets by donating to San Diego Food Bank.

**(Procurement: Jana Vargas, Director)**

**CLAIMS**

**6. REJECT CLAIM OF K.S.A.N. LLC.:**

The Board is requested to reject the claim.

RECOMMENDATION: Adopt Resolution No. 2016-0099, rejecting the Claim and Amended Claim of K.S.A.N. LLC.

**(Legal: Amy Gonzalez, General Counsel)**

**7. REJECT CLAIM OF STEVE WAHL:**

The Board is requested to reject the claim.

RECOMMENDATION: Adopt Resolution No. 2016-0100, rejecting the Claim of Steve Wahl.

**(Legal: Amy Gonzalez, General Counsel)**

- 8. REJECT CLAIM OF RICHARD MARTIN:**  
The Board is requested to reject the claim.  
RECOMMENDATION: Adopt Resolution No. 2016-0101, rejecting the Claim of Richard Martin.  
**(Legal: Amy Gonzalez, General Counsel)**

#### **COMMITTEE RECOMMENDATIONS**

- 9. APPROVE ESTABLISHING THE DATE AND TIME OF BOARD AND ALUC MEETINGS FOR 2017, AS INDICATED IN THE PROPOSED 2017 MASTER CALENDAR OF BOARD AND COMMITTEE MEETINGS:**  
The Board is requested to approve the 2017 meeting dates.  
RECOMMENDATION: Adopt Resolution No. 2016-0102, establishing the date and time of Board and ALUC meetings for 2017 as indicated on the proposed 2017 Master Calendar of Board and Committee Meetings.  
**(Corporate & Information Governance: Tony R. Russell, Director/Authority Clerk)**
- 10. ACCEPT THE UNAUDITED FINANCIAL STATEMENTS FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2016:**  
The Board is requested to accept the report.  
RECOMMENDATION: Accept the report.  
**(Finance and Asset Management: Kathy Kiefer, Senior Director)**
- 11. ACCEPT THE AUTHORITY'S INVESTMENT REPORT AS OF SEPTEMBER 30, 2016:**  
The Board is requested to accept the report.  
RECOMMENDATION: Accept the report.  
**(Business and Financial Management: Geoff Bryant, Manager)**

#### **CONTRACTS AND AGREEMENTS**

- 12. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE A SECOND AMENDMENT TO THE PUBLIC ART AGREEMENT WITH UEBERALL INTERNATIONAL, LLC FOR RENTAL CAR CENTER PUBLIC ART PROJECT:**  
The Board is requested to approve the amendment.  
RECOMMENDATION: Adopt Resolution No. 2016-0103, approving and authorizing the President/CEO to execute a Second Amendment to the Public Art Agreement with Ueberall International, LLC to extend the term for an additional three (3) months resulting in a termination date of April 30, 2017.  
**(Vision, Voice, and Engagement: Diana Lucero, Director)**

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

**13. AWARD A CONTRACT TO FUTURE DB INTERNATIONAL INC., FOR CLEAR OBJECT FREE AREA (OFA) TAXIWAY B AT SAN DIEGO INTERNATIONAL AIRPORT:**

The Board is requested to award the contract.

RECOMMENDATION: Adopt Resolution No. 2016-0105, awarding a contract to Future DB International Inc., in the amount of \$4,775,162.11 for Project 104129, Clear Object Free Area (OFA) Taxiway B at San Diego International Airport.

**(Facilities Development: Iraj Ghaemi, Director)**

**PUBLIC HEARINGS:**

**OLD BUSINESS:**

**NEW BUSINESS:**

**14. TRANSPORTATION NETWORK COMPANY (TNC) PERMIT APPLICATION UPDATE AND APPROVED CONTINUATION OF THE TNC PERMIT PROGRAM:**

The Board is requested to approve continuation of the program.

RECOMMENDATION: Adopt Resolution No. 2016-0106, approving the continuation of the Transportation Network Company (TNC) operations at San Diego International Airport and authorizing the President/CEO to negotiate and execute a TNC permit.

**(Ground Transportation: David Boenitz, Director; Environmental Affairs: Brendan Reed, Director; Port of Seattle: Jeffrey Wolf, Manager, Business Development and Analysis)**

**CLOSED SESSION:**

**15. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**

(Cal. Gov. Code § 54956.9(a)):

Maria Paula Bermudez v. San Diego County Regional Airport Authority, American Airlines, Inc., et al.

San Diego Superior Court Case No. 37-2015-00022911-CU-PO-CTL

**16. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**

(Cal. Gov. Code §54956.9(a) and (d)(1))

Stanley Moore v. San Diego County Regional Airport Authority, et al.,

San Diego Superior Court Case No. 37-2015-00030676-CU-OE-CTL

- 17. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**  
Cal. Gov. Code § 54956.9(a) and (d).  
In the matter of the Petition of San Diego County Regional Airport Authority for Review of Action by the California Regional Water Quality Control Board in Issuing Order No. R9-2013-0001, as amended by Orders Nos. R9-2015-0001 and R9-2015-0100 (NPDES NO. CAS0109266) [Water Code §§ 13320(a) and 13321(a)]
- 18. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**  
(Cal. Gov. Code §54956.9(a))  
GGTW LLC v San Diego County Regional Airport Authority, et al.  
San Diego Superior Court Case No. 37-2016-00032646-CU-BC-CTL
- 19. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**  
(Cal. Gov. Code §54956.9(a))  
San Diego County Regional Airport Authority v. American Car Rental, Inc.  
San Diego Superior Court Case No. 37-2016-00024056-CL-BC-CTL
- 20. 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
- 21. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**  
(Initiation of litigation pursuant to Cal. Government Code § 54956.9(d).)  
Number of cases: 2
- 22. CONFERENCE WITH REAL PROPERTY NEGOTIATORS AND WITH LEGAL COUNSEL –ANTICIPATED LITIGATION**  
(Gov. Code §§54956.9(d)(e)(1) and 54954.5(b))  
Property: Concession leases (food & beverage) with Host, High Flying Foods and SSP  
Agency Negotiator: Scott Brickner, Kathy Kiefer and Eric Podnieks  
Negotiating Parties: Host, High Flying Foods San Diego Partnership, SSP America, Inc. and Stellar Partners, Inc.  
Under negotiation: rent (price and terms of payment), closure/conversion of locations, new concession buildout, ACDBE participation, lease compliance issues, claim by Host and close outs/permits.
- 23. 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-EINC

24. **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**  
(Significant exposure to litigation pursuant to cal. Gov. Code §54956.9(e)(3))  
The Receipt of a Government Claim from VIP Taxi Inc.
  
25. **CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION:**  
(Significant exposure to litigation pursuant to Cal. Gov. Code section  
54956.9(e)(3))  
The Receipt of a Government Claim from K.S.A.N. L.L.C.
  
26. **PUBLIC EMPLOYEE PERFORMANCE EVALUATION:**  
Cal. Gov. Code §54957  
Title: President/Chief Executive Officer

**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](http://www.san.org).

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

**You may also reach the Administration Building by using public transit via the San Diego Metropolitan Transit System, Route 992. The MTS bus stop at Terminal 1 is a very short walking distance from the Administration Building. ADA paratransit operations will continue to serve the Administration Building as required by Federal regulation. For MTS route, fare and paratransit information, please call the San Diego MTS at (619) 233-3004 or 511. For other Airport related ground transportation questions, please call (619) 400- 2685.**

**UPCOMING MEETING SCHEDULE**

<i>Date</i>	<i>Day</i>	<i>Time</i>	<i>Meeting Type</i>	<i>Location</i>
December 15 <sup>th</sup>	Thursday	9:00 a.m.	Regular	Board Room

ITEM A

# Review of the Unaudited Financial Statements for the Three Months Ended September 30, 2016



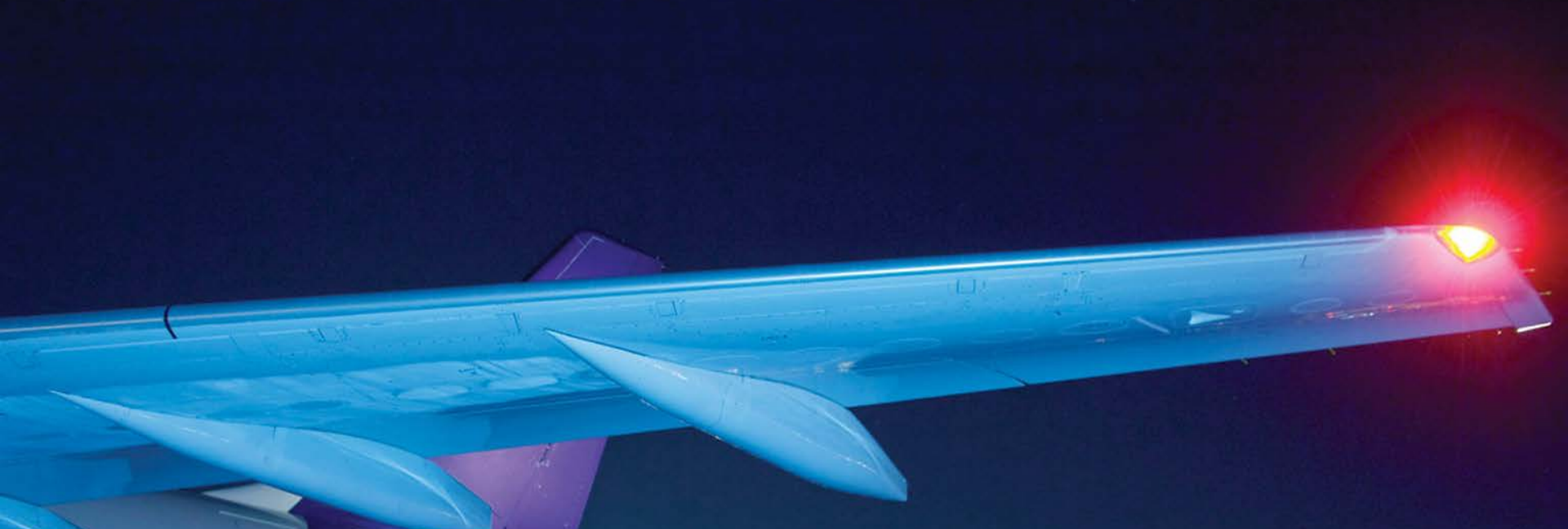
**SAN DIEGO**  
INTERNATIONAL AIRPORT

LET'S **GO.**

Presented by:  
Scott Brickner, CPA  
Vice President, Finance and Asset Management/Treasurer  
Kathy Kiefer  
Senior Director, Finance & Asset Management

November 17, 2016



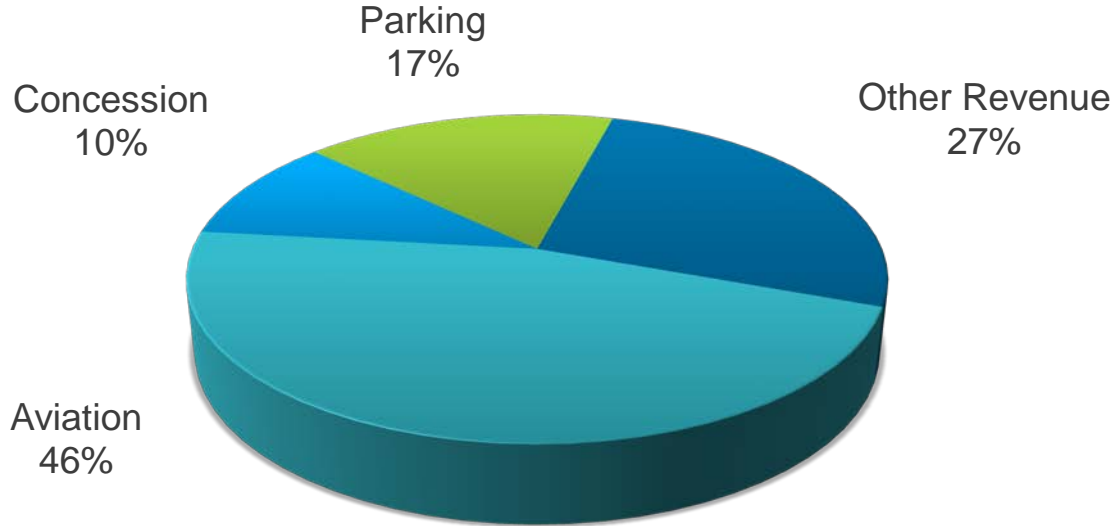


# Financial Performance for the Three Months Ended September 30, 2016 (Unaudited)

# Operating Revenues

## Three Months Ended September 30, 2016 (Unaudited)

### Actual Operating Revenues by Percentage

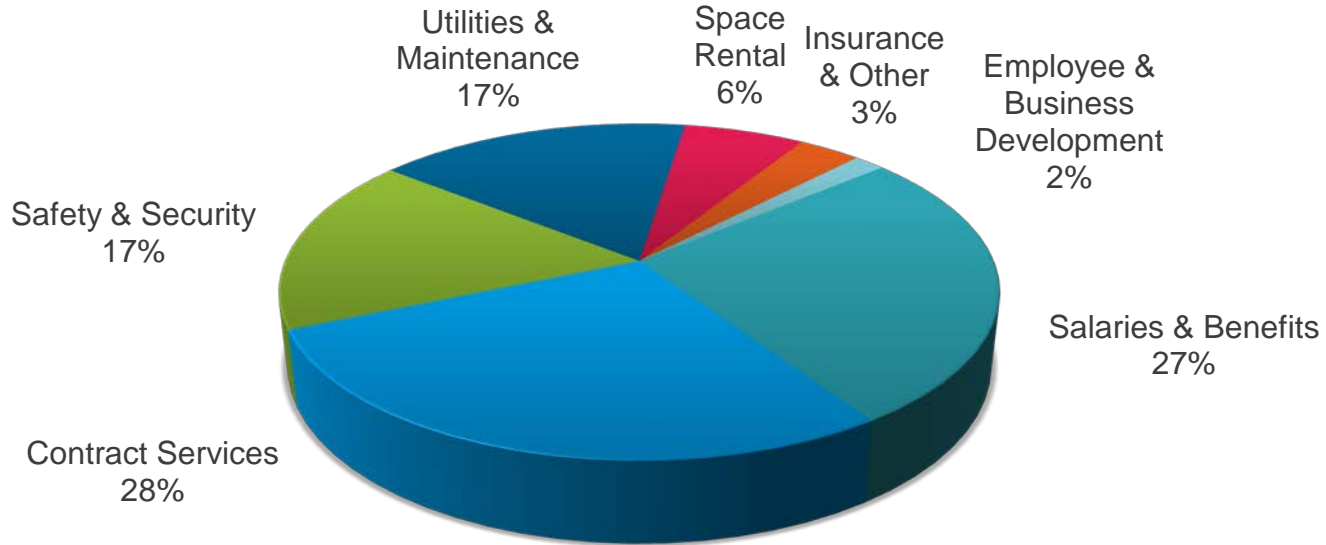


\$000s	Aviation Revenue	Concession Revenue	Parking Revenue	Other Revenue	Total Revenue
Prior Year	\$ 28,354	\$ 6,014	\$ 11,202	\$ 13,518	\$ 59,088
Budget	29,558	6,042	11,065	16,178	62,843
Actual	29,690	6,596	11,004	16,960	64,250
Variance	\$ 132	\$ 554	\$ (61)	\$ 782	\$ 1,407

# Operating Expenses

Three Months Ended September 30, 2016 (Unaudited)

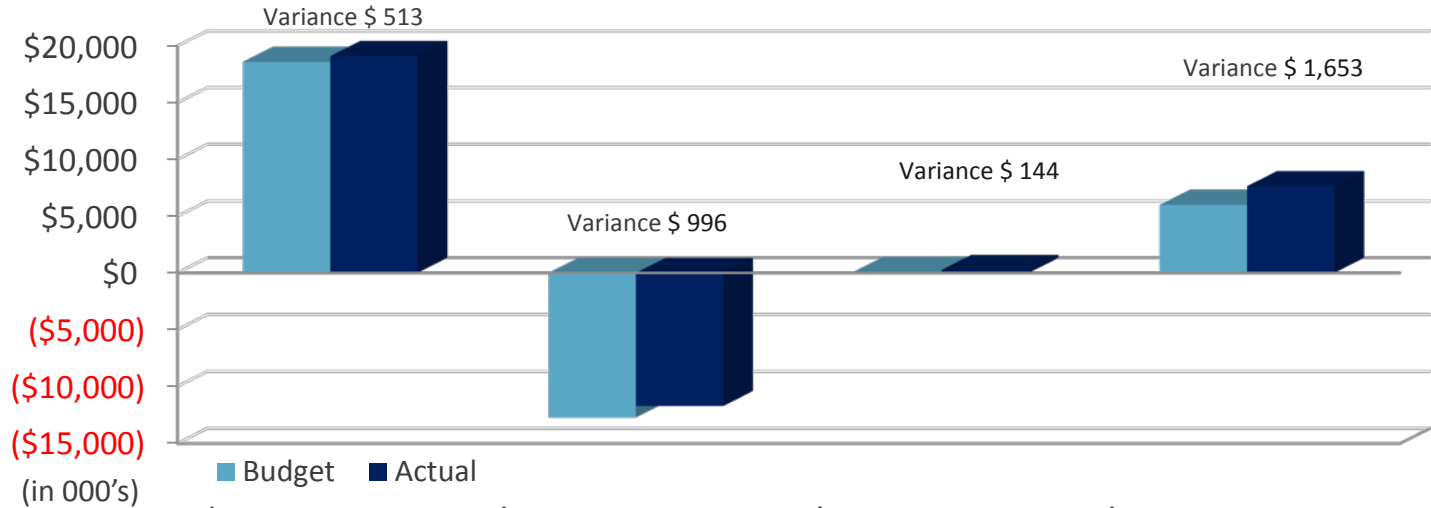
Actual Operating Expenses by percentage



( in \$000s)	Salaries & Benefits	Contract Services	Safety & Security	Utilities & Maintenance	Space Rental	Insurance & Other	Employee & Business Dev.	Total Operating Expenses
Prior Year	\$ 9,369	\$ 8,280	\$ 5,624	\$ 6,488	\$ 2,548	\$ 1,139	\$ 427	\$ 33,875
Budget	11,298	10,828	7,188	7,262	2,548	1,335	815	41,274
Actual	10,532	11,004	6,741	6,602	2,547	1,315	651	39,392
Variance	\$ 766	\$ (176)	\$ 447	\$ 660	\$ 1	\$ 20	\$ 164	\$ 1,882

# Non-operating Revenue & Expenses

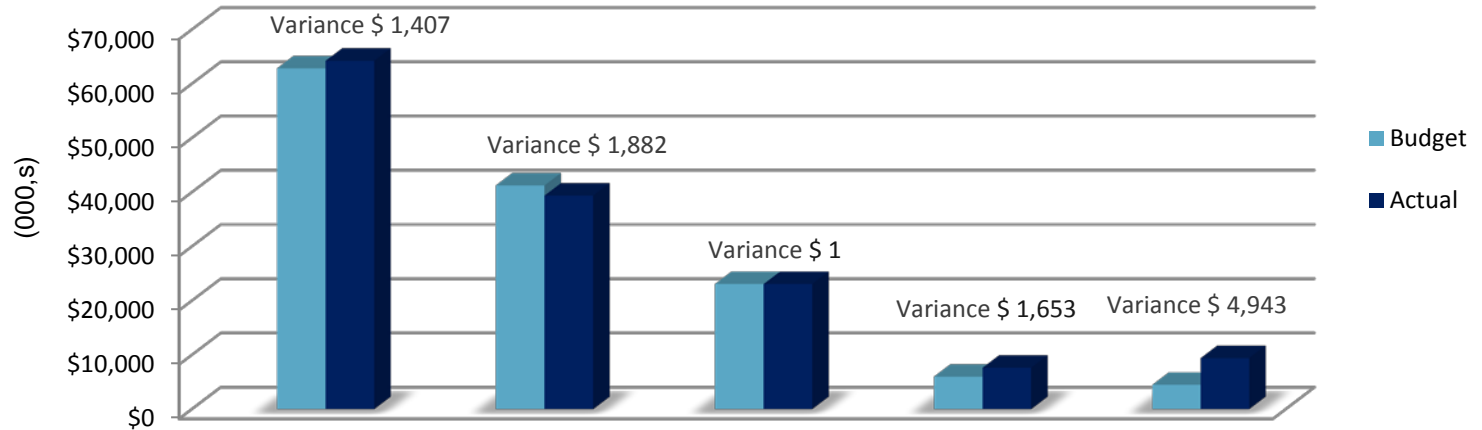
Three Months Ended September 30, 2016 (Unaudited)



(in 000's)	Passenger Facility Charge, Customer Facility Charge, & Quieter Home Program	Interest expense, interest income, & other non-operating revenue	Capital grant contributions	Total non-operating revenue, (net)
Prior Year	\$ 18,248	\$ (10,706)	\$ 7,857	\$ 15,398
Budget	18,594	(12,720)	114	5,988
Actual	19,107	(11,724)	258	7,641
Variance	\$ 513	\$ 996	\$ 144	\$ 1,653

# Financial Summary

Three Months Ended September 30, 2016 (Unaudited)

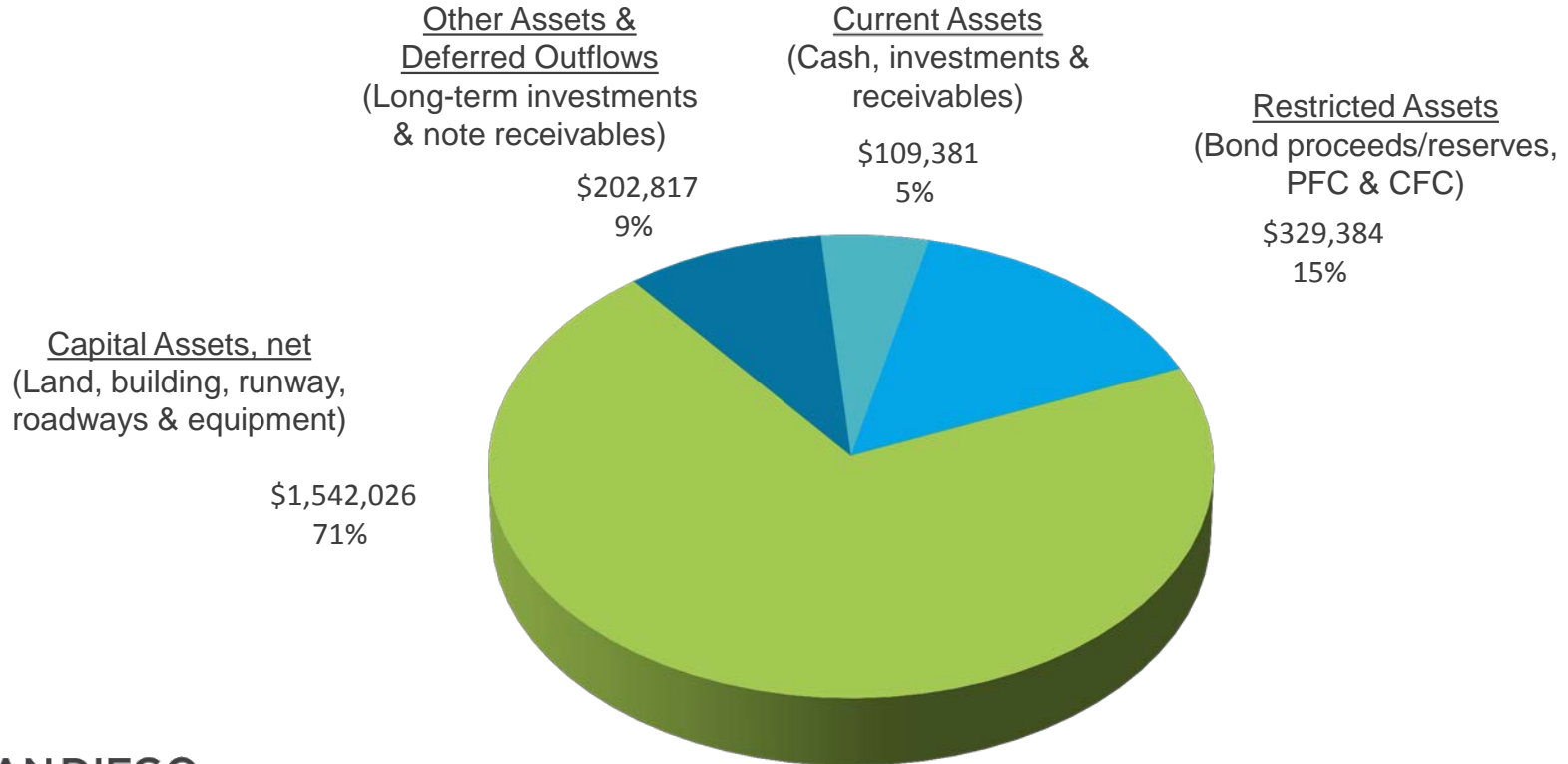


(\$000s)	Total operating revenues	Total operating expenses	Depreciation	Total non-operating revenues, (net)	Net Position
Prior Year	\$ 59,088	\$ 33,875	\$ 19,521	\$ 15,398	\$ 21,090
Budget	62,843	41,274	23,073	5,988	4,484
Actual	64,250	39,392	23,072	7,641	9,427
Variance	\$ 1,407	\$ 1,882	\$ 1	\$ 1,653	\$ 4,943

# Statement of Net Position as of September 30, 2016 (Unaudited)

## Assets (000's)

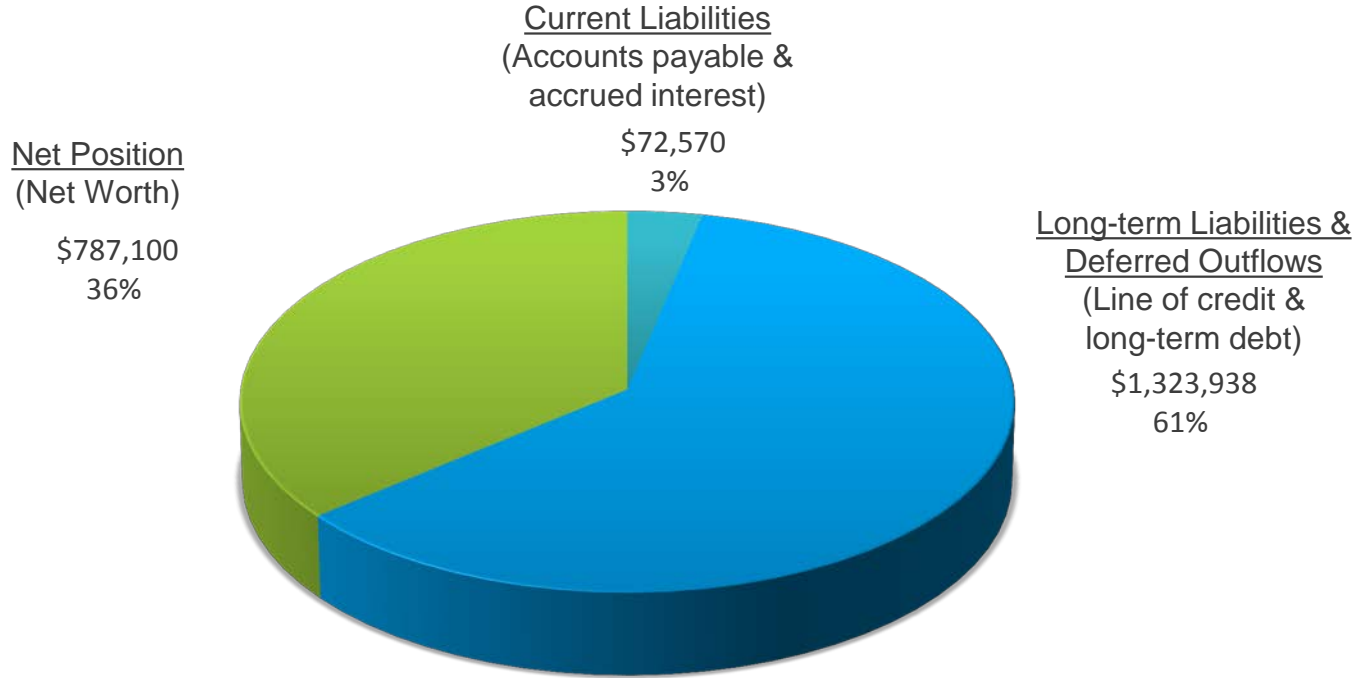
**Total: \$2,183,608**



# Statement of Net Position as of September 30, 2016 (unaudited)

## Liabilities & Net Position (000's)

Total: \$2,183,608





Questions?





**DRAFT**  
**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD**  
**MINUTES**  
**THURSDAY, OCTOBER 20, 2016**  
**SAN DIEGO INTERNATIONAL AIRPORT**  
**BOARD ROOM**

**CALL TO ORDER:** Chairman Boling called the regular meeting of the San Diego County Regional Airport Authority to order at 9:03 a.m. on Thursday, October 20, 2016, in the Board Room at the San Diego International Airport, Administration Building, 3225 North Harbor Drive, San Diego, CA 92101.

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

**ROLL CALL:**

PRESENT: Board Members: Boling, Cox, Desmond, Gleason, Hubbs, Janney, Kersey, Robinson, Sessom, Col. Woodworth (Ex Officio)

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

ALSO PRESENT: Thella F. Bowens, President/CEO; Amy Gonzalez, General Counsel; Tony R. Russell, Director, Corporate and Information Governance/Authority Clerk; Dawn D'Acquisto, Assistant Authority Clerk I

*Board Member's Cox, Kersey and Sessom arrived during the course of the meeting.*

**PRESENTATIONS:**

- A. 2010-2015 EXPERIENCE STUDY SDCRAA CONSIDERATIONS:**  
Mark Hovey, SDCERS CEO, and Marcelle Rossman, SDCERS Chief Benefits Officer, provided a presentation on the 2010-2015 Experience Study San Diego County Regional Airport Authority Considerations, which included the Economic Assumption Summary, Demographic Assumption Summary, Mortality Improvement 1900-2000, Mortality – Observed Experience, Mortality Recommendation, Cost Implications, Estimated Cost Impact, and Analysis of Changes.

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

***STANDING BOARD COMMITTEES***

- **AUDIT COMMITTEE:** None.
- **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:** None.

- **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:** None.
- **FINANCE COMMITTEE:** None.

### ***ADVISORY COMMITTEES***

- **AUTHORITY ADVISORY COMMITTEE:** None.
- **ART ADVISORY COMMITTEE:** Board Member Gleason reported that the temporary art exhibitions program for 2017 will begin installation during the middle of November. He also reported that the call for 2017 performing arts residency applications will be going out and that the Rental Car Center art façade project will be installed next week. He also reported that the Palm Street Park construction will be going out to bid for a general contractor in November and that the committee will be reviewing the parking structure art project designs in November.

### ***LIAISONS***

- **AIRPORT LAND USE COMPATIBILITY PLAN:** None.
- **CALTRANS:** None.
- **INTER-GOVERNMENTAL AFFAIRS:** Board Member Cox reported that the President signed an extension of federal funding for Fiscal Year 2016. He also reported that Authority staff provided an airport briefing and airfield tour to San Diego City Councilmember-elect Chris Ward, San Diego Community College Trustee Peter Zschiesche, and provided an Airport Land Use Compatibility Plan update to City of Coronado staff.
- **MILITARY AFFAIRS:** None.
- **PORT:** Chairman Boling report that at the most recent meeting there was a discussion regarding the Port's long range plans and mobility hubs. She also stated that the Authority should continue to work together with the Port on issues affecting the roadways adjacent to the airport.
- **WORLD TRADE CENTER:** None.

### ***BOARD REPRESENTATIVES (EXTERNAL)***

- **SANDAG TRANSPORTATION COMMITTEE:** None.

**CHAIR'S REPORT:** Chairman Boling reported that Board Members Robinson, Cox, Kersey and herself participated in the Regional Chamber of Commerce Mission to Washington, D.C., and had the opportunity to meet with members from San Diego Congressional delegation, as well as Federal Aviation Administration (FAA) officials. She also reported that the FAA discussed the Metroplex and some of the issues with Webtracker. She reported that they met with Customs and Border Protection to update them on the current and anticipated growth needs of SDIA and met with several members of the federal delegation to talk about the Airport Development Plan funding and the ability to change the PFC. She also reported that the Bill Walton statue has been offered a temporary home at the airport not to exceed twelve months.

**PRESIDENT/CEO'S REPORT:** Thella F. Bowens, President/CEO, reported that Allegiant Airlines added service to Provo, UT from San Diego and that the number of passengers are up 3.4% from 2015 and up 5.8% over September last year. She also report that in October the Authority hosted an open forum for general education and interest in the design build and finance of the new FIS facility with 71 attendees. She reported that following the forum the authority released a Request for Proposal and that 104 bidders and 10 non bidders have downloaded the proposal with responses due November 10, 2016. She also reported that the Authority is hosting the Inaugural Joint American Association of Airport Executives (AAAE), Airport Counsel International North America, Airport Noise Conference, AAAE Airport Safety and Operations Specialists School, and the National Airports and Rental Car Industry workshop. She reported that the FAA took the Webtracker down in October to look at the implications of the proper filtering of military data. She also reported that the FAA recently resumed the Webtracker and is committed to working with Authority staff to analyze all of the data on Webtracker to make sure that we have the most accurate data available.

**CLOSED SESSION:** The Board recessed into closed session at 9:55 a.m. to discuss Item 2.

KAMRAN HAMIDI, SAN DIEGO, spoke in regards to Item 2. He also stated that he sent a letter expressing his concerns regarding factors being overlooked and that there is a better way to move forward.

1. **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-EINC
2. **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**  
(Significant exposure to litigation pursuant to cal. Gov. Code §54956.9(e)(3))  
The Receipt of a Government Claim from VIP Taxi Inc.

*The Board reconvened into open session at 10:19 a.m.*

**NON-AGENDA PUBLIC COMMENT:** None.

**CONSENT AGENDA (Items 3-14):**

**ACTION: Moved by Board Member Desmond and seconded by Board Member Janney to approve the Consent Agenda. Motion carried by the following vote: YES – Boling, Cox, Desmond, Gleason, Hubbs, Janney, Kersey, Robinson Sessom; NO – None; ABSENT – None. (Weighted Vote Points: Yes – 100; NO – 0; ABSENT – 0)**

**3. APPROVAL OF MINUTES:**

RECOMMENDATION: Approve the minutes of the September 6, 2016 special meeting and September 15, 2016 regular meeting.

**4. 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.

**5. AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM AUGUST 21, 2016 THROUGH SEPTEMBER 25, 2016 AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM AUGUST 21, 2016 THROUGH SEPTEMBER 25, 2016:**

RECOMMENDATION: Receive the report.

**6. OCTOBER 2016 LEGISLATIVE REPORT:**

RECOMMENDATION: Adopt Resolution No. 2016-0084, approving the October 2016 Legislative Report.

**7. AMEND POLICY 9.20 – SAN DIEGO INTERNATIONAL AIRPORT NOISE ADVISORY COMMITTEE:**

RECOMMENDATION: Adopt Resolution No. 2016-0094, amending Authority Policy 9.20 – San Diego International Airport Noise Advisory Committee.

***CLAIMS***

**8. REJECT CLAIM OF V.I.P. TAXI CO.:**

The Board is requested to reject the claim.

RECOMMENDATION: Adopt Resolution No. 2016-0085, rejecting the Claim and Amended Claim of V.I.P. Taxi Co.

**(Legal: Amy Gonzalez, General Counsel)**

***COMMITTEE RECOMMENDATIONS***

## **CONTRACTS AND AGREEMENTS**

9. **APPROVE AND AUTHORIZE A CONSENT TO ASSIGNMENT WITH BBA US HOLDINGS, INC.:**  
RECOMMENDATION: Adopt Resolution No. 2016 - 0086, rescinding Resolution No. 2016-0015, and approving and authorizing the President/CEO to negotiate and execute a Consent to Assignment with BBA US Holdings, Inc.
10. **TERMINATE RENTAL CAR CENTER LEASE AND CONCESSION AGREEMENT WITH SIMPLY WHEELZ, LLC AND AMEND ADVANTAGE OPCO, LLC RENTAL CAR CENTER LEASE AND CONCESSION AGREEMENT TO ALLOW THE OPERATION OF ADVANTAGE RENT A CAR BRAND:**  
RECOMMENDATION: Adopt Resolution No. 2016-0087, terminating the Non-Exclusive On-Airport Rental Car Concession Agreement and Rental Car Center Lease Agreement with Simply Wheelz, LLC and authorizing the addition of the Advantage Rent A Car brand to the Advantage Opco, LLC Lease and Concession Agreements.

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

11. **APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE ON-CALL GENERAL CONSTRUCTION SERVICE AGREEMENTS WITH DYNAMIC CONTRACTING SERVICES, INC.; EVERGREEN CONSTRUCTION AND CONSULTING, INC.; GRAHOVAC CONSTRUCTION CO. INC.; AND, M W VASQUEZ CONSTRUCTION CO., INC.:**  
RECOMMENDATION: Adopt Resolution No. 2016-0088, approving and authorizing the President/CEO to execute on-call general construction service agreements with Dynamic Contracting Services, Inc., Evergreen Construction and Consulting, Inc., Grahovac Construction Co., Inc., and M W Vasquez Construction Co., Inc., – each agreement, for a term of three years, with the option for two one-year extensions exercisable at the discretion of the President/CEO for an aggregate total not-to-exceed amount of \$5,000,000 to provide on-call general construction services for San Diego International Airport's ("SDIA's") Capital Major Maintenance Program
12. **APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE ON-CALL PAINTING SERVICE AGREEMENTS WITH ABHE & SVOBODA, INC.; MODERN PAINTING; AND, M W VASQUEZ CONSTRUCTION CO., INC.:**  
RECOMMENDATION: Adopt Resolution No. 2016-0089, approving and authorizing the President/CEO to execute on-call painting service agreements with Abhe & Svoboda, Inc., Modern Painting, and M W Vasquez Construction Co., Inc., – each agreement for a term of three years with the option for two one-year extensions exercisable at the discretion of the President/CEO, for an aggregate total not-to-exceed amount of \$2,000,000 to provide on-call painting services for San Diego International Airport's ("SDIA's") Capital Major Maintenance Program.

**13. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE ON-CALL FLOORING SERVICE AGREEMENTS WITH DFS FLOORING LP; HASENIN ENTERPRISES LLC, DBA STAR CARPET & FLOORING; AND, WIRTZ QUALITY INSTALLATIONS, INC.:**

RECOMMENDATION: Adopt Resolution No. 2016-0090, approving and authorizing the President/CEO to execute on-call flooring service agreements with DFS Flooring LP, Hasenin Enterprises LLC, dba Star Carpet & Flooring, and Wirtz Quality Installations, Inc., – each agreement for a term of three years with the option for two one-year extensions exercisable at the discretion of the President/CEO, for an aggregate total not-to-exceed amount of \$2,000,000 to provide on-call flooring services for San Diego International Airport’s (“SDIA’s”) Capital Major Maintenance Program.

**14. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE AN ON-CALL AGREEMENT FOR ARCHITECTURAL / ENGINEERING CONSULTANT SERVICES FOR THE QUIETER HOME PROGRAM:**

RECOMMENDATION: Adopt Resolution No. 2016-0091, approving and authorizing the President/CEO to execute an on-call architectural and engineering consultant services agreement with the Jones Payne Group, Inc., for an amount not-to-exceed \$25,000,000 for a term of three years with the option for two one-year extensions exercisable at the discretion of the President/CEO, in support of the Quieter Home Program.

**PUBLIC HEARINGS:** None.

**OLD BUSINESS:** None.

**NEW BUSINESS:**

**15. UPDATE ON GROUND TRANSPORTATION - TAXICAB AND VEHICLE FOR HIRE (VFH) OPERATIONS AND AMEND AUTHORITY CODES 9.12, 9.21 AND 9.33:**

David Boenitz, Director, Ground Transportation, provided a presentation on Ground Transportation Updates, which included Authority Code Changes 9.12(a)(1), 9.21(h) and 9.33(b), Taxicab and Vehicle for Hire Strategies (VFH), Taxicab and VFH Memorandum of Agreement Revisions, and Regulatory Reforms.

Board Member Kersey expressed concerns regarding the ability for taxis to discount fares.

In regards to taxis being able to charge less, Board Member Desmond stated that he doesn’t see how this can work and suggested that the posted rate be charged.

Board Member Hubbs expressed concerns with a taxi’s ability to charge less than the posted fare.

Board Member Gleason stated that the Authority needs to figure out how to let application hailed taxis operate at the Airport.

In response to Board Member Sessom, Amy Gonzalez, General Counsel, stated that she will look into any legal issues regarding incentivizing drivers by increasing or decreasing the trip fee for meeting or not meeting certain standards.

Board Member Sessom expressed interest in evaluating if there is anything the airport is doing which prevents taxis from competing with TNC's. She requested that staff report back to the Board on whether the Authority's rules are restricting competition between the taxis and TNC's.

KAMRAN HAMIDI, SAN DIEGO, representing Airport Dispatch, distributed a handout to the Board and spoke in regards to leveling the playing field between taxis and TNC's.

YONAS MEHARI-GHILIU, SAN DIEGO, expressed concerns regarding fair and equal opportunities for taxis and spoke in support of opening the airport to all taxis.

GULAB MUHAMMADI, SAN DIEGO, distributed a letter to the Board and spoke in support of opening the airport up to all taxis.

ALEM ZEBIB, SAN DIEGO, spoke in support of opening up the airport to all taxis and giving all taxis an equal opportunity.

KIDANE WELDEMICHAEL, SAN DIEGO, expressed concerns regarding taxis not receiving equal treatment as the TNC's.

ALFRED BANKS, SAN DIEGO, expressed concerns that TNC's are being allowed to solicit services at the luggage claim area.

EDRIS WAHAB, SAN DIEGO, stated that there are already enough taxis at the airport to cover the load and there is no need to open up for all taxis.

ADRIAN KWIATKOWSKI, SAN DIEGO, spoke in support of the MOA's and stated that there is not enough demand to justify opening up the airport to all taxis.

GEBRIHIWET, SAN DIEGO, spoke in opposition to opening the airport to all taxis.

CARELYN REYNOLDS, SAN DIEGO, requested that the Board's actions on this item be postponed and spoke in opposition to opening the airport to all taxis.

TONY HUESO, SAN DIEGO, spoke in regards to keeping the airport operations as they are and stated that anyone working at the airport should be required to have a transponder.

WILLIAM JOHNSON, SAN DIEGO, spoke in support of opening the airport to all taxis.

TAREK AFIFI, CHULA VISTA, spoke in support of opening up the airport to all taxis.

ABDI ABDUL, SAN DIEGO, expressed concerns with getting sited when picking up family from the airport even when an out of service notice is posted on the vehicle.

*Board Member Janney left the dais at 11:59 a.m.*

*Board Member Kersey left the dais at 12:03 p.m.*

MICHAEL W. GEBRIEL, SAN DIEGO, spoke in support of opening the airport up to all taxis.

MIKAIL HUSSEIN, SAN DIEGO, spoke regarding the fairness of the taxi sticker system and leveling the playing field for all taxis.

ALOR CALDERON, SAN DIEGO, spoke in support of opening the airport up to all taxis.

MARGO TANGUAY, SAN DIEGO, spoke regarding the lack of requirements for TNC's and in support of amending Authority Code 9.21(h).

CHRIS AGOH, SAN DIEGO, requested that the insurance requirements for taxis be reduced and expressed concerns with opening the airport to all taxis.

Board Member Cox stated that he is leaning toward option 2 to modify the existing taxicab structure and operations to increase the number of airport permits, increasing the available number of taxis. He stated that there should be a level playing field. He also suggested seeking legislative changes to allow the airport the ability to establish minimum standards for ground transportation providers serving the airport.

Board Member Sessom expressed support in seeking legislative changes to level the playing field for those currently operating at the airport and for keeping the current taxi process in place and allowing the President/CEO to increase the number of taxis when necessary.

Board Member Gleason reported ex parte communications with Adrian Kwiatkowski, Carelyn Reynolds, and Tony Hueso.



Board Member Gleason stated that we have existing partners who have done what was asked of them. He expressed concerns regarding the demand for taxi services at the airport. He stated that we should be going to our current taxis first. He also requested that staff look into out of service pick-ups and how to address them.

Board Member Hubbs reported ex parte communications with Adrian Kwiatkowski, Carelyn Reynolds and others.

Board Member Hubbs expressed concerns with opening up the airport to all taxis and stated that the process needs to be more thought out. He expressed support for maintaining the current MOA's during the transition and does not feel that opening the airport to all taxis or a concession process would be a viable option.

In response to Board Member Desmond's question regarding charging different fares, Bill Kellerman, Taxi Cab Administration Manager with MTS, stated that in May 2016 the MTS ordinance was amended to allow drivers at the airport to charge less than the maximum fare.

Board Member Desmond stated that he would like to see some way to incentivize taxis via trip fee or some other way and that before taxis operations are opened up to everyone it should be open to our current permittees who have done what the Authority has asked of them.

Board Member Robinson reported ex parte communication with Adrian Kwiatkowski.

Chairman Boling reported ex parte communications with Adrian Kwiatkowski, Carelyn Reynolds, and others.

Board Member Desmond reported ex parte communication with Adrian Kwiatkowski.

**RECOMMENDATION:** Adopt Resolution No. 2016-0095, amending Authority Code 9.12 to expressly authorize the President/CEO to set the maximum number of taxicabs available each day and to establish the operating authority of each vehicle.

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

Adopt Resolution No. 2016-0092, amending Authority Code 9.21(h) concerning fares and receipts allowing drivers of commercial ground transportation vehicles to charge a fare lower than the approved or allowed rate.

**ACTION: Moved by Board Member Cox and seconded by Board Member Robinson to approve staff's recommendations. Motion carried by the following vote: YES – Boling, Cox, Gleason, Robinson, Sessom; NO – Desmond, Hubbs; ABSENT – Janney, Kersey (Weighted Vote Points: Yes – 51; NO – 24 ; ABSENT – 25)**

Adopt Resolution No. 2016-0093, amending Authority Code 9.33 to allow the President/CEO to authorize representatives of other regulatory agencies to enforce their own regulations on Airport property.

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

The Board adjourned at 12:48 p.m.

The Board reconvened at 12:50 p.m.

**BOARD COMMENT:**

Board Member Cox stated that he was happy to see that the first noise subcommittee meeting was held which provided a good opportunity for discussions with the FAA and encouraged the public to attend. He also reported that the FAA acknowledged that there is a different FAA certified data system that the airport could use and staff had begun further discussions with the FAA to verify the accuracy of Webtracker.

**CLOSED SESSION CONTINUED:** The Board recessed into Closed Session at 12:54 p.m. to discuss Items 1, 19 and 20.

- 16. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**  
(Cal. Gov. Code § 54956.9(a)):  
Maria Paula Bermudez v. San Diego County Regional Airport Authority,  
American Airlines, Inc., et al.  
San Diego Superior Court Case No. 37-2015-00022911-CU-PO-CTL
  
- 17. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**  
(Cal. Gov. Code §54956.9(a) and (d)(1))  
Stanley Moore v. San Diego County Regional Airport Authority, et al.,  
San Diego Superior Court Case No. 37-2015-00030676-CU-OE-CTL

- 18. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**  
Cal. Gov. Code § 54956.9(a) and (d).  
In the matter of the Petition of San Diego County Regional Airport Authority for Review of Action by the California Regional Water Quality Control Board in Issuing Order No. R9-2013-0001, as amended by Orders Nos. R9-2015-0001 and R9-2015-0100 (NPDES NO. CAS0109266) [Water Code §§ 13320(a) and 13321(a)]
- 19. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**  
(Cal. Gov. Code §54956.9(a))  
GGTW LLC v San Diego County Regional Airport Authority, et al.  
San Diego Superior Court Case No. 37-2016-00032646-CU-BC-CTL
- 20. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**  
(Cal. Gov. Code §54956.9(a))  
San Diego County Regional Airport Authority v. American Car Rental, Inc.  
San Diego Superior Court Case No. 37-2016-00024056-CL-BC-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
- 23. CONFERENCE WITH REAL PROPERTY NEGOTIATORS AND WITH LEGAL COUNSEL –ANTICIPATED LITIGATION**  
(Gov. Code §§54956.9(d)(e)(1) and 54954.5(b))  
Property: Concession leases (food & beverage) with Host, High Flying Foods and SSP  
Agency Negotiator: Scott Brickner, Kathy Kiefer and Eric Podnieks  
Negotiating Parties: Host, High Flying Foods San Diego Partnership, SSP America, Inc. and Stellar Partners, Inc.  
Under negotiation: rent (price and terms of payment), closure/conversion of locations, new concession buildout, ACDBE participation, lease compliance issues, claim by Host and close outs/permits
- 24. PUBLIC EMPLOYEE PERFORMANCE EVALUATION:**  
Cal. Gov. Code §54957  
Title: President/Chief Executive Officer

**REPORT ON CLOSED SESSION:** The Board reconvened into open session at 1:22 p.m. Amy Gonzalez, General Counsel reported that on Item 20, the Board authorized the General Counsel to enter into a settlement agreement with American Car Rental, Inc. for \$21,105.27, plus interest and court costs and with the condition that they make monthly payments of \$1,500. The action was approved 5-0-4 with Board Members Boling, Cox, Gleason, Hubbs and Sessom voting YES and noting Board Members Desmond, Janney, Kersey and Robinson as ABSENT.

**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:**

**ADJOURNMENT:** The meeting was adjourned at 1:23 p.m.

APPROVED BY A MOTION OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD THIS 17<sup>TH</sup> DAY OF NOVEMBER, 2016.

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

APPROVED AS TO FORM:

---

AMY GONZALEZ  
GENERAL COUNSEL

SAN DIEGO COUNTY  
REGIONAL AIRPORT AUTHORITY

Item No.  
**2**

**STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

**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 2017 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. 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

**APRIL BOLING**

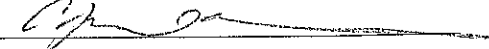
**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY**  
**Board Member Event/Meeting/Training Report Summary**

Period Covered: Oct. 2016

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:
C. APRIL BOLING		11/01/16
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: 10/10/16 Time: 9:00 Location: Airport	Airport Executive/Finance Committee Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 10/20/16 Time: 9:00 Location: Airport	Airport ALUC Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: 



**GREG COX**

SDCRAA  
 OCT 27 2016  
 Corporate & Information Governance

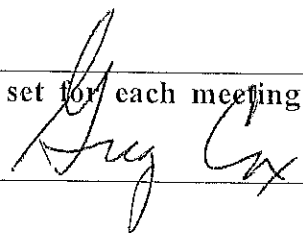
**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY**  
**Board Member Event/Meeting/Training Report Summary**

Period Covered: OCTOBER 1-31, 2016

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		OCTOBER 2016
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>OCTOBER 10, 2016</u> Time: <u>9:00am</u> Location: <u>SDIA</u>	EXECUTIVE/FINANCE COMMITTEE SPECIAL BOARD MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: <u>OCTOBER 20, 2016</u> Time: <u>9:00am</u> Location: <u>SDIA</u>	SDCRAA BOARD MEETING & AIRPORT LAND USE COMMISSION MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: <u>OCTOBER 27, 2016</u> Time: <u>9:00am</u> Location: <u>SDIA</u>	CAPITAL IMPROVEMENT PROGRAM OVSIGHT COMMITTEE SPECIAL BOARD MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<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: 

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

Period Covered: Nov. 1-30, 2016

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:		DATE:
<i>GREG COX</i>		<i>NOV. 7, 2016</i>
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: <i>NOV. 7, 2016</i> Time: <i>5:00am</i> Location: <i>SDIA</i>	<i>EXECUTIVE / FINANCE COMMITTEE            SPECIAL BOARD MEETING</i>
<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 checked="" 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: *Greg Cox*

**JIM DESMOND**

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY**  
**Board Member Event/Meeting/Training Report Summary**  
 Period Covered: \_\_\_\_\_ Sept – Oct 2016 \_\_\_\_\_

SDCRAA <b>OCT 25 2016</b> Corporate & Information Governance
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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.

<b>BOARD MEMBER NAME: (Please print)</b>		<b>DATE OF THIS REPORT:</b>
Jim Desmond		25 Oct 2016
<b>TYPE OF MEETING</b>	<b>DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING</b>	<b>SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING</b>
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 9/15/2016 Time: 9am Location: SDIA	Board Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 9/29/2016 Time: 7:30am Location: Escondido	Presentation to Escondido Rotary
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 10/10/2016 Time: 9am Location: SDIA	Exec Board Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 10/19/2016 Time: 7:30am Location: Carlsbad	Presentation to Carlsbad Chamber of Commerce
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 10/20/2016 Time: 9am Location: SDIA	Board Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: Jim Desmond

**ROBERT GLEASON**

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY**  
**Board Member Event/Meeting/Training Report Summary**  
 Period Covered: OCTOBER 2016

**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		November 7, 2016
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: October 20, 2016 Time: 9:00 am Location: SDCRAA offices	ALUC / Board meeting
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: October 21 Time: 7:00 pm Location: Terminal 2; SDIA	Fern Street Circus Performance; spoke on behalf of the Airport Authority
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: October 27, 2016 Time: 9:00 am Location: SDCRAA offices	Capital Improvement Program Oversight Committee
<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: 

**LLOYD HUBBS**



**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY** Corporate & Information Governance  
**Board Member Event/Meeting/Training Report Summary**  
 Period Covered: October 2016

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:
LLOYD HUBBS		10/27/16
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: 10/10/16 Time: 9:00 Location: Bd. Rm.	Exec Finance
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 10/20/16 Time: 9:00 Location: Bd. Rm	Board Mtg.
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 10/27/16 Time: 9:00 Location: Bd. Rm	CIPOC
<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: *Lloyd Hubbs*

**JIM JANNEY**

SDCRAA

OCT 27 2016

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

Corporate &amp; Information Governance

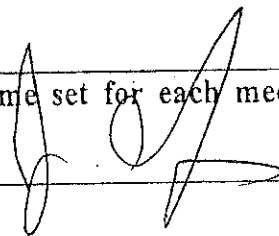
Period Covered: Oct 2016

**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
Jim Janney		10-27-16
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
Brown Act Pre-approved Res. 2009-0149R	Date: 10-10-16 Time: 0800 Location: SDCRAA	Exec / Finance
Brown Act Pre-approved Res. 2009-0149R	Date: 10-7-16 Time: 0900 Location: SANDAG	Sandag Transportation
Brown Act Pre-approved Res. 2009-0149R	Date: 10-19 Time: 3pm Location: Coronado	AHVC working group
Brown Act Pre-approved Res. 2009-0149R	Date: 10-20 Time: 0900 Location: SDCRAA	Board meeting
Brown Act Pre-approved Res. 2009-0149R	Date: 10-27-16 Time: 0900 Location: SDCRAA	capitol improvement mtg
Brown Act Pre-approved Res. 2009-0149R	Date: Time: Location:	
Brown Act Pre-approved Res. 2009-0149R	Date: Time: Location:	
Brown Act Pre-approved 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: \_\_\_\_\_



**MARK KERSEY**



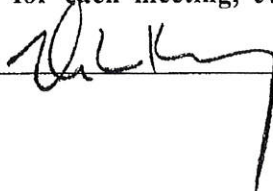
**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY  
Board Member Event/Meeting/Training Report Summary**

Period Covered: October 2016

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:		DATE:
Mark Kersey		11/10/16
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: October 20, 2016 Time: 9:00 am Location: 3225 Harbor Drive	Board Meeting/ALUC
<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:	
<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**

Corporate &amp; Information Governance

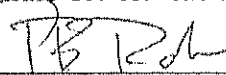
Period Covered: 10/31/16

**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:		DATE:
PAUL ROBINSON		10-27-16
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: 10/10/16 Time: 9:00am - 10:30am Location: SDCRAA Bd Rm	SDCRAA Exec/Finance Comm Mtgs.
<input checked="" type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 10/20 Time: 9:00 - 1:00 pm. Location: SDCRAA Bd Rm	SDCRAA Bd / ALVC Mtg
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 10/25/16 Time: 11:15am - 12:30 p.m. Location: Admin offices	Sterile Badge Training
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 10/27/16 Time: 9:00 - 10:30am Location: SDCRAA Bd Rm	CPIOC Mtg.
<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: \_\_\_\_\_



**MARY SESSOM**



**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY**  
 Board Member Event/Meeting/Training Report Summary  
 Period Covered: SEPTEMBER/OCTOBER 2016

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:
MARY SESSOM		11-2-16
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: 9-6-16 Time: 9:00 AM Location: SDCRAA	EXECUTIVE/ FINANCE COMMITTEE MTG.
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2009-0149R	Date: 9-9-16 Time: Location: SDCRAA	EMPLOYEE APPRECIATION EVENT
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 9-12-16 Time: 10:00 AM Location: SDCRAA	EXECUTIVE PERSONNEL & COMPENSATION COMMITTEE MTG.
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2009-0149R	Date: 9-27-16 Time: Location:	ROOT INTERVIEW
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 10-10-16 Time: 9:00 AM Location: SDCRAA	EXECUTIVE/ FINANCE COMMITTEE MTG.
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 10-20-16 Time: 9:00 AM Location: SDCRAA	BOARD/ALOC MTGS.
<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: Mary Sessom

## **STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

### **Subject:**

**Awarded Contracts, Approved Change Orders from September 26, 2016 through October 23, 2016 and Real Property Agreements Granted and Accepted from September 26, 2016 through October 23, 2016**

### **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

**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 September 26, 2016- October 23, 2016

**Amendments and Change Orders**

<b>Date Signed</b>	<b>CIP #</b>	<b>Company</b>	<b>Description of Change</b>	<b>Owner</b>	<b>Previous Contract Amount</b>	<b>Change Order Value (+ / -)</b>	<b>Change Order Value ( % ) (+ / - )</b>	<b>New Contract Value</b>	<b>New End Date</b>
9/27/2016	N/A	Amec Foster Wheeler Environment & Infrastructure	The Second Amendment extends the term of the agreement by 90 days to maintain continuity of services, while a new contract is being executed. There is no increase in compensation.	Facilities Development	\$3,500,000.00	\$0.00	0.0%	\$3,500,000.00	1/13/2017
9/29/2016	N/A	Kleinfelder West, Inc.	The Second Amendment extends the term of the agreement by 90 days to maintain continuity of services, while a new contract is being executed. There is no increase in compensation.	Facilities Development	\$3,500,000.00	\$0.00	0.0%	\$3,500,000.00	1/13/2017
10/18/2016	N/A	Seasonal Innovations, Inc.	The Second Amendment extends the term of the contract by thirty (30) days for interior plant services, while a new contract is being executed. There is no increase in compensation.	Terminal Operations	\$389,781.68	\$0.00	0.0%	\$389,781.68	10/28/2016

**Amendments and Change Orders-Approved by the Board**

## Attachment "B"

## REAL PROPERTY AGREEMENTS EXECUTED FROM SEPTEMBER 26, 2016 TO OCTOBER 23, 2016



**Real Property Agreements**

Begin/End Dates	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
2.5.16 to 12.31.20	LE-0906	LLJ Office Ventures 5, LLC	License	5473 Kearney Villa Rd, SD	Lease 16 SF for Remote Radar Station	16 SF	Authority pays \$5,496 Annually	N/A
4.1.16 to 3.31.21	LE-0906	San Diego Unified Port District	Right of Entry Permit	Chula Vista Wildlife Reserve	Conduct Least Tern Monitoring Services	N/A	N/A	N/A
11.14.15 to 10.31.17	LE-0858	Exelis, Inc. (Now Harris Corporation)	Assignment of Agreement	2417 Winship Lane	Equipment for Automatic Dependent Surveillance Broadcast Services	195 SF	\$393.72 Annually	N/A



**Real Property Agreement Amendments and Assignments**

Effective Date	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
11.1.16 - 12.31.17	LE-0902	Green Motion SAN, LLC	Use & Occupancy Permit	North Side by RCC bounded by Admiral Boland Way	overflow parking	revised down to 3240 SF	\$1004.40/month with CPI adjustments every July 1 starting 2016	effective 11.1.16
8.1.13 - 7.31.20	LE-0648	Stellar Partners, Inc.	Third Amendment News & Gift Concession Package 4	Terminals 1 and 2	Retail Concession	N/A	The greater of the Minimum Annual Guarantee or up to \$5M=15%. \$5,000,001-\$7M=16%. \$7M+=17% of Gross Receipts	Amendment to reflect close-out and as-built conditions of the Concession Premises as described in "Exhibit A", clarify definitions of "Unamortized Investment" and "Capital Investment" and reflect the end date of Lease.

## **STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

### **Subject:**

**November 2016 Legislative Report**

### **Recommendation:**

Adopt Resolution No. 2016-0097, approving the November 2016 Legislative Report.

### **Background/Justification:**

The Authority's Legislative Advocacy Program Policy requires that staff present the Board with monthly reports concerning the status of legislation with potential impact to the Authority. The November 2016 Legislative Report updates Board members on legislative activities that have taken place since the previous Board meeting. 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 does not recommend that the Board adopt any new positions on state legislation.

The State Legislature is scheduled to convene the 2017-18 legislative session on December 5th.

### **Federal Legislative Action**

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

Congress adjourned for the election season and reconvenes on November 14th for a "lame-duck" session. A key priority will be for Congress to pass an appropriations bill to fund the federal government beyond the scheduled December 9th expiration date.

### **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:**

Not applicable.

**Prepared by:**

MICHAEL KULIS  
DIRECTOR, INTER-GOVERNMENTAL RELATIONS



RESOLUTION NO. 2016-0097

A RESOLUTION OF THE BOARD OF THE SAN  
DIEGO COUNTY REGIONAL AIRPORT AUTHORITY  
APPROVING THE NOVEMBER 2016 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 November 2016 Legislative Report (“Attachment A”); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a “project” as defined by the California Environmental Quality Act (“CEQA”) (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 17<sup>th</sup> day of November, 2016, 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:

---

AMY GONZALEZ  
GENERAL COUNSEL

November 2016 Legislative Report

Local Legislation

**Legislation/Topic**

**City of San Diego Drone Ordinance**

**Background/Summary**

The purpose of this proposed ordinance is to address the potential hazard of drones to other aircraft in flight, persons on the ground, and critical infrastructure. Specifically, this proposed ordinance would codify on a local level regulations similar to those of the Federal Aviation Administration prohibiting the operation of a model aircraft (operated for hobby or recreational purposes) within five miles of an airport without authorization of air traffic control tower staff. The ordinance would also prohibit the operation of model aircraft in a manner that interferes with manned aircraft or operation of model aircraft beyond the visual line of sight by the operator. The operation of model aircraft would also be limited to a height of 400 feet and would only be allowed during daylight hours. In addition, the proposed ordinance would prohibit the operation of both model aircraft and civil unmanned aircraft systems (drones operated for any purpose other than for hobby or recreation) in a manner prohibited by any federal statute or regulation, in violation of any temporary flight restriction or notice to airmen, or in a careless or reckless manner. It would not apply to drones operated by a public agency for government related purposes.

**Anticipated Impact/Discussion**

This bill could benefit San Diego International Airport (SDIA) by creating regulations that foster a safer operating environment for unmanned aircraft operated in the City of San Diego.

**Status:** 4/20/16 – Consideration by the San Diego City Council Public Safety Committee postponed

**Position:** Support (4/21/16)

*\*Shaded text represents new or updated legislative information*

## Federal Legislation

### New House Bills

There are no new House bills to report at this time.

### House Bills from Previous Report

#### Legislation/Topic

**H.R. 1835 (Mica) – The Air Traffic Controller Reform and Employee Stock Ownership Act of 2015**

#### Background/Summary

This bill would privatize some facets of the nation's air traffic control system and create a new private corporation that would oversee functions currently handled by the Federal Aviation Administration (FAA). The Secretary of Transportation would be required to submit a transfer plan to Congress within 60 days of enactment of H.R. 1835.

#### Anticipated Impact/Discussion

This bill is being monitored by the Authority's legislative team for any potential impact to San Diego International Airport. Legislation similar to H.R. 1835, which would create a federally-chartered, fully independent, not-for-profit corporation to administer Air Traffic Control (ATC), was included in H.R. 4441, the Aviation Innovation, Reform and Reauthorization Act of 2016.

**Status:** 4/16/15 – Introduced and Referred to the House Committee on Transportation and Infrastructure and the House Committee on Oversight and Government Reform

**Position:** Watch (5/21/15)

#### Legislation/Topic

**H.R. 2127 (Thompson) – The Securing Expedited Screening Act**

#### Background/Summary

This bill would require the Transportation Security Administration (TSA) to limit expedited security screening at airports to passengers enrolled in a Department of Homeland Security trusted traveler program, members of the armed forces, and other low-risk travelers.

#### Anticipated Impact/Discussion

This legislation is not expected to result in any significant impact to San Diego International Airport operations.

*\*Shaded text represents new or updated legislative information*

**Status:** 7/27/15 – Approved by the House on a voice vote and Referred to the Senate Committee on Commerce, Science and Transportation

**Position:** Watch (7/23/15)

**Legislation/Topic**

**H.R. 2530 (Duckworth) – The Friendly Airports for Mothers Act of 2015**

**Background/Summary**

This bill would require large and medium hub airports to install and maintain post-security lactation areas at each airport terminal building. These areas must have a locking door, sitting area, flat surface, electrical outlet, and accessibility compliant with the Americans with Disabilities Act (ADA), and must not be located in a restroom.

**Anticipated Impact/Discussion**

The legislation is not expected to require any changes to SDIA airport facilities as post-security lactation areas in the terminals already exist. H.R. 4441, The Aviation Innovation, Reform and Reauthorization Act of 2016 has included language that would require similar accommodations for nursing mothers.

**Status:** 5/21/15 – Introduced and Referred to the House Committee on Transportation and Infrastructure

**Position:** Watch (7/23/15)

**Legislation/Topic**

**H.R. 2750 (Katko) – The Improved Security Vetting for Aviation Workers Act of 2015**

**Background/Summary**

This bill would codify recommendations issued by the Department of Homeland Security Inspector General related to the vetting and badging of airport employees. This bill would require the establishment of new guidance procedures for the annual review of badging offices by the end of 2015. Inspections will include a review of applicants' Criminal History Records Check (CHRC) and work authorization documentation. The legislation would also require airport badging offices to indicate, on an employee's credentials, the date their authorization to work in the United States ends. Further, the bill would require the Transportation Security Administration (TSA) to review cases involving credentials denied due to issues determining the legal status of an employee. The findings of this review will be used to identify and correct weaknesses of airports.

**Anticipated Impact/Discussion**

If enacted, Authority staff will coordinate with TSA staff on any actions necessary to implement these new requirements.

*\*Shaded text represents new or updated legislative information*

**Status:** 7/27/15 – Approved by the House on a voice vote and Referred to the Senate Committee on Commerce, Science and Transportation

**Position:** Watch (7/23/15)

**Legislation/Topic**

**H.R. 2770 (Rice) – The Keeping Our Travelers Safe and Secure Act**

**Background/Summary**

This bill would require the Transportation Security Administration (TSA) Administrator to develop and implement a preventative maintenance validation process for security-related screening technology at airports.

**Anticipated Impact/Discussion**

This bill is not expected to impact San Diego International Airport operations.

**Status:** 7/27/15 – Approved by the House on a vote of 380-0 and Referred to the Senate Committee on Commerce, Science and Transportation

**Position:** Watch (7/23/15)

**Legislation/Topic**

**H.R. 2776 (Cohen) – The Carry-On Freedom Act of 2015**

**Background/Summary**

This bill would direct the Secretary of Transportation to issue regulations that prevent airlines that charge a fee for checked baggage from reducing the size of carry-on luggage from the size standards utilized by airlines on June 8, 2015.

**Anticipated Impact/Discussion**

This bill is not expected to impact operations at San Diego International Airport.

**Status:** 6/15/15 – Introduced and Referred to the House Committee on Transportation and Infrastructure

**Position:** Watch (7/23/15)

*\*Shaded text represents new or updated legislative information*

**Legislation/Topic**

**H.R. 2843 (Katko) – The TSA PreCheck Expansion Act**

**Background/Summary**

This bill would require the Transportation Security Administration (TSA) Administrator to coordinate with private sector partners to increase public enrollment in the PreCheck Program and to maximize the availability of PreCheck screening, particularly during peak and other high volume travel times.

**Anticipated Impact/Discussion**

Authority staff will coordinate with TSA staff as needed to assist in implementing the actions in H.R. 2843 if this legislation is enacted.

**Status:** 7/27/15 – Approved by the House on a voice vote  
12/9/15 – Amended and approved by the Senate Committee on Commerce, Science and Transportation

**Position:** Watch (7/23/15)

**Legislation/Topic**

**H.R. 3102 (Katko) – Airport Access Control Security Improvement Act of 2015**

**Background/Summary**

This bill would direct the Administrator of the TSA to establish a risk-based, intelligence-driven model for screening airport employees based on level of employment related access to secure areas. The Administrator would also be required to determine the types of federal disqualifying criminal offenses to be used in denying employee credentials necessary to access Secure Identification Display Areas (SIDAs) of airports and establish a national database.

**Anticipated Impact/Discussion**

If enacted, this legislation could alter the current screening process for employees at SDIA and may affect the current process used by Airport Authority staff in determining the eligibility of airport employees obtaining SIDA credentials.

**Status:** 10/6/15 – Approved by the House by voice vote and Referred to the Senate Committee on Commerce, Science and Transportation

**Position:** Watch (1/21/16)

*\*Shaded text represents new or updated legislative information*

### **Legislation/Topic**

#### **H.R. 3384 (Meng) – Quiet Communities Act of 2015**

### **Background/Summary**

This bill would require the Environmental Protection Agency (EPA) to reestablish the Office of Noise Abatement and Control - established in 1972 and defunded since 1982 - and require the Administrator to conduct an airport noise study, and submit the results to Congress.

### **Anticipated Impact/Discussion**

This bill will be monitored by the Authority's legislative staff for any potential impact to San Diego International Airport.

**Status:** 7/29/15 – Introduced and Referred to the House Committee on Transportation and Infrastructure and the House Committee on Energy and Commerce

**Position:** Watch (12/17/15)

### **Legislation/Topic**

#### **H.R. 3584 (Katko) – Transportation Security Administration Reform and Improvement Act of 2015**

### **Background/Summary**

H.R. 3584 is a compilation of several other legislative bills and would:

- Authorize a pilot project to establish a secure, automated biometric-based system at airports to verify the identity of PreCheck passengers
- Expand enrollment in PreCheck by adding private sector application capabilities
- Ensure that TSA PreCheck screening lanes are open and available during peak and high-volume travel times at airports
- By December 31, 2017, establish a secure, automated system at all large hub airports for verifying travel and identity documents of passengers who are not members of the TSA PreCheck program
- Develop a process for regularly evaluating the root causes of screening errors at airport checkpoints so corrective measures can be identified
- Require the completion of a comprehensive, agency-wide efficiency review

### **Anticipated Impact/Discussion**

This bill could benefit operations at SDIA by potentially streamlining TSA operations at checkpoints through biometric-based screening and increased use of the PreCheck program, thereby reducing passenger screening wait times.

*\*Shaded text represents new or updated legislative information*



**Status:** 2/23/16 – Approved by the House on a voice vote and Referred to Senate Committee on Commerce, Science and Transportation

**Position:** Support (3/17/16)

### **Legislation/Topic**

**H.R. 3965 (Gallego) – FAA Community Accountability Act of 2015**

### **Background/Summary**

This bill would require the FAA Administrator to undertake actions to limit negative impacts of the implementation of the Next Generation Air Transportation System (NextGen) on individuals living in the vicinity of affected airports and allow the Administrator to give preference to overlays of existing flight paths and procedures to ensure land use compatibility. The following are specific provisions included in the bill:

- The Administrator would be required to appoint an FAA Community Ombudsman for each region of the FAA to serve as a liaison between affected communities and the Administrator.
- Ombudsmen would also monitor the impact of NextGen implementation on communities near affected airports and make recommendations to the Administrator to address community concerns and consider community input.
- FAA could not implement revisions of flight paths or procedures via a categorical exemption (under NEPA) if an ombudsman or airport operator notifies the FAA that proposed changes will have a significant adverse impact on individuals in the vicinity of such airport or if extraordinary circumstances exist.
- FAA would be required to provide a 30-day public comment period before deeming new or revised flight paths covered under a categorical exemption.
- The Administrator would be required to reconsider a flight path or procedure established or revised under NextGen if an FAA Community Ombudsman or affected airport operator notifies the Administrator that the changes would result in significant adverse impact on the human environment in the vicinity of the airport.

### **Anticipated Impact/Discussion**

This legislation would enhance the role of the Authority and residents living in close proximity to the airport during the consideration and implementation of the NextGen Air Transportation System.

**Status:** 11/5/15 – Introduced and referred to the House Committee on Transportation and Infrastructure

**Position:** Support (12/17/15)

*\*Shaded text represents new or updated legislative information*

### **Legislation/Topic**

#### **H.R. 4441 (Shuster) – The Aviation Innovation, Reform and Reauthorization Act of 2016**

### **Background/Summary**

This bill would authorize funding for the Federal Aviation Administration and related federal aviation programs for the next six years. A major provision in this legislation would create a new Air Traffic Control Corporation governed by an eleven member board of directors, four of whom would represent airlines. The bill does not include any airport representatives on the governing board. Although H.R. 4441 would increase Airport Improvement Program (AIP) authorizations each fiscal year – reaching a level of approximately \$4 billion in FY 2022 – this bill would not increase the \$4.50 Passenger Facility Charge (PFC) limit. In addition, H.R. 4441 does not include any provision to alter the “perimeter rule” that restricts nonstop flights from Ronald Reagan Washington National Airport (DCA) to a distance of 1,250 miles.

### **Anticipated Impact/Discussion**

Although the increase in AIP funding authorizations proposed in H.R. 4441 would provide some additional funds for SDIA projects, the benefit to SDIA would not be significant. Because there is no increase in the PFC limit, as supported by the airport industry, and because this bill would not provide any assistance in reestablishing a nonstop flight to DCA – both of which are legislative priorities for the Airport Authority – the enactment of H.R. 4441 would result in a “status quo” situation for SDIA. As this bill is a six-year measure, the Airport Authority would have little, if any, chance of increasing the PFC limit or achieving changes to the perimeter rule to assist in reestablishing nonstop service to DCA until 2023 under this legislation. The Authority’s legislative team will work with airport industry advocates and our Congressional delegation members to amend H.R. 4441 as the legislation moves forward.

**Status:** 2/11/16 – Approved by House Transportation and Infrastructure Committee on a vote of 34-25

**Position:** Oppose Unless Amended (2/18/16)

### **Legislation/Topic**

#### **H.R. 4698 (Katko) – The Securing Aviation from Foreign Entry Points and Guarding Airports Through Enhanced Security Act of 2016**

*\*Shaded text represents new or updated legislative information*

### **Background/Summary**

H.R. 4698, the SAFE Points and GATES Act, was introduced to address security at international last point of departure airports to the U.S. Specific provisions in the bill include:

- Requires the Transportation Security Administration (TSA) Administrator to produce a security risk assessment of all last point of departure airports with nonstop flights into the United States. The report shall include the passenger security screening practices, capabilities, and capacity and security vetting undergone by aviation workers at each last point of departure airport.
- Requires the TSA Administrator to submit to Congress and the Government Accountability Office (GAO) a plan to enhance and bolster security collaboration, coordination, and information sharing among Customs and Border Protection (CBP), other U.S. and foreign government agencies, and cargo and passenger airlines related to flights bound for the United States in order to enhance security capabilities at foreign airports
- Requires the GAO to review the efforts, capabilities, and effectiveness of the TSA to enhance security capabilities at foreign airports and determine if the implementation of such efforts and capabilities effectively secures international-inbound aviation
- Requires the TSA Administrator to submit to Congress a comprehensive workforce assessment of all personnel in the TSA's Office of Global Strategies who are working on transportation security issues
- Allows the TSA Administrator to donate screening equipment to last point of departure airports if such equipment can be reasonably expected to mitigate a specific vulnerability to the security of the United States or United States citizens
- Permits the TSA Administrator to evaluate foreign air cargo security programs to determine whether such programs provide a level of security commensurate with the level of security required by United States air cargo security programs.

### **Anticipated Impact/Discussion**

If enacted, this bill would direct the Administrator of the TSA to perform a number of assessments and actions to enhance the security, coordination and information sharing amongst U.S. and foreign airports, U.S. and foreign government agencies as well as cargo and passenger airlines.

**Status:** 4/26/16 – Approved by House on a voice vote and Referred to Senate Committee on Science, Commerce and Transportation

**Position:** Watch (5/19/16)

### **Legislation/Topic**

**H.R. 5056 (Keating) – The Airport Perimeter Control and Access Control Security Act of 2016**

*\*Shaded text represents new or updated legislative information*

### **Background/Summary**

H.R. 5056 was introduced to improve airport security by mandating updated risk assessments and the development of strategic security plans, including for employee access control points and airport perimeters. Specific provisions include:

- Requires the Transportation Security Administration (TSA) Administrator to update the Transportation Sector Security Risk Assessment (TSSRA) for the aviation sector
- Requires the TSA Administrator to update the Comprehensive Risk Assessment of Perimeter and Access Control Security and determine a timeframe for additional updates.
- Requires the TSA Administrator to conduct a system wide assessment of airport access control points and airport perimeter security
- Requires the TSA Administrator to provide reports on the security risk assessments to the House Homeland Security Committee and the Senate Commerce Committee
- Requires the TSA Administrator to update the 2012 National Strategy for Airport Perimeter and Access Control Safety

### **Anticipated Impact/Discussion**

If enacted, H.R. 5056 would direct the Administrator of the TSA to perform a number of assessments and actions to enhance the security and understanding of threats and risks to airport perimeters and access control points. These actions could result in changes to SDIA security procedures.

**Status:** 7/11/16 – Approved by House on a voice vote and Referred to Senate Committee on Commerce, Science and Transportation

**Position:** Watch (5/19/16)

### **Legislation/Topic**

**H.R. 5338 (Katko) – Checkpoint Optimization and Efficiency Act of 2016**

### **Background/Summary**

This bill would implement several changes to Transportation Security Administration (TSA) staffing and operations to improve passenger screening wait times. Specific provisions in H.R. 5338 include:

- Redeployment of behavior detection officers to allow travel document checkers to perform passenger screening functions
- Provide federal security directors (FSD) the ability to make local staffing decisions without first consulting TSA headquarters
- Disseminate to airports, airlines and FSDs the best practices developed during optimization team visits

*\*Shaded text represents new or updated legislative information*

- Expand the PreCheck program through approved private sector solutions
- Assess the staffing allocation model to determine the necessary staffing positions at all U.S. airports

**Anticipated Impact/Discussion**

Although San Diego International Airport (SDIA) has not experienced the problems with lengthy checkpoint wait times as has recently occurred at other U.S. airports, the actions that would be implemented under H.R. 5338 would benefit the national air transportation network and could prevent long wait times at SDIA during peak periods.

**Status:** 6/7/16 – Approved by the House on a voice vote and Referred to Senate Committee on Commerce, Science, and Transportation

**Position:** Support (6/23/16)

**Legislation/Topic**

**H.R. 5563 (Jolly) – Restoring Local Control of Airports Act of 2016**

**Background/Summary**

This bill would eliminate the current \$4.50 Passenger Facility Charge limit established by Congress in 2000. Under H.R. 5563, large-hub airports choosing to increase their PFC above \$4.50 would no longer be eligible for Airport Improvement Program (AIP) entitlement funding. This bill would also reduce the federal tax on airline tickets from the current level of 7.5% to a new level of 7%.

**Anticipated Impact/Discussion**

If enacted into law, this legislation would allow the Airport Authority to increase the Passenger Facility Charge at San Diego International Airport to provide adequate funding for airport programs and projects such as those that will be included in the Airport Development Plan.

**Status:** 6/22/16 – Introduced and Referred to House Committee on Transportation and Infrastructure and House Committee on Ways and Means

**Position:** Support (7/21/16)

**New Senate Bills**

There are no new Senate bills to report at this time.

**Senate Bills from Previous Report**

**Legislation/Topic**

**S. 2844 (Collins) – Fiscal Year 2017 Transportation Appropriations Act**

*\*Shaded text represents new or updated legislative information*

### **Background/Summary**

S. 2844 would provide annual funding for the Federal Aviation Administration (FAA) and aviation programs. This bill would fund the Airport Improvement Program (AIP) at a level of \$3.35 billion, and would prohibit the FAA from requiring airports to provide space free of charge in airport owned buildings. The Committee report accompanying this bill states that funding to transfer the ATC functions from the FAA will be prohibited.

### **Anticipated Impact/Discussion**

If enacted, this bill would provide continued funding in FY 2017 for the FAA and aviation programs that benefit SDIA, such as AIP and other airport priorities.

**Status:** 4/21/16 – Approved by Senate Appropriations Committee

**Position:** Support (5/19/16)

### **Legislation/Topic**

#### **S.1608 (Feinstein) – Consumer Safety Drone Act**

### **Background/Summary**

This bill would require the Administrator of the Federal Aviation Administration to issue a regulation governing the operation of consumer drones. Specifically, the regulation would include: limits on altitude for consumer drones; a means of preventing unauthorized operation within protected airspace; a system that enables the avoidance of collisions; a technological means to maintain safety in the event of compromised communications between drone and operator; and a means to prevent tampering with safety mechanisms and educational materials for consumers.

### **Anticipated Impact/Discussion**

This legislation would assist Authority staff in maintaining public safety and could help prevent drone incursions on airport property and in the flight path of aircraft operating at SDIA.

**Status:** 6/18/15 – Introduced and Referred to the Senate Committee on Commerce, Science and Transportation

**Position:** Support (9/17/15)

### **Legislation/Topic**

#### **S. 2361 (Thune) – Airport Security Enhancement and Oversight Act**

*\*Shaded text represents new or updated legislative information*

### **Background/Summary**

This bill would require the Administrator of the TSA to determine the level of risk posed to the domestic air transportation system by individuals with unescorted access to secure areas. It would also require additional oversight of the credentialing and vetting process for unescorted personnel. Specifically, the bill includes the following provisions:

- Requires the TSA Administrator to issue guidance to airport operators regarding placement of an expiration date on each airport credential issued to non-U.S. citizens for the time they are authorized to work in the U.S.
- Requires the TSA Administrator to enhance the eligibility requirements and disqualifying criminal offenses for individuals seeking or having unescorted access to an airport SIDA
- Ensures that the TSA Administrator is authorized to receive additional access to Terrorist Identities Datamart Environment data
- Requires the TSA Administrator to develop and implement performance metrics to measure the effectiveness of security for airport SIDAs
- Requires the TSA Administrator to increase covert testing of airport access controls to airport SIDAs
- Requires the TSA Administrator to submit reports to Congress on TSA's actions to improve aviation security under this bill

### **Anticipated Impact/Discussion**

If enacted, this legislation may affect the current process used by Airport Authority staff in determining the eligibility of airport employees to obtain SIDA credentials.

**Status:** 12/9/15 – Approved by Senate Committee on Commerce, Science and Transportation

**Position:** Watch (1/21/16)

### **Legislation/Topic**

**S. 3001 (Hoeven) – Fiscal Year 2017 Department of Homeland Security Appropriations**

### **Background/Summary**

This bill would provide annual funding for Department of Homeland Security (DHS) operations and programs for fiscal year 2017. Included in S. 3001 is a \$228 million increase in TSA funding to a level of \$7.7 billion, allowing for the addition of 1344 transportation security officers and 50 new canine teams. Annual funding for Customs and Border Protection (CBP) would be increased by \$125 million over the current level to a total of \$11.2 billion. This level would allow CBP to fund 21,370 border patrol agents and 23,775 CBP officers.

*\*Shaded text represents new or updated legislative information*

**Anticipated Impact/Discussion**

Passage of this bill would benefit San Diego International Airport by ensuring that TSA and CBP have a stable and adequate funding source for the next fiscal year. If enacted into law, Authority staff will continue discussions with CBP staff regarding the distribution of DHS staff necessary to process current and future passenger levels at SDIA.

**Status:** 5/26/16 – Approved by the Senate Appropriations Committee

**Position:** Support (6/23/16)

*\*Shaded text represents new or updated legislative information*



## **STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

### **Subject:**

#### **Disposition of Surplus Property**

##### **Recommendation:**

Adopt Resolution No.2016-0098 authorizing the disposition of surplus property (materials and/or equipment) by: (1) donating electronics surplus to San Diego Futures Foundation [SDFF]; (2) sale to the highest bidder; (3) recycling and disposing of unwanted items as scarp; and (4) disposing of heater meals & water packets by donating to San Diego Food Bank.

##### **Background/Justification:**

Authority Policy 8.21, *Surplus Materials and Equipment*, requires that a listing of all surplus items be submitted to the Authority's Board for approval to dispose of items which are no longer needed by the Authority.

Surplus items in excess of the Authority's needs are sent to the Procurement Department for final disposition. The Authority has surplus property stored in various locations. The surplus property is listed on Exhibits A, B and C. These items occupy much-needed space and interfere with day-to-day operations.

Competitive solicitations were conducted for auction and electronic recycling services, resulting in agreements awarded to Public Surplus, LLC and Ken Porter Auctions for auction and IMS Electronic Recycling Incorporated for the recycling of surplus electronic equipment and accessories not donated to SDFF.

Items listed in Exhibit A, *San Diego Futures Foundation Computer-Related Equipment*, are in poor condition or are obsolete and past their useful life. In accordance with Board Policy, the items will be donated to the San Diego Futures Foundation. The San Diego Futures Foundation will provide a certificate of acknowledgement and recognition to the Authority for the donation.

Items listed in Exhibit B, *Surplus Items*, are in mostly poor or fair condition, or obsolete, and past their useful life. A few items on Exhibit B remain in good condition but are no longer required by the Authority and are occupying needed space. The Authority maintains a reasonable quantity of used cubicle furniture to assist with office build outs, reconfigurations and moves. The majority of the cubicle furniture listed on the report is a cubicle system no longer manufactured that the Authority is unable to utilize in future configurations. These items have been determined to contain some residual value and would be sold at auction or e-auction.

**Page 2 of 3**

Items listed in Exhibit C, *Heater Meals & Water Packets*, are stored on site by the Authority for emergency purposes. There are 3,568 individually packaged Heater Meals and 16,200 Water Packets.

The items identified above have a 5 year shelf life, expiring in June 2017, and have no value. Staff respectfully requests permission to dispose of these items at the 4.5 year mark. The Authority works to promote the region's prosperity and protect its quality of life. Authority employees are involved in several ongoing community service initiatives that support this mission, one of which is volunteering at the San Diego Food Bank, and Staff desires to dispose of these items through the Food Bank.

The Airport is purchasing replacement meals/water annually so that future supplies do not all expire in the same year.

**Fiscal Impact:**

Fees and associated costs for the transportation and sale of miscellaneous surplus property will be paid from the gross sales received by the auction services contractors, Ken Porter Auctions and Public Surplus, LLC. The Authority used policy 5.04 to attach to cooperatively bid contracts that allow the Authority to receive 100% of the gross sales of auctioned items. There is no cost associated with the donation or recycling of surplus electronic equipment.

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

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

**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.

There is no cost to the Authority associated with the provision of this service; an informal selection process was used to identify the service provider.

**Prepared by:**

JANA VARGAS  
DIRECTOR, PROCUREMENT



**Exhibit B - Surplus Items**

<b>SURPLUS EQUIPMENT DESCRIPTION</b>	<b>CONDITION OF ITEM</b>	<b>VIN</b>	<b>Qty.</b>
2000 FORD EXPLORER	POOR	1FMDU61X2YUB19169	1
SMARTtm 48IN X 78IN,AND PROJECTOR	POOR	N/A	1
2007 MULTIQUIP LIGHT TOWER	POOR	N/A	1
2005 MULTIQUIP LIGHT TOWER	POOR	N/A	1
2003 NATIONAL SIGNAL SIGN	POOR	N/A	2
2003 SPEED SIGN RADAR TRAILER	POOR	N/A	1
2001 CHEVROLET S-10 PICK-UP TRUCK	POOR	1GCCS19W528177974	1
2002 CHEVROLET S-10 PICK-UP TRUCK	POOR	1GCCS19W918202715	1
2001 CHEVROLET S-10 PICK-UP TRUCK	POOR	1GCCS19W518211444	1
2004 FORD F-550 XL, BUCKET TRUCK	DOES NOT MEET EMISION STANDARDS I CALIFORNIA	1FDAF56P74EBA5528	1
WOODEN ROCKING CHAIRS,BLACK	POOR	N/A	55
CW AUTO TRANSFORMER BALLAST	NEW, SPARE BUT NO LONGER USED IN THE AIRPORT	N/A	37
J-BOX COVER	NEW, SPARE BUT NO LONGER USED IN THE AIRPORT	N/A	13
GUTERS	NEW, SPARE BUT NO LONGER USED IN THE AIRPORT	N/A	2
HEAT SHRINKABLE COVER SLEEVE	NEW, SPARE BUT NO LONGER USED IN THE AIRPORT	N/A	5
LIGHT FIXTURE	NEW, SPARE BUT NO LONGER USED IN THE AIRPORT	N/A	8
LIGHT FIXTURE LOW VOLTAGE ADJUSTABLE	NEW, SPARE BUT NO LONGER USED IN THE AIRPORT	N/A	3
L1 EMERGENCY	NEW,LEFT OVER FROM PROJECT	N/A	5
SINK BASIN/BEIGE	USED	N/A	15
SUBMERSIBLE SEWAGE PUMP	NEW, SPARE BUT NO LONGER USED IN THE AIRPORT	N/A	2
KOLLER TOILET/WHITE	NEW, LEFT OVER FROM PROJECT	N/A	10
ZURN, URINAL, WHITE	NEW, LEFT OVER FROM PROJECT	N/A	13
HOLIDAY DECORATIONS, TREE FRAMES	FAIR	N/A	40
HOLIDAY DECORATIONS, LED TREE BRANCHES	FAIR	N/A	260
HOLIDAY DECORATIONS,8FT CHRISTMAS TREE	FAIR	N/A	1
HOLIDAY DECORATIONS, 5FT WREATHS	FAIR	N/A	1
HOLIDAY DECORATIONS, 10FT UNLIT WREATH	FAIR	N/A	1
REPLACEMENT TILE NO LONGER NEEDED	NEW	N/A	3 PALLETS
6X6 WALL TILE Q-93 FIREBRICK	NEW	N/A	650
6X6 WALL TILE 142 LUMINERY GOLD	NEW	N/A	600
GREEN LIMESTONE TILE	NEW	N/A	91
GREEN MARBLE	NEW	N/A	5
RED MARBLE	NEW	N/A	14
BLACK GRANITE	NEW	N/A	14
HP SCANNER, PLOTTER	GOOD	N/A	1



RESOLUTION NO. 2016-0098

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY AUTHORIZING THE DIPOSITION OF SURPLUS PROPERTY (MATERIALS AND/OR EQUIPMENT) BY: (1) DONATING ELECTRONIC SURPLUS TO SAN DIEGO FUTURES FOUNDATION [SDFF]; (2) SALE TO THE HIGHEST BIDDER; (3) RECYCLING AND DISPOSING OF UNWANTED ITEMS AS SCRAP; AND (4) DISPOSING OF HEATER MEALS AND WATER PACKETS BY DONATING TO SAN DIEGO FOOD BANK

WHEREAS, Authority Policy 8.21, Surplus Materials and Equipment, requires that before the disposal of surplus items, a list of said items shall be submitted to the Authority's Board for approval to sell and dispose of the items; and

WHEREAS, Exhibits A, B and C, attached hereto, contain descriptions of the items for disposal following the Board's approval; and

WHEREAS, these items are in mostly poor or fair condition, are either broken or obsolete, or past their useful life. A few items remain in good condition but are no longer required at the Authority and are occupying needed space; and

WHEREAS, under these circumstances, using authorized contractors for recycling and auction services is the most efficient and economical way to dispose of surplus items; and

WHEREAS, Ken Porter Auctions, Public Surplus, LLC., and IMS Recycling Inc. meet the Authority's objectives to facilitate ongoing requirements for the disposition of surplus materials and or equipment; and

WHEREAS, San Diego Food Bank meets the Authority's objective to facilitate the disposition of heater meals and water packets; and

WHEREAS, San Diego Futures Foundation is a state –certified collection point for electronic hazardous waste and a non-profit 501(c)3 organization benefiting the San Diego County region.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the disposition of surplus property (materials and/or equipment) by: (1) donating electronic surplus to San Diego Futures Foundation [SDFF]; (2) sale to the highest bidder; (3) recycling and disposing of unwanted items as scrap; and (4) disposing of heater meals and water packets by donating to San Diego Food Bank; and

BE IT FURTHER RESOLVED that the Board finds that this action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code §21065); and 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 17<sup>th</sup> day of November, 2016, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

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

APPROVED AS TO FORM:

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AMY GONZALEZ  
GENERAL COUNSEL



**STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

**Subject:**

**Reject Claim of K.S.A.N. L.L.C.**

**Recommendation:**

Adopt Resolution No. 2016-0099 rejecting the Claim and Amended Claim of K.S.A.N. L.L.C.

**Background/Justification:**

On September October 10, 2016, K.S.A.N. L.L.C. (KSAN) filed a claim ("Attachment A") with the San Diego County Regional Airport Authority ("Authority"). In its claim, KSAN describes itself as "a licensed taxicab radio service organization doing business under the trade name of Airport Dispatch." KSAN alleges that the imposition of a taxicab fee is an illegal tax under California Constitution Article 13C, violates MTS Order No. 11 and is an illegal gift of public funds. KSAN also alleges that the Authority violated Resolution No. 2012-0057. KSAN alleges that it "refused to add the illegal extra imposed by SDCRAA during the 2016 Fiscal Year to its Rates of Fare for Airport Dispatch subscribers . . . and has not been able to market radio service subscription to airport taxicab companies . . . [and] has been damaged by the illegal imposition of a tax by SDCRAA management." KSAN requests that a nominal fee be imposed for taxicabs and seeks damages for "loss of subscription revenues."

On November 7, 2016 KSAN requested that the Authority enter into a written agreement to extend the 45-day period within which the Authority must take action on the claim. The General Counsel recommends against an extension of time.

The General Counsel has reviewed the claim and the request for extension of time and recommends rejection of both.

**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:**

Not applicable.

**Prepared by:**

AMY GONZALEZ  
GENERAL COUNSEL

October 10, 2016

San Diego County Regional Airport Authority

Attachment A

Document No. CL-273

Filed 10/10/16

SDCRAA

OCT 10 2016

Corporate & Information Governance

**VIA HAND DELIVERY TO SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY CLERK**

San Diego County Regional Airport Authority  
3225 North Harbor Drive  
Commuter Terminal, Third Floor  
San Diego, California 92101

RE: K.S.A.N. L.L.C. vs. SDCRAA - Claim # 1 - FY 2016 Airport Taxicab Trip Tax & Gift of Public Funds

Dear San Diego County Regional Airport Authority,

In order to obtain or exhaust administrative remedies in accordance with Cal. Gov. Code § 910 et seq., I would like to make the following claim for damages incurred by K.S.A.N. L.L.C. due to the violation by San Diego County Regional Airport Authority (SDCRAA) Ground Transportation management of provisions of the California Constitution and the SDCRAA Code. This claim is presented in the format required in Cal. Gov. Code § 910 as follows:

- A. Cal. Gov. Code § 910(a): K.S.A.N. L.L.C., P.O. Box 26221, San Diego, CA 92196;
- B. Cal. Gov. Code § 910(b): P.O. Box 26221, San Diego, CA 92196;
- C. Cal. Gov. Code § 910(c): Fiscal Year 2016: The circumstances occurred during the SDCRAA 2016 Fiscal Year which ended approximately three months ago, which is less than the six month limitations period described in Cal. Gov. Code § 911.2. K.S.A.N. L.L.C. hereby incorporates the June 23, 2016 San Diego County Regional Airport Authority Trip Fee Complaint submitted to Metropolitan Transit System by reference, for the purpose of providing the date, place and other circumstances. See Attachment A.
- D. Cal. Gov. Code § 910(d): See Attachment B;
- E. Cal. Gov. Code § 910(e): Ms. Angela Shafer-Payne, Mr. David Boenitz, Mr. Vernon Evans, Mr. Scott Brickner, and other public employees of SDCRAA involved in Ground Transportation management.
- F. Cal. Gov. Code § 910(f): Unlimited Civil Case.

This claim is being made by K.S.A.N. L.L.C, and not by V.I.P. Taxi Co. Furthermore, this claim is being made solely with regard to the SDCRAA 2016 Fiscal Year, although there is an ongoing violation in the current 2017 Fiscal Year. Claims regarding taxicabs are being organized separately based on different violations and different statutes of limitation.

October 10, 2016

Attachment A

RE: K.S.A.N. L.L.C. vs. SDCRAA - Claim # 1 - FY 2016 Airport Taxicab Trip Tax & Gift of Public Funds

Page 2 of 2

Reverting to a nominal fee, as was the policy for taxicabs at San Diego International Airport for over 30 years, would allow a settlement of this claim and it is the right thing to do for the traveling public. Mr. Vernon Evans, the former Chief Financial Officer of SDCRAA, admitted that the lack of full cost recovery would not have a negative effect on SDCRAA bonds. (See Attachment D.)

Mr. Evans admission was based on an exaggerated \$9.2 million figure which he claimed must be recovered. However, approximately 70% of that \$9.2 million figure was for private vehicles, public transit, and other vehicles, which has never been, and is still not recovered. (See Attachment D.)

On May 16, 2011 the City Attorney of the City of San Diego issued an opinion which did not support the SDCRAA taxicab trip fee. The City Attorney stated, "unless all users of these services are charged fees and the fees do not exceed the reasonable costs to provide the services, the fee would be classified a tax." (See Attachment E.) The fees charged to taxicab passengers are not charged to 70% of the other users of Ground Transportation. Further, the fees exceed the reasonable costs, as evidenced by the \$0.71 per trip which SDCRAA management told taxicab companies to not remit to SDCRAA. Therefore, the SDCRAA Board must reevaluate its full cost recovery policy, and provide a remedy which could include reverting to a nominal fee for taxicab passengers.

It is the goal of K.S.A.N. L.L.C. to minimize the burden on SDCRAA and improve operations at San Diego International Airport. The allegations in this claim are being made in good faith, after extensive research into the facts, without malice towards any individual, and in order to correct SDCRAA violations which, in addition to damaging K.S.A.N. L.L.C., are also a matter of public concern.

In order to mitigate damages and ensure a speedy resolution, I welcome outreach by the Chief Executive Officer, Ms. Thella Bowens, and General Counsel, Ms. Amy Gonzalez, in order to settle this claim and improve operations at San Diego International Airport.

Thank you,



Kamran Hamidi  
K.S.A.N. L.L.C.  
[khsd6920@gmail.com](mailto:khsd6920@gmail.com)  
(858) 692-6920

Attachments:

- Attachment A: Cal. Gov. Code § 910(c) Attachment: - Date, Place, and Other Circumstances
- Attachment B: Cal. Gov. Code § 910(d) Attachment: - Obligation & Damages Incurred
- Attachment C: SDCRAA Resolution 2012-0057 - "All trip fees collected must be remitted to the Authority"
- Attachment D: Vernon Evans, July 1, 2010, SDCRAA Board Meeting Transcript
- Attachment E: Jan Goldsmith, May 16, 2011, City Attorney Opinion Airport Trip Fee May be a Tax



**Attachment A**

**Attachment A: Cal. Gov. Code § 910(c) Attachment: - Date, Place, and Other Circumstances**

Thursday, June 23, 2016

**VIA EMAIL TO KAREN.LANDERS@SDMTS.COM**

Ms. Karen Landers, General Counsel  
Metropolitan Transit System  
1255 Imperial Avenue, Suite 1000  
San Diego, CA 92101-7490  
karen.landern@sdmts.com

Re: June 23, 2016 San Diego County Regional Airport Authority  
Airport Trip Fee Complaint

Dear Ms. Landers,

I would like to lodge the following complaint with Metropolitan Transit System (MTS) in order to obtain or exhaust administrative remedies before filing a lawsuit.

This complaint regards the illegal extra Airport Trip Fee currently being charged by taxicabs operating at San Diego International Airport (SDIA). This complaint is being made without any malice or threats, and solely because the illegal extra Airport Trip Fee is a matter of public concern. This complaint is also being filed as part of the process to obtain protection from whistleblowing retaliation by San Diego County Regional Airport Authority (SDCRAA) or MTS; as an investigation is conducted into the legality of the Airport Trip Fee.

MTS has the sole rate setting authority over all taxicabs in San Diego, including those also permitted by SDCRAA. Therefore, the remedy I seek by this complaint is an immediate suspension of the extra charge to taxi passengers for the Airport Trip Fee, and immediate action by MTS to mandate the immediate removal of the Airport Trip Fee Decals from all taxicabs; until there can be proper presentment and review of the legality of the extra charge as part of the Rates of Fare set by the MTS Board of Directors.

For nearly 10 years, SDCRAA has developed a pattern of causing repeated violations of MTS Ordinance No. 11, and continued violations of our California Constitution's prohibitions on illegal taxes and illegal gifts of public funds. I am including as an attachment, the resolution of my prior complaint from approximately 6 years ago against SDCRAA, dated September 10, 2010.

After my 2010 complaint, the prior MTS General Counsel, Tiffany Lorenzen, stated, "Upon legal review of Mr. Hamidi's complaint, it has been determined by MTS that Mr. Hamidi's complaint is valid..." and MTS suspended collection of the Airport Trip Fee by SDCRAA.

Ms. Lorenzen's findings were made before MTS and SDCRAA attempted to enter into an indemnification agreement; essentially the tendering of valuable insurance for legal costs by SDCRAA, for the benefit of MTS, in exchange for an extra fee being placed on the taximeter. Before the SDCRAA Board reluctantly approved indemnification on January 5, 2012, SDCRAA Chairman Robert Gleason, and SDCRAA board member Paul Robinson, both licensed attorneys, stated that indemnification was "distasteful."

Indemnification is more than distasteful; indemnification is unethical, illegal, and void. If indemnification was legal, private property owners would be able to indemnify MTS in exchange for an extra on the taximeter every time a taxicab picked up a passenger from Sea World, Cross Border Xpress, or even my private gated home neighboring the airport. Public versus private indemnification makes no difference. MTS as the regulator of the taximeter must maintain independence in setting taxicab Rates of Fare.

I genuinely have a high-opinion of your high-ethics based on matters you have handled for MTS in the past. Therefore, I am sure you will disregard indemnification, and exercise independent legal judgment just like Ms. Lorenzen, in your resolution of this matter.

Action by MTS to immediately enjoin all taxi permit holders from demanding an extra, and removal of the Airport Trip Fee decals from all taxicabs, until further review by the MTS Board of Directors, is the legal remedy I seek and it is the right thing to do for the traveling public.

#### BACKGROUND

On July 16, 2015, MTS Taxi Administration received a letter requesting an increase of the taxicab trip fee on the taximeter from David Boenitz, the Director of Ground Transportation at SDCRAA; with a copy sent to SDCRAA Vice President of Operations, Angela Shafer-Payne. Mr. Boenitz made this request without specific presentment to and authorization from the SDCRAA Board of Directors. Mr. Boenitz' letter states:

**"The Airport Authority wishes to immediately exercise its authority to increase the Airport Trip Fee to two dollars seventy one cents (\$2.71).** I understand this change will require that each permit holder submit the Statement of Rates of Fare to MTS as well as to have the taximeter inspected for accuracy. Please assist the Airport Authority in notifying the permit holders and making the necessary arrangement for this change to take place on or before October 1, 2015."



This request was made of MTS in the middle of the SDCRAA 2016 fiscal year which began on July 1, 2015, and ends on June 30, 2016. SDCRAA 2016 Annual Budget includes no specific mention of a request to be made of MTS to place \$2.71 on the taximeter. Instead, SDCRAA 2016 Annual Budget workshop held by the SDCRAA Board on May 11, 2015, included a footnote in the 2016 Annual Budget stating, "The FY 16 meter fee is projected to be **\$2.00**, however, permit fees charged to drivers will exceed the meter fee" (emphasis added).

On July 1, 2015, the first day of the SDCRAA 2016 fiscal year, and after approval of the 2016 Annual Budget by the SDCRAA Board of Directors, the following trip fees were charged to passengers; alternative fuel vehicle (AFV) taxis; and non-alternative fuel (non-AFV) taxis:

- Extra taximeter Airport Trip Fee to all passengers: \$2.00 per trip
- SDCRAA charge to AFV taxis purchased after 10/1/14: \$2.00 per trip
- SDCRAA charge to AFV taxis purchased before 10/1/14: \$2.71 per trip
- SDCRAA charge to non-AFV taxis: \$5.41 per trip

Despite the lack of a specific resolution from the SDCRAA Board, Mr. Boenitz, who is not a licensed attorney in the State of California, or the General Counsel for SDCRAA, stated in his July 16, 2015 letter, under the color of legal authority, "The Airport Authority maintains the Airport Trip Fee is legally permissible to be placed on the taximeter flag drop."

In response to Mr. Boenitz' authoritarian sounding July 16, 2016 letter, MTS Taxicab Administration, without presentment to and approval by the MTS Board of Directors, began the process of allowing the taximeter extra to be increased to \$2.71; from the lower Airport Trip Fee amount previously allowed by the MTS Board of Directors after an attempted and void SDCRAA-MTS indemnification agreement.

On August 17, 2015, Mr. Boenitz sent a letter to all airport taxicab permit holders stating, "On Thursday, October 1, 2015 the Authority will begin charging \$2.71 for each Taxicab fare originating from the Airport...the extra button for the \$2.71 surcharge may be used starting Thursday, October 1, 2015. **The button may not be activated before this date**" (emphasis in the original).

As early as August 2015, overeager airport taxicab permit holders began disregarding Mr. Boenitz and they increased the extra charge on their taximeters to \$2.71, even before \$2.71 SDCRAA decals were available. SDCRAA management was aware of, and permitted, the higher extra charge before Mr. Boenitz' October 1st start date. A September 4, 2015 SDCRAA internal memo shows that taxi passengers were complaining that in August 2015 they were being charged \$2.71 as an extra on the taximeter, although the SDCRAA trip fee decal still stated an extra of \$2.00.

In this internal memo a SDCRAA staff member wrote:

"This created a problem, because his meter shows \$2.71, but the stickers on his dash and windows show the airport fee of \$2.00, so the customers were arguing with him about the price. He can only charge what is on the meter, so it was creating contentious situations with customers."

SDCRAA Ground Transportation staff knowingly allowed taxi permit holders to disregard Mr. Boenitz' October, 1, 2015 start date, and began providing \$2.71 extra decals before October 1, 2015, to avoid the appearance of impropriety to passengers.

Conversely, taxi companies that were not eager to gouge passengers with an increased extra fee were pressured by Mr. Boenitz in the August 17, 2015 letter. Permit holders were warned to add the \$2.71 extra, place decals, and have their vehicles, "...inspected by MTS no later than Friday, October 30, 2015." The letter ends with the threat to all airport taxi permit holders that, "Those who fail to have a MTS inspection completed by this date will be immediately placed out-of-service."

"Out of Service" is a procedural term used by MTS, and is not part of the formal procedural due process that SDCRAA uses for valid SDCRAA permit violations. The use of the term "out-of-service" by Mr. Boenitz indicates that Mr. Boenitz' threat to taxi companies was made under the color of MTS' authority.

Subsequent to Mr. Boenitz' pressure and threats, taxicab companies at San Diego International Airport increased the extra fee charged on the taximeter to \$2.71, and added a \$2.71 Airport Trip Fee decal. By November 2015, the amounts charged at beginning of the 2016 fiscal year, increased in the middle of the same 2016 fiscal year to:

- Extra taximeter Airport Trip Fee to all passengers: \$2.71 per trip
- SDCRAA charge to AFV taxis purchased after 10/1/14: \$2.00 per trip
- SDCRAA charge to AFV taxis purchased before 10/1/14: \$2.71 per trip
- SDCRAA charge to non-AFV taxis: \$5.41 per trip

As a result, SDIA taxicab passengers today are faced with an increase of \$0.71 in the taxicab trip fee, from what they had previously been charged for cost recovery in the same 2016 SDCRAA fiscal year.

This \$0.71 extra is currently being remitted to SDCRAA for AFV taxis purchased before 10/1/14. However, for AFV taxis purchased after 10/1/14, **the \$0.71 extra is not being remitted to SDCRAA, and the difference between the \$2.71 charged to passengers and \$2.00 charged by SDCRAA is public money that is currently being kept by the taxicab companies.**



June 23, 2016

Attachment A

SDCRAA Airport Trip Fee Complaint

Page 5 of 13

Taxicab passengers are being misled by the SDCRAA "\$2.71 Airport Trip Fee" decal to believe that the \$2.71 is being paid to SDCRAA for cost recovery. Instead, taxi companies are currently keeping public monies at the behest of SDCRAA management.

Prior to the 2016 SDCRAA fiscal year, SDCRAA collected all trip fees, and then issued illegal gifts of public funds in the form of large checks issued to the taxi companies. These checks, as large as \$2500 per AFV taxi, were labeled "cash based incentives" and issuance began immediately after MTS allowed the Airport Trip Fee to be charged on the taximeter as an extra. Taxi companies converted over 350 taxicabs to AFV taxis. Now, as a result of the authoritarian sounding letter of Mr. Boenitz which was copied to Ms. Shafer-Payne, SDCRAA management is knowingly and carelessly allowing taxi companies to take the Airport Trip Fee from taxi passengers and keep public monies directly without remittance.

Airport Dispatch/V.I.P. Taxi Co. Rates of Fare

V.I.P. Taxi Co. purchased an AFV taxi after 10/1/14. As a result, SDCRAA management made a series of attempts to pressure and entice V.I.P. Taxi Co. to charge passengers \$2.71 extra, and remit only \$2.00.

V.I.P. Taxi Co. has Rates of Fare common to Airport Dispatch radio service organization. Airport Dispatch is the only radio service with a taxicab permitted at SDIA which does not include the \$2.71 in its filed Rates of Fare. Both V.I.P. Taxi Co. and Airport Dispatch radio service, refused to sign the MTS Statement of Rates of Fare to increase the extra charge on the taximeter to \$2.71.

In response to the refusal by V.I.P. Taxi Co. to charge taxi passengers at San Diego International Airport \$2.71 extra, and in order to maintain the semblance of uniformity of the illegal extra charge to passengers, on November 12, 2015 SDCRAA management sent an email to V.I.P. Taxi Co. stating:

"Per our Director of Ground Transportation, we are placing your airport taxi out of service until the taximeter reflects the current \$2.71 trip fee. I will need a confirmation from MTS once the fee has been applied to the taximeter."

This email was followed by an email by Mr. Boenitz on November 12, 2015 claiming, "The trip fee is imposed as a result of the Board's action. I am responsible for implementing their directives."

On November 14, 2015 an SDCRAA Airport Traffic Officer, through use of the limited SDCRAA police power to issue parking citations, issued a citation and ordered V.I.P. Taxi Co. out of San Diego International Airport taxi line, with the direction to not return until the taximeter was updated to \$2.71 with approval by MTS.

Despite the emails and action by the SDCRAA management and the SDCRAA Airport Traffic Officer, V.I.P. Taxi Co. still refused to charge passengers \$2.71 extra.

Seeing V.I.P. Taxi Co. unwavering, on November 18, 2015, SDCRAA management sent a final email and still attempted to entice V.I.P. Taxi Co. to increase the extra charged to passengers by stating, "You will be collecting \$2.71 from airport customers as required by airport policy. But, since you have invested in an Alternative Fuel Vehicle, you'll only be required to remit \$2.00 per trip to the airport."

Rather than giving into the pressure, V.I.P. Taxi Co. and Airport Dispatch, sustained damages in terms of (1) V.I.P. Taxi Co.'s lower volume of taxi trips and lost profits; and (2) Airport Dispatch's lower volume of radio service subscriptions because of the inability to market radio service to SDCRAA permit holders without the illegal \$2.71 Airport Trip Fee.

#### Fiscal Year 2017 - 2021 Airport Trip Fee Increases

The SDCRAA 2017 fiscal year proposed budget includes further increases to the Airport Trip Fee for 2017-2021. All these increases are greater than the \$1.50 Airport Trip Fee, which the MTS Board of Directors allowed to be placed on the taximeter after SDCRAA's indemnification. Since inception the entire full cost recovery scheme of SDCRAA is based on bogus and exaggerated charges. SDCRAA imposes an illegal tax upon taxi passengers with the Airport Trip Fee, based on bogus costs for items such as exaggerated depreciation, and then illegally gifts this public money back to taxi companies either in the form of checks, or unremitted trip fee money.

Transcripts of SDCRAA Board of Directors meetings for the last 8 years are riddled with admissions from board members, management, and General Counsel that prove SDCRAA's ongoing Airport Trip Fee scheme is not actually cost recovery, but rather an illegal taxing and illegal gifting scheme. The cost recovery structure of SDCRAA has changed and ballooned from \$9,200,000 when MTS first allowed the taximeter extra button to be used for SDCRAA cost recovery; to \$13,200,000 in fiscal year 2014; \$14,200,000 in the current fiscal year; and \$15,300,000 projected in fiscal year 2018.

The most recent and blatant admission that the Airport Trip Fee is not based on actual cost recovery was from the Chief Financial Officer, Scott Brickner. During March 17, 2016 SDCRAA Board meeting, while discussing the full cost recovery policy of SDCRAA as it relates to Ground Transportation, which includes taxicabs, Mr. Brickner suddenly revealed, **"I would just note that cost recovery from a financial perspective isn't the best for us because of our debt covenants, so if we are only recovering our costs it's a 1 to 1 ratio, and we're trying to get to a 1.5 per Board policy."**



The ratio Mr. Brickner referred to has been above 2.0 in past years, with a minimum set at 1.25, making charges more than two times higher than actual cost recovery.

The current Chairman of SDCRAA, Robert Gleason, initially voted against starting an Airport Trip Fee on January 7, 2010 and before voting no, made the prescient remark, "I think if we start charging trip fees it is going to be very addictive; my amendment would be to remove the trip fee for taxicabs." Chairman Gleason's wise amendment was disregarded in 2010, in favor of the staff recommendation supported by five board members, the only one of whom that is still on the SDCRAA Board is Jim Desmond.

Today, San Diego County Regional Airport Authority is addicted to the Airport Trip Fee and it is stealing from taxicab passengers in order to feed its addiction.

#### SUMMARY OF ARGUMENT

The current \$2.71 Airport Trip Fee imposed on the taximeter as an extra is an illegal charge because (A) the \$2.71 extra is not paid to SDCRAA in violation of MTS Ord. No. 11, Section 2.2(b); (B) the \$2.71 extra is greater than the current maximum rate approved by the MTS Board of Directors in violation of MTS Ord. No. 11 Section 2.2(h); (C) the Airport Trip Fee extra is an illegal special tax under California Constitution, Article 13C, Local Government Tax Limitation; and (D) the Airport Trip Fee extra is a component of an illegal gift of public funds kickback scheme by SDCRAA in violation of California Constitution Article 16, Section 6.

#### ARGUMENT

##### A. \$2.71 EXTRA NOT PAID TO SDCRAA VIOLATES MTS ORD. NO. 11, SECTION 2.2(b)

Section 2.2 - Rates of Fare, Subsection (b), of MTS Ord. No. 11 states:

"Taxicab trips from San Diego International Airport shall be at a uniform rate of fare. Rates for trips originating at the airport may include an extra charge equal to the Airport Trip Fee assessed against the individual taxicab operator by the San Diego County Regional Airport Authority. **The extra may not be charged on any trip that does not originate at the airport or on any trip where the taxicab operator does not pay the fee to the San Diego County Regional Airport Authority...**" (emphasis added).

Currently, all AFV taxi operators at San Diego International Airport who purchased their AFV taxis after 10/1/14 are charging an extra \$2.71 Airport Trip Fee to each passenger, **\$0.71 of which is not being paid to the San Diego County Regional Airport Authority in violation of Section 2.2(b)**. Rather, as stated in the November 18, 2016 email from management, "You will be collecting \$2.71 from airport customers as required by airport policy. But, since you have invested in an Alternative Fuel Vehicle, you'll only be required to remit \$2.00 per trip to the airport." Passengers seeing the \$2.71 Airport Trip Fee decal are being misled to believe that they are paying \$2.71 to SDCRAA, and are unaware that for every trip taxi companies are illegally keeping \$0.71 of the public monies they contribute to SDCRAA for cost recovery.

This illegal keeping of the public monies is akin to Walmart or another retailer illegally retaining and profiting from sales tax money paid by customers, rather than remitting those funds to the State Board of Equalization.

Moreover, the ease of which SDCRAA management allows the extra amount to be kept by taxi companies, and not paid to SDCRAA, shows a blatant disregard by SDCRAA for MTS Ord. No. 11. SDCRAA is knowingly violating MTS Ord. No. 11 because SDCRAA's very own Resolution 2012-0057, passed by the SDCRAA Board unanimously on May 3, 2012, includes in its recitals the same full remittance rule of MTS Ord. No. 11, Section 2.2(b):

"WHEREAS, once the taxicab trip fees are placed on the taxicab meter and charged to passengers, all trip fees collected must be remitted to the Authority in order to comply with the provisions of Cal. Constitution Article XIIIIC."

MTS must exert its authority in order to deter SDCRAA from disregarding MTS Ord. No. 11.

Thus, in order to stop the ongoing violation of MTS Ord. No. 11, Section 2.2(b), MTS must take immediate action to halt the Airport Trip Fee extra charge to taxicab passengers.

B. \$2.71 EXTRA IS GREATER THAN THE CURRENT MAXIMUM RATE APPROVED BY THE MTS BOARD IN VIOLATION OF MTS ORD. NO. 11 SECTION 2.2(h)

Section 2.2(h) of MTS Ord. No. 11 states:

"It shall be unlawful for any permit holder and/or driver of a taxicab or LSV to demand of a passenger a charge for hire which is greater than the current maximum rate approved by the Board pursuant to Section 2.2 (a) or (b) of this Ordinance."



The \$2.71 extra charge was never specifically presented to and approved by the MTS Board of Directors. The maximum rate approved by the Board after indemnification was \$1.50 extra per airport trip. Per Section 2.2(h) the MTS Board may not delegate its taximeter fare setting authority to MTS management, SDCRAA management, or to the SDCRAA Board. Section 2.2(h) states "...the current maximum rate must be approved by the Board..." of MTS only. Mr. Boenitz claim under the color of authority that SDCRAA Board action resulted in an imposition and increase of the Airport Trip Fee to \$2.71 is irrelevant, because, per Section 2.2(h), only the approval of the MTS Board matters for purposes increases to the current maximum rate on the taximeter.

SDCRAA must not be allowed to increase taxicab rates of fares with such claims of authority, and MTS must preclude future attempts by SDCRAA management and MTS management to change the maximum rates of fare without MTS Board approval. SDCRAA management must be deterred from having the authoritarian belief, stated in Mr. Boenitz' July 16, 2016 letter, that SDCRAA management can "...immediately exercise its authority..." to access the taximeter for increases, as a management decision alone, unfettered by MTS Board as the regulator. The current \$2.71 extra charge violates Section 2.2(h) because it was not specifically presented to and approved by the MTS Board.

Thus, in order to stop the ongoing violation of MTS Ord. No. 11, Section 2.2(h), MTS must take immediate action to halt the Airport Trip Fee extra charge to taxicab passengers.

C. AIRPORT TRIP FEE EXTRA IS AN ILLEGAL SPECIAL TAX UNDER CALIFORNIA CONSTITUTION, ARTICLE 13C, LOCAL GOVERNMENT TAX LIMITATION

Article 13C, Section 2(d) of the California Constitution states, "No local government may impose, extend, or increase any special tax, unless and until, that tax is submitted to the electorate and approved by a two-thirds vote."

SDCRAA is a local government, specifically a special district, which has imposed a special tax of \$2.71 extra, which has not been submitted to the electorate and approved by a two-thirds vote.

SDCRAA has exaggerated its cost recovery estimates with phony depreciation and other charges in order to attempt to evade the prohibition on illegal taxes. If the current extra charge which MTS Taxi Administration management, and not the MTS Board, has allowed is actual and reasonable cost recovery, private taxicab companies would not be encouraged by SDCRAA to keep and not remit public funds.

The conduct of SDCRAA for the past six years causing violations of the prohibitions against illegal taxes are so egregious, that MTS must now reevaluate whether the taximeter extra is being used in order to impose an illegal tax upon taxicab passengers. The cost recovery structure of SDCRAA has changed and ballooned in the annual budgeted amounts from \$9,200,000 when MTS Board first allowed the lower extra on the taximeter for SDCRAA cost recovery; to \$13,200,000 in fiscal year 2014; \$14,200,000 in the current fiscal year; and \$15,300,000 projected in fiscal year 2018. The alarming rate of increase in annual budgeted cost recovery amounts alone must give MTS probable cause to find the taximeter extra being used for charges that are illegal special taxes rather than actual and reasonable costs. With unfettered access to the taximeter, SDCRAA has every greedy incentive to impose ever-increasing taxes upon the traveling public.

These ever-increasing annual cost recovery exaggerations, are compounded by the Chief Financial Officer's very recent March 17, 2016 admission on record that, "Cost recovery from a financial perspective isn't the best for us because of our debt covenants, so if we are only recovering our costs it's a 1 to 1 ratio, and we're trying to get to a 1.5 per Board policy." The fact that this ratio has been above 2.0 in past years, with a minimum set at 1.25, is further evidence of special taxes as multiples of the 1 to 1 ratio, which the Chief Financial Officer admitted would "only" be cost recovery. As a result of this admission, the MTS Board must investigate whether because of these ratios the taximeter is being used to impose special taxes upon the traveling public.

In addition to the admission from the Chief Financial Officer, the same former General Counsel of SDCRAA, who helped draft the void indemnification agreement, had summarily asserted the effective date of Proposition 26 as an alleged defense to charges of an illegal tax. The effective date of Proposition 26 does not change the result that the Airport Trip Fee violates the Article 13C prohibition on illegal taxes. Article 13C, Section 2(d) and related statutory code sections prohibiting illegal taxes have existed continuously since long before the existence of Proposition 26. Thus, the summarily asserted defense that the Airport Trip Fee was imposed before the Proposition 26 effective date, is incorrect legal analysis of the former General Counsel of SDCRAA, and must not be relied upon by MTS, because it is not the right thing to do for the traveling public.

Thus, because taxi passengers continue to be illegally taxed every day, MTS must take immediate action to halt the Airport Trip Fee extra charge to taxicab passengers.



D. AIRPORT TRIP FEE EXTRA IS A COMPONENT OF AN ILLEGAL GIFT OF PUBLIC FUNDS KICKBACK SCHEME BY SDCRAA IN VIOLATION OF CALIFORNIA CONSTITUTION, ARTICLE 16, SECTION 6

Article 16, Section 6 prohibition on gifts of public funds, proscribes state government "...power to make any gift or authorize the making of any gift, or any public money or thing of value to any individual, municipal or other corporation..."

SDCRAA has provided such illegal gifts of public funds in the form of checks for as large as \$2500 to private taxi companies which purchased AFV vehicles. Checks began to be issued as soon as MTS allowed the Airport Trip Fee to be added to the taximeter. Previously, when taxi companies, rather than passengers, were charged the Airport Trip Fee, a lower amount was charged upfront to taxi companies. After SDCRAA was allowed to charge a higher Airport Trip Fee to passengers, SDCRAA immediately began kicking back checks as large as \$2500 as a new "cash based incentive." The timing of this "cash based incentive" after the activation of the extra on the taximeter by MTS, shows that the taximeter is being abused by SDCRAA; and that the "cash based incentives" are really illegal gifts of public funds. Currently, rather than washing the Airport Trip Fee money through the Airport Authority and issuing checks, SDCRAA is illegally gifting \$0.71 per trip without full \$2.71 remittance.

SDCRAA claims that it is offering incentives to taxi companies with alternative fuel vehicles in order to comply with a Memorandum of Understanding it signed with the Attorney General in 2008; however, that Memorandum of Understanding is completely silent as to taxicabs and only regards airport shuttles. There is no cost recovery or public purpose for the gifting of potentially millions of dollars, which inure to the private benefit of taxi companies from public funds directly, rather than incidentally.

Hypothetical MTS Trip Fee Example

MTS's charges an annual fee of \$600 directly to taxi companies for cost recovery. MTS does not charge taxi passengers thousands of dollars more for a "MTS Trip Fee" on the taximeter, followed by illegal gift "rebate checks" back to the taxi companies.

In the past when MTS has considered lowering its annual cost recovery fee it was proposed as a lower annual fee upfront; rather than charging extras on the taximeter to passengers, followed by illegal gifts of "rebate checks" back to taxi companies. MTS must not allow SDCRAA to engage in a practice that would be illegal if MTS engaged in it itself.

For over 30 years taxis at SDIA were charged nominal cost recovery, sometimes as low as \$200 a year. If SDCRAA wanted to discount its cost recovery, it could have continued to do so by charging a lower amount upfront; but once airport taxi passengers were charged, the \$2.71 Airport Trip Fee became public funds and the use of "rebate" checks, rather than a lower charge upfront, is an illegal gift of public funds.

Thus, in order to stop public funds from being illegally gifted everyday, MTS must take immediate action to halt the Airport Trip Fee extra charge to taxicab passengers.

#### CONCLUSION AND PRAYER FOR RELIEF

This complaint is being filed with MTS in order end the illegal past, current, and future Airport Trip Fee schemes by SDCRAA.

In essence SDCRAA has (1) created phony depreciation and other charges in order to exaggerate its cost recovery estimates; (2) attempted to indemnify MTS in order to impose that illegal special tax as an extra on the taximeter; (3) attempted to wash that illegal tax money through Airport Authority public funds; and (4) illegally gifted that public money back to private taxi companies.

SDCRAA has done this for years with impunity, but now, rather than washing the money through the Airport Authority, it is knowingly and carelessly allowing taxi companies to keep a portion of the Airport Trip Fee money directly, as part of a SDCRAA kickback scheme of which taxi passengers are unaware.

MTS enables SDCRAA to engage in this 4-step illegal kickback scheme by allowing the Airport Trip Fee to be added as an extra on the taximeter. Every additional day that this continues, passengers will have money stolen from them with MTS knowledge. The public trusts MTS to remain vigilant in its regulatory and enforcement responsibilities and to not condone this illegal conduct through use of the taximeter. MTS has the authority to immediately stop the violations of Sections 2.2(b) and 2.2(h) and send a strong message to SDCRAA to not to play with the taximeter.

In order to comply with the legal doctrine of exhaustion of administrative remedies, this complaint seeks enforcement action by MTS to immediately (1) suspend the Airport Trip Fee extra charge and deactivate the extra button on all taximeters (2) send written notice to all taxicab permit holders, with a copy provided to SDCRAA, which prohibits Airport Trip Fee demands by taxicab drivers, and mandates removal of the Airport Trip Fee decals by taxicab permit holders; followed by citations and suspension or revocation of MTS taxi permits, and driver identification cards, for those who do not comply.



June 23, 2016

Attachment A

SDCRAA Airport Trip Fee Complaint

Page 13 of 13

In October 1970, the Mayor of San Diego and 7 elected City Council members and 1 unelected public official were indicted for illegally increasing taxicab Rates of Fare. Airport Dispatch does not want to illegally increase taxicab Rates of Fare; and therefore seeks action by MTS to immediately cease the collection the Airport Trip Fee on the taximeter, until further review of its legality can be conducted by the MTS Board of Directors, now that MTS has been presented evidence which can give MTS probable cause to believe that the San Diego County Regional Airport Authority's Airport Trip Fee is illegal.

Sincerely,

A handwritten signature in black ink, appearing to read "Kamran Hamidi". The signature is stylized with a large, sweeping initial 'K' and a long, trailing flourish.

Kamran Hamidi, Esq.

Attachment: September 10, 2010, MR. KAMRAN HAMIDI - TRIP FEE COMPLAINT

## Attachment A

### Attachment B: Cal. Gov. Code § 910(d) Attachment: - Obligation & Damages Incurred

K.S.A.N. L.L.C. is a licensed taxicab radio service organization doing business under the trade name of Airport Dispatch. Taxicab Rates of Fare in the City of San Diego must be common to the radio service organization. Rates of Fare include extras, such as the illegal extra imposed upon taxicab passengers by SDCRAA for the SDCRAA Airport Trip Fee. K.S.A.N. L.L.C. cannot be used as an instrument in order to execute SDCRAA's violation of the California Constitution's prohibition on illegal taxes, which includes the Local Government Tax Limitation of Article 13C, Section 2(d), and the prohibition on gifts of public funds in Article 16, Section 6.

K.S.A.N. L.L.C. refused to add the illegal extra imposed by SDCRAA during the 2016 Fiscal Year to its Rates of Fare for Airport Dispatch subscribers. As a result, K.S.A.N. L.L.C., despite its Airport Dispatch trade name, has not able to market radio service subscriptions to airport taxicab companies. Therefore, K.S.A.N. L.L.C. has been damaged by the illegal imposition of a tax by SDCRAA management.

In addition to the damage incurred by K.S.A.N. L.L.C. due to the violations of the California Constitution's prohibition on illegal taxes and prohibition on gifts of public funds, as described in Attachment A, SDCRAA has violated its own May 3, 2012 Resolution 2012-0057. (See Attachment C.) SDCRAA Resolution 2012-0057 states:

**“WHEREAS, once the taxicab trip fees are placed on the taxicab meter and charged to passengers, all trip fees collected must be remitted to the Authority in order to comply with the provisions of Cal. Constitution Article XIII C.”**

Further, during the May 3, 2012 SDCRAA Board meeting the SDCRAA Chief Financial Officer, Mr. Vernon Evans, stated that, “All trip fees collected from taxicab passengers must be remitted to the authority.” As described in Attachment A, SDCRAA management directed taxi companies to not remit all trip fees charged to passengers.

Therefore, SDCRAA management violated SDCRAA Board Resolutions to which it had an obligation to abide. This violation also damaged K.S.A.N. L.L.C. because K.S.A.N. L.L.C. cannot authorize potential subscribers to impose an extra on the taximeter which violates SDCRAA Resolution 2012-0057. Therefore, K.S.A.N. L.L.C. has been damaged because the violation of Resolution 2012-0057 by SDCRAA management has prevented K.S.A.N. L.L.C. from legally adding airport taxi subscribers to Airport Dispatch and this has resulted in lost subscription revenues.

**This claim seeks redress in the form of (1) remediation for illegal trip taxes imposed upon taxicab passengers and (2) payment of compensatory damages to K.S.A.N. L.L.C. due to the loss of ability to market radio service subscriptions to taxicabs operating and San Diego International Airport.**

K.S.A.N. L.L.C. cares about improving the management of taxicabs at San Diego International Airport and this claim is not being made maliciously. Therefore, although K.S.A.N. L.L.C. is interested in reaching an immediate monetary settlement which mitigates damages, K.S.A.N. L.L.C. is also open to a non-monetary settlement of damages, upon outreach by the Chief Executive Officer and the General Counsel in good faith.



RESOLUTION NO. 2012-0057

**A RESOLUTION OF THE BOARD OF THE  
SAN DIEGO COUNTY REGIONAL AIRPORT  
AUTHORITY APPROVING MODIFICATIONS TO  
THE VEHICLE CONVERSION INCENTIVE-BASED  
PROGRAM RELATED TO TAXICAB ALTERNATIVE  
FUEL VEHICLE INCENTIVES**

WHEREAS, the Board of the San Diego County Regional Airport Authority (Authority) has previously APPROVED and ADOPTED the Ground Transportation Vehicle Conversion Incentive-Based Program (Incentive Program) in accordance with the terms and conditions of the Memorandum Of Understanding (MOU) with the California Attorney General; and

WHEREAS, the Incentive Program provides reduced user fees (i.e., annual permit fees and/or trip fees) for Alternative Fuel Vehicles (AFVs) and Clean Air Vehicles (CAVs), but increased user fees for non-AFVs and non-CAVs; and

WHEREAS, MTS has authorized taxicabs permitted to serve the San Diego International Airport (SDIA) to place trip fees on the taxicab meter; and

WHEREAS, once the taxicab trip fees are placed on the taxicab meter and charged to passengers, all trip fees collected must be remitted to the Authority in order to comply with the provisions of Cal. Constitution Article XIIC; and

WHEREAS, Authority staff recommends a modification to the Incentive Program to replace the reduced user fee incentive program for taxicab AFVs and CAVs with a cash-based incentive program and at least a partial waiver of permit fees, beginning July 1, 2012 (FY 2013) and lasting through FY 2016 (as depicted in Attachment A); and

WHEREAS, incentive payments and permit fee waivers (if applicable) are estimated to approximately equal the amount of discount that would have been received under the original Incentive Program; and

WHEREAS, the modifications being recommended to the Incentive Program are for taxicabs only and there are no proposed changes to the existing program for other modes of transportation; and

WHEREAS, the staff recommends that the modifications to the Incentive Program be approved and adopted by the Board on May 3, 2012, but with an effective date of July 1, 2012; and



Attachment A

1 JAMES DESMOND: I just have a question back to the recovery and how  
2 we're doing it. The 9.2 million is that an annual number we need to  
3 recover?

4  
5 VERNON EVANS: That is correct.

6  
7 JAMES DESMOND: That is an annual number we have to recover, 9.2  
8 million.

9  
10 JAMES DESMOND: So the 9.2, so if we only collect a quarter or half  
11 of it next year we are behind.

12  
13 VERNON EVANS: That is correct.

14  
15 JAMES DESMOND: How would that affect us as far as going to the bond  
16 market, is there any negative implications as to well you're trying  
17 to recover these costs but now you're spreading them out, or is that  
18 even looked at?

19 VERNON EVANS: Being truthful?

20  
21 JAMES DESMOND: Yes, please (laugh).

22  
23 VERNON EVANS: Because of the dollar amount that's involved with it I  
24 mean it is being phased out over the 9.2 million, the key is that we..  
25 you know...i mean that is a small part of our revenue, to be truthful,  
26 so the key is that it probably would not be up on the spotlight as  
27 heavily, I mean basically, I mean it wouldn't have a negative effect  
28 on us per se...

MARY JO LANZAME  
ASSISTANT CITY ATTORNEY

RYAN PAUL KOHUT  
DEPUTY CITY ATTORNEY

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Jan I. Goldsmith  
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May 16, 2011

REPORT TO HONORABLE MAYOR AND CITY COUNCIL

**LEGAL ISSUES RELATED TO THE PROPOSED CITY ENDORSEMENT OF THE  
AIRPORT AUTHORITY'S TAXICAB TRIP FEE**

**INTRODUCTION**

The San Diego Metropolitan Transit System (MTS), on behalf of the City of San Diego, regulates the taxicab industry within the City. In this capacity, MTS determines how metered taxicab rates are calculated and enforces a prohibition on taxicab operators from charging passengers in excess of the metered fare. The San Diego Regional Airport Authority (Airport Authority) has imposed a \$0.50 per trip fee (Trip Fee) on taxicab trips originating from the San Diego International Airport (Airport). The Airport Authority has requested that MTS add the Trip Fee to all metered fares originating from the Airport. MTS has requested that the City provide policy guidance to MTS on the question of whether to implement the Airport Authority's request. This memo is intended to address the legal implications to the City should the City endorse the Airport Authority's request to add the Trip Fee into the MTS taxicab meter fares.

**QUESTION PRESENTED**

Is the Airport Authority Trip Fee a tax that requires voter approval under Proposition 26?

**SHORT ANSWER**

Maybe. Airport Authority proposes to add the Trip Fee to the taxicab meter fares. This would allow for the fee to be collected directly from taxicab passengers as opposed to the taxicab operators under current practice. This fee is a charge, levy, or exaction and therefore a tax unless it falls under one of the exceptions provided within Proposition 26. It is possible that a court may find the fee to be a charge for the use of local government property and thus not a tax. However, the nexus between the taxicab which is using the local government property and the passenger who is paying the fee is attenuated. Until the courts have an opportunity to interpret Proposition 26, the status of the Trip Fee will remain unclear.

**BACKGROUND**

MTS is authorized by California Public Utilities Code section 120266 to enter into contracts to regulate transportation services within a city in its area of jurisdiction. Since July of 1988, the City has delegated to MTS its authority to regulate the operation of taxicabs and other vehicles for hire. This authority includes the collection and administration of all fees, fines, and forfeitures related to taxicabs.



The Airport Authority was created by California Assembly Bill 93 enacted on October 14, 2001, with a mission to operate and manage the Airport. On January 7, 2010, the Airport Authority adopted by resolution a Comprehensive Ground Transportation Management Plan (Ground Transportation Plan)<sup>1</sup>. This Plan identified various users of ground transportation facilities at the Airport and identified sources of revenue from these users to fund the general capital, operational, and maintenance costs of the Airport. Among these users of ground transportation facilities at the Airport are taxicabs. The Plan outlines a combination of yearly permit fees and per trip fees for taxicabs with the stated intent to generate revenue to recover costs to support ground transportation at the Airport. The Plan also examines the possibility of charging privilege fees to other types of businesses that benefit from the presence of the Airport.

Upon adoption of the Plan, the Airport Authority began imposing a \$0.50 Trip Fee on taxicab operators leaving the Airport. The Trip Fee was not approved by the California State Legislature nor was it approved by voter proposition. Taxicab operators are currently prohibited from passing this Trip Fee onto the taxicab passenger by MTS Ordinance 11 which makes it unlawful for a taxicab operator to charge a passenger more than the taxicab meter fare. MTS Ordinance 11, section 2.2(i), adopted on August 7, 2003.

On November 2, 2010, the voters of the State of California passed Proposition 26. Proposition 26 amended article XIII C of the California Constitution by redefining a tax as "any levy, charge, or exaction of any kind imposed by a local government" with a series of exceptions. The intent of this Proposition is to curtail the use of fees as a means for the State and local governments to raise additional revenues without being adopted by two-thirds of the state legislature for state taxes, or by voter approval for taxes enacted by local governments. Because it is new, the Courts have not yet had the opportunity to interpret Proposition 26. How Proposition 26 may apply to different fees and charges is uncertain, and is the subject of discussion among public agencies statewide.

### ANALYSIS

The use of fees to generate revenues to support the operation of commercial airports has been common practice both within California and throughout the country. Within the Airport Authority enabling legislation, this practice was anticipated in that "[t]o the extent practicable, the authority shall endeavor to maximize the revenues generated from enterprises located on the property of the authority." Cal. Pub. Util. Code § 170064(c).

Prior to Proposition 26, the Fourth District Court of Appeals upheld a fee imposed by the Orange County Board of Supervisors, based upon the gross receipts of rental car companies operating in the proximity of, but not within, John Wayne Airport. This fee was challenged on the grounds that it was a special tax and thus required voter approval under article XIII C of the California Constitution. The Court upheld this fee on the basis that an off premises rental car company derives a benefit flowing "from all phases of the Airport operation." *Alamo Rent-a-Car, Inc. v. Board of Supervisors of Orange County*, 221 Cal. App. 3d 198, 208 (1990). Thus the fee being charged to a business taking advantage of its proximity "need not relate only to use of the airport roads and shuttle stops, but may apply to general airport maintenance and operational costs." *Id.* at 207. The fee is charged not for the right to use the airport ground transportation

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<sup>1</sup> Resolution 2010-0006: A Resolution of the Board of the San Diego Regional Airport Authority Approving the Implementation of the Comprehensive Ground Transportation Management Plan, Jan. 7, 2010.



facilities, but is levied for the economic benefit gained from operating near the airport. Proposition 26 has considerably changed the definition of what is considered a 'tax' within article XIII C of the California Constitution. It is not clear that the rationale of *Alamo* would apply today.

## **I. THE AIRPORT AUTHORITY IS SUBJECT TO THE RESTRICTIONS OF PROPOSITION 26.**

The Airport Authority was created by California Assembly Bill 93, which added Public Utilities Code sections 170000-170084, also known as the San Diego Regional Airport Authority Act (Airport Authority Act). The Airport Authority Act provides in detail the purpose, scope, and governance of the Airport Authority and directs the Airport Authority to raise the revenues necessary to fund its operations. The Airport Authority Act further specifies that these sources of revenue may include "imposing fees, rents, or other charges for facilities, services, the repayment of bonded indebtedness, and other expenditures consistent with the purposes of the authority." Cal. Pub. Util. Code § 170064(b). The legislature did not grant the Airport Authority taxation powers to generate revenue to fund their operations.

The Airport Authority is considered a "special district" as it was formed pursuant to general law for the "local performance of governmental or proprietary functions within limited geographic boundaries." Cal. Const. art. XIII C, § 1(c). Furthermore, local governments are defined to include any "special district." Cal. Const. art. XIII C, § 1(b). Therefore, the Airport Authority is a local government subject to the provisions of article XIII C of the California Constitution related to taxation.

## **II. AIRPORT AUTHORITY TRIP FEE MIGHT BE CONSIDERED A TAX WITHIN THE MEANING OF PROPOSITION 26.**

### **A. The Airport Authority Trip Fee meets the general definition of tax under Proposition 26.**

Tax is defined as "any levy, charge, or exaction of any kind imposed by a local government" unless one of seven exceptions apply. Cal. Const. art. XIII C, § 1(e). This definition is deliberately broad and intended to foreclose any classification that does not specifically fall within one of the given exceptions as a tax. The proposed Airport Authority Trip Fee is certainly a levy, charge, or exaction, and is being imposed by a local government. Therefore, it is a tax subject to the voter approval provisions of article XIII C, section 2 of the California Constitution unless it falls under one of the listed exceptions.

### **B. The Airport Authority Trip Fee might fall within the exceptions to the definition of a tax listed within Proposition 26.**

Proposition 26 includes several exceptions to its general definition of tax for which voter approval is not required. The exceptions that might apply to the Trip Fee are discussed below.

#### **1. Specific Benefit**

A charge imposed for a specific benefit conferred or privilege granted directly to the payor that is not provided to those not



charged, and which does not exceed the reasonable costs to the local government of conferring the benefit or granting the privilege.

Cal. Const. art. XIII C, § 1(e)(1).

Currently, the Trip Fee is paid by taxicab operators to the Airport Authority. However, if the City were to endorse the Airport Authority's proposal and MTS were to incorporate the Trip Fee into the taxicab meter fares, then the fee would be paid by the airport patrons who use a taxicab to leave the Airport. It could be argued that the passenger who elects to pay this fee is granted the benefit or privilege to use the ground transportation facilities to leave the Airport via taxicab. Other commercial users of ground transportation facilities at the Airport, such as limousines, charter buses, and hotel courtesy buses also pay various fees to operate at the Airport.<sup>2</sup> However, private vehicles, rental car courtesy buses, and public transit operators pay no fee to use the Airport's roadways.<sup>3</sup>

A specific benefit or privilege provided to those paying the fee must be denied to those not charged. In this case, the taxicab fee is imposed to offset costs incurred to the Airport Authority in providing ground transportation facilities at the Airport. The Ground Transportation Plan estimates that 59.7 percent of all ground transportation expenses are attributable to private vehicles. These private vehicles are not subject to any fee for using the Airport's roadways. While the court in *Alamo* found that "fair and reasonable" fees assessed to those benefiting from their "exploitation of the presence of the Airport" were not taxes subject to super majority legislative or voter approval, it is likely that this interpretation has been superseded by the plain language of Proposition 26. *Alamo*, 221 Cal. App. 3d at 208. Unless all users of the Airport's ground transportation facilities are charged a Trip Fee, it is likely that this exception would not apply and any fee would be found to be a tax.

Setting the benefit/privilege criteria of the exception, the amount of the Trip Fee itself appears to be reasonable. The Ground Transportation Plan states that in Fiscal Year 2009, the Airport Authority's annual costs to provide, operate, and maintain the ground transportation facilities at the Airport to be approximately \$9.2 million and that approximately 6,669,000 vehicles trips were made using the Airport's ground transportation facilities.<sup>4</sup> By dividing the \$9.2 million in ground transportation costs by the 6,669,000 trips in Fiscal Year 2009 an approximate per trip fee of \$1.38 for all vehicles can be determined.<sup>5</sup> As the \$0.50 Trip Fee currently being charged taxicab operators is less than the \$1.38 per trip needed to achieve full cost recovery for all vehicles using the Airport, it is likely that the Trip Fee would be found reasonable. However, should the Trip Fee charged taxicab passengers exceed those costs found to be attributable to all vehicles using the ground transportation facilities at the

<sup>2</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, Table 4, page 14, adopted on Jan. 7, 2010.

<sup>3</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, page 16, adopted on Jan. 7, 2010.

<sup>4</sup> These costs include \$5.4 million in operating expenses, \$1.3 million in administration and overhead, and \$2.5 million in an annual allocation of capital costs. See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, pages 13 through 19 and Tables 3, 5, 6, and 7, adopted on Jan. 7, 2010.

<sup>5</sup> The Airport Authority uses a calculated per-trip fee of \$2.44 for taxicabs and \$1.22 for other vehicles for hire. These calculations do not allocate any costs to certain transportation users such as private vehicles. See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, Table 7, page 19, adopted on Jan. 7, 2010.



Airport, a court may find this Trip Fee unreasonable and thus a tax requiring voter approval under Proposition 26.

## 2. Specific Government Service or Product

A charge imposed for a specific government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of providing the service or product.

Cal. Const. article XIII C, §1(e)(2).

The Airport Authority may provide services to support the general use of ground transportation facilities at the Airport, and may be entitled to recover these costs from the various users of these services. However, unless all users of these services are charged fees and the fees do not exceed the reasonable costs to provide the services, the fee would be classified a tax.

A Trip Fee to recover costs to provide services exclusively used by taxicabs and other vehicles for hire, such as ground transportations starters<sup>6</sup>, may fall within this specific government service exception. However, any fee must not exceed the reasonable costs to provide those services exclusively attributable to taxicabs and must take into consideration any other fees imposed upon taxicabs.

## 3. Regulatory Costs

A charge imposed for the reasonable regulatory costs to the local government for issuing licenses and permits, performing investigations, inspections, and audits, enforcing agricultural marketing orders, and the administrative enforcement and adjudication thereof.

Cal. Const., article XIII C, § 1(e)(3).

The stated intent of the fee is to recover costs incurred to the Airport in “providing, operating, and maintaining the facilities used by the commercial vehicle operators doing business at the Airport.”<sup>7</sup> There is no discussion of regulatory costs related to the operation of taxicabs at the Airport. The Airport Authority already requires that all taxicabs at the Airport possess an annual permit to operate at the Airport. This permit is in addition to the MTS permit that all taxicabs must possess to conduct business within the City. The cost of an Airport Authority annual commercial vehicle permit for a taxicab ranges between \$200 and \$500<sup>8</sup>. The Airport Authority has estimated that revenues from taxicab annual permit fees to be \$59,000 in Fiscal Year 2009. If the Airport considers the Trip Fee a mechanism to recover regulatory costs, the

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<sup>6</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, Table 6, page 18, adopted on Jan. 7, 2010. The \$749,845 in annual Ground Transportation Starter expenses allocated 87.9% to taxicabs and 12.1% to other Vehicles for Hire.

<sup>7</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, page 2, adopted on Jan. 7, 2010.

<sup>8</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, Table 4, page 14, adopted on Jan. 7, 2010.

Trip Fee amount would need to be considered along with the annual permit fees charged taxicab owners for their Airport operating permits.

**4. Entrance, Use, Purchase, Rental, or Lease of State Property**

A charge imposed for entrance to or use of local government property, or the purchase, rental, or lease of local government property.


Cal. Const., art. XIII C, § 1(e)(4).

The ground transportation facilities at the Airport are the property of the Airport Authority and it is possible that a fee imposed upon taxicab operators to use that property could fall within this exception. However, if the Airport Authority's proposal were adopted, and the Trip Fee were added into the taxicab meter fares, then the fee would not be paid by the taxicab operator, but by the airport passenger who wishes to be transported from the Airport by a taxicab. The Trip Fee might be considered to be a reasonable charge for a taxicab passenger's use of the Airport property, in that the taxicab patron's use is different than those who use private transportation. However it is not clear how the courts will interpret this exception where the nexus between those paying for the use of local governmental property and the actual user of that property are so attenuated.

**CONCLUSION**

The Trip Fee proposed by the Airport Authority to be added into the MTS taxicab meter rate might be a tax under the recent changes to article XIII C of the California Constitution imposed by Proposition 26. While there is no body of case law in which to predict the eventual interpretation of the State courts, it is uncertain whether the exceptions related to fees paid in return for a specific benefit or privilege will apply. It is possible that the Trip Fee may be upheld as paying for a specific governmental service exclusively benefiting taxicabs and other vehicles for hire. Any fees recovered must be reasonable in relation to the cost incurred and any other fees imposed upon taxicabs and other vehicles for hire. The Trip Fee might be upheld as a fee paid for the entrance or use of local government property. However, the Trip Fee would be paid by a taxicab customer and not the taxicab operator. It is unknown whether a Court would support the extension of this exception beyond the operator of the taxicab.

JAN I. GOLDSMITH, CITY ATTORNEY

By   
Ryan P. Kohut  
Deputy City Attorney



Attachment A

MARY JO LANZAME  
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RYAN PAUL KOHUT  
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May 16, 2011

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**SHORT ANSWER**

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**BACKGROUND**

MTS is authorized by California Public Utilities Code section 120266 to enter into contracts to regulate transportation services within a city in its area of jurisdiction. Since July of 1988, the City has delegated to MTS its authority to regulate the operation of taxicabs and other vehicles for hire. This authority includes the collection and administration of all fees, fines, and forfeitures related to taxicabs.



The Airport Authority was created by California Assembly Bill 93 enacted on October 14, 2001, with a mission to operate and manage the Airport. On January 7, 2010, the Airport Authority adopted by resolution a Comprehensive Ground Transportation Management Plan (Ground Transportation Plan)<sup>1</sup>. This Plan identified various users of ground transportation facilities at the Airport and identified sources of revenue from these users to fund the general capital, operational, and maintenance costs of the Airport. Among these users of ground transportation facilities at the Airport are taxicabs. The Plan outlines a combination of yearly permit fees and per trip fees for taxicabs with the stated intent to generate revenue to recover costs to support ground transportation at the Airport. The Plan also examines the possibility of charging privilege fees to other types of businesses that benefit from the presence of the Airport.

Upon adoption of the Plan, the Airport Authority began imposing a \$0.50 Trip Fee on taxicab operators leaving the Airport. The Trip Fee was not approved by the California State Legislature nor was it approved by voter proposition. Taxicab operators are currently prohibited from passing this Trip Fee onto the taxicab passenger by MTS Ordinance 11 which makes it unlawful for a taxicab operator to charge a passenger more than the taxicab meter fare. MTS Ordinance 11, section 2.2(i), adopted on August 7, 2003.

On November 2, 2010, the voters of the State of California passed Proposition 26. Proposition 26 amended article XIII C of the California Constitution by redefining a tax as "any levy, charge, or exaction of any kind imposed by a local government" with a series of exceptions. The intent of this Proposition is to curtail the use of fees as a means for the State and local governments to raise additional revenues without being adopted by two-thirds of the state legislature for state taxes, or by voter approval for taxes enacted by local governments. Because it is new, the Courts have not yet had the opportunity to interpret Proposition 26. How Proposition 26 may apply to different fees and charges is uncertain, and is the subject of discussion among public agencies statewide.

### ANALYSIS

The use of fees to generate revenues to support the operation of commercial airports has been common practice both within California and throughout the country. Within the Airport Authority enabling legislation, this practice was anticipated in that "[t]o the extent practicable, the authority shall endeavor to maximize the revenues generated from enterprises located on the property of the authority." Cal. Pub. Util. Code § 170064(c).

Prior to Proposition 26, the Fourth District Court of Appeals upheld a fee imposed by the Orange County Board of Supervisors, based upon the gross receipts of rental car companies operating in the proximity of, but not within, John Wayne Airport. This fee was challenged on the grounds that it was a special tax and thus required voter approval under article XIII C of the California Constitution. The Court upheld this fee on the basis that an off premises rental car company derives a benefit flowing "from all phases of the Airport operation." *Alamo Rent-a-Car, Inc. v. Board of Supervisors of Orange County*, 221 Cal. App. 3d 198, 208 (1990). Thus the fee being charged to a business taking advantage of its proximity "need not relate only to use of the airport roads and shuttle stops, but may apply to general airport maintenance and operational costs." *Id.* at 207. The fee is charged not for the right to use the airport ground transportation

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<sup>1</sup> Resolution 2010-0006: A Resolution of the Board of the San Diego Regional Airport Authority Approving the Implementation of the Comprehensive Ground Transportation Management Plan, Jan. 7, 2010.



facilities, but is levied for the economic benefit gained from operating near the airport. Proposition 26 has considerably changed the definition of what is considered a 'tax' within article XIII C of the California Constitution. It is not clear that the rationale of *Alamo* would apply today.

**I. THE AIRPORT AUTHORITY IS SUBJECT TO THE RESTRICTIONS OF PROPOSITION 26.**

The Airport Authority was created by California Assembly Bill 93, which added Public Utilities Code sections 170000-170084, also known as the San Diego Regional Airport Authority Act (Airport Authority Act). The Airport Authority Act provides in detail the purpose, scope, and governance of the Airport Authority and directs the Airport Authority to raise the revenues necessary to fund its operations. The Airport Authority Act further specifies that these sources of revenue may include "imposing fees, rents, or other charges for facilities, services, the repayment of bonded indebtedness, and other expenditures consistent with the purposes of the authority." Cal. Pub. Util. Code § 170064(b). The legislature did not grant the Airport Authority taxation powers to generate revenue to fund their operations.

The Airport Authority is considered a "special district" as it was formed pursuant to general law for the "local performance of governmental or proprietary functions within limited geographic boundaries." Cal. Const. art. XIII C, § 1(c). Furthermore, local governments are defined to include any "special district." Cal. Const. art. XIII C, § 1(b). Therefore, the Airport Authority is a local government subject to the provisions of article XIII C of the California Constitution related to taxation.

**II. AIRPORT AUTHORITY TRIP FEE MIGHT BE CONSIDERED A TAX WITHIN THE MEANING OF PROPOSITION 26.**

**A. The Airport Authority Trip Fee meets the general definition of tax under Proposition 26.**

Tax is defined as "any levy, charge, or exaction of any kind imposed by a local government" unless one of seven exceptions apply. Cal. Const. art. XIII C, § 1(e). This definition is deliberately broad and intended to foreclose any classification that does not specifically fall within one of the given exceptions as a tax. The proposed Airport Authority Trip Fee is certainly a levy, charge, or exaction, and is being imposed by a local government. Therefore, it is a tax subject to the voter approval provisions of article XIII C, section 2 of the California Constitution unless it falls under one of the listed exceptions.

**B. The Airport Authority Trip Fee might fall within the exceptions to the definition of a tax listed within Proposition 26.**

Proposition 26 includes several exceptions to its general definition of tax for which voter approval is not required. The exceptions that might apply to the Trip Fee are discussed below.

**1. Specific Benefit**

A charge imposed for a specific benefit conferred or privilege granted directly to the payor that is not provided to those not



charged, and which does not exceed the reasonable costs to the local government of conferring the benefit or granting the privilege.

Cal. Const. art. XIII C, § 1(e)(1).

Currently, the Trip Fee is paid by taxicab operators to the Airport Authority. However, if the City were to endorse the Airport Authority's proposal and MTS were to incorporate the Trip Fee into the taxicab meter fares, then the fee would be paid by the airport patrons who use a taxicab to leave the Airport. It could be argued that the passenger who elects to pay this fee is granted the benefit or privilege to use the ground transportation facilities to leave the Airport via taxicab. Other commercial users of ground transportation facilities at the Airport, such as limousines, charter buses, and hotel courtesy buses also pay various fees to operate at the Airport.<sup>2</sup> However, private vehicles, rental car courtesy buses, and public transit operators pay no fee to use the Airport's roadways.<sup>3</sup>

A specific benefit or privilege provided to those paying the fee must be denied to those not charged. In this case, the taxicab fee is imposed to offset costs incurred to the Airport Authority in providing ground transportation facilities at the Airport. The Ground Transportation Plan estimates that 59.7 percent of all ground transportation expenses are attributable to private vehicles. These private vehicles are not subject to any fee for using the Airport's roadways. While the court in *Alamo* found that "fair and reasonable" fees assessed to those benefiting from their "exploitation of the presence of the Airport" were not taxes subject to super majority legislative or voter approval, it is likely that this interpretation has been superseded by the plain language of Proposition 26. *Alamo*, 221 Cal. App. 3d at 208. Unless all users of the Airport's ground transportation facilities are charged a Trip Fee, it is likely that this exception would not apply and any fee would be found to be a tax.

Setting the benefit/privilege criteria of the exception, the amount of the Trip Fee itself appears to be reasonable. The Ground Transportation Plan states that in Fiscal Year 2009, the Airport Authority's annual costs to provide, operate, and maintain the ground transportation facilities at the Airport to be approximately \$9.2 million and that approximately 6,669,000 vehicles trips were made using the Airport's ground transportation facilities.<sup>4</sup> By dividing the \$9.2 million in ground transportation costs by the 6,669,000 trips in Fiscal Year 2009 an approximate per trip fee of \$1.38 for all vehicles can be determined.<sup>5</sup> As the \$0.50 Trip Fee currently being charged taxicab operators is less than the \$1.38 per trip needed to achieve full cost recovery for all vehicles using the Airport, it is likely that the Trip Fee would be found reasonable. However, should the Trip Fee charged taxicab passengers exceed those costs found to be attributable to all vehicles using the ground transportation facilities at the

<sup>2</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, Table 4, page 14, adopted on Jan. 7, 2010.

<sup>3</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, page 16, adopted on Jan. 7, 2010.

<sup>4</sup> These costs include \$5.4 million in operating expenses, \$1.3 million in administration and overhead, and \$2.5 million in an annual allocation of capital costs. See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, pages 13 through 19 and Tables 3, 5, 6, and 7, adopted on Jan. 7, 2010.

<sup>5</sup> The Airport Authority uses a calculated per-trip fee of \$2.44 for taxicabs and \$1.22 for other vehicles for hire. These calculations do not allocate any costs to certain transportation users such as private vehicles. See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, Table 7, page 19, adopted on Jan. 7, 2010.



Airport, a court may find this Trip Fee unreasonable and thus a tax requiring voter approval under Proposition 26.

## 2. Specific Government Service or Product

A charge imposed for a specific government service or product provided directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of providing the service or product.

Cal. Const. article XIII C, §1(e)(2).

The Airport Authority may provide services to support the general use of ground transportation facilities at the Airport, and may be entitled to recover these costs from the various users of these services. However, unless all users of these services are charged fees and the fees do not exceed the reasonable costs to provide the services, the fee would be classified a tax.

A Trip Fee to recover costs to provide services exclusively used by taxicabs and other vehicles for hire, such as ground transportations starters<sup>6</sup>, may fall within this specific government service exception. However, any fee must not exceed the reasonable costs to provide those services exclusively attributable to taxicabs and must take into consideration any other fees imposed upon taxicabs.

## 3. Regulatory Costs

A charge imposed for the reasonable regulatory costs to the local government for issuing licenses and permits, performing investigations, inspections, and audits, enforcing agricultural marketing orders, and the administrative enforcement and adjudication thereof.

Cal. Const., article XIII C, § 1(e)(3).

The stated intent of the fee is to recover costs incurred to the Airport in “providing, operating, and maintaining the facilities used by the commercial vehicle operators doing business at the Airport.”<sup>7</sup> There is no discussion of regulatory costs related to the operation of taxicabs at the Airport. The Airport Authority already requires that all taxicabs at the Airport possess an annual permit to operate at the Airport. This permit is in addition to the MTS permit that all taxicabs must possess to conduct business within the City. The cost of an Airport Authority annual commercial vehicle permit for a taxicab ranges between \$200 and \$500<sup>8</sup>. The Airport Authority has estimated that revenues from taxicab annual permit fees to be \$59,000 in Fiscal Year 2009. If the Airport considers the Trip Fee a mechanism to recover regulatory costs, the

<sup>6</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, Table 6, page 18, adopted on Jan. 7, 2010. The \$749,845 in annual Ground Transportation Starter expenses allocated 87.9% to taxicabs and 12.1% to other Vehicles for Hire.

<sup>7</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, page 2, adopted on Jan. 7, 2010.

<sup>8</sup> See San Diego Regional Airport Authority Comprehensive Ground Transportation Management Plan, Table 4, page 14, adopted on Jan. 7, 2010.

Trip Fee amount would need to be considered along with the annual permit fees charged taxicab owners for their Airport operating permits.

**4. Entrance, Use, Purchase, Rental, or Lease of State Property**

A charge imposed for entrance to or use of local government property, or the purchase, rental, or lease of local government property.

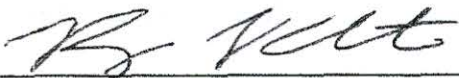
Cal. Const., art. XIII C, § 1(e)(4).

The ground transportation facilities at the Airport are the property of the Airport Authority and it is possible that a fee imposed upon taxicab operators to use that property could fall within this exception. However, if the Airport Authority's proposal were adopted, and the Trip Fee were added into the taxicab meter fares, then the fee would not be paid by the taxicab operator, but by the airport passenger who wishes to be transported from the Airport by a taxicab. The Trip Fee might be considered to be a reasonable charge for a taxicab passenger's use of the Airport property, in that the taxicab patron's use is different than those who use private transportation. However it is not clear how the courts will interpret this exception where the nexus between those paying for the use of local governmental property and the actual user of that property are so attenuated.

**CONCLUSION**

The Trip Fee proposed by the Airport Authority to be added into the MTS taxicab meter rate might be a tax under the recent changes to article XIII C of the California Constitution imposed by Proposition 26. While there is no body of case law in which to predict the eventual interpretation of the State courts, it is uncertain whether the exceptions related to fees paid in return for a specific benefit or privilege will apply. It is possible that the Trip Fee may be upheld as paying for a specific governmental service exclusively benefiting taxicabs and other vehicles for hire. Any fees recovered must be reasonable in relation to the cost incurred and any other fees imposed upon taxicabs and other vehicles for hire. The Trip Fee might be upheld as a fee paid for the entrance or use of local government property. However, the Trip Fee would be paid by a taxicab customer and not the taxicab operator. It is unknown whether a Court would support the extension of this exception beyond the operator of the taxicab.

JAN I. GOLDSMITH, CITY ATTORNEY

By 

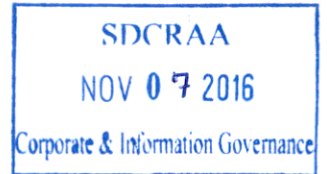
Ryan P. Kohut  
Deputy City Attorney



Monday, November 7, 2016

**VIA HAND DELIVERY**

Ms. Amy Gonzalez, General Counsel  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, CA 92138-2776



RE: K.S.A.N. L.L.C. Claim # 1 Cal. Gov. Code 912.4 Extension

Dear Ms. Gonzalez,

Rejection of the K.S.A.N. L.L.C. Claim # 1 is premature before the Ground Transportation deliberations of the San Diego County Regional Airport Authority (SDCRAA) Board of Directors scheduled for the November 17, 2016, and the December 15, 2016 Board meetings. Therefore, K.S.A.N. L.L.C. would agree to an extension of the 45 day period which the Board must act on the claim per Cal Gov. Code 912.4.

**Cal. Gov. Code Section 912.4 states, "The claimant and the board may extend the period within which the board is required to act on the claim by written agreement..."**

Rather than automatically rejecting K.S.A.N. L.L.C. Claim # 1 in bad faith on November 17, 2016, I would welcome the Board to show good faith by entering into a written agreement to extend the 45 day period to December 31, 2016.

The Board needs to witness the public testimony and Staff presentations scheduled for November 17, 2016, and December 15, 2016, before deciding on K.S.A.N. L.L.C. Claim # 1. This extension would allow the Board to give K.S.A.N. L.L.C. Claim # 1 proper consideration in good faith, and I suspect the Board would be more likely to allow the claim per Cal. Gov. Code 912.6(a)(2), after the scheduled November and December deliberations.

Further, you and Ms. Bowens may find after the November and December 2016 Board meetings, that you have the joint authority to settle the claim under SDCRAA Policy 1.41, and that settling the claim under the joint authority of General Counsel and the CEO would be in the best interest of SDCRAA.

As you know I have tenaciously followed Ground Transportation issues for the past 8 years, and bad faith rejection of the serious violation in this claim now, will only cause the additional cost of filing in court. Alternatively, there is nothing to lose by a brief extension. A December resolution of Ground Transportation issues of the past, would allow us to focus on moving forward constructively in the future for the benefit of the traveling public.

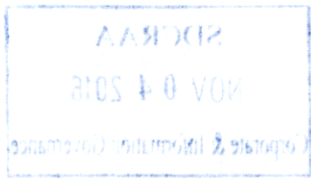
Sincerely,

A handwritten signature in black ink that reads "Kamran Hamidi".

Kamran Hamidi  
K.S.A.N. L.L.C.  
P.O. Box 26221  
San Diego, CA 92196

Attachment A

Case No. 1:18-cv-01000-AMC Document 1-1 Filed 11/04/18 Page 1 of 1



[Faint, illegible text throughout the page, likely bleed-through from the reverse side of the document.]

RESOLUTION NO. 2016-0099

A RESOLUTION OF THE BOARD OF THE  
SAN DIEGO COUNTY REGIONAL AIRPORT  
AUTHORITY REJECTING THE CLAIM AND  
AMENDED CLAIM OF K.S.A.N. L.L.C.

WHEREAS, on October 10, 2016, K.S.A.N. L.L.C. filed a claim with the San Diego County Regional Airport Authority for damages alleging that the Authority's taxicab fee is an illegal tax under the California Constitution, violates MTS Ordinance No. 11, is an illegal gift of public funds and violates Authority Resolution No. 2012-0057; and

WHEREAS, on November 7, 2016 K.S.A.N. L.L.C. requested that the Authority enter into a written agreement to extend the 45-day period within which the Authority must take action on the claim; and

WHEREAS, at its regular meeting on November 17, 2016, the Board considered the claim filed by K.S.A.N. L.L.C. and the report submitted to the Board, and found that the claim should be rejected.

NOW, THEREFORE, BE IT RESOLVED that the Board rejects the claim and amended claim of K.S.A.N. L.L.C.; and

BE IT FURTHER RESOLVED the Board finds that this action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code § 21065); and 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 its regular meeting this 17<sup>th</sup> day of November, 2016, 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:

---

AMY GONZALEZ  
GENERAL COUNSEL

## **STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

### **Subject:**

**Reject Claim of Steve Wahl**

### **Recommendation:**

Adopt Resolution No. 2016-0100 rejecting the Claim of Steve Wahl.

### **Background/Justification:**

On October 11, 2016, Steve Wahl filed a claim ("Attachment A") with the San Diego County Regional Airport Authority ("Authority") alleging that on September 29, 2016, his vehicle received water spots while parked in the short-term parking lot in front of Terminal One at San Diego International Airport. Wahl claims damages in the amount of \$120.00 to cover the cost of buffing his vehicle.

On September 29, 2016, Wahl claims his car received hard water spots from "overspray" while parked in the paid short-term lot directly in front of Terminal One. He claims repeated attempts to clean the hood of the car before having a detailer buff the hood. He is claiming the cost to buff the hood.

Wahl's claim should be denied. An investigation into the incident revealed no notice of a dangerous or unsafe condition.

### **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:**

Not applicable.

**Prepared by:**

AMY GONZALEZ  
GENERAL COUNSEL

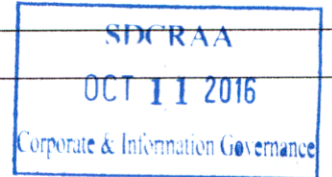
**ATTACHMENT A**

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY  
ACCIDENT OR DAMAGE CLAIM FORM**

Please complete all sections.  
Incomplete submittals will be returned, unprocessed.  
Use a typewriter or print in ink.

**CLAIM FORM SUBMITTED MUST HAVE AN ORIGINAL "WET" SIGNATURE**

FOR AUTHORITY CLERK USE ONLY
Document No.: <u>CL-274</u>
Filed: <u>10-11-16</u>



1) Claimant Name: <u>STEVE WAHL</u>	
2) Address to which correspondence regarding this claim should be sent: <u>2833 GOBAT AVE</u> <u>SAN DIEGO, CA 92122</u>	
Telephone No.:	Date:
3) Date and time of incident: <u>PICKED UP CAR 10 PM ON 9-29-16</u>	
4) Location of incident: <u>TERMINAL 1 SHORT TERM LOT</u>	
5) Description of incident resulting in claim: <u>WATER SPOTS ONE CAR HOOD</u> <u>I TRIED TO WAX MYSELF - NO CHANGE</u> <u>DETAILER TRIED TO CLAY - NO CHANGE</u> <u>DETAILER HAD TO BUFF HOOD IN</u> <u>ORDER TO GET SPOTS OFF.</u>	
6) Name(s) of the Authority employee(s) causing the injury, damage or loss, if known:	
7) Persons having firsthand knowledge of incident:	
Witness (es) <u>[Signature]</u>	Physician(s):
Name:	Name:
Address:	Address:
Phone:	Phone:



ATTACHMENT A

8) Describe property damage or personal injury claimed:

SEE 5

9) Owner and location of damaged property or name/address of person injured:

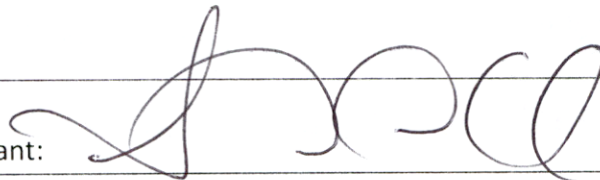
SEE 4

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.

Dated:

10-7-16

Claimant:



(Signature)

**Notice to Claimant:**

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

Mail completed original 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

ATTACHMENT A



HARD  
WATER  
SPOTS  
FROM  
OVER SPRAY  
ON HOOD



ATTACHMENT A

# KWIK N' KLEEN

CAR WASH & DETAILING  
4315 GENESEE AVE. SAN DIEGO, CA 92117  
TEL. (358) 571-5454



No 44754

CAR MAKE Audi  
LICENSE NO. 10-1-16.  
PHONE \_\_\_\_\_

DESCRIPTION	AMOUNT
<u>Wash</u>	<u>12.00</u>
<u>Wax</u>	
<u>paid</u>	
<u>cc.</u>	

KWIK N KLEEN CAR WASH  
4315 GENESEE AVE  
SAN DIEGO, CA 92117

10/01/2016

14:41:24

CREDIT CARD  
VISA SALE

Card # XXXXXXXXXXXX2999  
 Chip Card: VISA CREDIT  
 AID: A000000031010  
 ATC: 0009  
 TC: 7B8F3C9EBBFA2E47  
 SEQ #: 84  
 Batch #: 5  
 INVOICE 84  
 Approval Code: 97035D  
 Entry Method: Chip Read  
 Mode: Issuer

SALE AMOUNT \$120.00

CUSTOMER COPY

RESOLUTION NO. 2016-0100

A RESOLUTION OF THE BOARD OF THE  
SAN DIEGO COUNTY REGIONAL AIRPORT  
AUTHORITY REJECTING THE CLAIM OF STEVE  
WAHL

WHEREAS, on October 11, 2016, Steve Wahl filed a claim with the San Diego County Regional Airport Authority for damages to his vehicle while parked at San Diego International Airport; and

WHEREAS, at its regular meeting on November 17, 2016, the Board considered the claim filed by Steve Wahl and the report submitted to the Board, and found that the claim should be rejected.

NOW, THEREFORE, BE IT RESOLVED that the Board rejects the claim of Steve Wahl; and

BE IT FURTHER RESOLVED the Board finds that this action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code § 21065); and 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 its regular meeting this 17<sup>th</sup> day of November, 2016, 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:

---

AMY GONZALEZ  
GENERAL COUNSEL

## **STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

### **Subject:**

**Reject Claim of Richard Martin**

### **Recommendation:**

Adopt Resolution No. 2016-0101 rejecting the Claim of Richard Martin.

### **Background/Justification:**

On October 12, 2016, Richard Martin filed a claim ("Attachment A") with the San Diego County Regional Airport Authority ("Authority") alleging that on September 17, 2016, his rental vehicle received tire damage as he attempted to return it to the Rental Car Center at San Diego International Airport. Martin claims he would be charged \$130 for the damage by Budget Car Rental.

On September 17, 2016, Martin claims his rental car received damage to its right front tire when it was punctured while he drove up the ramp to the third floor rental car drop-off area. He also claims the car was hung up on the entrance to an aisle. He further claims he did not back up or go the wrong way at any time and that the Budget attendant told him this happens once a day.

Martin's claim should be denied. An investigation into the incident revealed no notice of a dangerous or unsafe condition. A thorough inspection of the area revealed no spikes in danger of harming tires when cars are driven in the proper direction and Martin was not ultimately charged for the damage.

### **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:**

Not applicable.

**Prepared by:**

AMY GONZALEZ  
GENERAL COUNSEL

SDCRAA  
 OCT 12 2016  
 Corporate & Information Governance

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY  
 ACCIDENT OR DAMAGE CLAIM FORM

Please complete all sections.  
 Incomplete submittals will be returned, unprocessed.  
 Use a typewriter or print in ink.

FOR AUTHORITY CLERK USE ONLY

Document No.: CL-276


Filed: 10/12/16

**CLAIM FORM SUBMITTED MUST HAVE AN ORIGINAL "WET" SIGNATURE**

1) Claimant Name: <u>RICHARD J. MARTIN</u>	
2) Address to which correspondence regarding this claim should be sent: <u>5346 W. 115<sup>th</sup> PLACE</u> <u>WESTMINSTER, CO.</u> <u>80020</u>	
Telephone No.: <u>303-469-0815</u>	Date: <u>10/5/16</u>
3) Date and time of incident: <u>9/17/16, 9:15 AM.</u>	
4) Location of incident: <u>SAN DIEGO AIRPORT RENTAL CAR CENTER</u>	
5) Description of incident resulting in claim: <p>I WAS RETURNING RENTAL CAR TO BUDGET RENTAL CARS. <del>BE</del> I DROVE UP THE SPIRAL RAMP TO RETURN RENTAL CAR TO THIRD FLOOR LOCATION. WHEN I ARRIVED AT BUDGET RENTAL CAR LANES, MY RENTAL CAR GOT HUNG UP ON BUMP AT END OF ISLE. APPARENTLY, RIGHT FRONT TIRE WAS PUNCTURED ON SPIKES LOCATED ON RAMP LEADING TO THIRD FLOOR LOCATION OF BUDGET. I WAS INFORMED BY MIKEAL MORRELL, MGR AT THAT LOCATION THAT I WOULD HAVE TO PAY FOR DAMAGED TIRE. WHEN ASKED, HE INDICATED THAT IT HAPPENS ABOUT ONCE A DAY.</p>	
6) Name(s) of the Authority employee(s) causing the injury, damage or loss, if known:	
7) Persons having firsthand knowledge of incident:	
Witness (es)	Physician(s):
Name: <u>SANDRA MARTIN</u>	Name:
Address: <u>5346 W. 115<sup>th</sup> PLACE</u> <u>WESTMINSTER, CO, 80020</u>	Address:
Phone: <u>303-469-0815</u>	Phone:



ATTACHMENT A

8) Describe property damage or personal injury claimed:
RIGHT FRONT TIRE OF RENTAL CAR TIRE WAS PUNCTURED BY SPIKES ON ENTRANCE RAMP. I WAS DRIVING FORWARD ENTIRE TIME AND AT NO TIME DID I BACK UP OR STOP AS I PROCEEDED UP RAMP TO RETURN RENTAL VEHICLE
9) Owner and location of damaged property or name/address of person injured:
BUDGET CAR RENTAL 3355 ADMIRAL BOLAND WAY SAN DIEGO, CA 92101
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 WAS TOLD THE DAMAGED TIRE WAS A CHARGE OF \$130.00. I WAS NOT INFORMED OF ANY OTHER DAMAGE CLAIM AT THAT TIME. I DISPUTED THAT THE DAMAGED TIRE WAS MY FAULT AND DID NOT PAY BUDGET RENTAL ANY FURTHER AMOUNT BEYOND ORIGINAL AGREEMENT.
Dated: 10/5/16                      Claimant: 
(Signature)

**Notice to Claimant:**

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

Mail completed original 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

RESOLUTION NO. 2016-0101

A RESOLUTION OF THE BOARD OF THE  
SAN DIEGO COUNTY REGIONAL AIRPORT  
AUTHORITY REJECTING THE CLAIM OF RICHARD  
MARTIN

WHEREAS, on October 12, 2016, Richard Martin filed a claim with the San Diego County Regional Airport Authority for damages to his rental vehicle while using the Rental Car Center at San Diego International Airport; and

WHEREAS, at its regular meeting on November 17, 2016, the Board considered the claim filed by Richard Martin and the report submitted to the Board, and found that the claim should be rejected.

NOW, THEREFORE, BE IT RESOLVED that the Board rejects the claim of Richard Martin; and

BE IT FURTHER RESOLVED the Board finds that this action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code § 21065); and 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 its regular meeting this 17<sup>th</sup> day of November, 2016, 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:

---

AMY GONZALEZ  
GENERAL COUNSEL

## Staff Report

Meeting Date: **NOVEMBER 17, 2016**

### Subject:

**Approve Establishing the Date and Time of Board and ALUC Meetings for 2017, As Indicated in the Proposed 2017 Master Calendar of Board and Committee Meetings**

### Recommendation:

Adopt Resolution No. 2016-0102, establishing the date and time of Board and ALUC meetings for 2017 as indicated on the proposed 2017 Master Calendar of Board and Committee Meetings.

### Background/Justification:

Pursuant to the Ralph M. Brown Act Cal. Gov. Code (§54954(a)), a legislative body shall provide for the time and place for regular meetings by ordinance, resolution, or by-laws. Resolution No. 2015-0105R set the current date and time for Board and ALUC meetings.

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

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

A Special Board Meeting has been scheduled in March, to accommodate the anticipated Board Retreat.

The proposed 2017 Master Calendar of Board and Committee meetings is attached as Exhibit A.

### 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. 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

RESOLUTION NO. 2016-0102

A RESOLUTION OF THE BOARD OF THE  
SAN DIEGO COUNTY REGIONAL AIRPORT  
AUTHORITY ESTABLISHING THE DATE AND TIME  
OF BOARD AND ALUC MEETINGS FOR 2017 AS  
INDICATED ON THE PROPOSED 2017 MASTER  
CALENDAR OF BOARD AND COMMITTEE  
MEETINGS

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

WHEREAS, Resolution No. 2015-0105R set the current date and time for Board and ALUC Meetings; and

WHEREAS, in accordance with Authority Policy 1.30(2), regular meetings shall be held at least once each month; regular meeting dates, time and location shall be set annually by Board resolution; and notice of the meetings shall be provided to the media and public as required by law; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves establishing the date and time of Board and ALUC meetings for 2017, as indicated on the proposed 2017 Master Calendar of Board and Committee Meetings (Exhibit A); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code §21065); and 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 17<sup>th</sup> day of November, 2016, 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:

---

AMY GONZALEZ  
GENERAL COUNSEL

## 2017 MASTER CALENDAR OF BOARD AND COMMITTEE MEETINGS

	ALUC/BOARD Thursdays	EXECUTIVE COMMITTEE  (Monday Preceding the Board meeting)	AUDIT COMMITTEE  Monday (Quarterly)	EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE  Thursday	FINANCE COMMITTEE  Meets with the Executive Committee  Monday	CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE  Quarterly Thursday
Month	9:00 AM	9:00 AM	10:00 AM	10:00 AM	9:00 AM	9:00 AM
January	5	23		12	23	19
February	2	<b>21</b>	13		<b>21</b>	
March	10 & 11 Board Retreat					
March	2	27			27	
April	6	24		<b>13</b>	24	20 Special Board Meeting for Capital Budget Workshop
May	4	22	15	<b>11</b>	22	
May	18 Budget Workshop					
June	1	26			26	
July	6					20
August		28			28	
September	7	25	11	<b>14</b>	25	
October	5	23			23	19
November	2	27	20		27	
December	7	21			21	

**BOLD - Denotes a change in the regular schedule due to holidays and conflicts with other Board or Committee meetings.**

## Board Communication

Date: November 17, 2016  
To: Board Members  
Via: Thella F. Bowens, President/CEO  
From: Scott M. Brickner, Vice President, Finance & Asset Management/Treasurer  
Subject: Unaudited Financial Statements for the Three Months Ended September 30, 2016:

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Attached is the Authority's Unaudited Financial Statements for the Three Months Ended September 30, 2016 that was presented to the Finance Committee on November 7, 2016.

Review of the Unaudited Financial  
Statements for the Three Months  
Ended  
September 30, 2016 and 2015



**SAN DIEGO**  
INTERNATIONAL AIRPORT

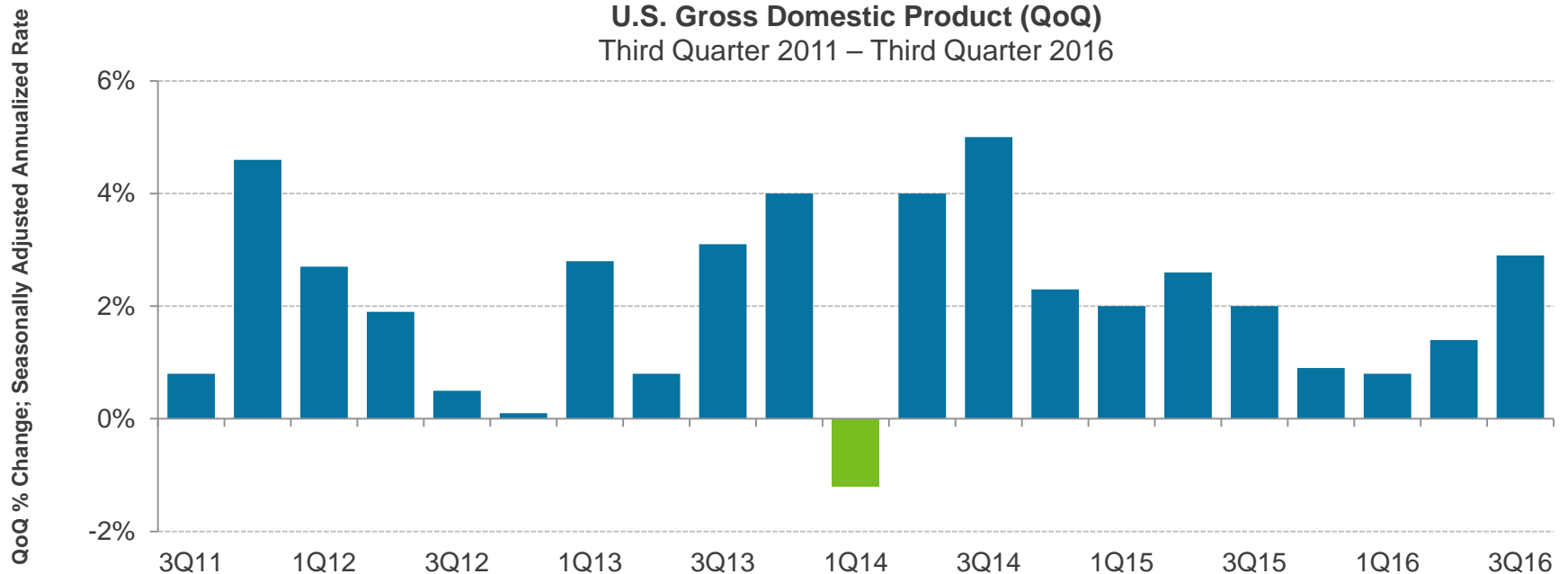
LET'S GO.

Presented by:  
Scott Brickner, CPA  
Vice President, Finance and Asset Management/Treasurer  
Kathy Kiefer  
Senior Director, Finance & Asset Management

November 17, 2016

# Third Quarter GDP

Third quarter GDP grew at a rate of 2.9% (advance estimate) up from the 1.4% in from the second quarter. This increase in GDP growth reflects positive contributions from personal consumption expenditures (PCE), exports, private inventory investment, federal government spending and nonresidential fixed investment that were partly offset by negative contributions from residential fixed investment and state and local government spending.



# Initial Claims For Unemployment

For the week ending October 22, initial claims for unemployment (seasonally adjusted) decreased by 3,000 to 258,000. The 4-week moving average, which helps smooth out some of the weekly volatility, fell increased by 1,200 to 253,000. The overall level of claims remains low suggesting continued strength in the labor markets. This week marks 86 consecutive weeks of initial claims below 300,000, the longest streak since 1970.

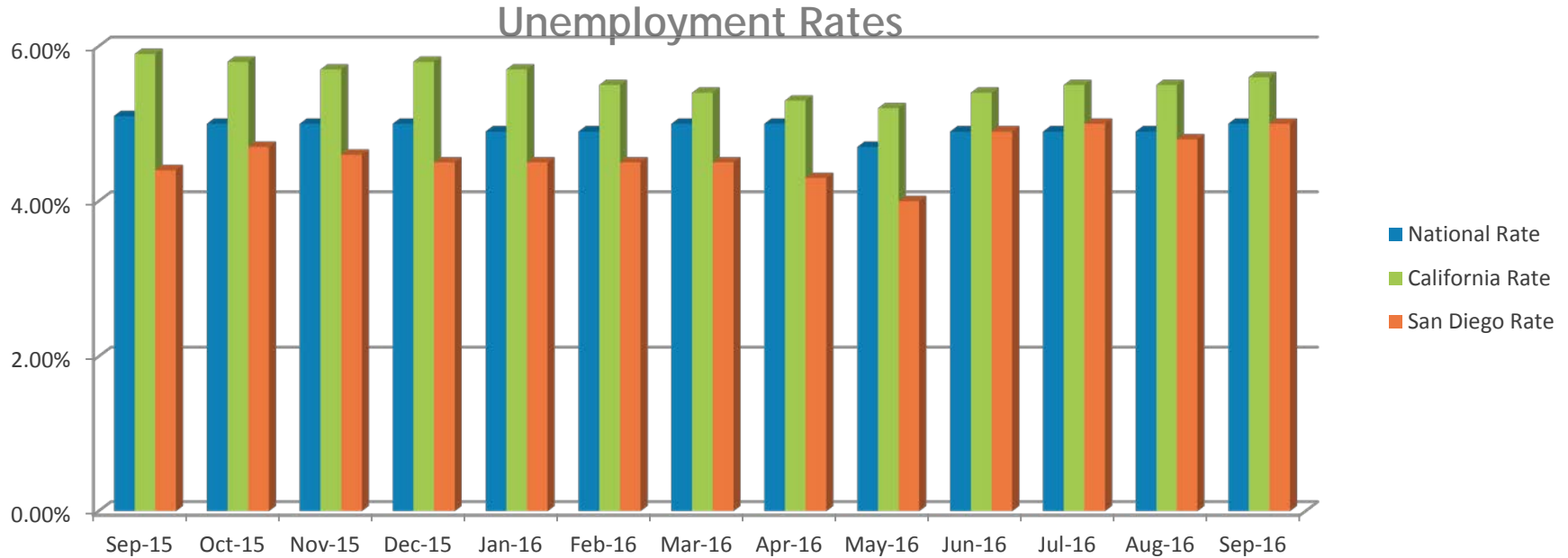
**Initial Jobless Claims and 4-Week Moving Average**  
October 2011 – October 2016





# September Unemployment Rates

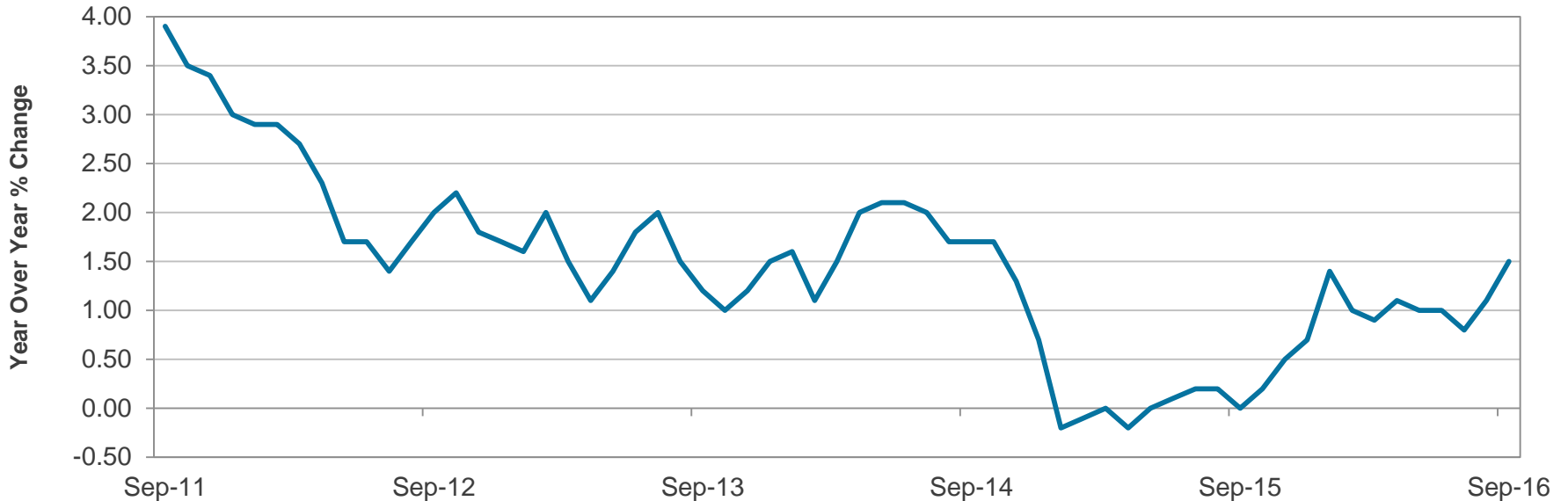
The National unemployment rate rose to 5.0 percent for September. The National U-6 rate remained at 9.7 percent for the month of September. The California unemployment rate also increased its position at 5.6 percent for the month of September, down 0.3 percentage points from one year ago. Locally, San Diego's unemployment rate raised to 5.0 percent, an increase of 0.2 percentage points from August.



# Consumer Price Index

The Consumer Price Index (CPI) for the twelve months ending September rose 1.50%, compared to a 1.01% increase in August. Core CPI, excluding food and energy, was up 2.2% for the twelve months ending September, which was unchanged from the 2.2% increase in August.

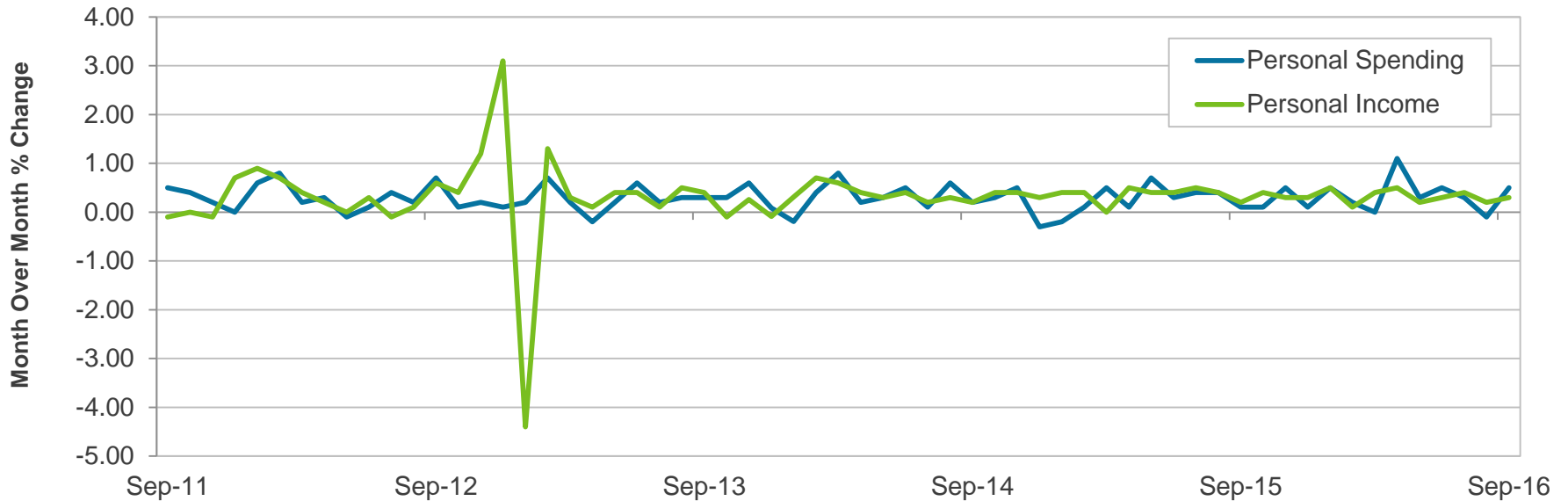
**Consumer Price Index (YoY%)**  
September 2011 – September 2016



# Personal Income and Spending

The overall picture for the consumer was favorable in September. Personal income rose by 0.30% in September, up from a 0.20% increase in August. Consumer spending increased in September by 0.50%, a strong improvement from -0.10% growth in August.

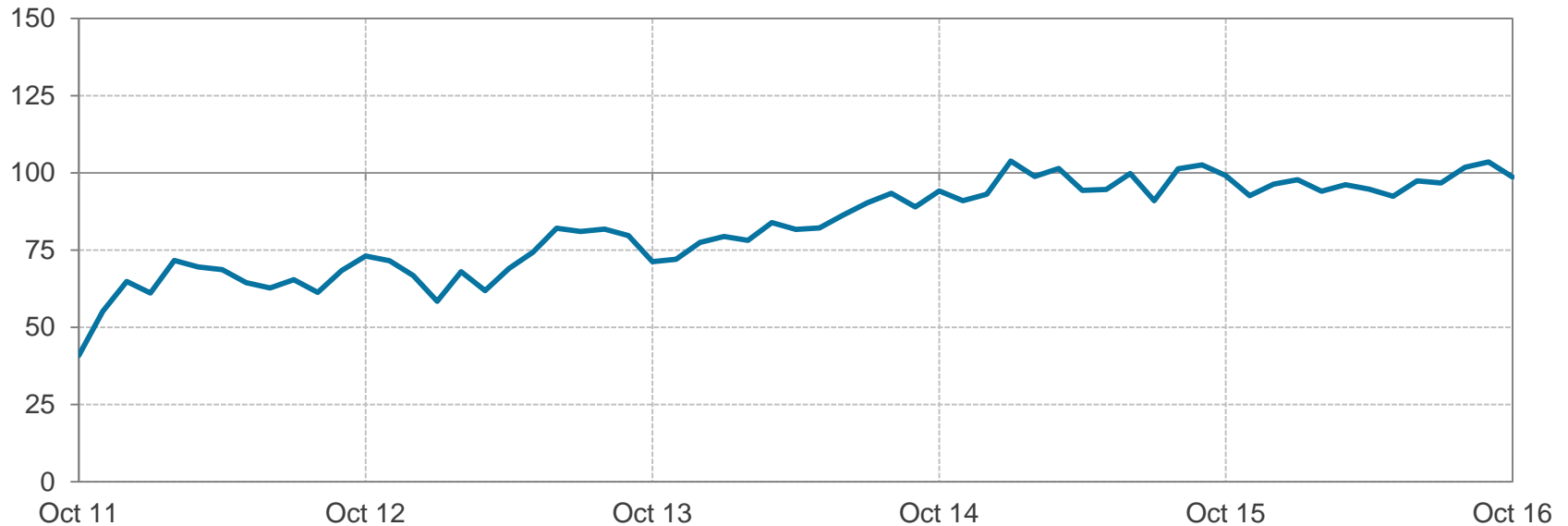
**Personal Income and Spending (MoM%)**  
September 2011 – September 2016



# Consumer Confidence Index

The Consumer Confidence Index declined to 98.6 in October, a decrease of 4.9 points from September's 103.5 reading, as current business and employment conditions softened while optimism regarding the short-term outlook retreated somewhat. Sentiment is that the economy will continue to expand in the near-term but at a moderate pace.

**Consumer Confidence Index**  
October 2011 – October 2016



# Existing Home Sales

Existing home sales rose to seasonally adjusted annualized rate of 5.47 million units in September, which was up 3.2% from August, and a 0.6% increase from September 2015. Housing inventory at the end of September rose 1.5% to 2.04 million existing homes available for sale, but is still 6.8% lower than a year ago and has now fallen YoY for 16 straight months.

**U.S. Existing Home Sales (MoM)**  
September 2006 – September 2016





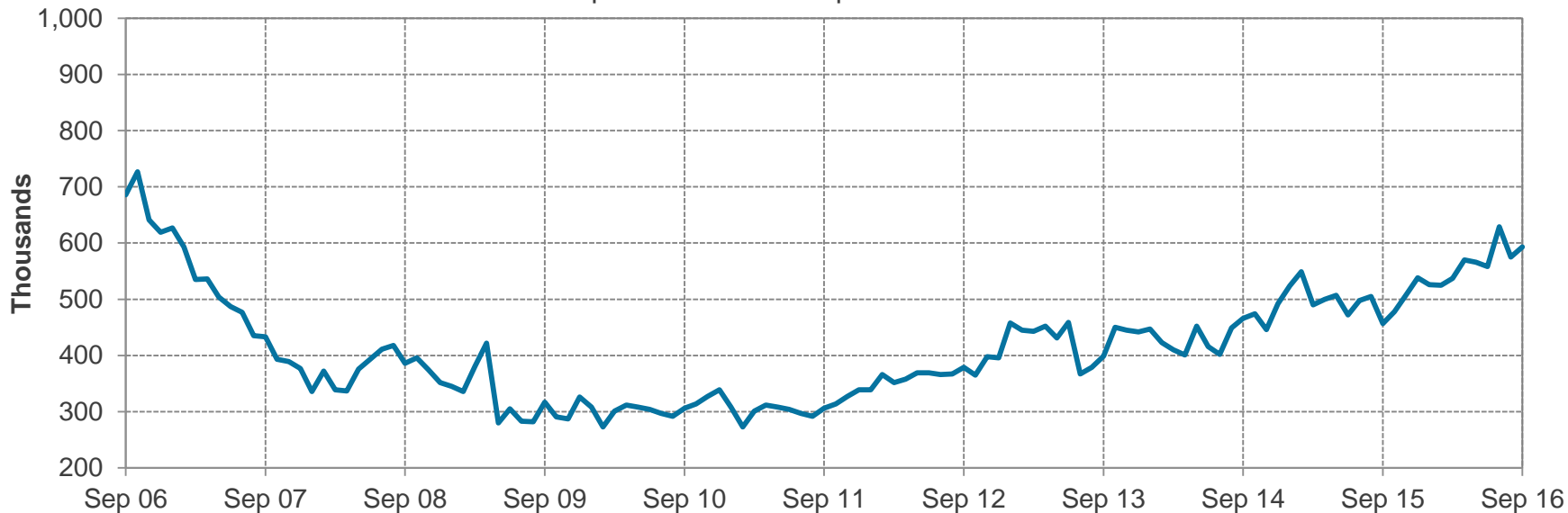
"Here's that little fixer-upper I told you about."



# New Home Sales

New homes sales rose by 3.1% in September to a seasonally adjusted annualized rate of 593,000 units. New home sales were up for the month and up 26.9% compared to September 2015.

**U.S. New Home Sales**  
September 2006 – September 2016

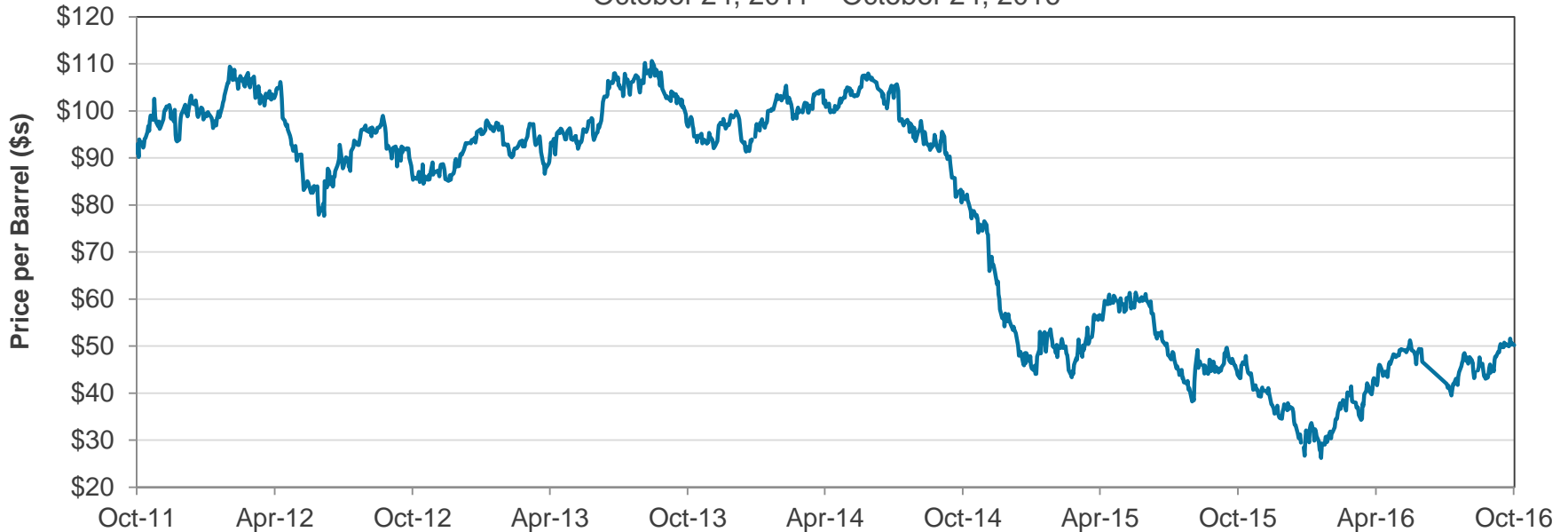


# Oil Prices

Oil (WTI spot) closed at \$50.18 on October 24, which was above its average of \$47.72 during the past 30 days. Oil prices have trended higher after OPEC agreed to a collective production limit production in late September. However, continued strong supplies and uncertainty on OPEC's ability to deliver on the agreement have slowed price increases recently. Oil is up 35.1% year-to-date, but down 2.7% from its 12 month high.

## West Texas Intermediate Oil Price Per Barrel (WTI Spot)

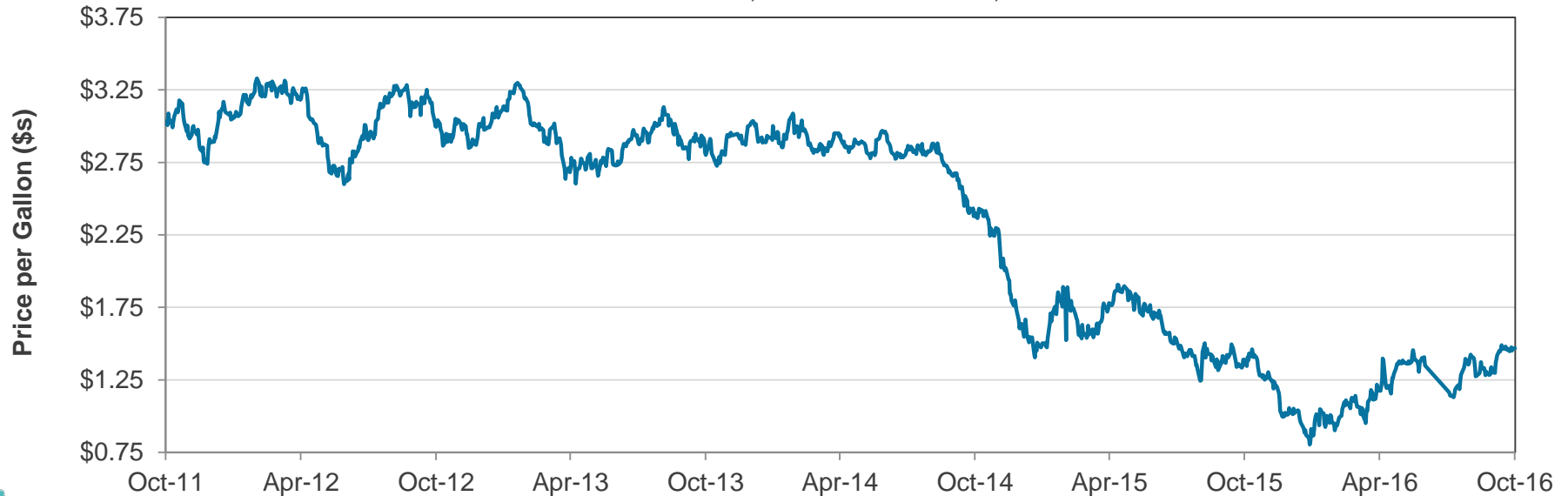
October 24, 2011 – October 24, 2016

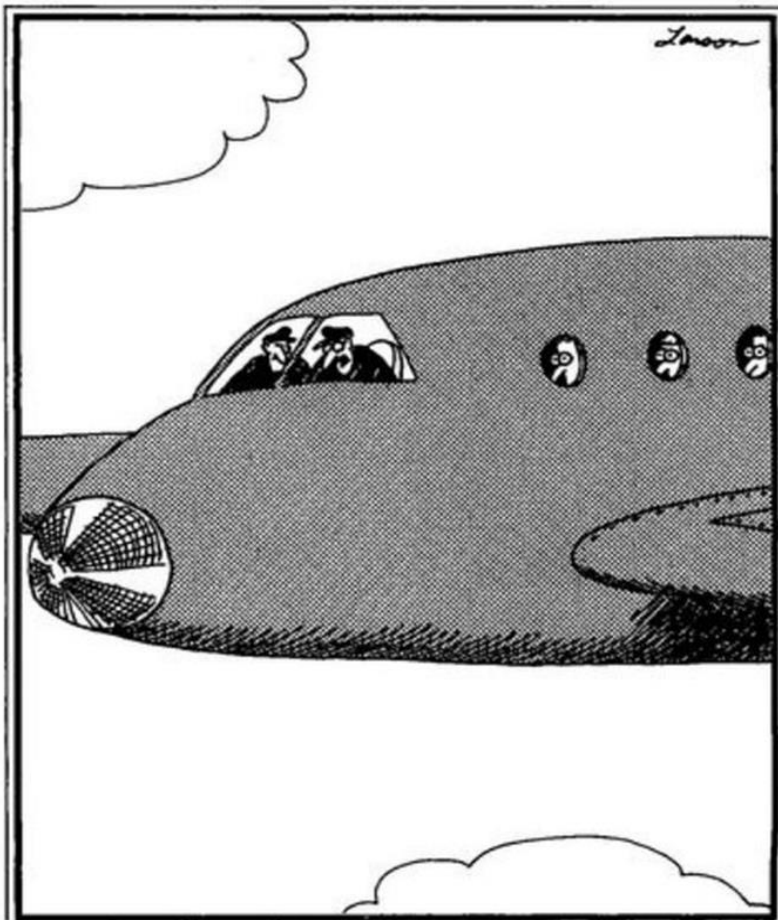


# Jet Fuel

Jet fuel (U.S. Gulf Coast Spot) closed at \$1.47 on October 24, which is higher than its 30-day average of \$1.40. The price of jet fuel remains elevated on higher crude prices. Jet fuel is up 43.1% year-to-date, but is 1.4% below its 12-month high.

**U.S. Gulf Coast Kerosene-Type Jet Fuel Spot Price FOB**  
October 24, 2011 – October 24, 2016





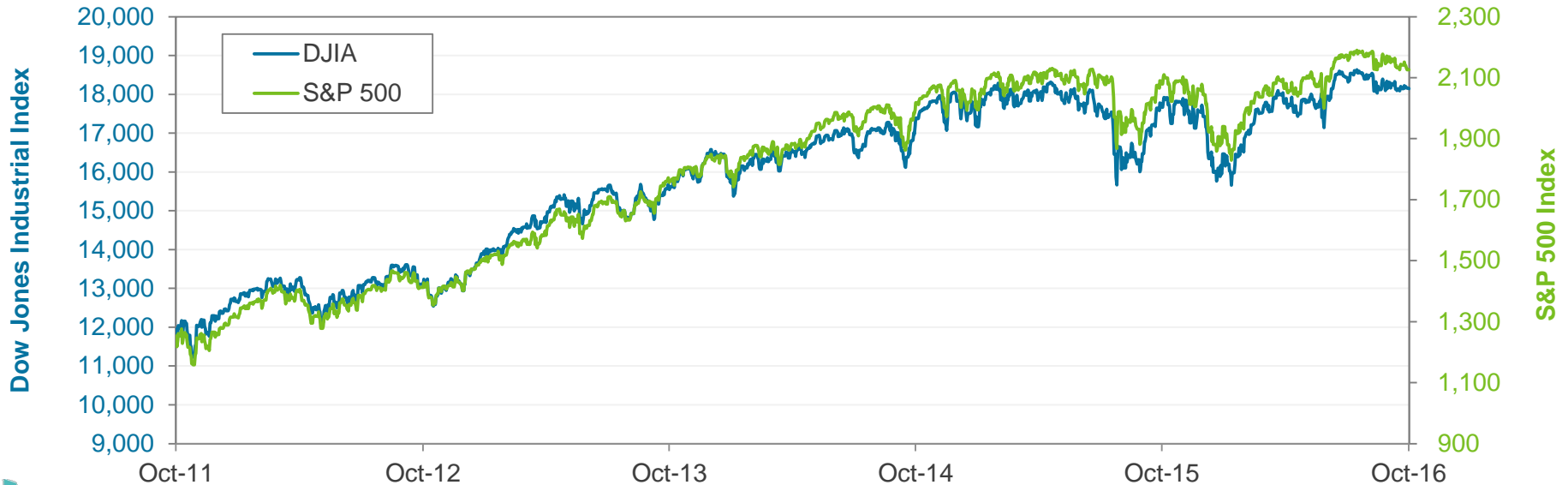
**"The fuel light's on, Frank! We're all going to die! ... We're all going to die! ... Wait, wait. ... Oh, my mistake—that's the intercom light."**

# U.S. Equity Markets

Market uncertainty weighed on equities over the last week, which traded mostly sideways despite 73% of S&P 500 companies having surpassed Wall Street earnings estimates so far. Announcement of FBI probe into Hillary Clinton's emails Friday triggered a sharp drop in equities. Year-to-date, the DJIA is up 4.12% and the S&P 500 is up 4.02%.

## Dow Jones Industrial Average (DJIA) and S&P 500 Indices

October 31, 2011 – October 31, 2016



# Treasury Yields

Over the past five years, longer-term Treasury yields have remained low due to global economic concerns, low inflation expectations, and low global sovereign debt yields. Shorter-term yields have moved higher due to the December 15 federal funds rate hike and the expectation for another rate hike at the end of this year.

**2-, 10- and 30-year U.S. Treasury Yields**  
October 31, 2011 – October 31, 2016



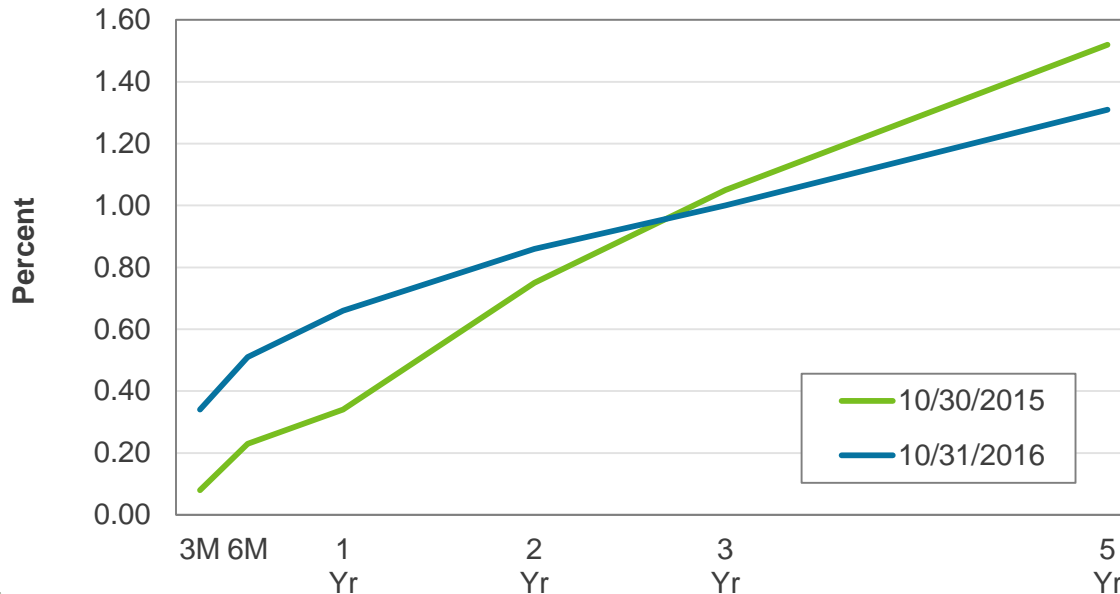


# U.S. Treasury Yield Curve Flattens


The yield curve has flattened over the past year, as short-term Treasury yields are up modestly on the hike in the federal funds target rate while longer-term yields have fallen due to global economic concerns, and lowered inflation expectations. However, the long end of the yield curve has steepened recently due to optimism about global growth and modest increases in inflation expectations

## U.S. Treasury Yield Curve

October 31, 2015 versus October 31, 2016

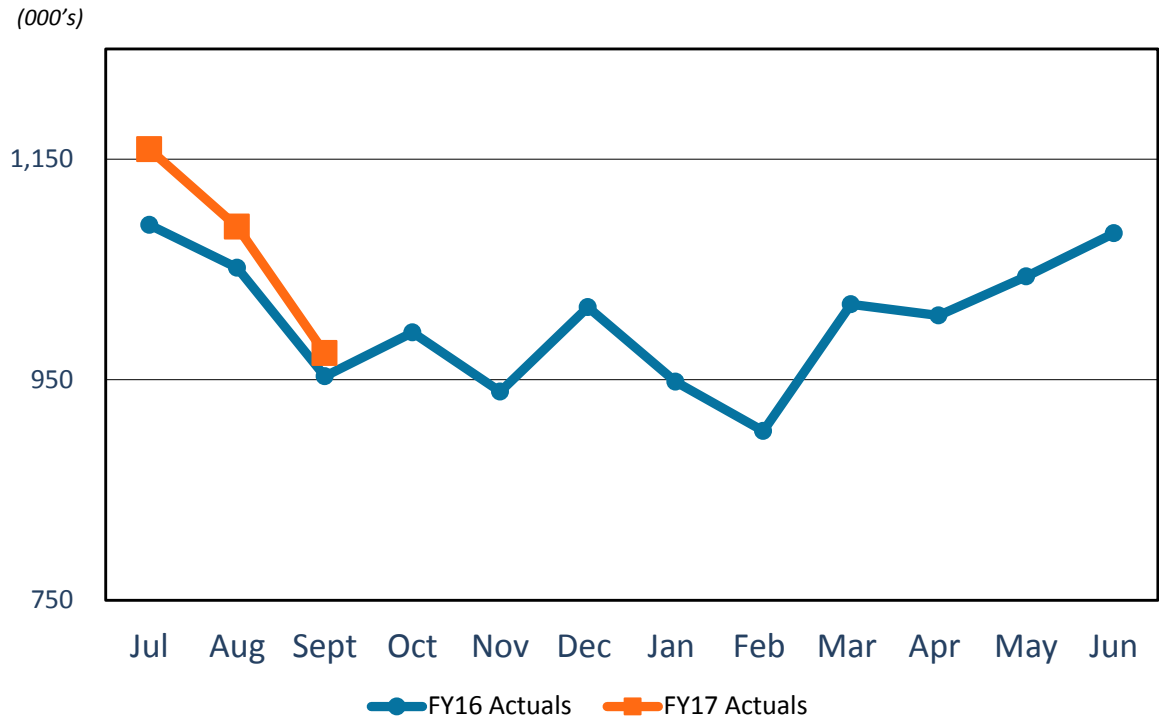


	10/31/15	10/31/16	Change
<b>3-Mo.</b>	0.08%	0.34%	0.26%
<b>6-Mo.</b>	0.23%	0.51%	0.28%
<b>1-Yr.</b>	0.34%	0.66%	0.32%
<b>2-Yr.</b>	0.75%	0.86%	0.11%
<b>3-Yr.</b>	1.05%	1.00%	(0.05%)
<b>5-Yr.</b>	1.52%	1.31%	(0.21%)
<b>10-Yr.</b>	2.16%	1.84%	(0.32%)
<b>20-Yr.</b>	2.57%	2.25%	(0.32%)
<b>30-Yr.</b>	2.93%	2.58%	(0.35%)



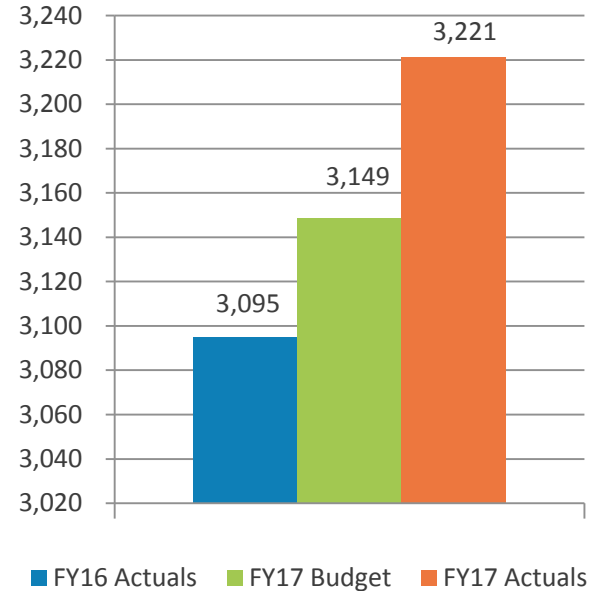
# Revenue & Expenses (Unaudited) For the Month Ended September 30, 2016 and 2015

# Gross Landing Weight Units (000 lbs)



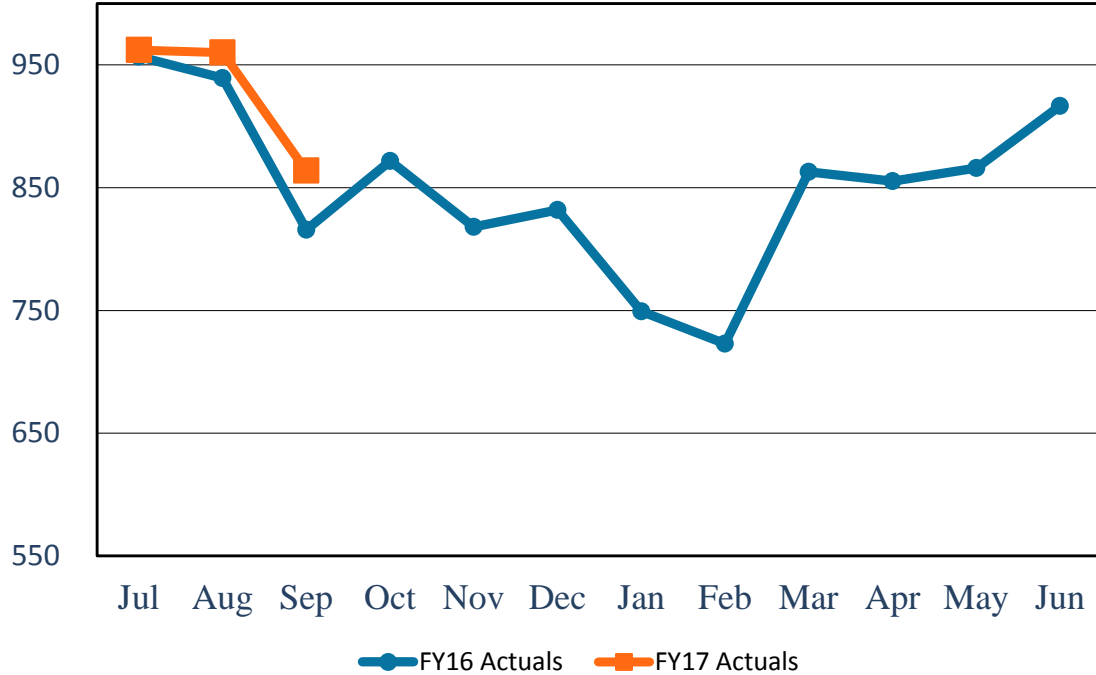
FY17 YTD Act Vs.  
FY16 YTD Act  
4.1%

FY17 YTD Act Vs.  
FY17 YTD Budget  
2.3%



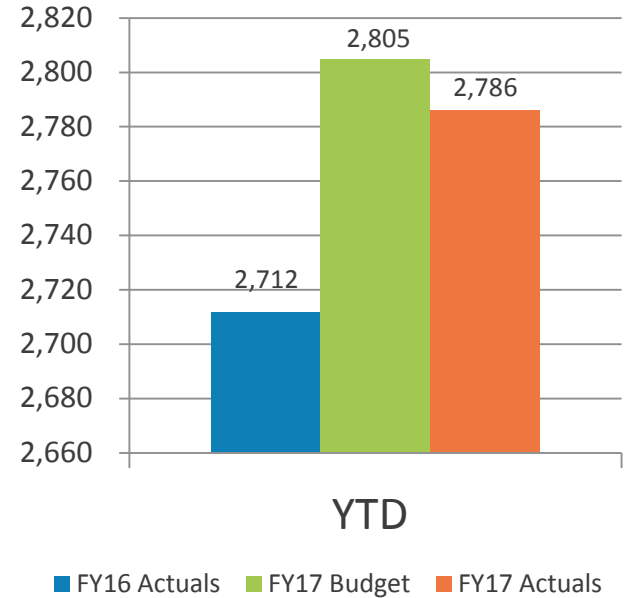
# Enplanements

(000's)

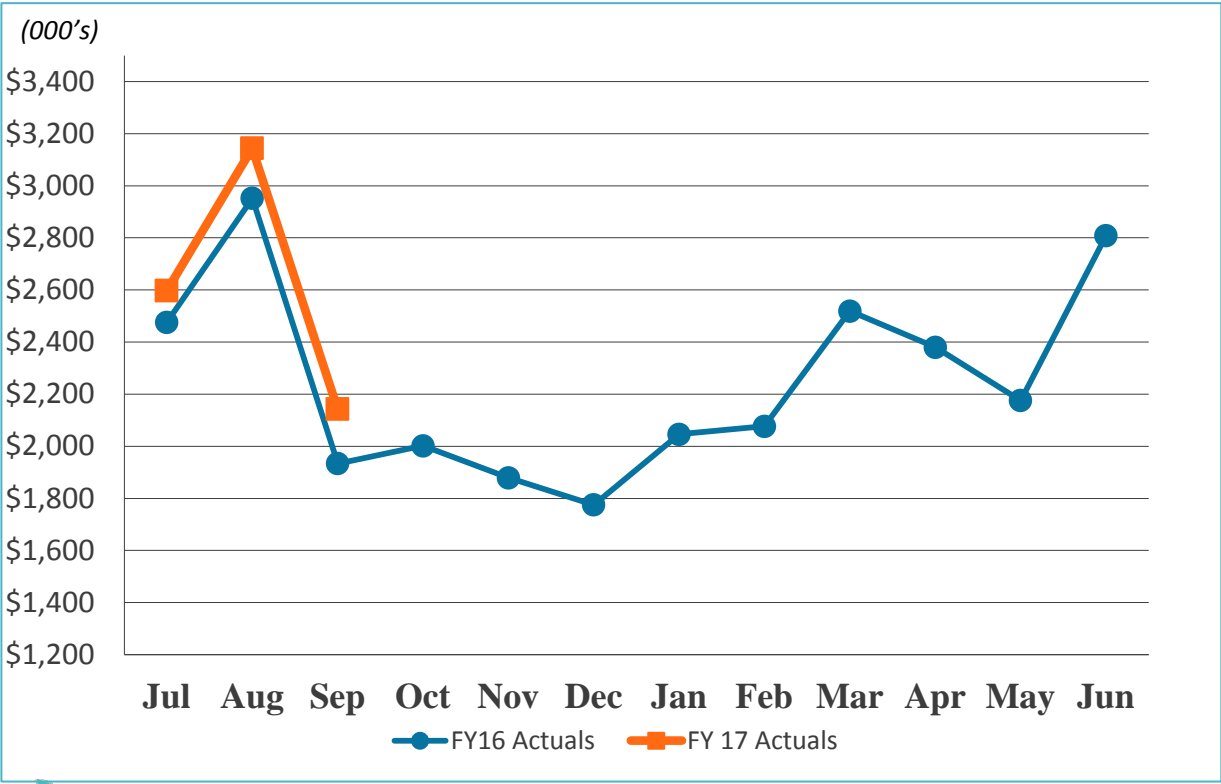


FY17 YTD Act Vs.  
FY16 YTD Act  
2.7%

FY17 YTD Act Vs.  
FY17 YTD Budget  
-0.7%

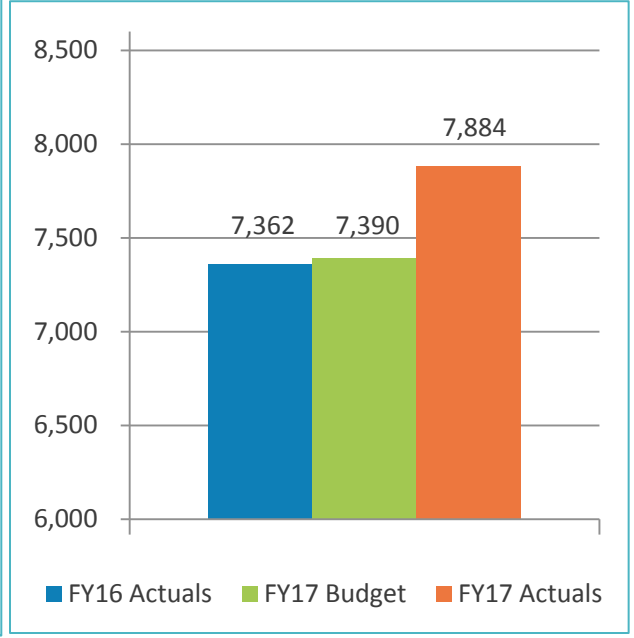


# Car Rental License Fees

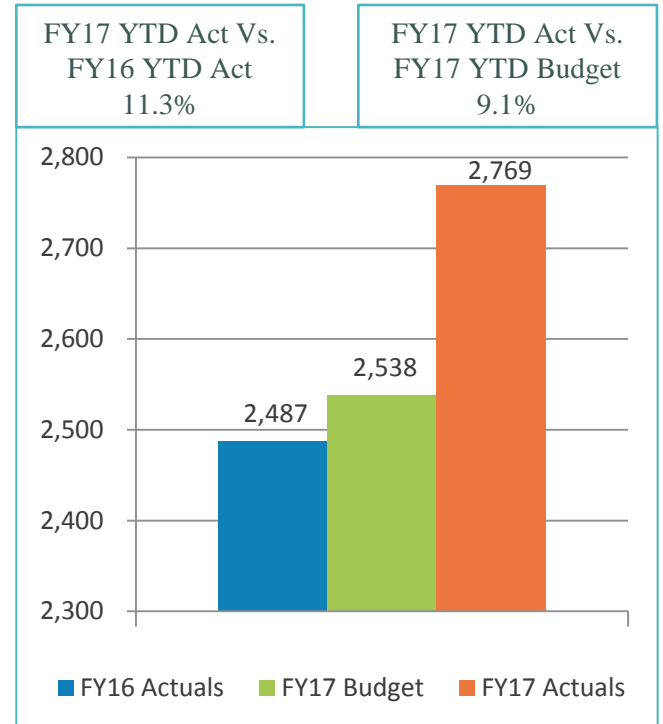
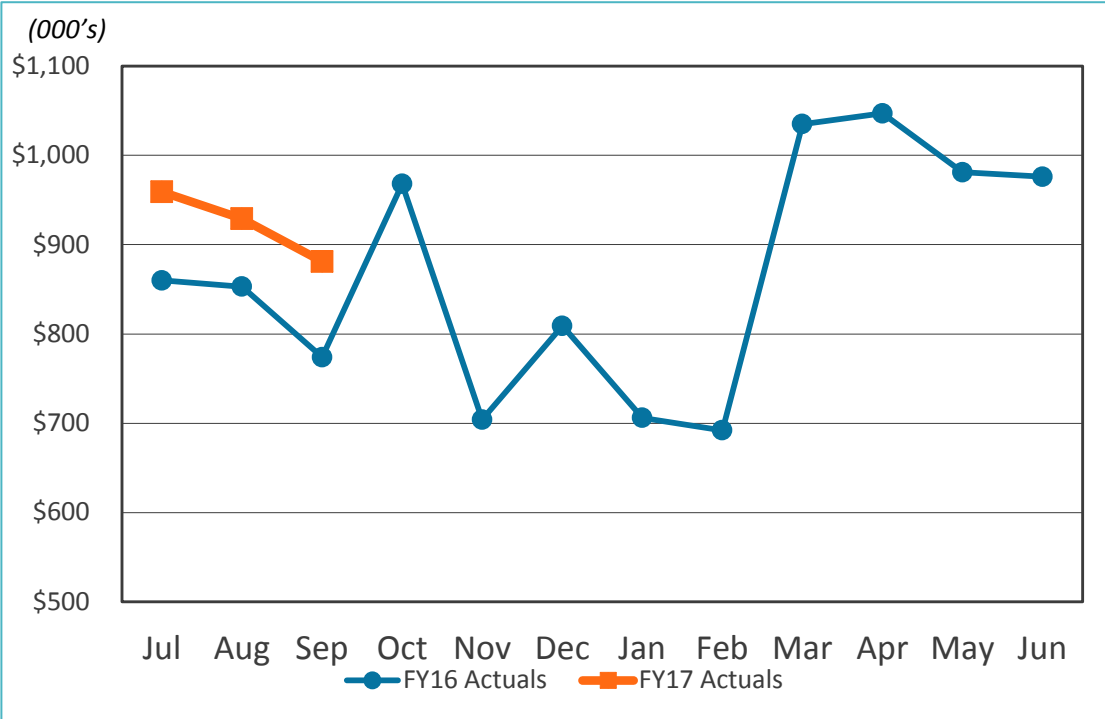


FY17 YTD Act Vs.  
FY16 YTD Act  
7.1%

FY17 YTD Act Vs.  
FY17 YTD Budget  
6.7%

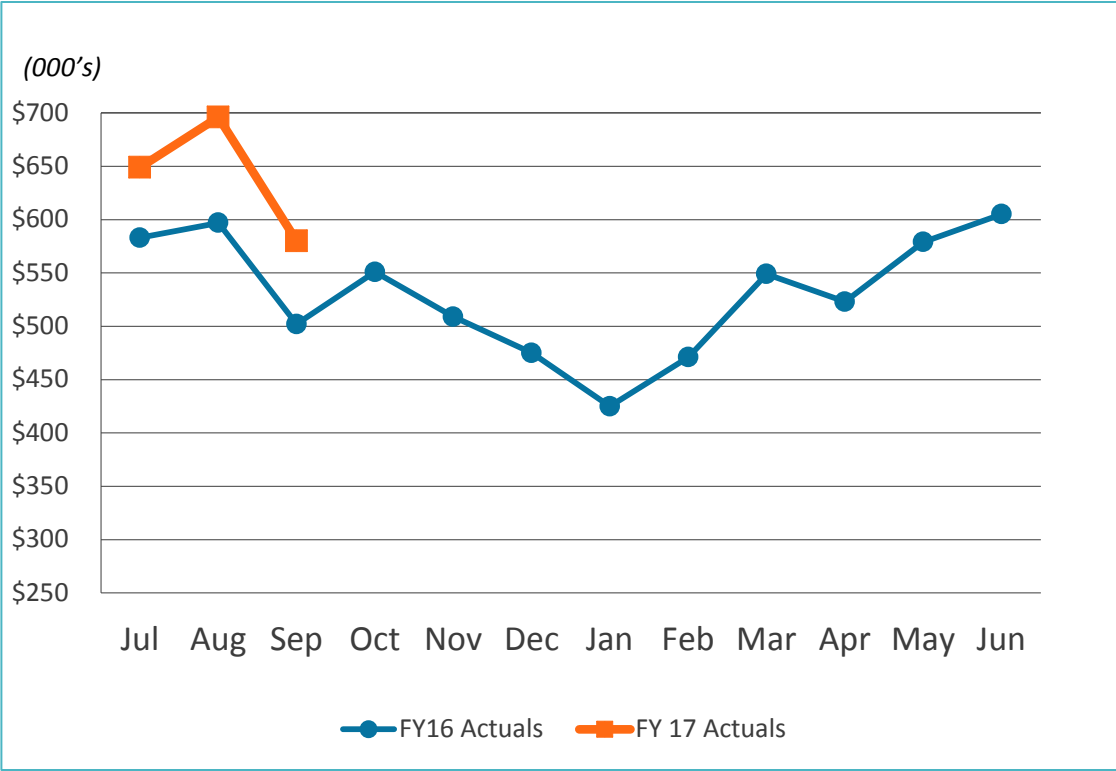


# Food and Beverage Concessions Revenue



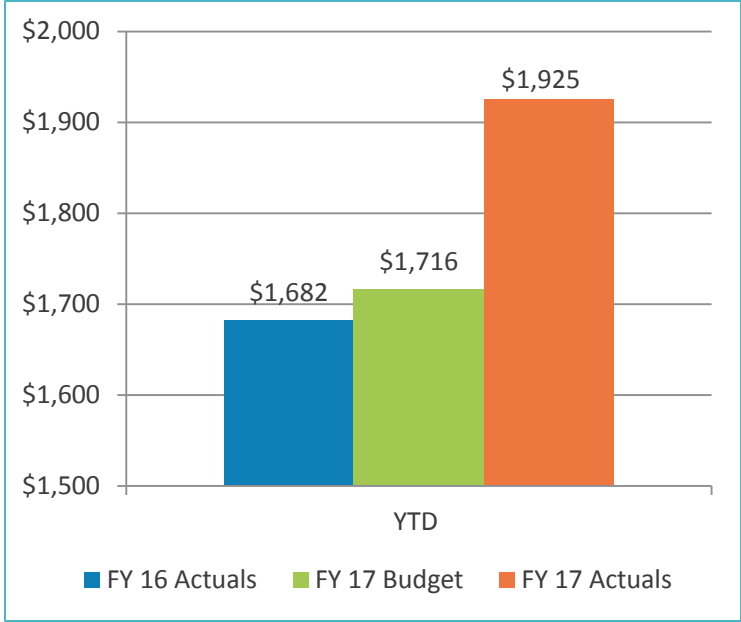


# Retail Concessions Revenue

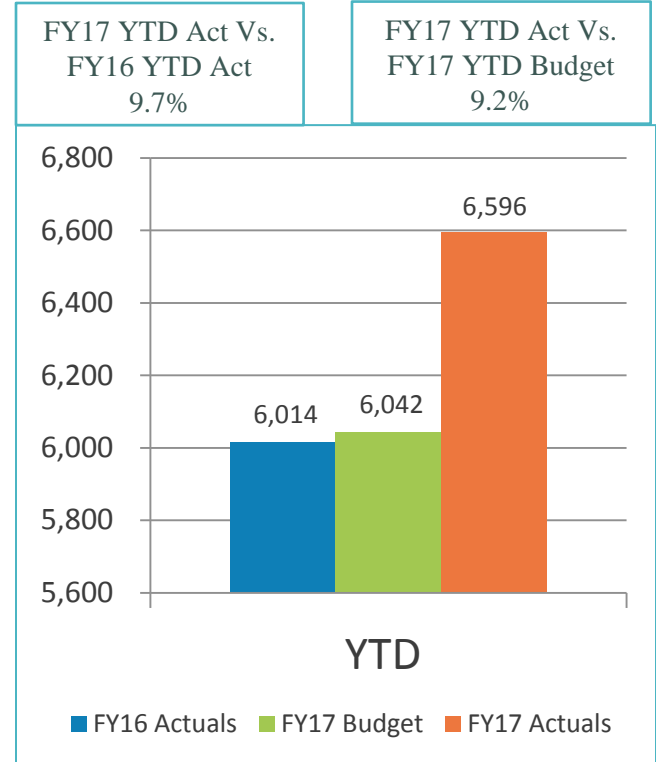
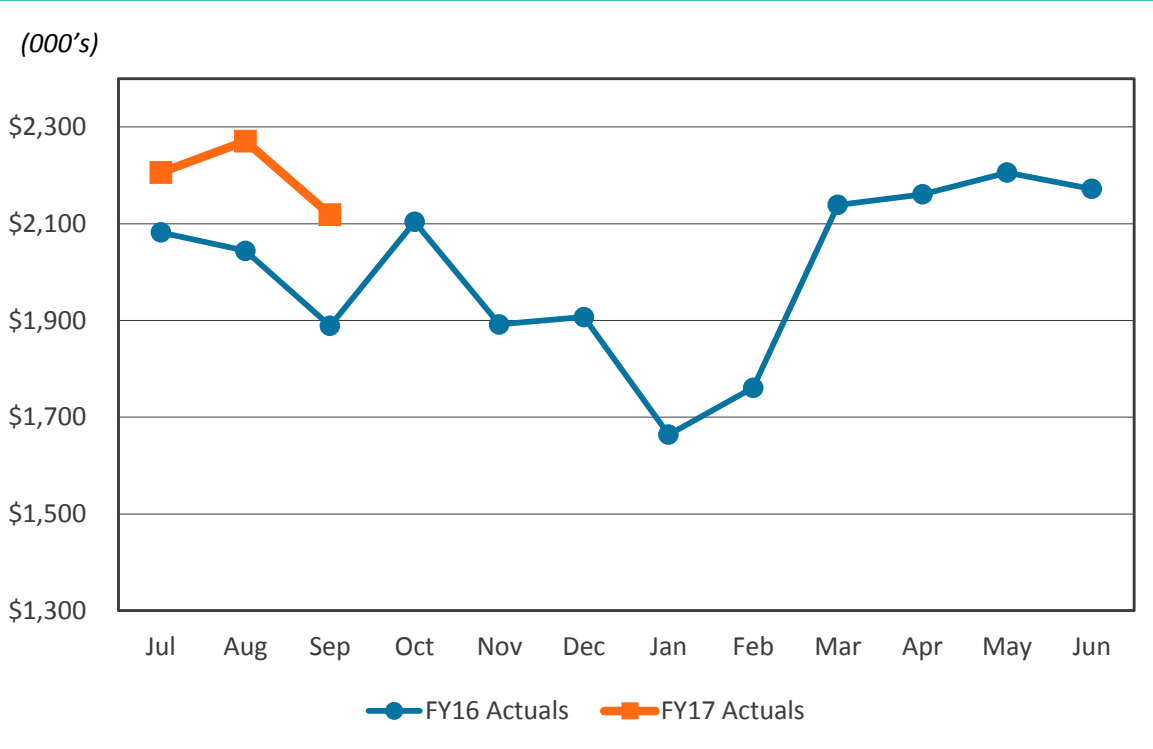


FY17 YTD Act Vs.  
FY16 YTD Act  
14.4%

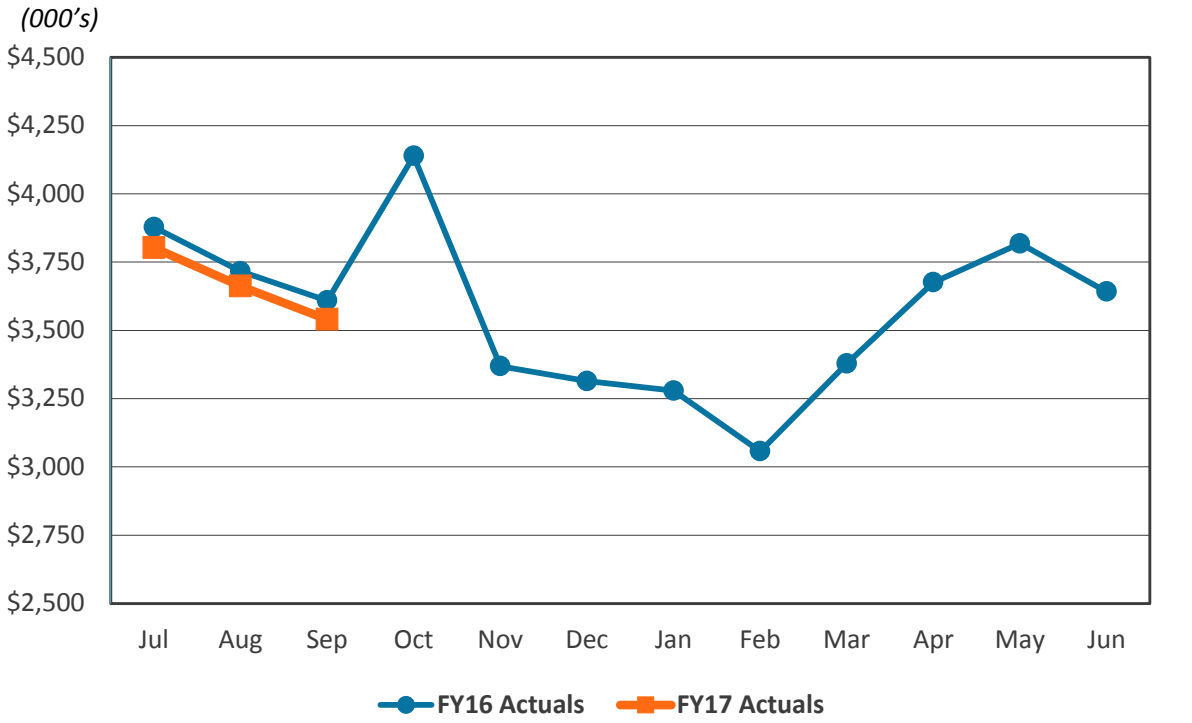
FY17 YTD Act Vs.  
FY17 YTD Budget  
12.2%



# Total Terminal Concessions (Includes Cost Recovery)

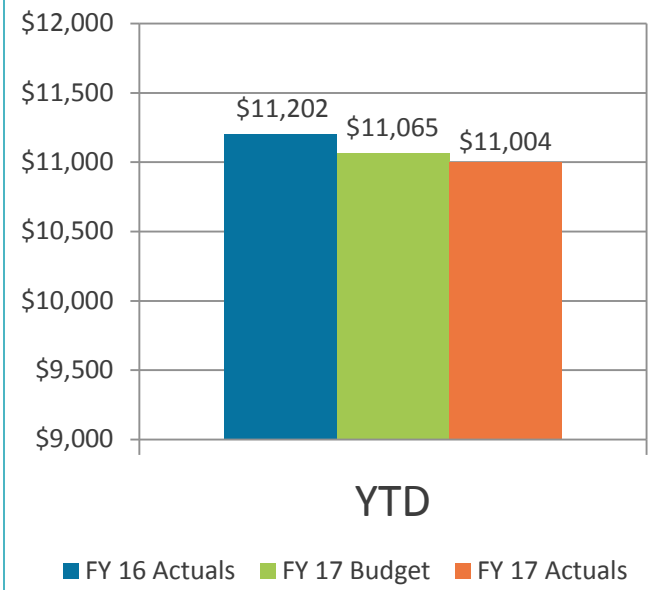


# Parking Revenue



FY17 YTD Act Vs.  
FY16 YTD Act  
-1.8%

FY17 YTD Act Vs.  
FY17 YTD Budget  
-0.5%



# Operating Revenues

## for the Month Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
<b>Aviation revenue:</b>					
Landing fees	\$ 2,137	\$ 2,240	\$ 103	5%	\$ 2,047
Aircraft parking fees	242	242	-	-	226
Building rentals	4,570	4,520	(50)	(1)%	4,498
Security surcharge	2,488	2,483	(5)	-	2,306
CUPPS Support Charges	104	103	(1)	-	100
Other aviation revenue	133	132	(1)	(1)%	133
<b>Total aviation revenue</b>	<b>\$ 9,674</b>	<b>\$ 9,720</b>	<b>\$ 46</b>	<b>-</b>	<b>\$ 9,310</b>

# Operating Revenues for the Month Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
<b>Terminal rent non-airline</b>	\$ 105	\$ 111	\$ 6	6%	\$ 112
<b>Concession revenue:</b>					
<b>Terminal concession revenue:</b>					
Food and beverage	789	881	92	12%	774
Retail	515	580	65	13%	503
Space storage	72	73	1	1%	73
Cost recovery	217	207	(10)	(5)%	211
Other (Primarily advertising)	299	378	79	26%	329
<b>Total terminal concession revenue</b>	<b>1,892</b>	<b>2,119</b>	<b>227</b>	<b>12%</b>	<b>1,890</b>
<b>Car rental and license fee revenue:</b>					
Rental car and license fees	1,926	2,143	217	11%	1,934
Rental car center cost recovery	183	187	4	2%	-
License fees-other	347	403	56	16%	415
<b>Total rental car and license fees</b>	<b>2,456</b>	<b>2,733</b>	<b>277</b>	<b>11%</b>	<b>2,349</b>
<b>Total concession revenue</b>	<b>\$ 4,348</b>	<b>\$ 4,852</b>	<b>\$ 504</b>	<b>12%</b>	<b>\$ 4,239</b>

# Operating Revenues

## for the Month Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
<b>Parking revenue:</b>					
Short-term parking revenue	\$ 2,044	\$ 2,017	\$ (27)	(1)%	\$ 2,250
Long-term parking revenue	1,435	1,523	88	6%	1,359
<b>Total parking revenue</b>	<b>3,479</b>	<b>3,540</b>	<b>61</b>	<b>2%</b>	<b>3,609</b>
Ground transportation permits and citations	450	615	165	37%	315
Ground rentals	1,548	1,525	(23)	(1)%	997
Grant reimbursements	18	24	6	33%	24
Other operating revenue	63	66	3	5%	68
<b>Subtotal</b>	<b>5,558</b>	<b>5,770</b>	<b>212</b>	<b>4%</b>	<b>5,013</b>
<b>Total operating revenues</b>	<b>\$ 19,685</b>	<b>\$ 20,453</b>	<b>\$ 768</b>	<b>4%</b>	<b>\$ 18,674</b>



# Operating Expenses

## for the Month Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
<b>Operating expenses:</b>					
Salaries and benefits	\$ 4,928	\$ 4,569	\$ 359	7%	\$ 3,113
Contractual services	3,657	3,870	(213)	-	2,795
Safety and security	3,050	2,850	200	7%	1,909
Space rental	849	849	-	-	868
Utilities	1,268	849	419	33%	1,053
Maintenance	1,285	1,395	(110)	(9)%	1,161
Equipment and systems	49	22	28	56%	43
Materials and supplies	36	54	(18)	(50)%	43
Insurance	77	79	(2)	(3)%	63
Employee development and support	141	81	60	43%	134
Business development	260	265	(5)	(2)%	87
Equipment rental and repairs	277	256	21	8%	265
<b>Total operating expenses</b>	<b>\$ 15,878</b>	<b>\$ 15,139</b>	<b>\$ 739</b>	<b>5%</b>	<b>\$ 11,534</b>

# Financial Summary

## for the Month Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Total operating revenues	\$ 19,685	\$ 20,453	\$ 768	4%	\$ 18,674
Total operating expenses	15,878	15,139	739	5%	11,534
<b>Income from operations</b>	<b>3,807</b>	<b>5,314</b>	<b>1,507</b>	<b>40%</b>	<b>7,140</b>
Depreciation	7,687	7,686	1	-	6,637
<b>Operating income (loss)</b>	<b>\$ (3,880)</b>	<b>\$ (2,372)</b>	<b>\$ 1,508</b>	<b>39%</b>	<b>\$ 503</b>

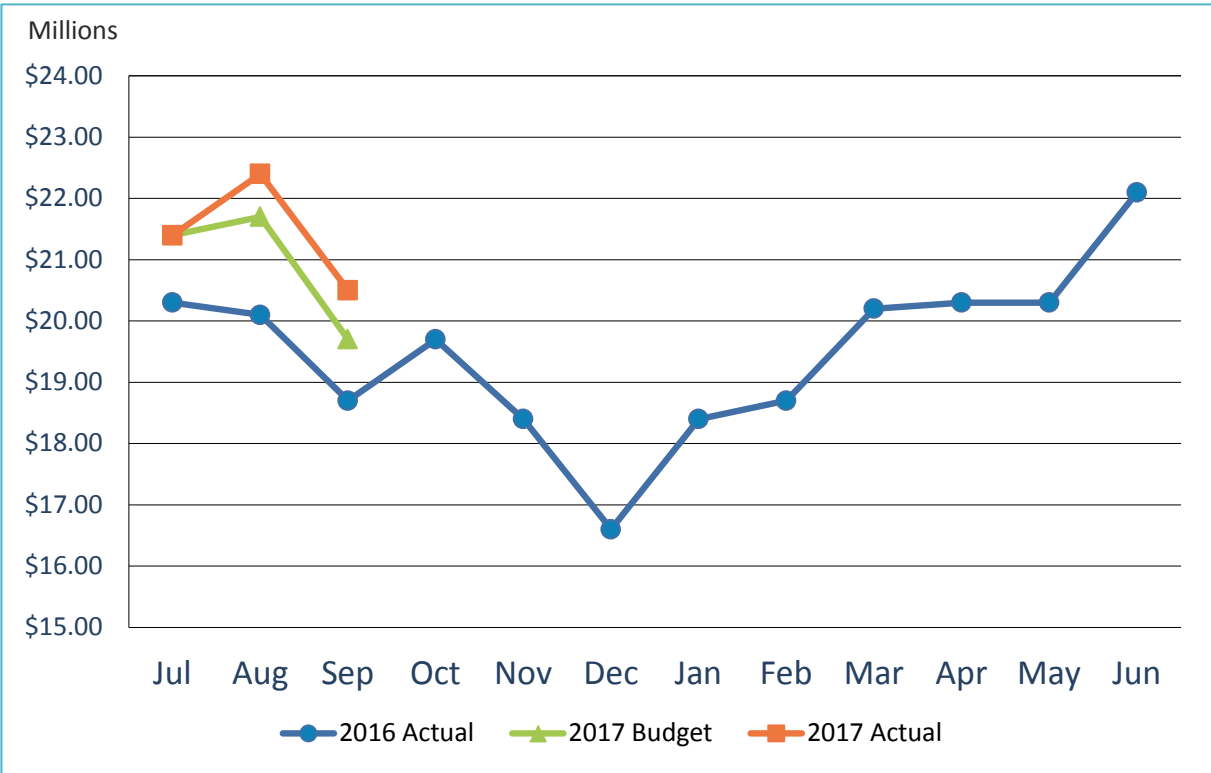
# Nonoperating Revenues & Expenses for the Month Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
<b>Nonoperating revenues (expenses):</b>					
Passenger facility charges	\$ 3,325	\$ 3,561	\$ 236	7%	\$ 3,238
Customer facility charges (Rental Car Center)	2,947	3,116	169	6%	2,902
Quieter Home Program, net	(240)	(13)	227	95%	(307)
Interest income	552	696	144	26%	474
BAB interest rebate	386	386	-	-	386
Interest expense & debt issuance costs	(5,537)	(5,112)	425	8%	(4,852)
Bond amortization	348	348	-	-	356
Other nonoperating revenue (expenses)	(1)	29	30	-	(83)
<b>Nonoperating revenue, net</b>	<b>1,780</b>	<b>3,011</b>	<b>1,231</b>	<b>69%</b>	<b>2,114</b>
<b>Change in net position before grant contributions</b>	<b>(2,100)</b>	<b>639</b>	<b>2,739</b>		<b>2,617</b>
Capital grant contributions	38	(6)	(44)	(116)%	1,824
<b>Change in net position</b>	<b>\$ (2,062)</b>	<b>\$ 633</b>	<b>\$ 2,695</b>	<b>131%</b>	<b>\$ 4,441</b>



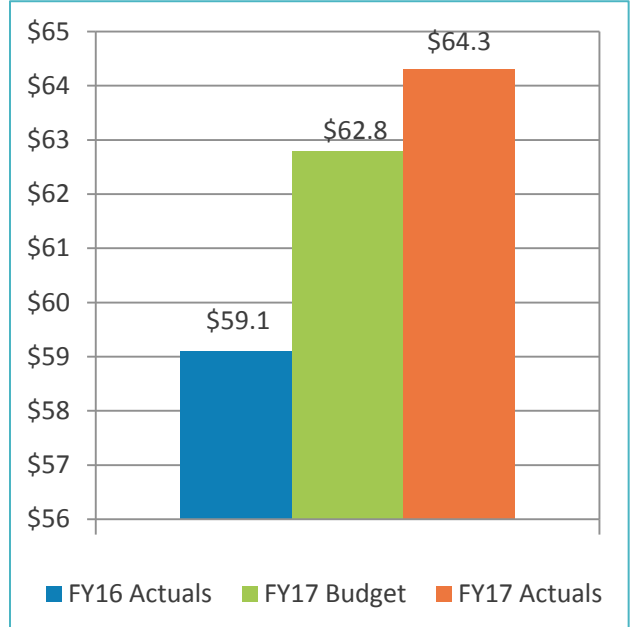
**Revenue & Expense  
(Unaudited)  
For the Three Months Ended  
September 30, 2016 and 2015**

# Monthly Operating Revenue (Unaudited)



FY17 YTD Act Vs.  
FY16 YTD Act  
8.8%

FY17 YTD Act Vs.  
FY17 YTD Budget  
2.4%



# Operating Revenues

## for the Three Months Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	%	Prior Year
				Change	
<b>Aviation revenue:</b>					
Landing fees	\$ 6,911	\$ 7,059	\$ 148	2%	\$ 6,541
Aircraft parking fees	727	727	-	-	678
Building rentals	13,738	13,726	(12)	-	13,513
Security surcharge	7,464	7,459	-	-	6,918
CUPPS Support Charges	311	311	-	-	302
Other aviation revenue	407	408	1	-	402
<b>Total aviation revenue</b>	<b>\$ 29,558</b>	<b>\$ 29,690</b>	<b>\$ 132</b>	-	<b>\$ 28,354</b>



# Operating Revenues

## for the Three Months Ended September 30, 2016 (Unaudited)

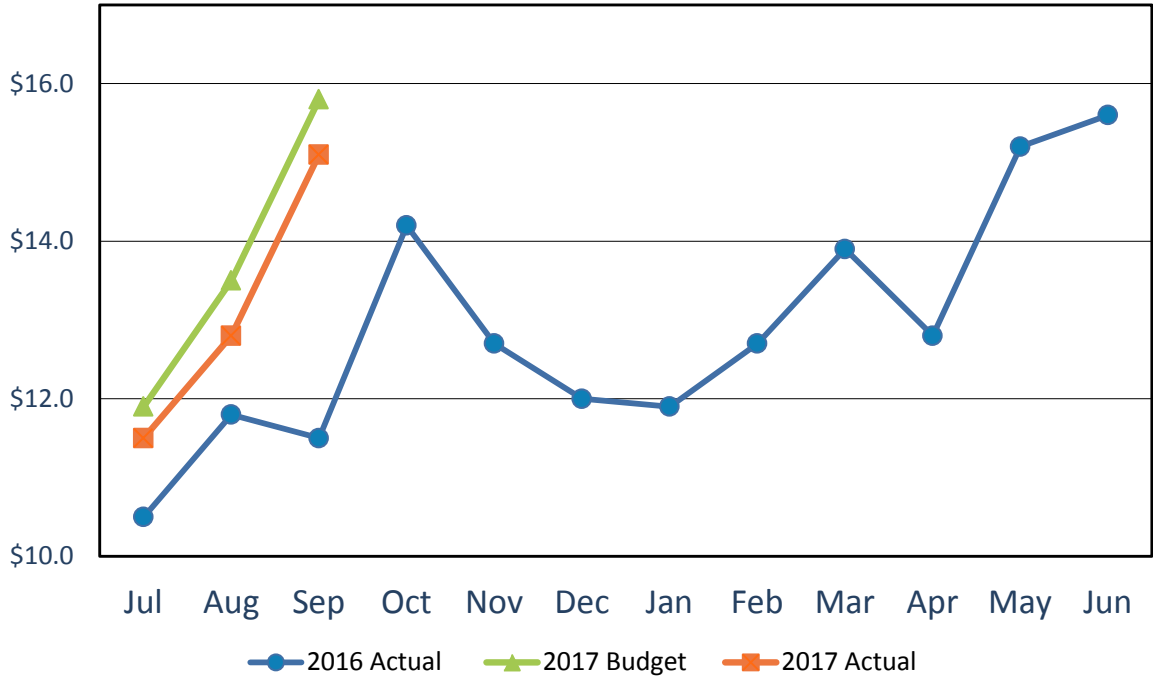
(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Terminal rent non-airline	\$ 309	\$ 332	\$ 23	7%	\$ 335
Concession revenue:					
Terminal concession revenue:					
Food and beverage	2,538	2,769	231	9%	2,487
Retail	1,716	1,925	209	12%	1,682
Space storage	216	218	2	1%	214
Cost recovery	654	630	(24)	(4)%	633
Other (Primarily advertising)	918	1,054	136	15%	998
<b>Total terminal concession revenue</b>	<b>6,042</b>	<b>6,596</b>	<b>554</b>	<b>9%</b>	<b>6,014</b>
Car rental and license fee revenue:					
Rental car license fees	7,390	7,884	494	7%	7,362
Rental car center cost recovery	549	562	13	2%	-
License fees-other	1,056	1,190	134	13%	1,150
<b>Total rental car and license fees</b>	<b>8,995</b>	<b>9,636</b>	<b>641</b>	<b>7%</b>	<b>8,512</b>
<b>Total concession revenue</b>	<b>\$ 15,037</b>	<b>\$ 16,232</b>	<b>\$ 1,195</b>	<b>8%</b>	<b>\$ 14,526</b>

# Operating Revenues for the Three Months Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	%	Prior Year
<b>Parking revenue:</b>					
Short-term parking revenue	\$ 6,753	\$ 6,318	\$ (435)	(6)%	\$ 7,055
Long-term parking revenue	4,312	4,686	374	9%	4,147
<b>Total parking revenue</b>	<b>11,065</b>	<b>11,004</b>	<b>(61)</b>	<b>(1)%</b>	<b>11,202</b>
Ground transportation permits and citations	1,985	1,989	4	-	1,417
Ground rentals	4,646	4,639	(7)	-	2,986
Grant reimbursements	55	74	18	35%	74
Other operating revenue	188	290	102	54%	194
<b>Subtotal</b>	<b>17,939</b>	<b>17,996</b>	<b>57</b>	-	<b>15,873</b>
<b>Total operating revenues</b>	<b>\$ 62,843</b>	<b>\$ 64,250</b>	<b>\$ 1,407</b>	<b>2%</b>	<b>\$ 59,088</b>

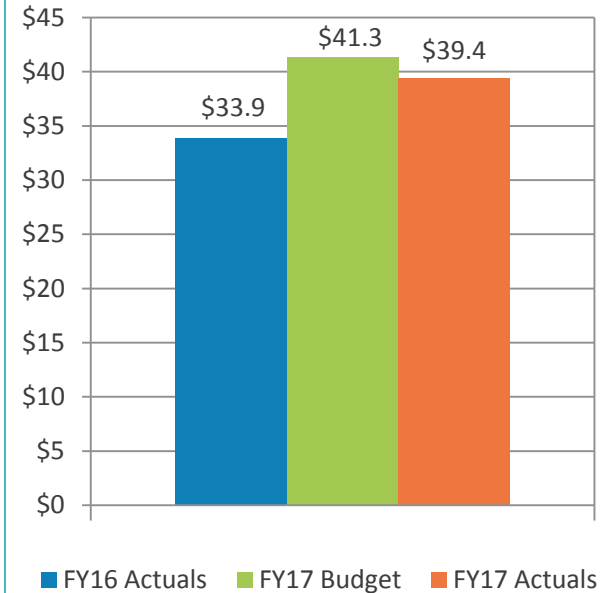
# Monthly Operating Expenses (Unaudited)

Millions



FY17 YTD Act Vs.  
FY16 YTD Act <sup>(1)</sup>  
16.2%

FY17 YTD Act Vs.  
FY17 YTD Budget  
4.6%



# Operating Expenses

## for the Three Months Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
<b>Operating expenses:</b>					
Salaries and benefits	\$ 11,298	\$ 10,532	\$ 766	7%	\$ 9,369
Contractual services	10,828	11,004	(176)	(2)%	8,280
Safety and security	7,188	6,741	447	6%	5,624
Space rental	2,548	2,547	-	-	2,548
Utilities	3,662	3,068	594	16%	3,186
Maintenance	3,600	3,534	66	2%	3,302
Equipment and systems	85	81	4	5%	129
Materials and supplies	102	131	(29)	(28)%	126
Insurance	235	244	(8)	(4)%	239
Employee development and support	334	186	148	44%	252
Business development	481	465	16	3%	175
Equipment rental and repairs	913	859	54	6%	645
<b>Total operating expenses</b>	<b>\$ 41,274</b>	<b>\$ 39,392</b>	<b>\$ 1,882</b>	<b>5%</b>	<b>\$ 33,875</b>

# Financial Summary

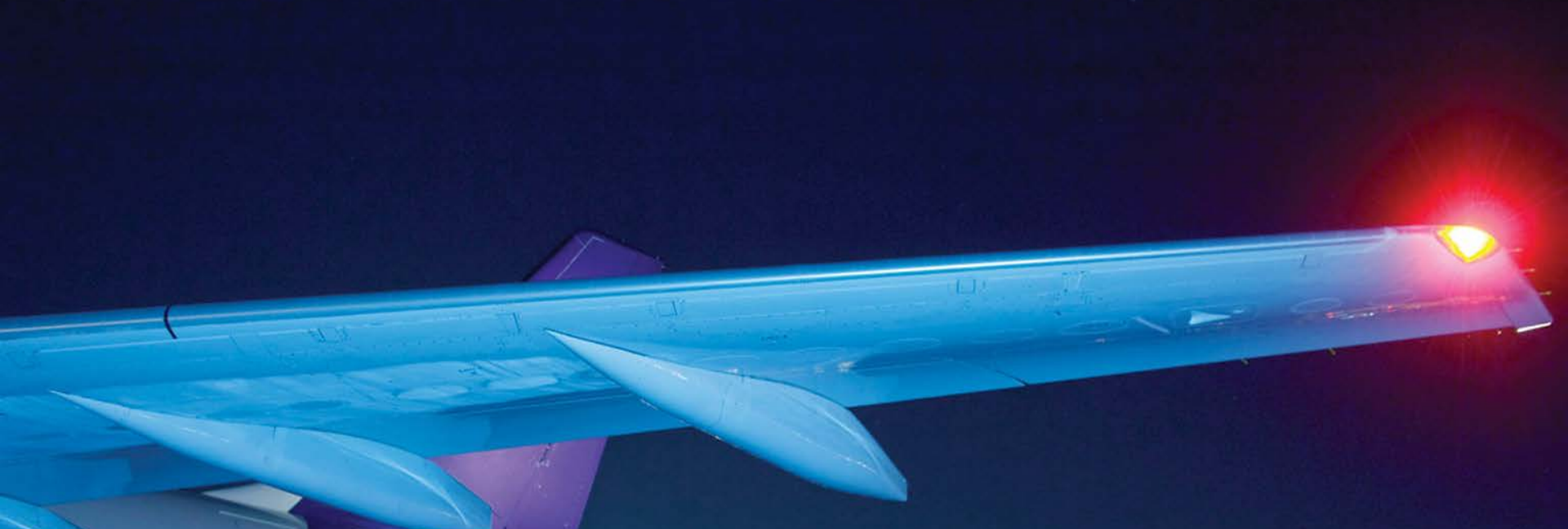
## for the Three Months Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Total operating revenues	\$ 62,843	\$ 64,250	\$ 1,407	2%	\$ 59,088
Total operating expenses	41,274	39,392	1,882	5%	33,875
<b>Income from operations</b>	<b>21,569</b>	<b>24,858</b>	<b>3,289</b>	<b>15%</b>	<b>25,213</b>
Depreciation	23,073	23,072	1	-	19,521
<b>Operating income (loss)</b>	<b>\$ (1,504)</b>	<b>\$ 1,786</b>	<b>\$ 3,290</b>	<b>219%</b>	<b>\$ 5,692</b>

# Nonoperating Revenues & Expenses for the Three Months Ended September 30, 2016 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	%	Prior Year
				Change	
<b>Nonoperating revenues (expenses):</b>					
Passenger facility charges	\$ 10,139	\$ 10,313	\$ 174	2%	\$ 9,897
Customer facility charges (Rental Car Center)	9,050	9,047	(3)	-	8,904
Quieter Home Program, net	(595)	(253)	342	57%	(553)
Interest income	1,673	1,806	133	8%	1,439
BAB interest rebate	1,158	1,158	-	-	1,157
Interest expense & debt issuance costs	(16,595)	(15,308)	1,287	8%	(14,306)
Bond amortization	1,046	1,047	-	-	1,069
Other nonoperating revenue (expenses)	(2)	(427)	(425)	-	(65)
<b>Nonoperating revenue, net</b>	<b>5,874</b>	<b>7,383</b>	<b>1,509</b>	<b>26%</b>	<b>7,541</b>
<b>Change in Net Position before grant contributions</b>	<b>4,370</b>	<b>9,169</b>	<b>4,799</b>	<b>110%</b>	<b>13,233</b>
Capital grant contributions	114	258	144	126%	7,857
<b>Change in Net Position</b>	<b>\$ 4,484</b>	<b>\$ 9,427</b>	<b>\$ 4,943</b>	<b>110%</b>	<b>\$ 21,090</b>





Statements of Net Position (Unaudited)  
September 30, 2016 and 2015

# Statements of Net Position (Unaudited)

## As of September 30, 2016 and 2015

(In Thousands)

	<u>2016</u>	<u>2015</u>
<b>Current assets:</b>		
Cash and investments	\$ 63,341	\$ 86,450
Tenant lease receivable, net of allowance of 2016: (\$224,210) and 2015: (\$60,720)	7,470	7,982
Grants receivable	5,611	10,381
Notes receivable-current portion	1,706	1,609
Prepaid expenses and other current assets	8,842	8,713
<b>Total current assets</b>	<u><b>86,970</b></u>	<u><b>115,135</b></u>
 <b>Cash designated for capital projects and other</b>	 <u><b>\$ 22,411</b></u>	 <u><b>\$ 26,210</b></u>

# Statements of Net Position (Unaudited)

## As of September 30, 2016 and 2015

(In Thousands)

	<u>2016</u>	<u>2015</u>
<b>Restricted assets:</b>		
Cash and investments:		
Bonds reserve	\$ 57,872	\$ 68,622
Passenger facility charges and interest unapplied	75,007	52,594
Customer facility charges and interest applied	32,863	41,867
SBD bond guarantee	4,000	4,000
Bond proceeds held by trustee	149,095	250,007
Passenger facility charges receivable	4,269	4,258
Customer facility charges receivable	3,159	2,880
OCIP insurance reserve	3,119	4,273
<b>Total restricted assets</b>	<b><u>\$ 329,384</u></b>	<b><u>\$ 428,501</u></b>

# Statements of Net Position (Unaudited)

## As of September 30, 2016 and 2015

(In Thousands)

### Noncurrent assets:

#### Capital assets:

Land and land improvements

Runways, roads and parking lots

Buildings and structures

Machinery and equipment

Vehicles

Office furniture and equipment

Works of art

Construction-in-progress

Less: accumulated depreciation

**Total capital assets, net**

	<u>2016</u>	<u>2015</u>
	\$ 109,974	\$ 72,564
	590,772	590,461
	1,406,154	1,116,137
	48,393	15,945
	14,810	5,798
	32,336	32,173
	9,580	3,424
	165,539	435,859
	<b>2,377,558</b>	<b>2,272,361</b>
	(835,532)	(752,042)
	<b><u>\$ 1,542,026</u></b>	<b><u>\$ 1,520,319</u></b>

# Statements of Net Position (Unaudited)

## As of September 30, 2016 and 2015

(In Thousands)

### Other assets:

Notes receivable - long-term portion

Investments - long-term portion

Security deposit

### Total other assets

### Deferred outflows of resources:

Deferred pension contributions:

### Total assets and deferred outflows of resources

	<b>2016</b>	<b>2015</b>
	\$ 34,630	\$ 36,358
	161,700	78,879
	350	350
	<b>196,680</b>	<b>115,587</b>
	6,137	5,853
	<b>\$ 2,183,608</b>	<b>\$ 2,211,605</b>

# Statements of Net Position (Unaudited)

## As of September 30, 2016 and 2015

(In Thousands)

	<u>2016</u>	<u>2015</u>
<b>Current liabilities:</b>		
Accounts payable and accrued liabilities	\$ 36,405	\$ 66,584
Deposits and other current liabilities	8,227	5,747
<b>Total current liabilities</b>	<b><u>44,633</u></b>	<b><u>72,331</u></b>
 <b>Current liabilities payable from restricted assets:</b>		
Current portion of long-term debt	11,585	11,090
Accrued interest on bonds and variable debt	16,352	16,477
<b>Total liabilities payable from restricted assets</b>	<b><u>\$ 27,937</u></b>	<b><u>\$ 27,567</u></b>

# Statements of Net Position (Unaudited)

## As of September 30, 2016 and 2015

(In Thousands)

	<u>2016</u>	<u>2015</u>
<b>Long-term liabilities:</b>		
Variable debt	\$ 32,581	\$ 38,705
Other long-term liabilities	10,426	6,069
Long-term debt - bonds net of amortized premium	<u>1,279,124</u>	<u>1,294,930</u>
<b>Total long-term liabilities</b>	<b><u>1,322,131</u></b>	<b><u>1,339,704</u></b>
<b>Total liabilities</b>	<u>1,394,701</u>	<u>1,439,602</u>
<b>Deferred inflows of resources</b>		
Deferred pension investment gains	1,807	8,168
<b>Total liabilities and deferred inflows of resources</b>	<b><u>\$ 1,396,508</u></b>	<b><u>\$ 1,447,770</u></b>



# Statements of Net Position (Unaudited)

## As of September 30, 2016 and 2015

(In Thousands)

### Net Position:

Invested in capital assets, net of related debt

Other restricted

Unrestricted:

Designated

Undesignated

**Total net position**

	<u>2016</u>	<u>2015</u>
	\$ 360,164	\$ 417,673
	180,087	178,151
	22,411	26,210
	<u>224,438</u>	<u>141,801</u>
	<u><b>\$ 787,100</b></u>	<u><b>\$ 763,835</b></u>



Questions?



## Board Communication

Date: November 17, 2016  
To: Board Members  
Via: Thella F. Bowens, President/CEO  
From: Scott M. Brickner, Vice President, Finance & Asset Management/Treasurer  
Subject: Authority's Investment Report as of September 30, 2016:

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Attached is the Authority's Investment Report as of September 30, 2016 that was presented to the Finance Committee on November 7, 2016.



# San Diego County Regional Airport Authority

## Review of the Authority's Investment Report As of September 30, 2016

Presented by: Geoff Bryant  
Manager, Airport Finance

**November 17, 2016**

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

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



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Scott Brickner, C.P.A.  
V.P. Finance & Asset Management / Treasurer  
San Diego County Regional Airport Authority

# Total Portfolio Summary

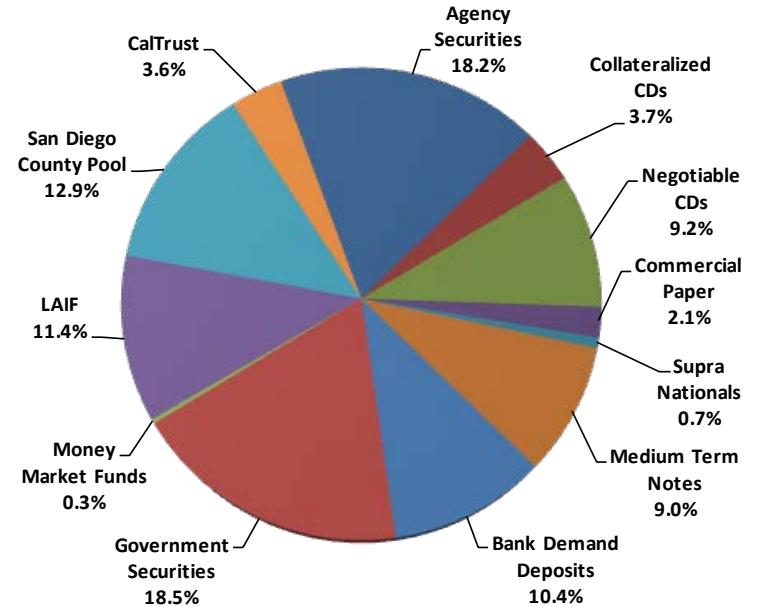
	Current Period	Prior Period	Change From Prior
	September 30, 2016	June 30, 2016	
Book Value (1)	\$419,134,000	\$410,740,000	\$8,394,000
Market Value (1)	\$419,680,000	\$412,287,000	\$7,393,000
Market Value%	100.13%	100.38%	(0.25%)
Unrealized Gain / (Loss)	\$546,000	\$1,547,000	(\$1,001,000)
Weighted Average Maturity (Days)	402 days	398 days	4
Weighted Average Yield as of Period End	0.92%	0.91%	0.01%
Cash Interest Received- Current Month	\$265,000	\$378,000	(\$113,000)
Cash Interest Received- Quarter-to-Date	\$705,000	\$911,000	(\$206,000)
Accrued Interest	\$825,000	\$534,000	\$291,000

## Notes:

(1) Increase in portfolio value is primarily due to operating receipts exceeding operating expenditures.

# Portfolio Composition by Security Type

	September 30, 2016		June 30, 2016		Permitted by Policy
	Market Value	Percent of Portfolio	Market Value	Percent of Portfolio	
Agency Securities	\$ 76,317,000	18.2%	\$ 50,680,000	12.3%	100%
Collateralized CDs	15,334,000	3.7%	15,310,000	3.7%	30%
Negotiable CDs	38,509,000	9.2%	42,513,000	10.3%	30%
Commercial Paper	8,970,000	2.1%	13,942,000	3.4%	25%
Supra Nationals	3,000,000	0.7%	3,010,000	0.7%	30%
Medium Term Notes	37,758,000	9.0%	38,698,000	9.4%	15%
Bank Demand Deposits	42,752,000	10.4%	40,247,000	10.0%	100%
Government Securities	78,524,000	18.5%	95,096,000	22.9%	100%
Money Market Funds	1,320,000	0.3%	603,000	0.1%	20%
LAIF	47,882,000	11.4%	47,919,000	11.6%	\$65 million <sup>(1)</sup>
San Diego County Pool	54,108,000	12.9%	49,092,000	11.9%	\$65 million <sup>(2)</sup>
CalTrust	15,206,000	3.6%	15,177,000	3.7%	\$65 million <sup>(3)</sup>
<b>Total:</b>	<b>\$ 419,680,000</b>	<b>100.0%</b>	<b>\$ 412,287,000</b>	<b>100.0%</b>	



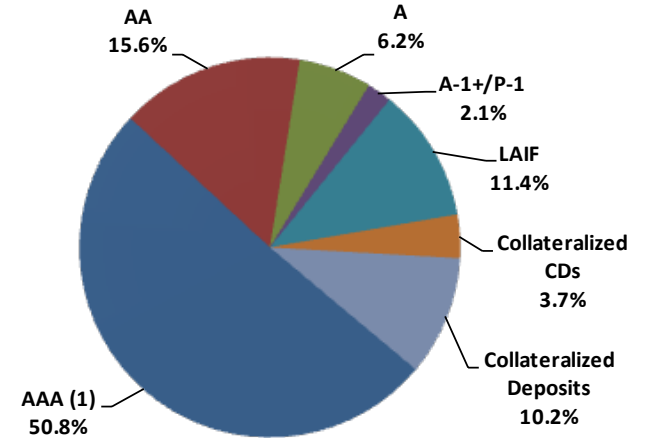
## Notes:

- 1.) The \$65 million limit on LAIF is a non-statutory LAIF internal limit. It does not apply to bond proceeds.
- 2.) The San Diego County Investment Pool mirrors the LAIF internal limit and does not apply to bond proceeds.
- 3.) The CalTrust mirrors the LAIF internal limit and does not apply to bond proceeds.



# Portfolio Composition by Credit Rating

	September 30, 2016		June 30, 2016	
	Market Value	Percent of Portfolio	Market Value	Percent of Portfolio
AAA <sup>(1)</sup>	\$ 213,267,000	50.8%	\$ 198,480,000	48.1%
AA	65,302,000	15.6%	66,147,000	16.0%
A	26,170,000	6.2%	26,242,000	6.4%
A-1+/P-1	8,971,000	2.1%	17,942,000	4.4%
LAIF	47,883,000	11.4%	47,919,000	11.6%
Collateralized CDs	15,334,000	3.7%	15,310,000	3.7%
Collateralized Deposits	42,753,000	10.2%	40,247,000	9.8%
<b>Total:</b>	<b>\$ 419,680,000</b>	<b>100.0%</b>	<b>\$ 412,287,000</b>	<b>100.0%</b>

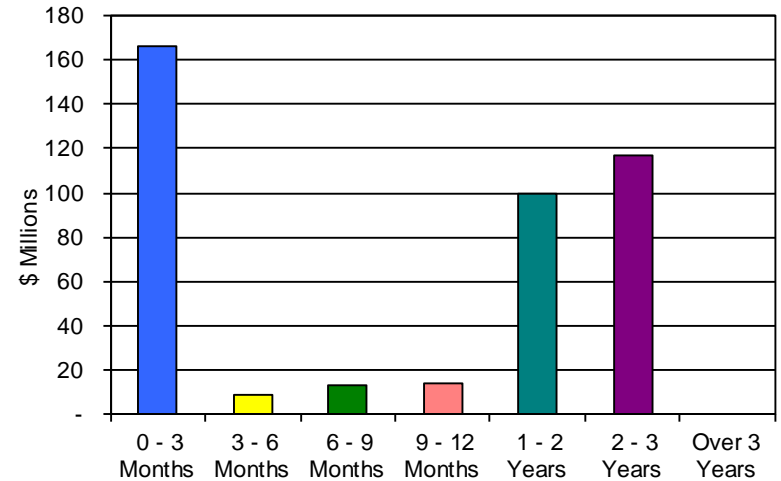


**Notes:**

1.) Includes investments that have split ratings between S&P (AA+), Moodys (AAA) and Fitch (AAA)

# Portfolio Composition by Maturity <sup>(1)</sup>

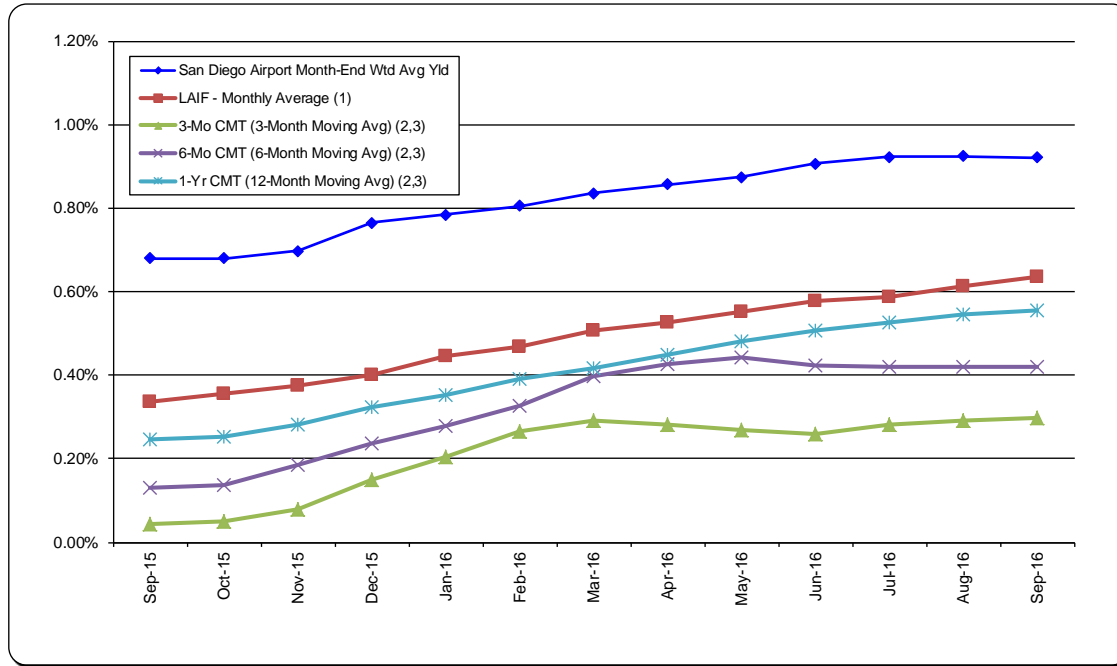
	September 30, 2016		June 30, 2016	
	Market Value	Percent of Portfolio	Market Value	Percent of Portfolio
0 - 3 Months	\$ 166,290,000	39.7%	\$ 172,327,000	41.8%
3 - 6 Months	8,971,000	2.1%	5,815,000	1.4%
6 - 9 Months	12,995,000	3.1%	8,950,000	2.2%
9 - 12 Months	14,326,000	3.4%	13,000,000	3.2%
1 - 2 Years	100,007,000	23.8%	118,052,000	28.6%
2 - 3 Years	117,091,000	27.9%	94,143,000	22.8%
Over 3 Years	-	0.0%	-	0.0%
<b>Total:</b>	<b>\$ 419,680,000</b>	<b>100.0%</b>	<b>\$ 412,287,000</b>	<b>100.0%</b>



## Notes:

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

# Benchmark Comparison



**Notes:**

- 1.) Benchmark data for LAIF is the average monthly effective yield.
- 2.) CMT stands for Constant Maturity Treasury. This data is published in Federal Reserve Statistical Release H.15 and represents an average of all actively traded Treasury securities having that time remaining until maturity. This is a standard industry benchmark for Treasury securities.
- 3.) The CMT benchmarks are moving averages. The 3-month CMT is the daily average for the previous 3 months, the 6-month CMT is the daily average for the previous 6 months, and the 1-year CMT is the daily average for the previous 12-months.

# Detail of Security Holdings As of September 30, 2016

Settlement Date	Security Description	Coupon	Maturity Date	Par Value	Purchase Price	Book Value	Market Price	Market Value	Days to Maturity	Yield to Maturity
10/16/15	FNMA	1.125	10/19/18	5,000,000	100.550	5,027,500	100.52	5,025,900	749	0.939
08/15/16	FHLB	0.625	08/07/18	4,000,000	99.624	3,985,680	99.61	3,984,400	676	0.808
01/30/13	FNMA	1.030	01/30/18	3,500,000	99.990	3,499,650	99.96	3,498,530	487	1.032
06/24/16	FNMA	0.875	03/28/18	4,450,000	100.099	4,454,406	100.08	4,453,382	544	0.818
06/29/16	FNMA	1.125	06/21/19	10,400,000	100.857	10,497,978	100.42	10,443,160	994	0.833
02/03/16	FNMA	1.375	01/28/19	6,000,000	100.842	6,050,520	101.11	6,066,300	850	1.088
05/16/16	FNMA	1.000	02/26/19	5,000,000	100.116	5,005,800	100.14	5,007,100	879	0.957
04/20/16	FHLB	1.125	04/15/19	8,000,000	100.319	8,020,420	100.44	8,035,520	927	1.016
02/25/16	FHLB	0.875	03/19/18	3,500,000	100.021	3,500,735	100.08	3,502,800	535	0.865
07/08/16	FHLMC	1.250	08/01/19	5,000,000	101.285	5,064,250	100.73	5,036,300	1035	0.824
09/06/16	FNMA	1.000	08/28/19	13,500,000	99.836	13,477,860	99.95	13,493,790	1062	1.056
08/02/16	FNMA	0.875	08/02/19	7,800,000	99.832	7,786,896	99.61	7,769,658	1036	0.932
<b>Agency Total</b>				<b>76,150,000</b>		<b>76,371,695</b>		<b>76,316,840</b>	<b>884</b>	<b>0.945</b>
07/02/16	East West Bk CD	0.700	07/07/17	10,312,166	100.000	10,312,166	100.00	10,312,166	280	0.700
04/25/16	East West Bk CD	0.500	10/24/16	5,021,472	100.000	5,021,472	100.00	5,021,472	24	0.500
<b>Collateralized CDs Total</b>				<b>15,333,638</b>		<b>15,333,638</b>		<b>15,333,638</b>	<b>196</b>	<b>0.635</b>
09/11/14	US BK NA CINCIN C/D	1.375	09/11/17	4,000,000	100.000	3,993,560	100.35	4,014,000	346	1.430
03/09/16	US Bank CD	1.060	03/09/18	4,000,000	100.000	4,000,000	100.00	4,000,000	525	1.060
11/17/15	SKANDINAV ENSKD CD	1.480	11/16/17	4,500,000	100.000	4,500,000	100.00	4,500,000	412	1.480
11/18/15	HSBC BK C/D	0.954	11/17/17	4,000,000	100.000	4,000,000	100.00	4,000,000	413	0.954
04/10/15	CANADIAN IMP CD	1.010	04/06/17	5,000,000	100.000	5,000,000	99.94	4,997,150	188	1.010
03/16/16	Toronto Dominion CD	1.720	03/14/18	5,000,000	100.000	5,000,000	100.00	5,000,000	530	1.720
04/27/15	RABOBANK CD	1.070	04/21/17	4,000,000	100.000	4,000,000	99.95	3,997,960	203	1.070
05/29/15	NORDEA BK CD	1.150	05/26/17	4,000,000	100.000	4,000,000	100.00	4,000,000	238	1.150
03/15/16	ROYAL BK CDA Y C/D	1.700	03/09/18	4,000,000	100.000	4,000,000	100.00	4,000,000	525	1.700
<b>Negotiable CDs Total</b>				<b>38,500,000</b>		<b>38,493,560</b>		<b>38,509,110</b>	<b>375</b>	<b>1.293</b>

# Detail of Security Holdings As of September 30, 2016

Settlement Date	Security Description	Coupon	Maturity Date	Par Value	Purchase Price	Book Value	Market Price	Market Value	Days to Maturity	Yield to Maturity
04/08/16	BNP PARIBAS FIN DC/P	1.030	01/03/17	4,000,000	99.228	3,969,100	99.75	3,990,080	95	1.038
05/16/16	JP MORGAN SECS DC/P	1.020	02/10/17	5,000,000	99.235	4,961,750	99.61	4,980,500	133	1.028
Commercial Paper Total				9,000,000		8,930,850		8,970,580	116	1.032
04/21/16	INTER-AMER DEV BANK	1.000	05/13/19	3,000,000	99.714	2,991,420	99.99	2,999,700	955	1.095
Supranationals				3,000,000		2,991,420		2,999,700	955	1.095
05/12/15	APPLE INC NOTES	1.000	05/03/18	4,000,000	99.121	3,964,840	99.86	3,994,440	580	1.302
01/15/15	BERKSHIRE HATHAWAY	0.553	01/12/18	5,000,000	100.000	5,000,000	100.24	5,011,850	469	0.554
06/06/16	WELLS FARGO CO MTN	2.150	01/15/19	4,600,000	101.427	4,665,642	101.24	4,657,086	837	1.589
07/17/15	GECC MTN	1.625	04/02/18	4,950,000	105.364	4,968,018	101.02	5,000,540	549	1.487
12/28/15	JPM CHASE & CO NT	1.800	01/25/18	5,000,000	99.888	4,994,400	100.41	5,020,350	482	1.855
11/19/14	CHEVRON CORP	1.345	11/15/17	5,000,000	100.199	5,009,950	100.21	5,010,250	411	1.345
02/29/16	CISCO SYSTEMS	1.600	02/28/19	3,000,000	100.330	3,009,900	100.75	3,022,530	881	1.487
02/24/16	IBM CORP NOTES	1.800	05/17/19	3,000,000	100.119	3,003,570	101.44	3,043,200	959	1.761
09/14/15	AMERICAN EXPRESS MTN	1.800	07/31/18	2,980,000	99.759	2,972,818	100.58	2,997,403	669	1.886
Medium Term Notes				37,530,000		37,589,138		37,757,649	619	1.439

# Detail of Security Holdings As of September 30, 2016

Settlement Date	Security Description	Coupon	Maturity Date	Par Value	Purchase Price	Book Value	Market Price	Market Value	Days to Maturity	Yield to Maturity
12/23/15	U.S. Treasury	1.500	12/31/18	15,200,000	100.516	15,295,391	101.50	15,427,392	822	1.325
04/01/15	U.S. Treasury	0.750	03/31/18	16,050,000	99.477	15,965,988	100.03	16,054,334	547	0.927
11/13/15	U.S. Treasury	1.250	11/30/18	11,000,000	100.234	11,002,578	100.92	11,101,420	791	1.242
02/03/16	U.S. Treasury	1.375	02/28/19	2,950,000	100.988	2,979,154	101.27	2,987,554	881	1.047
06/10/15	U.S. Treasury	1.000	05/31/18	15,000,000	99.762	14,964,258	100.40	15,059,250	608	1.082
04/20/16	U.S. Treasury	1.000	09/15/18	4,900,000	100.367	4,917,992	100.40	4,919,698	715	0.845
03/04/16	U.S. Treasury	1.625	03/31/19	5,850,000	101.793	5,954,889	101.90	5,961,267	912	1.031
05/06/16	U.S. Treasury	1.250	10/31/18	6,950,000	101.066	7,024,115	100.91	7,012,967	761	0.816
<b>Government Total</b>				<b>77,900,000</b>		<b>78,104,365</b>		<b>78,523,881</b>	<b>717</b>	<b>1.076</b>
	East West Bank			104,153	100.000	104,153	100.00	104,153	1	0.350
	East West Bank			17,516,472	100.000	17,516,472	100.00	17,516,472	1	0.350
	US Bank General Acct			20,060,169	100.000	20,060,169	100.00	20,060,169	1	0.000
	Torrey Pines Bank			5,071,716	100.000	5,071,716	100.00	5,071,716	1	0.400
	<b>Bank Demand Deposits</b>			<b>42,752,510</b>		<b>42,752,510</b>		<b>42,752,510</b>	<b>1</b>	<b>0.192</b>
	DREYFUS GOVT INVEST			1,320,259	100.000	1,320,259	100.00	1,320,259	1	0.000
	<b>Money Market Fund</b>			<b>1,320,259</b>		<b>1,320,259</b>		<b>1,320,259</b>	<b>1</b>	<b>0.000</b>
	Local Agency Invstmnt Fd			47,873,495	100.000	47,873,495	100.02	47,882,603	1	0.634
	San Diego County Inv Pool			54,167,738	100.000	54,167,738	99.89	54,107,729	1	0.981
	CalTrust			15,205,612	100.000	15,205,612	100.00	15,205,612	1	0.810
<b>Grand Total</b>				<b>\$ 418,733,252</b>	<b>100.16</b>	<b>\$ 419,134,280</b>	<b>100.13</b>	<b>\$ 419,680,111</b>	<b>402</b>	<b>0.922</b>

# Portfolio Investment Transactions

## From September 1<sup>st</sup>, 2016 - September 30<sup>th</sup>, 2016

Settle Date	Security Description	Security Type	CUSIP	Coupon	Mature Date	Call Date	Unit Price	Amount
<b>PURCHASES</b>								
07/08/16	FHLMC	AGCY	3137EADK2	1.250	08/01/19	--	101.285	\$ 5,091,507
07/08/16	FHLB	AGCY	3130A8DB6	1.125	06/21/19	--	101.034	5,054,356
08/02/16	FNMA	AGCY	3135G0N33	0.875	08/02/19	--	99.932	7,786,896
08/15/16	FHLB	AGCY	3130A8PK3	0.625	08/07/18	--	99.642	3,986,236
09/06/16	FNMA	AGCY	3135G0P49	1.000	08/28/19	--	99.836	13,479,360
								<b>\$ 35,398,355</b>
<b>CALLS</b>								
								<b>\$ -</b>
<b>MATURITIES</b>								
08/19/14	GOLDMAN SACHS BANK CD	CD	38147J2L5	0.900	08/12/16	--	100.000	\$ 4,000,000
								<b>\$ 4,000,000</b>
<b>DEPOSITS</b>								
08/29/16	SDCIP	SD County	SDCIP	0.890	--	--	100.000	\$ 5,000,000
								<b>\$ 5,000,000</b>
<b>WITHDRAWALS / SALES / TRANSFERS</b>								
07/08/16	FNMA	AGCY	3135G0ZL0	1.000	09/27/17	--	100.431	\$ 1,712,096
07/08/16	US TREAS NTS	US TREAS NTS	912828TW0	0.750	10/31/17	--	100.242	3,483,284
07/08/16	BANK OF TOKYO MITS	CP	06538BJP9	0.620	09/23/16	--	99.867	4,993,369
08/02/16	FHLB	AGCY	3130A6LZ8	0.625	10/26/17	--	99.975	4,001,667
08/02/16	FNMA	AGCY	3135G0ZL0	1.000	09/27/17	--	100.347	3,826,380
09/06/16	COCA COLA CORP NOTE	MTN	191216BD1	0.750	11/01/16	--	100.006	802,131
09/06/16	US TREAS NTS	US TREAS NTS	912828UR9	0.750	02/28/18	--	99.969	6,113,849
09/06/16	US TREAS NTS	US TREAS NTS	912828UE8	0.750	12/31/17	--	100.012	6,609,920
								<b>\$ 31,542,697</b>



# Bond Proceeds Summary

## SUMMARY OF 2010, 2013 & 2014 BOND PROCEEDS\*

As of: September 30, 2016

(in thousands)

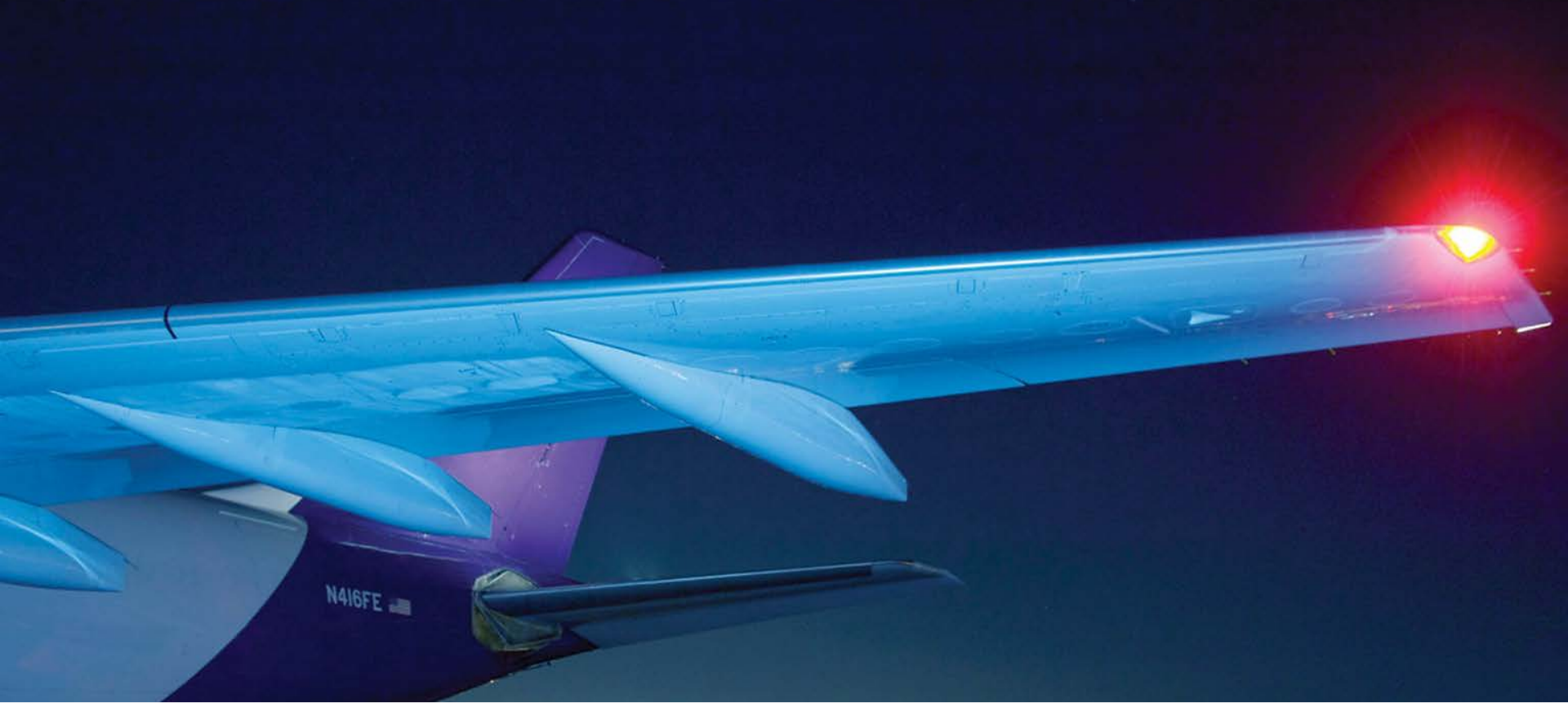
	Series 2010	Series 2013	Series 2014	Total	Yield	Rating
<b><u>Project Fund</u></b>						
SDCIP	\$ -	\$ 8,383	\$ 7,085	\$ 15,468	0.98%	AAAf
	\$ -	\$ 8,383	\$ 7,085	\$ 15,468		
<b><u>Debt Service Reserve &amp; Coverage Funds</u></b>						
SDCIP	\$ 30,367	\$ 33,427	\$ 28,791	\$ 92,585	0.98%	AAAf
East West Bank CD	20,979	-	-	20,979	0.80%	N/R
	\$ 51,346	\$ 33,427	\$ 28,791	\$ 113,564		
	<u>\$ 51,346</u>	<u>\$ 41,810</u>	<u>\$ 35,876</u>	<u>\$ 129,032</u>	0.95%	

\*Bond proceeds are not included in deposit limits as applied to operating funds

# Bond Proceeds Investment Transactions

## From July 1<sup>st</sup>, 2016 - September 30<sup>th</sup>, 2016

Settle Date	Description	Security Type	CUSIP	Coupon	Mature Date	Call Date	Unit Price	Amount
<b>PURCHASES</b>								
							\$	-
<b>CALLS</b>								
							\$	-
<b>MATURITIES</b>								
							\$	-
<b>DEPOSITS</b>								
							\$	-
<b>WITHDRAWALS / SALES</b>								
7/1/2016	First Amer Govt Oblig Fd MM	MM		0.00	--	--	1.000	\$ 3,865,567
8/19/2016	SDCIP (2013 Bonds)	SDCIP		0.96	--	--	1.000	4,646,223
9/19/2016	SDCIP (2013 Bonds)	SDCIP		0.98	--	--	1.000	2,621,725
							\$	11,133,515



Questions ?

## **STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

### **Subject:**

**Approve and Authorize the President/CEO to Execute a Second Amendment to the Public Art Agreement with Ueberall International, LLC for Rental Car Center Public Art Project**

### **Recommendation:**

Adopt Resolution No. 2016-0103, approving and authorizing the President/CEO to execute a Second Amendment to the Public Art Agreement with Ueberall International, LLC to extend the term for an additional three (3) months resulting in a termination date of April 30, 2017.

### **Background/Justification:**

On November 6, 2014, the Authority Board approved the Airport Art Advisory Committee's recommendation to award Ueberall International, LLC the commission for the Rental Car Center Public Art Project (Resolution No. 2014-0121). The Authority and Artist are parties to an Agreement for Design, Fabrication and Installation of Public Art Work with an original term beginning on December 15, 2014 and ending on May 31, 2016 in an amount not to exceed \$800,000 ("Agreement"). On June 25, 2015, the Authority Board approved and authorized the President/CEO to execute a First Amendment to the Agreement, extending the term through January 31, 2017 (Resolution No. 2015-0063).

The Artist team's proposed artwork, titled *Dazzle*, will utilize pioneering technology to animate the north east exterior façade of the Rental Car Center (RCC). The project takes its inspiration from dazzle camouflage, a WWI era military technology tested in San Diego. The final artwork will feature a fully programmable dazzle-influenced pattern applied to the surface of the façade, and comprised of approximately 2,000 two by two foot e-paper panels. The e-paper technology is solar powered and therefore highly sustainable.

While the e-paper material has been employed throughout the world, most notably in Kindle readers, the proposed application on the RCC would be the first of its kind on an architectural scale. The Artist team has partnered with E Ink, the global company responsible for creating e-paper, to develop a sustainable, long-lasting, and easy to maintain method for installing and controlling the e-paper panels on the façade. E Ink and Ueberall have completed extensive testing and prototyping of weatherization, communication systems, and adhesive techniques in order to ensure that the material can be maintained and function as intended continuously for a minimum of ten years.

During the last phase of this rigorous testing, which included simulated, accelerated aging testing, system weaknesses were discovered that related to the tile and electronics weather protection systems, and software validation.

E Ink and Ueberall worked diligently to resolve these issues as quickly as possible. They engaged a world-class electronics integrator to solve weather protection concerns, and validated the software design through additional strenuous testing both at the E Ink facility in Boston and in San Diego. GPS time synchronization capability was added to the system in order to support the complex animations created by the Artist and displayed across 1600 linear feet of façade.

In October, E Ink and Ueberall installed an additional set of e-paper tiles that included a redesigned rear barrier system that passes all accelerated aging tests, and a custom waterproof coating and electronics housing design that protects from long-term weather conditions while still enabling optimal antenna performance. Ueberall and E Ink presented multiple animations across the test tiles using the final software that supports the tiles, transmitter points, and centralized computer housed at the RCC. Through this test, Ueberall was able to demonstrate conclusively that the previous system weaknesses have been resolved.

The additional testing required to resolve the described system weaknesses have resulted in a delay to the originally projected fabrication and installation timeline. It is the priority of the Art Program that all technology-based public art projects undergo exhaustive testing, as conducted by Ueberall International, in order to ensure that the proposed technology will operate consistently once installed. Accordingly, staff is recommending extending the Agreement by three (3) months to provide additional time for the fabrication and installation of the *Dazzle* artwork.

No additional funds or changes to the terms and conditions of the Agreement will take place as a result of this requested Board action.

**Fiscal Impact:**

Adequate funds for the Rental Car Center Public Art Project are included within the Board approved FY2017 – FY2022 Capital Program Budget in Project No. 104151C. Sources of funding for this project include Customer 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 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 did not utilize federal funds. An exemption was provided from using the inclusionary program/policies for the Rental Car Center Public Art project. The exemption was based on the extraordinary circumstances when contracting with artists and requesting special certification. In general, while a significant number of artists operate as small businesses, more often than not they do not acquire certification to indicate their small business status. From past experience, expecting or requiring the certification would cause undue complications and delays in the solicitation process.

**Prepared by:**

LAUREN LOCKHART  
ART PROGRAM MANAGER, VISION, VOICE & ENGAGEMENT

RESOLUTION NO. 2016-0103

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE A SECOND AMENDMENT TO THE PUBLIC ART AGREEMENT WITH UEBERALL INTERNATIONALL, LLC TO EXTEND THE TERM FOR AN ADDITIONAL THREE (3) MONTHS RESULTING IN A TERMINATION DATE OF APRIL 30, 2017

WHEREAS, on November 6, 2014, the Authority Board approved the Airport Art Advisory Committee's recommendation to award Ueberall International LLC ("Artist") the commission for the Rental Car Center Public Art opportunity as evidenced by Resolution No. 2014-0121; and

WHEREAS, the Authority and Artist are parties to an Agreement for Design, Fabrication and Installation of Public Art Work ("Agreement"); and

WHEREAS, the Agreement is on file in the office of the Authority Clerk as Document 209400 OS dated January 8, 2015 which began December 15, 2014, and ended May 31, 2016; and

WHEREAS, on September 11, 2015, a First Amendment to the Agreement (1) extended the Agreement term eight months resulting in a new expiration date of January 31, 2017; (2) revised Exhibit A; (3) revised Exhibit B; and (4) revised Exhibit C.

NOW THEREFORE BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to execute a Second Amendment to the Public Art Agreement with Ueberall International, LLC to extend the term for an additional three (3) months resulting in a termination date of April 30, 2017; and

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



PASSED, APPROVED AND ADOPTED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 17<sup>th</sup> day of November, 2016 by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

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TONY R. RUSSELL  
DIRECTOR, CORPORATE SERVICES/  
AUTHORITY CLERK

APPROVED AS TO FORM:

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AMY GONZALEZ  
GENERAL COUNSEL

**STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

**Subject:**

**Award a Contract to Future DB International Inc., for Clear Object Free Area (OFA) Taxiway B at San Diego International Airport**

**Recommendation:**

Adopt Resolution No. 2016-0105, awarding a contract to Future DB International, Inc., in the amount of \$4,775,162.11 for Project 104129, Clear Object Free Area (OFA) Taxiway B at San Diego International Airport.

**Background/Justification:**

This project is a San Diego County Regional Airport Authority (“Authority”) Board (“Board”) approved project in the FY2016 Capital Improvement Program (“CIP”).

The existing Taxiway B Object Free Area (“OFA”) is of non-standard condition and does not have the required Taxiway OFA for Airplane Design Group (ADG) V aircraft. Currently, airport operations are restricted by the inability of large aircraft to access Runway 27, forcing midfield runway crossings or the use of Runway 9 for takeoff.

This project will clear objects from the Taxiway B OFA for unrestricted access by Group V aircraft. The scope of work includes the reconstruction or replacement outside of the object free area of the communications rack room, secured access gate, vehicle service road, and perimeter fence. This project also includes modifications to existing signage and markings, and the demolition and removal of the obstruction light, and Remote Transmitter/Receiver tower. (Attachment A)

This contract was advertised on September 14, 2016, and sealed bids were opened on October 14, 2016. The following bids were received: (Attachment B)

<b>Company</b>	<b>Total Bid</b>
Future DB International, Inc.	\$4,775,162.11
Hazard Construction Company	\$5,406,713.00
Granite Construction Company	\$5,448,096.00
Whillock Contracting	\$6,084,547.00
Marcon Engineering, Inc.	\$6,230,879.00

The Engineer’s estimate is \$4,646,356.75

The low bid of \$4,775,162.11, is responsive, and Future DB International, Inc., is considered responsible. Staff recommends award to Future DB International, Inc., in the amount of \$4,775,162.11.

On October 27, 2016, the Authority received a bid protest from the Hazard Construction Company ("Hazard"). Hazard's bid protest was made on the following grounds: Future DB International, Inc., ("Future") failed to properly sign the bid; failed to possess a Class A contractor's license with a hazardous waste certification; lacks qualifying airport experience; and failed to possess three years of an established experience modification ratio, as required by the bid document. The protest was considered and on November 4, 2016, the protest was rejected. Hazard may file an appeal.

### **Fiscal Impact:**

Adequate funds for Clear OFA Taxiway B are included within the Board approved FY2017-FY2021 Capital Program Budget in Project No. 104129. Source of funding for this project includes Passenger Facility Charges and 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. 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. The proposed project is a class of project that is a categorical exemption according to:

\* Pub. Res. Section 15301 – Existing Facilities – Class 1 - Existing Facilities 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; and

\* Section 15302 – Class 2 - Replacement or reconstruction consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced; and

\* Section 15304 – Class 4 - Minor Alterations to Land consists of minor public or private alterations in the condition of land, water, and/or vegetation which do not involve removal of healthy, mature, scenic trees except for forestry or agricultural purposes.

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.

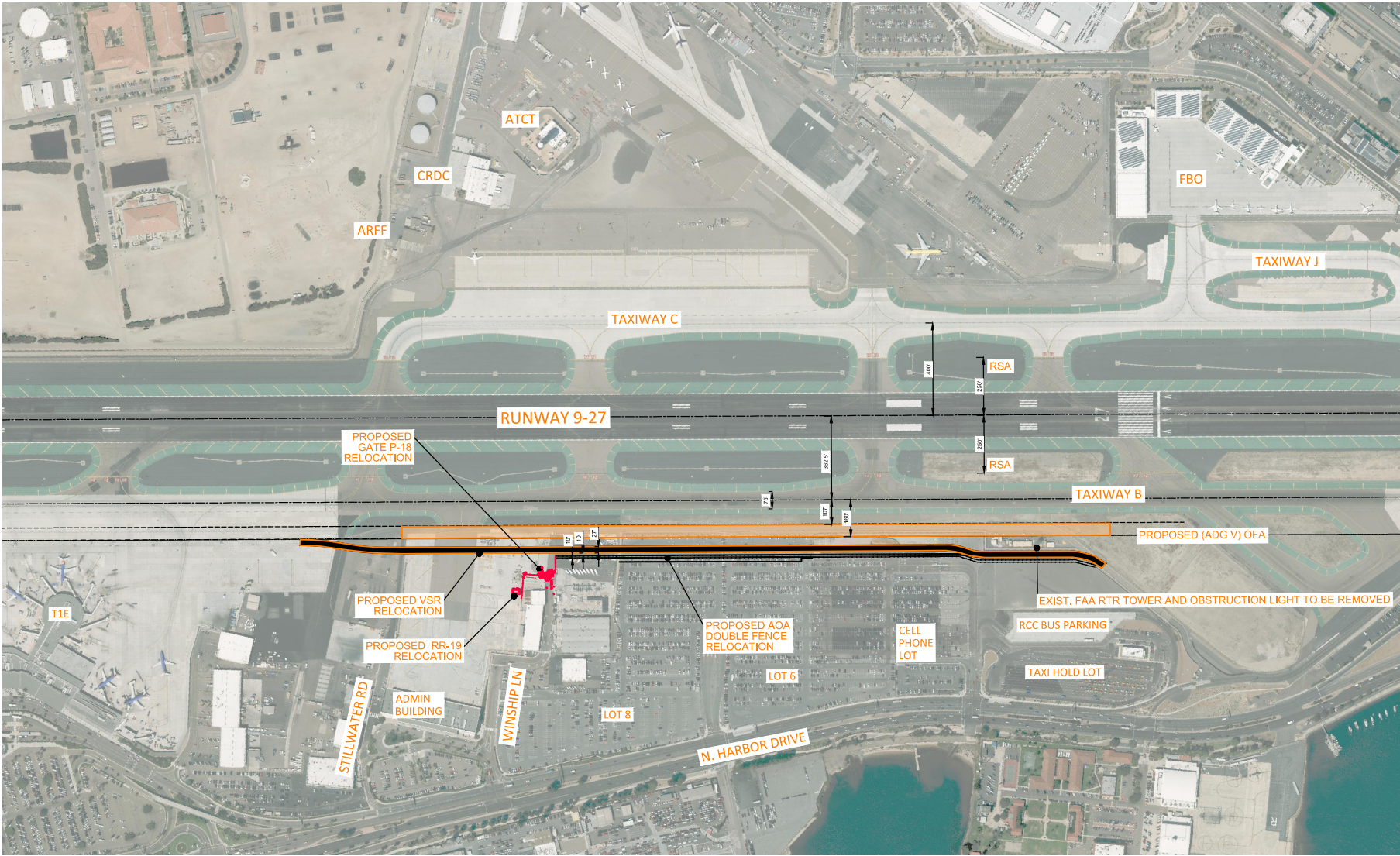
This contract does not utilize federal funds and provides opportunities for sub-contractor participation; therefore; at the option of the Authority, Policy 5.14 was applied. Policy 5.14 establishes separate goals for the participation of: (1) small businesses; (2) local businesses; and, (3) service disabled 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 \$200,000. 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, Future DB International, Inc., met the SBE goal of 36% with 69% certified small business participation for a 3% certified small business preference and did not meet the SDVOSB goal of 3% for 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

# ATTACHMENT A



CIP 104129 CLEAR OBJECT FREE AREA (OFA) TAXIWAY 'B'





**ATTACHMENT B  
 BID TABULATION**

Project Title: **Clear Object Free Area (OFA) Taxiway B**

CIP Number: **104129**

DATE/TIME BIDS OPENED: **10/14/2016 at 2:30 PM**

ENGINEER'S ESTIMATE: \$ 4,646,356.75			
GUARANTEE OF GOOD FAITH:			
BID ITEM NO.	TITLE	QUANTITY	UNIT ITEM
<b>Bid Schedule A - Base Bid</b>			
1	Overhead	301	DAY
2	Health and Safety Plan	1	LS
3	Mobilization/Demobilization	1	LS
4	Remove Gate P-16	1	LS
5	Remove Generator	1	LS
6	Remove FAA RTR Tower	1	LS
7	Remove and Dispose of AC Pavement	410	CY
8	Remove and Dispose of PCC Pavement	90	CY
9	Remove and Dispose of HMA Overlay on PCC Pavement	260	CY
10	Remove and Dispose of Geogrid	1,200	SY
11	Remove and Dispose of Curb	155	LF
12	Remove and Dispose of AC Barm	95	LF
13	Remove and Salvage of Yellow Fence	80	LF
14	Remove and Dispose of Parking Lot Fence	105	LF
15	Remove and Dispose of Standard Chain Link Fence	250	LF
16	Remove and Dispose of Type I AOA Fence	1,330	LF
17	Remove and Dispose of Type I AOA Fence with Razor Wire	350	LF
18	Remove and Dispose of Type I AOA Fence with Razor Wire and PIDS	300	LF
19	Remove and Salvage Type II AOA Fence on K-Rail with Razor Wire and PIDS	2,200	LF
20	Relocate Portable Barrier with Chain Link Fence	885	LF
21	Remove Pavement Markings	40,000	SF
22	Remove and Dispose of Type A Bollard	36	EA
23	Remove and Dispose of Type B Bollard	8	EA
24	Remove and Salvage Turnstile	1	EA
25	Remove and Dispose of Wheel Stops	61	EA
26	Relocate Sign and Post	1	EA
27	Remove and Dispose of Gravel	40	CY
28	Remove and Dispose of Infiltration Trench and 8 inch CPE Perforated Pipe	135	LF
29	Remove and Dispose of Cleanout	1	EA
30	Remove and Dispose of Concrete Apron and Cover for Storm Drain Cleanout	1	EA
31	Relocate Port-A-Potty	1	EA
32	Remove and Salvage CCTV Camera Pole	2	EA
33	Remove and Salvage Light Pole	2	EA
34	Remove and Dispose of Light Pole	25	EA
35	Remove and Salvage Light Pole with Camera	3	EA
36	Remove and Dispose of Conduit	85	LF
37	Remove and Dispose of Underground Electrical Wire	1,500	LF
38	Remove and Salvage Guard Shack	2	EA
39	Remove and Dispose of Backflow Preventer	1	EA
40	RR-19 Building	1	LS
41	Furnish and Install Turnstile	1	EA
42	Furnish and Install Guard Post	1	EA
43	Existing Rack Room 19 Building Vault - Complete	1	LS
44	Low voltage power Distribution Cable (600V and Less)	1	LS
45	Furnish and Install 2'x3'3" Vehicle Rated Handhole	8	EA
46	Furnish and Install 3'x3'3" Vehicle Rated Handhole	4	EA
47	1 way 1" Conduit - Direct Buried	1,500	LF
48	1 way 1" - Concrete Encased	100	LF
49	1 way 2" Conduit - Direct Buried	100	LF
50	1 way 1" & 1 way 2" - Concrete Encased	100	LF

ENGINEER'S ESTIMATE	
UNIT PRICE (In Figures)	TOTAL (In Figures)
\$ 2,250.00	\$ 677,250.00
\$ 8,500.00	\$ 8,500.00
\$ 325,000.00	\$ 325,000.00
\$ 12,750.00	\$ 12,750.00
\$ 12,750.00	\$ 12,750.00
\$ 42,500.00	\$ 42,500.00
\$ 305.00	\$ 125,050.00
\$ 320.00	\$ 28,800.00
\$ 212.00	\$ 55,120.00
\$ 4.25	\$ 5,100.00
\$ 10.50	\$ 1,627.50
\$ 3.50	\$ 332.50
\$ 34.00	\$ 2,720.00
\$ 6.75	\$ 708.75
\$ 8.50	\$ 2,125.00
\$ 12.50	\$ 16,625.00
\$ 12.75	\$ 4,462.50
\$ 17.00	\$ 5,100.00
\$ 17.00	\$ 37,400.00
\$ 17.00	\$ 15,045.00
\$ 1.75	\$ 70,000.00
\$ 170.00	\$ 6,120.00
\$ 212.50	\$ 1,700.00
\$ 5,000.00	\$ 5,000.00
\$ 72.25	\$ 4,407.25
\$ 1,500.00	\$ 1,500.00
\$ 25.50	\$ 1,020.00
\$ 12.75	\$ 1,721.25
\$ 650.00	\$ 650.00
\$ 5,500.00	\$ 5,500.00
\$ 850.00	\$ 850.00
\$ 1,500.00	\$ 3,000.00
\$ 850.00	\$ 1,700.00
\$ 850.00	\$ 21,250.00
\$ 1,575.00	\$ 4,725.00
\$ 17.00	\$ 1,445.00
\$ 4.25	\$ 6,375.00
\$ 17,000.00	\$ 34,000.00
\$ 3,500.00	\$ 3,500.00
\$ 127,500.00	\$ 127,500.00
\$ 33,000.00	\$ 33,000.00
\$ 106,250.00	\$ 106,250.00
\$ 170,000.00	\$ 170,000.00
\$ 70,000.00	\$ 70,000.00
\$ 1,700.00	\$ 13,600.00
\$ 2,550.00	\$ 10,200.00
\$ 21.25	\$ 31,875.00
\$ 25.50	\$ 2,550.00
\$ 25.50	\$ 2,550.00
\$ 32.75	\$ 3,275.00

Future DB International, Inc. 8707 Research Dr. Irvine, CA 92618	
Great American Insurance Company	
UNIT PRICE (In Figures)	TOTAL (In Figures)
\$ 2,421.21	\$ 728,784.21
\$ 5,400.00	\$ 5,400.00
\$ 162,000.00	\$ 162,000.00
\$ 9,234.00	\$ 9,234.00
\$ 9,720.00	\$ 9,720.00
\$ 53,980.28	\$ 53,980.28
\$ 205.20	\$ 84,132.00
\$ 313.20	\$ 28,188.00
\$ 205.20	\$ 53,352.00
\$ 19.44	\$ 23,328.00
\$ 28.47	\$ 4,412.85
\$ 27.00	\$ 2,565.00
\$ 74.39	\$ 5,951.20
\$ 35.95	\$ 3,774.75
\$ 20.35	\$ 5,087.50
\$ 9.66	\$ 12,847.80
\$ 16.67	\$ 5,834.50
\$ 10.10	\$ 3,030.00
\$ 10.32	\$ 22,704.00
\$ 19.80	\$ 17,523.00
\$ 2.22	\$ 88,800.00
\$ 540.00	\$ 19,440.00
\$ 540.00	\$ 4,320.00
\$ 3,963.60	\$ 3,963.60
\$ 43.20	\$ 2,635.20
\$ 540.00	\$ 540.00
\$ 162.00	\$ 6,480.00
\$ 81.00	\$ 10,935.00
\$ 540.00	\$ 540.00
\$ 2,160.00	\$ 2,160.00
\$ 540.00	\$ 540.00
\$ 3,780.00	\$ 7,560.00
\$ 6,480.00	\$ 12,960.00
\$ 1,080.00	\$ 27,000.00
\$ 1,080.00	\$ 3,240.00
\$ 21.60	\$ 1,836.00
\$ 1.08	\$ 1,620.00
\$ 2,991.60	\$ 5,983.20
\$ 1,080.00	\$ 1,080.00
\$ 5,000.00	\$ 5,000.00
\$ 212,000.00	\$ 212,000.00
\$ 15,000.00	\$ 15,000.00
\$ 40,000.00	\$ 40,000.00
\$ 547,000.00	\$ 547,000.00
\$ 43,200.00	\$ 43,200.00
\$ 3,240.00	\$ 25,920.00
\$ 4,320.00	\$ 17,280.00
\$ 16.20	\$ 24,300.00
\$ 21.60	\$ 2,160.00
\$ 27.00	\$ 2,700.00
\$ 32.40	\$ 3,240.00

Hazard Construction Company 6465 Marindustry Place San Diego, CA 92121	
Travelers Casualty and Surety Company of America	
UNIT PRICE (In Figures)	TOTAL (In Figures)
\$ 3,000.00	\$ 903,000.00
\$ 15,000.00	\$ 15,000.00
\$ 480,000.00	\$ 480,000.00
\$ 25,000.00	\$ 25,000.00
\$ 8,200.00	\$ 8,200.00
\$ 60,000.00	\$ 60,000.00
\$ 50.00	\$ 20,500.00
\$ 50.00	\$ 4,500.00
\$ 50.00	\$ 13,000.00
\$ 3.00	\$ 3,600.00
\$ 10.00	\$ 1,550.00
\$ 5.00	\$ 475.00
\$ 54.00	\$ 4,320.00
\$ 20.00	\$ 2,100.00
\$ 14.00	\$ 3,500.00
\$ 9.00	\$ 11,970.00
\$ 12.00	\$ 4,200.00
\$ 12.00	\$ 3,600.00
\$ 12.00	\$ 26,400.00
\$ 20.00	\$ 17,700.00
\$ 1.50	\$ 60,000.00
\$ 220.00	\$ 7,920.00
\$ 300.00	\$ 2,400.00
\$ 4,000.00	\$ 4,000.00
\$ 65.00	\$ 3,965.00
\$ 300.00	\$ 300.00
\$ 32.00	\$ 1,280.00
\$ 26.00	\$ 3,510.00
\$ 200.00	\$ 200.00
\$ 200.00	\$ 200.00
\$ 450.00	\$ 450.00
\$ 1,000.00	\$ 1,000.00
\$ 1,000.00	\$ 2,000.00
\$ 1,000.00	\$ 2,000.00
\$ 1,000.00	\$ 25,000.00
\$ 1,000.00	\$ 3,000.00
\$ 20.00	\$ 1,700.00
\$ 3.00	\$ 4,500.00
\$ 6,000.00	\$ 12,000.00
\$ 5,000.00	\$ 5,000.00
\$ 212,000.00	\$ 212,000.00
\$ 15,000.00	\$ 15,000.00
\$ 40,000.00	\$ 40,000.00
\$ 547,000.00	\$ 547,000.00
\$ 27,000.00	\$ 27,000.00
\$ 1,600.00	\$ 12,800.00
\$ 5,500.00	\$ 22,000.00
\$ 24.00	\$ 36,000.00
\$ 43.00	\$ 4,300.00
\$ 41.00	\$ 4,100.00
\$ 60.00	\$ 6,000.00

Granite Construction Company 5860 El Camino Real, Suite 200 Carlsbad, CA 92008	
Federal Insurance Company	
UNIT PRICE (In Figures)	TOTAL (In Figures)
\$ 2,500.00	\$ 752,500.00
\$ 2,500.00	\$ 2,500.00
\$ 440,000.00	\$ 440,000.00
\$ 7,600.00	\$ 7,600.00
\$ 4,000.00	\$ 4,000.00
\$ 25,000.00	\$ 25,000.00
\$ 80.00	\$ 32,800.00
\$ 250.00	\$ 22,500.00
\$ 130.00	\$ 33,800.00
\$ 7.50	\$ 9,000.00
\$ 10.00	\$ 1,550.00
\$ 15.00	\$ 1,425.00
\$ 50.00	\$ 4,000.00
\$ 19.00	\$ 1,995.00
\$ 13.00	\$ 3,250.00
\$ 8.00	\$ 10,640.00
\$ 11.00	\$ 3,850.00
\$ 10.00	\$ 3,000.00
\$ 9.50	\$ 20,900.00
\$ 18.00	\$ 15,930.00
\$ 1.10	\$ 4,900.00
\$ 350.00	\$ 12,600.00
\$ 320.00	\$ 2,560.00
\$ 3,700.00	\$ 3,700.00
\$ 140.00	\$ 8,540.00
\$ 280.00	\$ 280.00
\$ 70.00	\$ 2,800.00
\$ 100.00	\$ 13,500.00
\$ 450.00	\$ 1,205.00
\$ 450.00	\$ 450.00
\$ 1,000.00	\$ 1,000.00
\$ 1,000.00	\$ 2,000.00
\$ 1,000.00	\$ 2,000.00
\$ 1,000.00	\$ 25,000.00
\$ 1,000.00	\$ 3,000.00
\$ 20.00	\$ 1,700.00
\$ 1.00	\$ 1,500.00
\$ 1,400.00	\$ 2,800.00
\$ 500.00	\$ 500.00
\$ 300,000.00	\$ 300,000.00
\$ 15,000.00	\$ 15,000.00
\$ 31,000.00	\$ 31,000.00
\$ 550,000.00	\$ 550,000.00
\$ 40,000.00	\$ 40,000.00
\$ 20,922.00	\$ 20,922.00
\$ 3,259.00	\$ 26,072.00
\$ 4,467.00	\$ 17,868.00
\$ 20.00	\$ 30,000.00
\$ 53.76	\$ 5,376.00
\$ 51.05	\$ 5,105.00
\$ 60.00	\$ 6,000.00

Whillock Contracting P.O. Box 2322 La Mesa, CA 91943	
Travelers Casualty and Surety Company of America	
UNIT PRICE (In Figures)	TOTAL (In Figures)
\$ 2,903.00	\$ 873,803.00
\$ 6,325.00	\$ 6,325.00
\$ 754,423.95	\$ 754,423.95
\$ 9,193.00	\$ 9,193.00
\$ 5,824.00	\$ 4,700.00
\$ 52,258.00	\$ 52,258.00
\$ 65.00	\$ 26,650.00
\$ 105.00	\$ 9,450.00
\$ 55.00	\$ 14,300.00
\$ 4.75	\$ 5,700.00
\$ 7.00	\$ 1,085.00
\$ 17.50	\$ 1,662.50
\$ 32.00	\$ 2,560.00
\$ 45.15	\$ 4,740.75
\$ 33.50	\$ 8,375.00
\$ 32.00	\$ 42,560.00
\$ 35.50	\$ 12,425.00
\$ 33.85	\$ 10,155.00
\$ 10.00	\$ 22,000.00
\$ 19.25	\$ 17,036.25
\$ 1.42	\$ 56,800.00
\$ 190.00	\$ 6,840.00
\$ 380.00	\$ 3,040.00
\$ 3,053.00	\$ 3,053.00
\$ 27.00	\$ 1,647.00
\$ 443.00	\$ 443.00
\$ 25.10	\$ 1,004.00
\$ 45.00	\$ 6,075.00
\$ 1,205.00	\$ 1,205.00
\$ 2,500.00	\$ 2,500.00
\$ 815.00	\$ 815.00
\$ 1,021.00	\$ 2,042.00
\$ 1,143.00	\$ 2,286.00
\$ 953.00	\$ 23,825.00
\$ 502.00	\$ 1,506.00
\$ 3.36	\$ 285.60
\$ 0.82	\$ 1,230.00
\$ 3,657.00	\$ 7,314.00
\$ 2,500.00	\$ 2,500.00
\$ 337,080.00	\$ 337,080.00
\$ 13,795.00	\$ 13,795.00
\$ 24,220.00	\$ 24,220.00
\$ 278,023.00	\$ 278,023.00
\$ 20,922.00	\$ 20,922.00
\$ 1,200.00	\$ 9,600.00
\$ 4,467.00	\$ 17,868.00
\$ 20.00	\$ 30,000.00
\$ 228.00	\$ 22,600.00
\$ 200.00	\$ 20,000.00
\$ 200.00	\$ 20,000.00

Marcon Engineering, Inc. 876 North Broadway Escondido, CA 92025	
The Hanover Insurance Company	
UNIT PRICE (In Figures)	TOTAL (In Figures)
\$ 3,400.00	\$ 1,023,400.00
\$ 2,400.00	\$ 2,400.00
\$ 180,000.00	\$ 180,000.00
\$ 9,000.00	\$ 9,000.00
\$ 4,700.00	\$ 4,700.00
\$ 60,000.00	\$ 60,000.00
\$ 71.00	\$ 29,110.00
\$ 107.00	\$ 9,630.00
\$ 83.00	\$ 21,580.00
\$ 6.00	\$ 7,200.00
\$ 18.00	\$ 2,790.00
\$ 14.00	\$ 1,330.00
\$ 60.00	\$ 4,800.00
\$ 22.00	\$ 2,310.00
\$ 15.00	\$ 3,750.00
\$ 9.00	\$ 11,970.00
\$ 13.00	\$ 4,550.00
\$ 11.00	\$ 3,300.00
\$ 11.00	\$ 24,200.00
\$ 22.00	\$ 19,470.00
\$ 1.30	\$ 52,000.00
\$ 240.00	\$ 6,840.00
\$ 240.00	\$ 1,920.00
\$ 2,400.00	\$ 2,400.00
\$ 167.00	\$ 10,187.00
\$ 333.00	\$ 333.00
\$ 118.00	\$ 4,720.0

## ATTACHMENT B BID TABULATION

Project Title: **Clear Object Free Area (OFA) Taxiway B**

CIP Number: **104129**

DATE/TIME BIDS OPENED: **10/14/2016 at 2:30 PM**

ENGINEER'S ESTIMATE: \$ 4,646,356.75				ENGINEER'S ESTIMATE		1 Future DB International, Inc. 8707 Research Dr. Irvine, CA 92618		2 Hazard Construction Company 6465 Marindustry Place San Diego, CA 92121		3 Granite Construction Company 5860 El Camino Real, Suite 200 Carlsbad, CA 92008		4 Whillock Contracting P.O. Box 2322 La Mesa, CA 91943		5 Marcon Engineering, Inc. 876 North Broadway Escondido, CA 92025	
GUARANTEE OF GOOD FAITH:						Great American Insurance Company		Travelers Casualty and Surety Company of America		Federal Insurance Company		Travelers Casualty and Surety Company of America		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)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
51	2 way 4" - Concrete Encased	150	LF	\$ 34.00	\$ 5,100.00	\$ 37.80	\$ 5,670.00	\$ 75.00	\$ 11,250.00	\$ 35.00	\$ 5,250.00	\$ 81.15	\$ 12,172.50	\$ 200.00	\$ 30,000.00
52	3 way 4" - Concrete Encased	450	LF	\$ 36.00	\$ 16,200.00	\$ 43.20	\$ 19,440.00	\$ 75.00	\$ 33,750.00	\$ 40.00	\$ 18,000.00	\$ 74.50	\$ 33,525.00	\$ 230.00	\$ 103,500.00
53	1 way 4"x3 way 1" Concrete Encased	120	LF	\$ 36.00	\$ 4,320.00	\$ 37.80	\$ 4,536.00	\$ 85.00	\$ 10,200.00	\$ 35.00	\$ 4,200.00	\$ 85.50	\$ 10,260.00	\$ 230.00	\$ 27,600.00
54	3 way 4" & 3 way 1" - Concrete Encased	500	LF	\$ 38.25	\$ 19,125.00	\$ 54.00	\$ 27,000.00	\$ 90.00	\$ 45,000.00	\$ 50.00	\$ 25,000.00	\$ 80.38	\$ 40,190.00	\$ 230.00	\$ 115,000.00
55	6 way 4" - Concrete Encased	260	LF	\$ 40.80	\$ 10,608.00	\$ 75.60	\$ 19,856.00	\$ 135.00	\$ 35,100.00	\$ 70.00	\$ 18,200.00	\$ 123.47	\$ 32,102.20	\$ 230.00	\$ 59,800.00
56	Overcurrent Protection Device and Arc Flash Study	1	LS	\$ 12,750.00	\$ 12,750.00	\$ 5,400.00	\$ 5,400.00	\$ 13,000.00	\$ 13,000.00	\$ 5,000.00	\$ 5,000.00	\$ 8,351.00	\$ 8,351.00	\$ 2,400.00	\$ 2,400.00
57	Rack Room 19 Generator System - Complete	1	LS	\$ 63,750.00	\$ 63,750.00	\$ 86,400.00	\$ 86,400.00	\$ 95,000.00	\$ 95,000.00	\$ 80,000.00	\$ 80,000.00	\$ 75,984.00	\$ 75,984.00	\$ 119,000.00	\$ 119,000.00
58	Telecommunications testing Communication and F/D Cabling, Termination, Integration, Testing	1	LS	\$ 29,750.00	\$ 29,750.00	\$ 2,160.00	\$ 2,160.00	\$ 5,000.00	\$ 5,000.00	\$ 1,680.00	\$ 1,680.00	\$ 1,827.00	\$ 1,827.00	\$ 5,900.00	\$ 5,900.00
59	Furnish and Install CCTV Video Camera System - Complete	1	LS	\$ 63,750.00	\$ 63,750.00	\$ 45,360.00	\$ 45,360.00	\$ 60,000.00	\$ 60,000.00	\$ 44,000.00	\$ 44,000.00	\$ 47,575.50	\$ 47,575.50	\$ 59,000.00	\$ 59,000.00
60	Furnish and Install CCTV Video Camera System - Complete	1	LS	\$ 34,000.00	\$ 34,000.00	\$ 329,283.36	\$ 329,283.36	\$ 310,000.00	\$ 310,000.00	\$ 295,000.00	\$ 295,000.00	\$ 331,298.00	\$ 331,298.00	\$ 170,000.00	\$ 170,000.00
61	Unclassified Excavation	217	CY	\$ 17.00	\$ 3,689.00	\$ 818.44	\$ 177,601.48	\$ 50.00	\$ 10,850.00	\$ 100.00	\$ 21,700.00	\$ 232.00	\$ 50,344.00	\$ 179.00	\$ 38,843.00
62	Furnish and Place Imported Engineered Fill Material	133	CY	\$ 21.25	\$ 2,826.25	\$ 108.00	\$ 14,364.00	\$ 20.00	\$ 2,660.00	\$ 80.00	\$ 10,640.00	\$ 49.00	\$ 6,517.00	\$ 71.00	\$ 9,443.00
63	Subgrade Preparation	14,000	SF	\$ 2.00	\$ 28,000.00	\$ 1.08	\$ 15,120.00	\$ 0.50	\$ 7,000.00	\$ 0.50	\$ 7,000.00	\$ 1.43	\$ 20,020.00	\$ 3.57	\$ 49,980.00
64	Furnish and Place Class 2 Base	350	CY	\$ 17.00	\$ 5,950.00	\$ 54.00	\$ 18,900.00	\$ 50.00	\$ 17,500.00	\$ 200.00	\$ 70,000.00	\$ 33.00	\$ 11,550.00	\$ 83.00	\$ 29,050.00
65	Soil-Cement Subbase Course (Excluding Cement Materials), 12 inches	5,510	SY	\$ 8.50	\$ 46,835.00	\$ 2.17	\$ 11,956.70	\$ 12.50	\$ 68,875.00	\$ 16.50	\$ 90,915.00	\$ 10.82	\$ 59,618.20	\$ 16.50	\$ 90,915.00
66	Soil-Cement Subbase Course (Excluding Cement Materials), 6 inches	5,600	SY	\$ 6.00	\$ 33,600.00	\$ 2.05	\$ 11,480.00	\$ 11.50	\$ 64,400.00	\$ 14.50	\$ 81,120.00	\$ 8.77	\$ 49,112.00	\$ 26.00	\$ 145,600.00
67	Portland Cement (Soil-Cement)	410	TON	\$ 110.50	\$ 45,305.00	\$ 149.33	\$ 61,225.30	\$ 140.00	\$ 57,400.00	\$ 160.00	\$ 65,600.00	\$ 141.00	\$ 57,810.00	\$ 174.00	\$ 71,340.00
68	Furnish and Place HMA - Type A	2,100	TON	\$ 130.00	\$ 273,000.00	\$ 129.60	\$ 272,160.00	\$ 90.00	\$ 189,000.00	\$ 180.00	\$ 378,000.00	\$ 95.71	\$ 200,991.00	\$ 136.00	\$ 285,600.00
69	Emulsified Asphalt	64,000	SF	\$ 0.85	\$ 54,400.00	\$ 0.27	\$ 17,280.00	\$ 0.10	\$ 6,400.00	\$ 0.20	\$ 12,800.00	\$ 0.77	\$ 49,280.00	\$ 0.26	\$ 16,640.00
70	Cold Mill Existing Asphalt Pavement and Surface Preparation - 2 to 4 inches	2,100	SY	\$ 8.50	\$ 17,850.00	\$ 9.60	\$ 20,160.00	\$ 10.00	\$ 21,000.00	\$ 10.00	\$ 21,000.00	\$ 14.76	\$ 30,996.00	\$ 11.00	\$ 23,100.00
71	Porous Asphalt Pavement, 3.5 inches	360	SY	\$ 17.00	\$ 6,120.00	\$ 48.60	\$ 17,496.00	\$ 125.00	\$ 45,000.00	\$ 80.00	\$ 28,800.00	\$ 33.60	\$ 12,096.00	\$ 44.00	\$ 15,840.00
72	PCC Pavement, 8 inches	500	SY	\$ 42.50	\$ 21,250.00	\$ 124.20	\$ 62,100.00	\$ 200.00	\$ 100,000.00	\$ 250.00	\$ 125,000.00	\$ 272.00	\$ 136,000.00	\$ 119.00	\$ 59,500.00
73	Construct 6 Inch Curb Only - Separate - Type G-1	75	LF	\$ 38.25	\$ 2,868.75	\$ 54.00	\$ 4,050.00	\$ 45.00	\$ 3,375.00	\$ 75.00	\$ 5,625.00	\$ 52.50	\$ 3,937.50	\$ 65.00	\$ 4,875.00
74	Construct Metal Bollard - Type A	43	EA	\$ 1,275.00	\$ 54,825.00	\$ 567.00	\$ 24,381.00	\$ 500.00	\$ 21,500.00	\$ 530.00	\$ 22,790.00	\$ 551.25	\$ 23,703.75	\$ 600.00	\$ 25,800.00
75	Construct Metal Bollard - Type B	8	EA	\$ 2,550.00	\$ 20,400.00	\$ 2,744.28	\$ 21,954.24	\$ 2,500.00	\$ 20,000.00	\$ 2,500.00	\$ 20,000.00	\$ 2,668.00	\$ 21,344.00	\$ 3,000.00	\$ 24,000.00
76	Construct Demountable Post	5	EA	\$ 1,275.00	\$ 6,375.00	\$ 486.00	\$ 2,430.00	\$ 450.00	\$ 2,250.00	\$ 450.00	\$ 2,250.00	\$ 472.50	\$ 2,362.50	\$ 535.00	\$ 2,675.00
77	Construct Concrete Swale	225	SY	\$ 42.50	\$ 9,562.50	\$ 48.60	\$ 10,935.00	\$ 120.00	\$ 27,000.00	\$ 100.00	\$ 22,500.00	\$ 118.00	\$ 26,550.00	\$ 142.00	\$ 31,950.00
78	Furnish and Install Precast Concrete Wheel Stop	82	EA	\$ 120.00	\$ 9,840.00	\$ 43.20	\$ 3,542.40	\$ 74.00	\$ 6,068.00	\$ 160.00	\$ 13,120.00	\$ 71.40	\$ 5,854.80	\$ 185.00	\$ 15,170.00
79	Install Pavement Markings - Yellow	5,500	SF	\$ 2.50	\$ 13,750.00	\$ 1.62	\$ 8,910.00	\$ 2.02	\$ 11,110.00	\$ 1.80	\$ 9,900.00	\$ 1.58	\$ 8,690.00	\$ 2.14	\$ 11,770.00
80	Install Pavement Markings - White	8,000	SF	\$ 2.50	\$ 20,000.00	\$ 1.62	\$ 12,960.00	\$ 2.02	\$ 16,160.00	\$ 1.70	\$ 13,600.00	\$ 1.58	\$ 12,640.00	\$ 2.00	\$ 16,000.00
81	Install Pavement Markings - Red	1,500	SF	\$ 2.16	\$ 3,240.00	\$ 2.16	\$ 3,240.00	\$ 1.15	\$ 1,725.00	\$ 4.00	\$ 6,000.00	\$ 2.10	\$ 3,150.00	\$ 4.64	\$ 6,960.00
82	Install Pavement Markings - Black	10,000	SF	\$ 1.70	\$ 17,000.00	\$ 0.38	\$ 3,800.00	\$ 1.03	\$ 10,300.00	\$ 1.30	\$ 13,000.00	\$ 0.37	\$ 3,700.00	\$ 2.26	\$ 22,800.00
83	Install Pavement Markings - Green	5,000	SF	\$ 1.70	\$ 8,500.00	\$ 0.27	\$ 1,350.00	\$ 1.36	\$ 6,800.00	\$ 3.30	\$ 16,500.00	\$ 0.26	\$ 1,300.00	\$ 3.87	\$ 19,350.00
84	Install Traffic Signage	1	LS	\$ 3,000.00	\$ 3,000.00	\$ 32,400.00	\$ 32,400.00	\$ 2,700.00	\$ 2,700.00	\$ 500.00	\$ 500.00	\$ 2,625.00	\$ 2,625.00	\$ 600.00	\$ 600.00
85	Furnish and Install Fence Type I (Chain Link Security Fence - 10 Feet High)	2,360	LF	\$ 115.00	\$ 271,400.00	\$ 44.39	\$ 104,760.40	\$ 47.00	\$ 110,920.00	\$ 41.50	\$ 97,940.00	\$ 75.00	\$ 177,000.00	\$ 50.00	\$ 118,000.00
86	Install Existing Fence Type II (Chain Link Security Fence on K-Rail)	1,900	LF	\$ 35.00	\$ 66,500.00	\$ 17.82	\$ 33,858.00	\$ 31.00	\$ 58,900.00	\$ 20.00	\$ 38,000.00	\$ 22.00	\$ 41,800.00	\$ 37.00	\$ 70,300.00
87	Furnish and Install Fence Type II (Chain Link Security Fence on K-Rail)	450	LF	\$ 150.00	\$ 67,500.00	\$ 91.37	\$ 41,116.50	\$ 146.00	\$ 65,700.00	\$ 240.00	\$ 108,000.00	\$ 84.00	\$ 37,800.00	\$ 170.00	\$ 76,500.00
88	Furnish and Install Type V Gate	5	EA	\$ 2,500.00	\$ 12,500.00	\$ 1,518.48	\$ 7,592.40	\$ 1,500.00	\$ 7,500.00	\$ 1,400.00	\$ 7,000.00	\$ 1,476.00	\$ 7,380.00	\$ 1,700.00	\$ 8,500.00
89	Furnish and Install ADA Vehicle Speed Gate (Type II Gate)	2	EA	\$ 95,625.00	\$ 191,250.00	\$ 97,838.28	\$ 195,676.56	\$ 110,000.00	\$ 220,000.00	\$ 92,000.00	\$ 184,000.00	\$ 96,381.00	\$ 192,762.00	\$ 107,000.00	\$ 214,000.00
90	Furnish and Install Hydraulic Bollard System Complete	1	LS	\$ 170,000.00	\$ 170,000.00	\$ 282,054.96	\$ 282,054.96	\$ 310,000.00	\$ 310,000.00	\$ 315,000.00	\$ 315,000.00	\$ 300,954.00	\$ 300,954.00	\$ 310,000.00	\$ 310,000.00
91	Furnish and Install Catch Basin	3	EA	\$ 7,500.00	\$ 22,500.00	\$ 2,700.00	\$ 8,100.00	\$ 10,000.00	\$ 30,000.00	\$ 9,000.00	\$ 27,000.00	\$ 17,031.00	\$ 51,093.00	\$ 18,000.00	\$ 54,000.00
92	Furnish and Install 12 Inch RCP Storm Drain Pipe, Class V	30	LF	\$ 85.00	\$ 2,550.00	\$ 216.00	\$ 6,480.00	\$ 700.00	\$ 21,000.00	\$ 180.00	\$ 5,400.00	\$ 193.00	\$ 5,790.00	\$ 360.00	\$ 10,800.00
93	Furnish and Install 18 Inch RCP Storm Drain Pipe, Class V	50	LF	\$ 106.25	\$ 5,312.50	\$ 324.00	\$ 16,200.00	\$ 150.00	\$ 7,500.00	\$ 200.00	\$ 10,000.00	\$ 136.00	\$ 6,800.00	\$ 420.00	\$ 21,000.00
94	Furnish and Install 6 Inch CPE Perforated Pipe	8	LF	\$ 21.25	\$ 170.00	\$ 216.00	\$ 1,728.00	\$ 60.00	\$ 480.00	\$ 125.00	\$ 1,000.00	\$ 265.00	\$ 2,120.00	\$ 120.00	\$ 960.00
95	Construct Concrete Apron with New Cover on Existing Storm Drain Cleanout	1	EA	\$ 6,500.00	\$ 6,500.00	\$ 2,700.00	\$ 2,700.00	\$ 2,000.00	\$ 2,000.00	\$ 2,500.00	\$ 2,500.00	\$ 10,388.00	\$ 10,388.00	\$ 9,000.00	\$ 9,000.00
96	Adjust Cleanout to Grade	2	EA	\$ 850.00	\$ 1,700.00	\$ 2,160.00	\$ 4,320.00	\$ 500.00	\$ 1,000.00	\$ 1,200.00	\$ 2,400.00	\$ 632.50	\$ 1,265.00	\$ 1,200.00	\$ 2,400.00
<b>Total for Bid Schedule A</b>				\$	<b>3,910,161.75</b>	\$	<b>4,140,533.91</b>	\$	<b>4,842,613.00</b>	\$	<b>4,882,430.00</b>	\$	<b>4,998,037.00</b>	\$	<b>5,429,206.00</b>

(Bid on Paper) \$ 4,998,037.00



**ATTACHMENT B  
 BID TABULATION**

Project Title: **Clear Object Free Area (OFA) Taxiway B**

CIP Number: **104129**

DATE/TIME BIDS OPENED: **10/14/2016 at 2:30 PM**

ENGINEER'S ESTIMATE: \$ 4,646,356.75				ENGINEER'S ESTIMATE		1 Future DB International, Inc. 8707 Research Dr. Irvine, CA 92618		2 Hazard Construction Company 6465 Marindustry Place San Diego, CA 92121		3 Granite Construction Company 5860 El Camino Real, Suite 200 Carlsbad, CA 92008		4 Whillock Contracting P.O. Box 2322 La Mesa, CA 91943		5 Marcon Engineering, Inc. 876 North Broadway Escondido, CA 92025	
GUARANTEE OF GOOD FAITH:						Great American Insurance Company		Travelers Casualty and Surety Company of America		Federal Insurance Company		Travelers Casualty and Surety Company of America		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)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
<b>Bid Schedule B - Allowances</b>															
1	Allowance for Permits and Fees (Excludes Dewatering and Disposal)	1	Allowance	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00
2	Allowance for Dewatering Discharge Fees	1	Allowance	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00
3	Allowance for Waste and Soil Disposal Fees	1	Allowance	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00	\$ 90,000.00
4	Allowance for Environmental Procedures	1	Allowance	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00	\$ 100,000.00
5	Allowance for Unforeseen Conditions	1	Allowance	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00
6	Allowance for Radio Rental	1	Allowance	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00	\$ 5,000.00
7	Allowance for Furnish and Install Perimeter Intrusion Detection System - Complete	1	Allowance	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00
8	Allowance for Furnish and Install Weather Station and Associated Equipment - Complete	1	Allowance	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00
9	Allowance for Baseline Critical Path Method Schedule	1	Allowance	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00	\$ 7,000.00
10	Allowance for Submittal of Monthly Updates of the Project Schedule and Weekly Updates	1	Allowance	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00
<b>Total for Bid Schedule B</b>				\$	<b>379,000.00</b>	\$	<b>379,000.00</b>	\$	<b>379,000.00</b>	\$	<b>379,000.00</b>	\$	<b>379,000.00</b>	\$	<b>379,000.00</b>
<b>Bid Schedule C - Temporary Erosion/Sediment Control</b>															
1	Temporary Erosion/Sediment Control - SWPPP Implementation and Maintenance	1	LS	\$ 30,000.00	\$ 30,000.00	\$ 14,542.20	\$ 14,542.20	\$ 60,000.00	\$ 60,000.00	\$ 20,000.00	\$ 20,000.00	\$ 21,242.00	\$ 21,242.00	\$ 20,000.00	\$ 20,000.00
2	Temporary Erosion/Sediment Control - Storm Drain Inlet Protection	8	EA	\$ 450.00	\$ 3,600.00	\$ 243.00	\$ 1,944.00	\$ 200.00	\$ 1,600.00	\$ 500.00	\$ 4,000.00	\$ 316.00	\$ 2,528.00	\$ 180.00	\$ 1,440.00
3	Temporary Erosion/Sediment Control - Temporary Stabilized Construction Entrance/Exit	2	EA	\$ 5,000.00	\$ 10,000.00	\$ 2,700.00	\$ 5,400.00	\$ 4,500.00	\$ 9,000.00	\$ 2,500.00	\$ 5,000.00	\$ 6,200.00	\$ 12,400.00	\$ 5,900.00	\$ 11,800.00
4	Temporary Erosion/Sediment Control - Concrete Washout	2	EA	\$ 4,000.00	\$ 8,000.00	\$ 180.00	\$ 360.00	\$ 2,000.00	\$ 4,000.00	\$ 750.00	\$ 1,500.00	\$ 4,342.00	\$ 8,684.00	\$ 2,400.00	\$ 4,800.00
5	Temporary Erosion/Sediment Control - Scheduling	33	WEEK	\$ 400.00	\$ 13,200.00	\$ 270.00	\$ 8,910.00	\$ 150.00	\$ 4,950.00	\$ 50.00	\$ 1,650.00	\$ 500.00	\$ 16,500.00	\$ 240.00	\$ 7,920.00
6	Temporary Erosion/Sediment Control - Street Sweeping	39,000	DAY	\$ 600.00	\$ 180,600.00	\$ 216.00	\$ 65,016.00	\$ 100.00	\$ 30,100.00	\$ 400.00	\$ 120,400.00	\$ 1,302.00	\$ 391,902.00	\$ 952.00	\$ 286,552.00
7	Temporary Erosion/Sediment Control - Geotextiles and Mats	39,000	SF	\$ 1.10	\$ 42,900.00	\$ 2.16	\$ 84,240.00	\$ 0.50	\$ 19,500.00	\$ 0.15	\$ 5,850.00	\$ 0.48	\$ 18,720.00	\$ 0.70	\$ 27,300.00
8	Temporary Erosion/Sediment Control - Fiber Rolls	1,200	LF	\$ 3.50	\$ 4,200.00	\$ 3.10	\$ 3,720.00	\$ 4.00	\$ 4,800.00	\$ 3.50	\$ 4,200.00	\$ 4.00	\$ 4,800.00	\$ 6.00	\$ 7,200.00
9	Temporary Erosion/Sediment Control - Gravel Bag Berms	1,200	LF	\$ 5.00	\$ 6,000.00	\$ 5.40	\$ 6,480.00	\$ 5.00	\$ 6,000.00	\$ 3.50	\$ 4,200.00	\$ 3.15	\$ 3,780.00	\$ 6.00	\$ 7,200.00
10	Temporary Erosion/Sediment Control - Temporary Tire Wash Entrance/Exit	301	DAY	\$ 100.00	\$ 30,100.00	\$ 108.00	\$ 32,508.00	\$ 20.00	\$ 6,020.00	\$ 45.00	\$ 13,545.00	\$ 306.00	\$ 92,106.00	\$ 89.00	\$ 26,789.00
11	Temporary Erosion/Sediment Control - Stockpile Management	301	DAY	\$ 55.00	\$ 16,555.00	\$ 54.00	\$ 16,254.00	\$ 50.00	\$ 15,050.00	\$ 6.00	\$ 1,806.00	\$ 183.00	\$ 55,083.00	\$ 36.00	\$ 10,836.00
12	Temporary Erosion/Sediment Control - Contaminated Soil Management	301	DAY	\$ 40.00	\$ 12,040.00	\$ 54.00	\$ 16,254.00	\$ 80.00	\$ 24,080.00	\$ 15.00	\$ 4,515.00	\$ 265.00	\$ 79,765.00	\$ 36.00	\$ 10,836.00
<b>Total for Bid Schedule C</b>				\$	<b>357,195.00</b>	(Bid on Paper) \$	<b>257,428.20</b>	(Bid on Paper) \$	<b>184,700.00</b>	\$	<b>186,666.00</b>	\$	<b>707,510.00</b>	\$	<b>422,673.00</b>
<b>Total for (Bid Schedule A+B+C)</b>				\$	<b>4,646,356.75</b>	(Bid on Paper) \$	<b>4,775,162.11</b>	(Bid on Paper) \$	<b>5,406,713.00</b>	\$	<b>5,448,096.00</b>	(Bid on Paper) \$	<b>6,084,547.00</b>	\$	<b>6,230,879.00</b>
<b>ADDENDUM NO. NOTED BY BIDDERS ON THEIR SUBMITTED BID SCHEDULE:</b>															
						Yes		Yes		Yes		Yes		Yes	

**ATTACHMENT B  
BID TABULATION**

Project Title: **Clear Object Free Area (OFA) Taxiway B**

CIP Number: **104129**

DATE/TIME BIDS OPENED: **10/14/2016 at 2:30 PM**

ENGINEER'S ESTIMATE: \$ 4,646,356.75				ENGINEER'S ESTIMATE		1 Future DB International, Inc. 8707 Research Dr. Irvine, CA 92618 Great American Insurance Company		2 Hazard Construction Company 6465 Marindustry Place San Diego, CA 92121 Travelers Casualty and Surety Company of America		3 Granite Construction Company 5860 El Camino Real, Suite 200 Carlsbad, CA 92008 Federal Insurance Company		4 Whillock Contracting P.O. Box 2322 La Mesa, CA 91943 Travelers Casualty and Surety Company of America		5 Marcon Engineering, Inc. 876 North Broadway Escondido, CA 92025 The Hanover Insurance Company	
GUARANTEE OF GOOD FAITH:															
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)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)	UNIT PRICE (In Figures)	TOTAL (In Figures)
<b>CONTRACTOR's Submitted Bid Schedule Amount</b>						\$ 4,775,162.11	\$ 5,406,713.00	\$ 5,448,096.00	\$ 6,084,547.00	\$ 6,230,879.00					

Policy 5.14 Points and Bid Adjustment Amount Table				7%
Low Bid Amt	\$	4,775,162.11		
Points	Bid Adjustment Amount Based on Low Bid or Max. \$200,000			
7 or 7%	\$334,261.35	7%	7	
6 or 6%	\$286,509.73	6%	6	
5 or 5%	\$238,758.11	5%	5	
4 or 4%	\$191,006.48	4%	4	
3 or 3%	\$143,254.86	3%	3	
2 or 2%	\$95,503.24	2%	2	
1 or 1%	\$47,751.62	1%	1	

(\$200,000 max)  
(\$200,000 max)  
(\$200,000 max)

Policy 5.14 Bid Adjustment Amount		Policy 5.14 Bid Adjustment Amount		Policy 5.14 Bid Adjustment Amount		Policy 5.14 Bid Adjustment Amount		Policy 5.14 Bid Adjustment Amount	
Points	3	Points	4	Points	2	Points	0	Points	2
Adjustment Amount (Enter Amount from Table Based on Number of Points)	\$143,254.86	Adjustment Amount (Enter Amount from Table Based on Number of Points)	\$191,006.48	Adjustment Amount (Enter Amount from Table Based on Number of Points)	\$95,503.24	Adjustment Amount (Enter Amount from Table Based on Number of Points)	\$0.00	Adjustment Amount (Enter Amount from Table Based on Number of Points)	\$95,503.24
	\$4,631,907.25		\$5,215,706.52		\$5,352,592.76		\$6,084,547.00 #		\$6,135,375.76

RESOLUTION NO. 2016-0105

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING A CONTRACT TO FUTURE DB INTERNATIONAL, INC., IN THE AMOUNT OF \$4,775,162.11 FOR PROJECT NO. 104129, CLEAR OBJECT FREE AREA (OFA) TAXIWAY B AT SAN DIEGO INTERNATIONAL AIRPORT

WHEREAS, this project is a San Diego County Regional Airport Authority ("Authority") Board ("Board") approved project in the FY2016 Capital Improvement Program ("CIP"); and

WHEREAS, the existing Taxiway B Object Free Area ("OFA") is of non-standard condition and does not have the required Taxiway OFA for Airplane Design Group (ADG) V aircraft; and

WHEREAS, airport operations are restricted by the inability of large aircraft to access Runway 27, forcing midfield runway crossings or the use of Runway 9 for takeoff; and

WHEREAS, this project will clear objects from the Taxiway B OFA for unrestricted access by Group V aircraft. The scope of work includes the reconstruction or replacement outside of the object free area of the communications rack room, secured access gate, vehicle service road, and perimeter fence; and

WHEREAS, this project also includes modifications to existing signage and markings, and the demolition and removal of the obstruction light, and Remote Transmitter/Receiver tower; and

WHEREAS, the Request for Bids for this project was advertised on September 14, 2016; and

WHEREAS, on October 14, 2016, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, the low bidder, Future DB International, Inc., submitted a bid in the amount of \$4,775,162.11; and

WHEREAS, Authority's staff has duly considered Future DB International, Inc.'s bid, and has determined Future DB International, Inc., 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 Future DB International, Inc., the contract for Project No. 104129, Clear OFA Taxiway B, 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 Future DB International, Inc., in the amount of \$4,775,162,11, for Project No. 104129, Clear Object Free Area (OFA) Taxiway B at San Diego International Airport; and

BE IT FURTHER RESOLVED that the Authority's President/CEO or designee hereby is authorized to execute and deliver such contract to Future DB International, Inc.; and

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

BE IT FURTHER RESOLVED that the Board finds that this Board action is not a "project" that would have a significant effect on the environment as defined by the California Environmental Quality Act (CEQA), as amended, 14 Cal. Code Regs. Section 15378; and is a class of project that is a categorical exemption according to Pub. Res. Section 15301 – Class 1- Existing Facilities and; Section 15302 – Class 2 Replacement or reconstruction; and Section 15304 – Class 4 - Minor Alterations to Land, and is not a "development" as defined by the California Coastal Act Pub. Res. Code Section 30106.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 17<sup>th</sup> day of November, 2016, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

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

APPROVED AS TO FORM:

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AMY GONZALEZ  
GENERAL COUNSEL

## **STAFF REPORT**

Meeting Date: **NOVEMBER 17, 2016**

### **Subject:**

**Transportation Network Company (TNC) Permit Application Update and Approved Continuation of the TNC Permit Program**

### **Recommendation:**

Adopt Resolution No. 2016-0106 approving the continuation of the Transportation Network Company (TNC) operations at San Diego International Airport and authorizing the President/CEO to negotiate and execute a TNC permit.

### **Background/Justification:**

#### Introduction

A Transportation Network Company ("TNC"), as defined by the California Public Utilities Commission ("PUC") is an organization (whether a corporation, partnership, sole proprietor, or other form) operating in California that provides prearranged transportation services for compensation using an online-enabled application ("app") or platform to connect passengers with drivers using the TNC's personal vehicles. TNCs have gained extensive publicity, widespread popularity and strong customer acceptance while competing against the more established and regulated Taxicab, Vehicle for Hire ("VFH") and Limousine/Charter carriers. TNCs at San Diego International Airport ("Airport") are currently working under a "Pilot Program" permit and, to date, TNC passenger pickups have not resulted in any substantial operational issues.

#### Key Dates and Actions

Authority Staff has worked closely with the TNCs to author, negotiate and ultimately implement a TNC Pilot Program ("Program"). The most notable milestones include:

- Feb. 19, 2015: TNC permit parameters accepted by the Board
- April 1, 2015: TNC permit application released
- June 1, 2015: Opoli signs permit application and begins operations
- June 25, 2015: President/CEO authorized to determine required form of background checks for all ground transportation service providers.
- July 1, 2015: TNC permit amendment released
- July 3, 2015: Lyft and Uber sign permit applications and begin operations
- Sept. 1, 2015: Wingz signs permit application and begins operations
- January 21, 2016: Board update on Pilot Program (6 month)
- June 23, 2016: Board update and approval of Pilot Program extension through December 31, 2016
- June 30, 2016: Pilot Program expires

- July 12, 2016: TNCs sign amended permit reflecting the extension of the Pilot Program
- November 17, 2016: Board update on TNC greenhouse gas (GHG) reporting and incentives
- December 31, 2016: TNC Pilot Program scheduled to expire

#### Airport Greenhouse Gas Emissions

In 2006, the Governor of California signed the Global Warming Solutions Act (Assembly Bill 32) into law, which established a goal to reduce statewide greenhouse gas emissions to 1990 levels by 2020. Greenhouse gases are mainly emitted by the burning of fossil fuels and are causing climate change both locally and globally. To address the greenhouse gas emissions from its 2008 Master Plan, the Airport Authority signed a Memorandum of Understanding (MOU) with the California Attorney General's Office committing to take actions to limit emissions generated by the operation of the Airport. These actions were further outlined in a formal Air Quality Management Plan for the San Diego International Airport in 2009.

One of the commitments in the Attorney General MOU was that the Authority would adopt an incentive-based program to encourage the replacement of existing ground transportation shuttles with electric or other alternative fuel vehicles. This resulted in Board adoption of the Ground Transportation Vehicle Conversion Incentive-Based Program ("Incentive Program") in 2010. The Incentive Program applies to all public commercial ground transportation providers at the Airport, except limousines, and includes financial incentives for service providers that convert their vehicles to alternative fuel vehicles (AFVs), while those using conventional-fueled vehicles are subject to a fee premium. Other components of the Incentive Program include an age limit on all ground transportation vehicles (no more than 10 years old) and discounted rates for hotels that consolidate their airport shuttle operations. The ultimate goal of the Incentive Program is to convert 100% of applicable ground transportation vehicles to alternative fuels by 2017.

#### Commercial Vehicle Conversion Progress

As a result of the Incentive Program, the Airport's commercial vehicle operators have been successfully converting their fleets from conventional fuels to various alternative fuels and technologies such as hybrids, propane, compressed natural gas, B20 biodiesel, and battery-powered. Converted vehicle statistics as of October 2016 are:



Mode	Conversion Incentive Program Applicable	Fleet Conversion Percentage	GHG Reduction 2010-2015	gCO <sub>2</sub> per vehicle mile
Taxicabs	Yes	97%	86%	220g
Vehicle for Hire (VFH)	Yes	71%	29%	600g
Limousine/ Charter & Livery	Exempt by Board action	na	na	na
<b>Courtesy Shuttles*</b>				
Hotel Motel	Yes	21%	Unknown	Unknown
Off Airport Parking	Yes	93%	Unknown	Unknown
Off Airport Rental Car Shuttles	Yes	0%	Unknown	Unknown
Airport Rental Car Buses/Shuttles	Yes	100%	48%	1930g Buses 530g Shuttles
TNCs	**	Unknown	na	Unknown

\* The Courtesy Shuttle Operators do not report vehicle mileage; therefore, GHG emissions are not calculated

\*\* Pending Board Direction

The Conversion Incentives (discounts and premiums) for each commercial transportation mode (FY2017 and FY2018) are:

Mode	FY2017		FY2018	
	CONV*	UNCON*	CONV	UNCON
	25% Disc.	75% Prem.	25% Disc.	100% Prem.
Taxicabs	\$2.90	\$6.76	\$2.89	\$7.70
Vehicle for Hire (VFH)	\$2.30	\$5.36	\$2.30	\$6.14
Limousine/Charter**	na	na	na	na
<b>Courtesy Shuttles</b>				
Hotel Motel**	\$3,357*	\$7,834*	\$3,451*	\$9,204*
Off Airport Parking	\$1.40	\$3.28	\$1.41	\$3.77
Off Airport Rental Car**	\$150	\$300	\$150	\$400
Airport Rental Car Buses/Shuttles***	na	na	na	na
TNCs	\$1.74	\$4.06	\$1.76	\$4.70

\* CONV: Converted; UNCONV: Unconverted

\*\* Off Airport Rental Car vehicles and Hotel Motel and Limousine/Charter operators currently pay an annual Permit Fee; all other commercial operators pay a Trip Fee.

\*\*\* Rental Car Buses and Parking Shuttles are owned/leased by the Airport and therefore do not pay trip or permit fees

### Board Direction

At the June 23, 2016 Board meeting, Staff was directed to “extend the pilot program for an additional six (6) months and continue to work with the TNCs on the outstanding issues and the concerns raised by the Board, which includes the ability to identify and report on the use of alternative fuel vehicles for the Authority and how the compliance fees are passed on to passengers of the TNCs.”

Board Member comments made during the June 23<sup>rd</sup> meeting were (among others):

- 1) “With all the advancements of technology, Uber and Lyft should know the type of vehicles their owners (drivers) own”;
- 2) “[TNCs] should be able to provide information about GHG emissions”;
- 3) “Other transportation modes have responded well to vehicle conversion except for the TNC companies”;
- 4) “The TNCs main focus should be on compliance not more trip fees”; and
- 5) “It’s not fair the other transportation modes provide the GHG emission report and TNC companies do not. What happened to leveling the playing field?”

Over the last four months, Staff has reviewed and assessed several options that would address the Board’s request for a comprehensive TNC GHG reduction program. This review took into consideration several important elements: 1) Do the options show quantitative GHG reductions? 2) What data requirements need to be met for successful reporting and evaluation? 3) What consequences are available should results not be achieved?

Staff reviewed and assessed the following programs and their implementation:

A) Seattle TNC Permit - GHG Reduction Requirements (Attachment A)

The Port of Seattle (“Port”) undertook its own TNC pilot program specifically expecting the TNCs to achieve environmental standards equivalent to those provided by the outbound, on-demand taxi and for-hire vehicles. In furtherance of this goal, the Port requires TNCs that wish to operate at SEATAC to sign a TNC agreement that includes specific GHG reductions, data collection requirements and performance objectives. The TNCs had to specifically acknowledge that the Port would not undertake the pilot program without such an understanding.

The Port established an Environmental Key Performance Indicator (“E-KPI”) which is calculated based standard government greenhouse gas data from vehicles. The Port calculates the TNC E-KPI for each quarter of the pilot program. The E-KPI calculation is based on the “CO<sub>2</sub> emissions generated from a typical passenger trip” (1.0 E-KPI equates to the number of lbs. of CO<sub>2</sub> per typical passenger-trip) and is comprised of the following factors that contribute to GHG emissions:

- a. Vehicle Weighted Average Miles per Gallon (MPG)
- b. Deadheading Percentage
- a. Pooling (or Ridesharing) Percentage

Should the TNC fails to achieve the required E-KPI objective over the third quarter of its operations under this pilot program (or any subsequent quarter, if the term of this pilot program should be extended), the per-trip fee will be increased as follows:

<b>Increase in Per-Trip Fees</b>	
<b>Quarters of Noncompliance</b>	<b>Fee Multiplier</b>
1st Nonconsecutive Quarter of Noncompliance	2x
2nd Consecutive Quarter of Noncompliance	3x
3rd Consecutive Quarter of Noncompliance	4x

B) Uber and Lyft GHG Reduction Proposals (Attachment B, Attachment C, Attachment D)

Staff asked for the TNC GHG Reduction proposals and met twice with the TNC representatives to discuss and evaluate a GHG reduction plan suitable to both the Airport and the TNCs. Uber and Lyft proposed their ridesharing programs known as uberPool and LyftLine, respectively, as their core strategy for reducing Airport GHG emissions. Staff reviewed and evaluated both proposals and arrived at the following conclusions:

1. Ridesharing matches multiple passengers along the same route for more efficient vehicle utilization and fewer total miles travelled. Staff agrees that, in concept, ridesharing is one, but not the only method, to reduce GHG emissions;
2. Both uberPool and LyftLine have shown no substantive reduction in GHG because they are primarily in the initial rollout phase; the expected GHG reductions put forth by both TNC companies at this time are projections and very speculative;
3. Uber and Lyft have not committed to tracking or reporting the vehicle and fuel type to the Airport Authority, although they provide similar information to the Port of Seattle (Seattle-Tacoma International Airport) on a monthly basis.
4. While Uber and Lyft have said they will share their ridesharing statistics of miles driven and the parties travelling (number of individuals in the vehicle), there is no assurance of an actual GHG reduction without full disclosure of the vehicle's GHG gas rating and miles driven; and
5. Other commercial modes have been required (and still are) by the Airport Authority to report their vehicle conversion rates annually; Taxicabs and Shuttles are required to submit annual miles driven, so the GHG emissions can be computed. Since 2010, Taxicabs have shown an 86% reduction in GHG emissions, while VFH have shown a 29% reduction in GHG emissions.
6. Wingz has stated they are able to "report on the vehicles that deliver rides so [Wingz] can monitor the percentage of vehicles that are providing rides that are considered low emission vehicles."

C) Airport Authority GHG Reduction Proposal

Annual permits are issued to taxicabs, at which time they complete a permit application and provide vehicle information (including vehicle year, make and model). This vehicle information is tracked with Ground Transportation's Commercial Vehicle Management System ("CVMS") and summary reports are generated that include the vehicle year, make and model, number of trips and trip fees collected. Each year as part of annual Ground Transportation update, GHG reduction statistics are presented to the Board. As of October 1, 2016, 97% of all taxicabs have converted to alternative fuel vehicles. The taxicab hybrid fleet servicing the Airport has an average GHG emissions intensity of 220 grams CO<sub>2</sub>e per mile (equivalent to an EPA GHG Emissions Rating of 9).

The Airport Authority currently has no knowledge of the year, make and model of TNC vehicles operating at the Airport. Every month, the TNCs submit a trip report providing only the vehicle license plate number and the total number of trips. Their trip fee currently is \$4.06, because they are unwilling to provide data as to whether the vehicle is alternative fuel or hybrid (and therefore eligible for the reduced trip fee).

To address the Board's concerns about GHG emissions and the TNCs reluctance to provide the necessary data (vehicle year, make and model, and number of miles for each trip), Staff is proposing that the TNCs submit monthly activity reports providing the specific data required to calculate each Airport vehicle's GHG emissions, the use of the rideshare services and each trip's mileage. This data collected from the monthly reports would determine the GHG emissions (and the associated greenhouse gas rating ("GGR")) of TNC vehicles serving the Airport during the month. This data would be totaled to establish TNC fleet's entire GHG emissions and GGR.

Staff also recommends that the Authority set an annual emissions target for TNC fleets that would bring them to a GGR level equivalent with the current Taxi hybrid fleet of 220 gCO<sub>2</sub>e (equivalent to an GGR of 9) by 2020.

And finally, Staff proposes TNC passengers pay \$1.74 (FY17) and \$1.76 (FY18) for all trips originating at the Airport. The remaining amount or difference (See Trip Fee Table), would incorporate the conversion incentive premium for non-alternate fuel vehicles or non-rideshare trips would be paid by the Transportation Network Companies directly.

The proposed TNC GHG emissions data collection and reporting, reduction targets, and trip fee structure are explained in more detail below:

*Data Collection & Reporting*

To operate at the Airport, TNCs are being asked to take steps to reduce GHG emissions and achieve the reduction targets (See GHG Reduction Premiums) while providing TNC services. These steps will include 1) the use of alternative fuel vehicles; 2) using more fuel efficient (higher MPG) vehicles; and/or 3) maximizing multi-party trips. Multi-party (i.e. rideshare) trips, as part of this requirement, consists of two or more passengers originating at the Airport.

Under the new permit, TNCs would be required to provide as part of their monthly report, aggregated data for the following vehicle and passenger categories as part of the monthly trip fee billing statement (in a format acceptable to the Airport Authority)

- a) Multi-party (MPS) trips
- b) Single-party (SPS) trips

As previously mentioned, TNCs submit monthly trip reports comprised of the vehicle identifier (4 digits of the license plate) and the trip date and time. To accurately and quantitatively determine GHG emissions and reductions, each TNC Permittee will provide the following Activity (Pickup) data as part of their monthly trip report for MPS and SPS trips:

- a) Vehicle sequence no. (starting with one (1) each month)
- b) Vehicle identification no. (last three license plate digits)
- c) Vehicle make, model, year
- d) Vehicle Greenhouse Gas Rating (by category 1-10) as defined by [www.fueleconomy.gov](http://www.fueleconomy.gov)
- e) Airport geo-fence entry/exit (including staging area and terminal served) longitude/latitude and times
- f) Time of each passenger pickup
- g) Number of parties picked up (MPS trips only)
- h) Trip mileage by rideshare segment (MPS trips only) and actual trip mileage
- i) Total trip mileage
- j) Average Fleet GHG Emissions (grams CO<sub>2</sub>e per mile) by GGR category based on the aggregate TNC trips for the month

The data requested above will be collected and aggregated and, as such, will not be associated with a specific individual driver. TNC driver personal data will therefore be kept private and any proprietary TNC operational data will be kept confidential

#### *Staff Recommendation*

Staff recommends the Board adopt the following Incentive Program to encourage TNC providers to use more fuel efficient vehicles as well as seek out alternative and clean air fuels and maximize passenger ridesharing while providing TNC Services. The Incentive Program consists of two parts: 1) continuation of the Airport's current vehicle trip fee discount (25%) which would be applied to vehicles with high GGR and premium trip fees (75% for FY17 and 100% for FY18) for vehicles with low GGR; and 2) a premium fee to be charged to the respective TNC for specified periods when the GHG objective was not attained.

The Incentive Program is further explained below.

*Vehicle Trip Fees*

The TNC can charge within the customer's fare, a maximum amount of \$1.74 (FY17) and \$1.76 (FY18). The TNC will pay the trip fee payment for all vehicle types as well as the difference each month between the allowed trip fee amount and the premium amount. The table below lists the ride type (MPS or SPS), the respective GGR (these tables and values are found at fueleconomy.gov) and the associated fees:

Vehicle Greenhouse Gas Rating (GGR)*	FY2017 1/1/17- 6/30/17		FY2018 7/1/17- 12/31/17	
	Trip Fee Multi-Party	Trip Fee Single- Party	Trip Fee Multi-Party	Trip Fee Single- Party
10	\$1.74	\$1.74	\$1.76	\$1.76
9	\$1.74	\$1.74	\$1.76	\$1.76
8	\$1.74	\$2.32	\$1.76	\$2.35
7	\$2.32	\$2.90	\$2.35	\$3.13
6 Accord	\$2.32	\$3.48	\$2.35	\$3.90
5 or less Traverse Taurus	\$3.48	\$4.06	\$4.70	\$4.70

*GHG Reduction Premiums*

TNCs will be encouraged to achieve the following TNC Fleet GGR (below), calculated from the total vehicle trips' GHG emissions and divided by the total TNC mileage. TNC GGRs will be calculated each month and averaged for the quarter. Premiums for missed targets will be assessed quarterly. Premiums will be calculated by taking the monthly trip fees (by GGR category) and applying the multiplier associated with the number of consecutive months of that the target was not attained.

The GGR targets and the premium fees for missed targets are as follows:

Calendar Year	Greenhouse Gas Rating	Missed Target Multiplier Trips X Trip Fee X Multiplier
2017	Baseline Rating	No Premium Baseline Data collection, reporting and auditing
2018	7 274-312	1 <sup>st</sup> Non-consecutive quarter of missed target- 50% 2 <sup>nd</sup> consecutive quarter of missed target- 75% 3 <sup>rd</sup> consecutive quarter of missed target – 100%
2019	8 238-273	1 <sup>st</sup> Non-consecutive quarter of missed target- 50% 2 <sup>nd</sup> consecutive quarter of missed target- 75% 3 <sup>rd</sup> consecutive quarter of missed target – 100%
2020	9 205-237	1 <sup>st</sup> Non-consecutive quarter of missed target- 50% 2 <sup>nd</sup> consecutive quarter of missed target- 75% 3 <sup>rd</sup> consecutive quarter of missed target – 100%

**Summary**

TNCs, like all other commercial transportation operators, are expected to adhere to the Authority’s clean air objectives and show continuous improvement in their reduction of GHG. The TNCs have proposed a single ridesharing/passenger pooling approach to reduce the vehicle GHG emissions and their overall carbon footprint. The TNCs, however, have been unable to provide specific data or results to show this strategy is successful and, as such, Staff is concerned that relying entirely on this strategy will not produce the expected results. Other commercial operators providing Airport service have been given the option to either convert their vehicle or pay the trip fee premium. Since TNC services are provided by many different (private) vehicles, requiring them to convert would be very problematic. The proposed program incorporates the TNC rideshare service, as well as a vehicle type tracking system to establish a more comprehensive, performance-based GHG assessment and evaluation approach.

**Fiscal Impact:**

In FY17 TNC trip fees may decrease by up to \$0.8 million depending on the mix of vehicle types and passenger shared rides. In FY18 the trip fee revenue decrease, compared to conceptual budget, may be up to \$2.0 million if GHG emissions targets are met. However, if TNCs fail to achieve the emissions targets for GHG from January 2018, FY18 trip fee revenues could exceed the conceptual budget by up to \$1.0 million.

**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:**

DAVID BOENITZ  
DIRECTOR, GROUND TRANSPORTATION



**TRANSPORTATION NETWORK COMPANY  
PILOT PROGRAM OPERATING AGREEMENT**

This Transportation Network Company Pilot Program Operating Agreement is made and entered into between the Port of Seattle (hereinafter called the "Port") and the Transportation Network Company identified below (hereinafter called "Operator").

**WHEREAS**, the Port owns and operates the Seattle-Tacoma International Airport (hereinafter "the Airport"), located in the County of King, City of Seatac, State of Washington; and

**WHEREAS**, Operator desires to operate or facilitate ground transportation services from the Airport, and the Port is prepared to allow Operator to do so on the terms set forth in this Pilot Program Agreement; and

**WHEREAS**, both the Port and the Operator acknowledge that during the term of this Pilot Program Agreement there will be significant construction activity at the Airport, which may require alteration or relocation of the facilities affecting the Operator;

**NOW, THEREFORE**, in consideration of their mutual promises, the parties hereby agree that the Operator's activities at the Airport shall be governed by the following terms and conditions:

1. The Port hereby permits Operator to operate, or to facilitate the operation of, one or more vehicles to pick-up and deliver passengers at the Airport as more particularly set forth in this Pilot Program Agreement.
2. Operator and Operator's operations must, at all times, be in compliance with State of Washington, King County, City of Seattle and City of SeaTac laws and regulations, as applicable.
3. Operator shall comply with the Terms and Conditions of this Pilot Program Agreement and the Operating Instructions applicable to the Operator and its particular class of service. The Terms and Conditions and current Operating Instructions are attached hereto and incorporated herein. Together with this Pilot Program Agreement, the Terms and Conditions and Operating Instructions are called the "Pilot Program Agreement."
4. Operator shall also comply with the then-current Port tariffs, rules and regulations, and procedures and directives pertaining to the operation of vehicles at the Airport. Operator may obtain copies of the current Operating Instructions, tariffs, rules and regulations, and procedures and directives from the Ground Transportation Information Booth at the Airport.
5. Violation of any of the above may result in monetary fines and/or suspension and/or revocation of the Pilot Program Agreement and any and all permits.

Date: \_\_\_\_\_

Date: \_\_\_\_\_

Operator: \_\_\_\_\_

**PORT OF SEATTLE**

Signature: \_\_\_\_\_

Signature: \_\_\_\_\_

Name/Title: \_\_\_\_\_

Name/Title: \_\_\_\_\_

Address: \_\_\_\_\_

<p>Address: Landside Operations          Seattle-Tacoma International Airport          17801 International Boulevard          P.O. Box 68727          Seattle, Washington 98168-0727</p>
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Phone Number: \_\_\_\_\_

Email Address: \_\_\_\_\_

**TERMS AND CONDITIONS OF PILOT PROGRAM AGREEMENT**

**1. DEFINITIONS**

The following terms when used in the Pilot Program Agreement shall have the meanings set forth below:

- A. Airport:** Seattle-Tacoma International Airport.
- B. Business Day:** Weekdays Monday through Friday, excluding Port Holidays.
- C. Driver:** Any driver actually providing transportation services to a customer under the terms of, and authorization granted by, this Ground Transportation Pilot Program Agreement. The term Driver specifically includes employees, independent contractors, and any other person, without regard to the particular contractual relationship between Operator and Driver, who actually provides the transportation services. The term Driver is likewise intended to extend to anyone present on or about the Airport providing assistance to or otherwise accompanying any Driver (other than a passenger).
- D. Landside Operations Manager or LOM** The Port’s Manager of Landside Operations or his/her designee.
- E. Operator:** The Transportation Network Company executing the Ground Transportation Pilot Program Agreement to which these Terms and Conditions are attached. Operator specifically includes the owner or operator of the ground transportation service, its employees and agents.
- F. Special Needs** Special needs include passengers with a disability recognized under the ADA, passengers that are elderly and have health problems, passengers that are mobility impaired, or single passengers traveling with infant children and excessive possessions, including baby seat and luggage.
- G. Solicit or Solicitation:** Engaging in any in-person activities at the Airport intended to persuade members of the public to use Operator’s service.
- H. Suspension:** A period of time in which an Operator and/or Driver cannot operate at the Airport.
- I. Transportation Network Company** A ground transportation service, authorized by King County and the City of Seattle under Chapter 46.72 of the Revised Code of Washington, under which Operator provides dispatch services through mobile device application technology that connects drivers of personal vehicles to passengers for transportation from the Airport.
- J. Vehicle** Any vehicle actually used in providing transportation services to a customer under the terms of, and authorization granted by, this Ground Transportation Pilot Program Agreement. Vehicle includes any vehicle owned, leased, or otherwise operated by Operator or any of its Drivers.
- K. Violation:** Any failure to abide by the terms of the Pilot Program Agreement identified separately on a violation form provided by the Port to the Operator or its Drivers.

**2. LIMITED TERM**

This Pilot Program Agreement shall become effective upon signing by both parties and shall continue thereafter until March 31, 2017. Notwithstanding the term, however, the Pilot Program Agreement may be cancelled at any time in advance of the then-current expiration upon at least thirty (30) days written notice by either party to the other. Cancellation shall not, however, relieve any obligations or liabilities (including, but not limited to, reporting and payment) with respect to operations through the date of cancellation.

**3. GRANT TO COMPANY; NON-EXCLUSIVE RIGHTS**

- A. Operator’s rights under this Pilot Program Agreement are non-exclusive. Nothing in this Pilot Program Agreement shall prevent the Port from entering one or more similar Pilot Program Agreements with other operators for ground transportation services or permitting other operators to utilize the same facilities as Operator. Likewise, nothing in this Pilot Program Agreement shall prevent any other ground transportation operator from rendering the same type of service as Operator.
- B. Operator shall use only such portions of the Airport premises including any loading/staging areas as the Port, in its discretion, may from time to time designate in writing, subject to all of the terms, conditions and covenants contained in this Pilot Program Agreement. The Port does not hereby grant to Operator any particular loading/staging area rights.
- C. Nothing in this Paragraph 3 shall be construed to grant any rights to any third parties or to restrict in any way the Port’s rights to deny or control uses of the Airport property. This Pilot Program Agreement does not authorize Operator to perform any services for the account, or on behalf, of the Port; all services authorized by this Pilot Program Agreement are to be performed by Operator to and for its own account or those of its Drivers.

**4. FEES**

- A. Operator shall pay a per-trip fee for the rights granted under this Pilot Program Agreement. The per-trip fee shall, except to the extent otherwise set forth in the then-current Airport tariff, be as set forth in the table below. The Port has established and generally assesses the per-trip fee on the basis of outbound trips only. However, Operator shall have the right to elect – for the term of the Pilot Program Agreement – whether to have the per-trip fee assessed on *both* inbound and outbound trips.

Per-Trip Fees	
Outbound Only	Inbound and Outbound
\$5.00	\$2.50

By initialing this box, Operator elects to be charged the per-trip fee on BOTH inbound and outbound trips to/from the Airport. This election is irrevocable for the term of this Pilot Program Agreement.

The per-trip fee is expressed in terms of *Vehicle* trips – not passenger trips. As a result, if two (or more) passengers share a ride (using, for example, a pooling feature offered by Operator’s app) in a single Vehicle (even if, for example, one passenger exits at the north end of the Terminal and the other passenger exits at the south end of the Terminal), there has been only *one* trip for purposes of the per-trip fee. This is true without regard to whether Operator, for its own internal tracking purposes, considers the trips of the passengers separate and tracks them that way; provided, however, in the event that Operator fails to provide sufficient data, as required under Paragraph 5, for the Port to accurately determine the number of Vehicle trips, Operator shall pay the per-trip fee based on the higher number of passenger trips reported.



The per-trip fee amount set forth above shall, however, be subject to adjustment as provided in Paragraph 7.C below for Operator’s failure to achieve the environmental benchmarks set forth in this Pilot Program Agreement.

- B. Operator is also subject to an activation fee. The activation fee shall be as set forth in the table below.

Activation Fee	
Average Number of Monthly Outbound Trips Over the First Six Months	Fee Amount
10,000 or more	\$100,000.00
At least 5,000 but less than 10,000	\$50,000.00
At least 1,000 but less than 5,000	\$25,000.00
Less than 1,000	\$10,000.00

The activation fee shall be due on or before Operator’s commencement of operations under this Pilot Program Agreement based on an estimate of the average number of outbound trips over the first six months of this Pilot Program Agreement determined from the average number of monthly *inbound* trips to the Airport for the six-month period September 1, 2015 through February 29, 2016. Operator shall self-report the number of inbound trips for this period and pre-pay the activation fee based on the monthly, inbound average, or Operator may elect to remit the maximum activation fee (i.e. \$100,000) without reporting any information related to its inbound trips for the Airport for the stated six-month period. After the first six months’ of Operator’s operations under this Pilot Program Agreement, the Port will determine the average number of *outbound* trips and will invoice Operator for any underpayment (with payment due within ten days of the date of invoice) or provide Operator a credit for any overpayment resulting from use of the estimate derived from the number of inbound trips.

- C. Operator acknowledges that the activation and per-trip fees under this Pilot Program Agreement are for Operator’s privilege to use the Airport facilities and access the Airport market and are not fees imposed by the Port upon Operator’s customers. Nonetheless, the Port will not prohibit Operator from charging its customers for the per-trip fee *provided* (i) that any such charge is not identified, treated or referred to as a tax, (ii) that Operator does not imply that the Port is requiring the pass through or payment by customer of such fee, and (iii) that Operator’s disclosure regarding any such fee is truthful, non-misleading, and otherwise complies with all applicable laws, including Federal Trade Commission requirements, the Washington State Consumer Protection Act and any commitment to or contractual obligation by Concessionaire with the Attorney General of Washington or any group of State Attorneys General.
- D. Fines for Violations shall be as set forth in the then-current Airport tariff. Fines are specifically subject to change over the life of this Pilot Program Agreement upon thirty (30) days’ written notification to Operator. Fines may be assessed against the Operator and its employees, agents and Drivers.

5. REPORTING & PAYMENT

- A. Operator shall, not later than the seventh (7<sup>th</sup>) day of each month, provide the Port a report on its activity at the Airport, specifically including the total number of inbound and outbound trips to/from the Airport for the prior month; provided, however, in the event that Operator first commences operations under this Agreement five (5) or fewer days before the end of any month, the reporting for that first month may be deferred until after, and combined with the reporting for, the first full month of Operator’s operations under this Pilot Program Agreement. The report shall be in an electronic form reasonably approved by the Port, shall contain all the data set forth in the Monthly Report Template attached to this Pilot Program Agreement as **Attachment D**, and shall be remitted electronically through an Operator-specific external SharePoint site established by the Port or such other manner as indicated by the Port. Operator shall

provide all of the data required by Attachment D without regard to how Operator elects to be charged under Paragraph 4.A. Notwithstanding the foregoing, the Port acknowledges that TNCs generally consider data related to their ability to match unrelated passengers in a single Vehicle trip (i.e. “pooling”) to be highly confidential and, as a result, the Port does not require Operator to identify a Matched Ride value in excess of one (1) or provide a Matched Rides Correlation ID if Operator does not want to do so; but Operator shall potentially be subject to an overstated number of Vehicle trips, which may result in the payment of per-trip fees in excess of those that would otherwise apply and the calculation of a higher E-KPI value (as discussed below in Paragraph 7) then if this data were reported.

- B. Operator will also be required to integrate software that will provide Port oversight from a computer/app to manage enforcement, billing, tracking and audits if and when such a system is put in place by the Port. Depending on the degree of integration, the data provided, and the Port’s ability to capture that data, the Port may revise or rescind the requirement for a monthly report as provided in subparagraph A.
- C. At the time that Operator provides its monthly report, but in no event later than the seventh (7<sup>th</sup>) day of the month, Operator shall also make payment of the per-trip fee for the prior month based on the number of reported drop-off/pick-up trips for that prior month, as appropriate given Operator’s election under Paragraph 4 of this Pilot Program Agreement. In the event that Operator first commences operations under this Agreement five (5) or fewer days before the end of any month and defers the reporting for that first, partial month until after the first full month of Operator’s operations, Operator may likewise may payment for such first, partial month after the first full month of Operator’s operations under this Pilot Program Agreement.
- D. Any other payments/monies owed by the Operator pursuant to the Pilot Program Agreement shall be paid to the Port within the time specified on the invoice.
- E. All amounts due under this Pilot Program Agreement shall be paid in lawful money of the United States of America and shall be made by ACH credit transfer or other form of payment specifically approved by the Port. The Port will provide Operator with ACH transfer instructions prior to payment being due under this Pilot Program Agreement.
- F. The Port acknowledges that Operator asserts that the information Operator provides to the Port pursuant to the reporting obligations set forth in this Paragraph 5 of this Pilot Program Agreement and any similar information obtained by the Port through its right of audit under Paragraph 6 of this Pilot Program Agreement is considered to be confidential and proprietary information (“Operator’s confidential information”), regardless of whether the particular report(s) are expressly marked as such. The Port agrees that it will not, except in summary form as part of routine reporting to the Port Commission and the public, disclose Operator’s confidential information to anyone other than the Port and its employees, agents, attorneys and auditors with a need to know without Operator’s express written permission unless required to do so by applicable law (specifically including the Public Records Act), subpoena or court order; provided, however, the Port shall, to the extent allowed by law, promptly provide Operator notice of any such request/requirement prior to disclosure in order to permit Operator to seek a protective order or other appropriate remedy to protect its interest in Operator’s confidential information, and the Port agrees, again to the extent allowed by law, to reasonably cooperate with Operator’s efforts to do so.

## 6. RECORDS & AUDIT

- A. Operator covenants and agrees that it will establish and maintain an accounting and record keeping system (specifically including all books of account and records customarily used in the type of operation permitted by this Pilot Program Agreement) in full and complete accordance with generally accepted accounting principles and otherwise reasonably satisfactory to the Port for the determination of any fees

or other computations, which may be necessary or essential in carrying out the terms of this Pilot Program Agreement. Operator shall maintain its records relating to the operation permitted by this Pilot Program Agreement for a period of at least three (3) years after the end of the pilot program (or until the close of any ongoing audit thereof being conducted by, or on behalf of, the Port.

- B. The Port shall have the right to inspect and audit, through its accountants or representatives, Operator's records with reference to the determination of any matters relevant to this Pilot Program Agreement, and Operator shall make or cause to be made the records readily available for such examination for so long as Operator is required to retain the records under Paragraph 6.A. The Port may undertake such inspection and/or audit at any reasonable time and from time to time. In the event that Operator's records are not maintained in the Puget Sound region, they shall be made available for audit locally within twenty (20) business days of a request by the Port, or Operator shall pay in full, any travel and related expenses of Port representative(s) to travel to the location outside the Puget Sound region.
- C. In the event that any such audit discloses that the per-trip fees were under-reported, Operator shall forthwith pay the per-trip Fee due along with interest and/or late charges as provided in this Pilot Program Agreement, and, if the audit reveals a discrepancy of more than two percent (2%) of the per-trip fees for the term of this Pilot Program Agreement, Operator shall also pay the cost of such audit along with interest as provided in this Pilot Program Agreement. If Operator over-reports its per-trip fees (other than as a result of not reporting "pooling"), Operator will be granted a credit toward future payment obligations or refund after first deducting the cost of the audit. In the event the cost of the audit exceeds the credit/refund due, Operator shall not be responsible for the balance of the cost of the audit but shall not be entitled to any credit/refund associated with the over-reporting.

## 7. ENVIRONMENTAL REQUIREMENTS

- A. The Port is undertaking this Pilot Program Agreement specifically expecting Operator to achieve environmental standards equivalent to those provided by the outbound, on-demand taxi and for-hire vehicles. Operator specifically acknowledges that the Port would not undertake this pilot program without such an understanding. Operator's achievement of that equivalence will be measured by an environmental key performance indicator (the "E-KPI") that is calculated, based on the data required to be provided under Paragraph 5, as set forth in **Attachment E**. Equivalence is measured by an E-KPI  $\leq 10.82$  lbs of CO<sub>2</sub> per typical passenger trip (the "Required Metric").
- B. The Port will calculate the E-KPI for each quarter of the Pilot Program Agreement not later than the 20<sup>th</sup> day of the month following the end of each quarter. The first quarter will be measured from the first day of the first month that Operator operates for at least fifteen (15) days under this Pilot Program Agreement. As an example, if Operator first commences operations under this Pilot Program Agreement on April 5, 2016 (so that Operator will have operated 26 days in the month of April), the first quarter will run from April 1, 2016 through June 30, 2016, but if Operator first commences operations under this Pilot Program Agreement on April 20, 2016 (so that Operator will have operated only 11 days in the month of April), the first quarter will run from May 1, 2016 through July 31, 2016. The Port may, but shall not be required, to calculate the E-KPI for periods other than each quarter (e.g. monthly).
- C. In the event that Operator fails to achieve the Required Metric over the third quarter of its operations under this Pilot Program Agreement (or any subsequent quarter, if the term of this Pilot Program Agreement should be extended), the per-trip fee provided by Paragraph 4.A will be increased as provided in this subparagraph and the table below.



**D.**

Increase in Per-Trip Fees	
Quarters of Noncompliance	Fee Multiplier
1 <sup>st</sup> Nonconsecutive Quarter of Noncompliance	2x
2 <sup>nd</sup> Consecutive Quarter of Noncompliance	3x
3 <sup>rd</sup> Consecutive Quarter of Noncompliance	4x

Although the Port will measure and report the E-KPI for Operator’s first two quarters of operations under this Pilot Program Agreement, there will be no consequence for Operator’s failure to achieve the Required Metric over those first two quarters of its operations. However, in the event that Operator fails to achieve the Required Metric for the third quarter (or any subsequent quarter, if the term of this Pilot Program Agreement should be extended), the per-trip fee for the three-month period (or remaining term of this Pilot Program Agreement, if less) beginning with the second month of the next quarter will increase as provided in the table above. The Port will notify Operator of this fact and amount of this increase no later than the 25<sup>th</sup> day of the first month of the next quarter. In the event that Operator fails to timely provide the monthly report required under Paragraph 5.A., from which report the Port will make the determination around Operator’s compliance with the Required Metric, the Port shall have the right to notify Operator that the increase associated with noncompliance shall, subject to later reconciliation, be effective pending Operator’s provision of the required reports and the Port’s ability to make the required calculations. In the event that the term of this Pilot Program Agreement is extended and Operator was subject to an increase in the per-trip fee as a result of the failure to achieve the Required Metric in the prior quarter but achieves the Required Metric in the current quarter, the per-trip fee for the three-month period beginning the second month of the next quarter will revert to the amount set forth in Paragraph 4.A.

- E. As a detailed example, assume that Operator commences operations on March 31, 2016. The first quarter for Operator will then run from April 1, 2016 through June 30, 2016. Based on the data provided to the Port each month under Paragraph 5.A., the Port will calculate the E-KPI for the first quarter no later than July 20, 2016, for the second quarter no later than October 20, 2016, and for the third quarter no later than January 20, 2017. In the event that Operator fails to achieve the Required Metric for the third quarter, the per-trip fee set forth in Paragraph 4.A. will be multiplied by two (2) (i.e. \$5.00 per outbound trip will increase to \$10.00; \$2.50 per inbound and outbound trip will increase to \$5.00) for last two months of the term (i.e. February 1, 2017 through March 31, 2017). And if the term of this Pilot Program Agreement should be extended, the increase will also continue through April 2017 (i.e. the third month of the three-month period for which the increase is otherwise effective). Likewise, in the event that the term of this Pilot Program Agreement is extended and Operator failed to achieve the Required Metric for the fourth quarter, the per-trip fee for the three-month period beginning May 1, 2017 through July 31, 2017 will be multiplied by three (3) (i.e. \$5.00 per outbound trip will increase to \$15.00; \$2.50 per inbound and outbound trip will increase to \$7.50). However, if the Operator instead achieved the Required Metric for the fourth quarter, the per-trip fee for that same three-month period (i.e. May 1, 2017 through July 31, 2017) would instead revert to the amount set forth in Paragraph 4.A.
- F. Absolutely nothing in the discussion set forth in this Paragraph 7 shall obligate the Port to consider an extension of (much less obligate the Port to extend) the term of this Pilot Program Agreement beyond the term set forth in Paragraph 2 hereof.

**8. ADDITIONAL OBLIGATIONS OF COMPANY**

- A. Operator's employees, agents and Drivers performing services at the Airport shall be neat, clean and courteous. Neither Operator nor its employees, agents or Drivers may conduct business on or about the Airport in a loud, noisy, boisterous, offensive or objectionable manner or Solicit business in any manner whatsoever.
- B. Operator shall not disturb the Port or any tenant, guest, invitee or other person using the Airport by making or permitting any unusual disturbance, noise vibration, or other condition on or at the Airport
- C. As noted in the Pilot Program Agreement, Operator shall abide by, and be subject to, all then-current Port tariffs, rules and regulations, and procedures and directives that have been communicated to Operator by the Port and which pertain to the operation of vehicles at the Airport.
- D. The Port recognizes that Operator will contract with and utilize independent contractor Drivers in carrying out its rights and responsibilities under this Pilot Program Agreement. To the extent that Operator does so, Operator shall, through its agreement with any independent contractors, require them to comply with the terms of this Agreement and the Operating Instructions that may be applicable to them.

**9. INSPECTION**

The Port shall have the right to inspect Operator's employees, agents, Drivers and Vehicles at any time for compliance with the standards in this Pilot Program Agreement. Operator's Vehicles may be inspected for cleanliness, proper equipment, good appearance, safe operating condition and violations of any laws, ordinances, the terms of this Pilot Program Agreement (specifically including the then-current Port tariffs, rules and regulations, and procedures and directives pertaining to the operation of vehicles at the Airport). Operator's employees, agents and Drivers may be inspected for cleanliness, good appearance, and violations of any laws, ordinances, or the terms of this Pilot Program Agreement (specifically including the then-current Port tariffs, rules and regulations, and procedures and directives pertaining to the operation of vehicles at the Airport). The Port shall not, however, be obligated to undertake any inspection or review, and the fact of an inspection (or the failure to undertake any inspection) shall not be constitute a certification, representation or warranty that Operator is in compliance with any obligation required under this Pilot Program Agreement.

**10. RIGHT TO DEVELOP AIRPORT; INTERRUPTIONS IN USE**

- A. The Port reserves the right to repair, develop and/or improve the Airport and roads, landing areas, taxiways, and terminal areas as it may see fit, free from any and all liability to Operator for loss of business or damage of any nature whatsoever sustained by Operators that arise from or relate to such repairs, alterations or additions.
- B. If the Port shall be unable for any reason to allow Operator the use of the Airport drives, or any portion thereof, at the time of commencement of the term of this Pilot Program Agreement or at any time during the term of this Pilot Program Agreement, the Port shall not be liable for any damage caused thereby to Operator, nor shall this Pilot Program Agreement thereby become void or avoidable, nor shall the term specified herein be in any way extended, and Operator shall not be subject to any refund or proration of fees paid under this Pilot Program Agreement and shall remain liable for all fees arising from Operator's continued operation and required by this Pilot Program Agreement.

11. INDEMNIFICATION

- A. The Port, its officers, employees and agents shall not be liable for any injury (including death) to any persons or for damage to any property regardless of how such injury or damage be caused, sustained or alleged to have been sustained by Operator or Operator's officers, agents, employees, Drivers, contractors, subcontractors, licensees or invitees, as a result of any condition (including existing or future defects in the portions of the Airport utilized by Operator) or occurrence (including failure or interruption of utility service) whatsoever related in any way to Operator's use or occupancy of the Airport and of areas adjacent thereto.
- B. Operator shall defend (with counsel reasonably acceptable to the Port), fully indemnify, and hold entirely free and harmless the Port and its Commissioners, officers, agents and employees from any and all loss, damages, expenses, attorneys' fees, consultants' fees, court costs and other costs for or from: (a) any accident, injury, death or damage to any third party arising from Operator's operations on or about the Airport, whether or not caused by the negligence of Operator or any third party; and (b) any fault or negligence by Operator, any licensee, invitee of Operator, or of any officer, agent, employee, Driver, guest or invitee of any such person; and (c) any failure on Operator's part to comply with any of the covenants, terms and conditions contained in this Pilot Program Agreement; *provided, however*, nothing herein shall require Operator to defend, indemnify, or hold harmless the Port from any accident, injury, death or damage arising out of the sole negligence of the Port or its Commissioners, officers, agents and employees.
- C. Operator agrees that the foregoing indemnity specifically covers actions brought by its own employees, and thus Operator expressly waives its immunity under industrial insurance, Title 51, as necessary to effectuate this indemnity. TENANT AND PORT AGREE AND ACKNOWLEDGE THAT THIS PROVISION IS THE PRODUCT OF MUTUAL NEGOTIATION.

12. INSURANCE

- A. Operator shall, at its own expense, comply with the insurance requirements set forth on **Attachment A** to these terms and conditions.
- B. The insurance requirements set forth on Attachment A shall not operate to limit Operator's liability separate from, or in excess of, the forms of insurance and policy limits set forth. Furthermore, the minimum policy forms and limits required do not indicate that the Port has assessed the risks that may be applicable to Operator under this Pilot Program Agreement. The Port makes absolutely no representations or warranties that the forms or limits of coverage of insurance specified are adequate to cover Operator's property or Operator's liabilities or obligations under this Pilot Program Agreement.

13. TAXES

Operator shall be liable for, and shall pay throughout the term of this Pilot Program Agreement, all license fees and all taxes payable for, on account of, or related to its activities conducted at the Airport, whether imposed on Operator or on the Port. Operator shall reimburse the Port for all such taxes paid or payable by the Port. All tax amounts for which the Port is or will be entitled to reimbursement from Operator shall be payable by Operator at least fifteen (15) days prior to the due dates of the respective tax amounts involved; provided, that Operator shall be entitled to a minimum of ten (10) days' written notice of the amounts payable by it.

**14. LATE CHARGES**

All fees, payments or amounts owed by Operator to the Port shall be due as provided in this Pilot Program Agreement. If any fees or any other sum due from Operator shall not be received by the Port within five (5) days of when due, then, without any requirement for notice by the Port to Operator, Operator shall pay the Port a late charge equal to five percent (5%) of such overdue amount (with the late charge not less than \$5.00) unless such late charge is specifically waived by the Port in writing. The parties agree that such late charge represents a fair and reasonable estimate of the costs the Port will incur by reason of late payment by Operator. In addition to the late charge, Operator shall further pay interest on any past due sums as provided in Sea-Tac International Airport, Airport Tariff No. 1, as the same may be revised or replaced from time to time. Acceptance of such interest and/or late charges by the Port shall in no event constitute a waiver of Operator's default with respect to such overdue amount, nor prevent the Port from exercising any of the other rights and remedies granted hereunder.

**15. ASSIGNMENT**

Operator shall not assign or transfer this Pilot Program Agreement or any interest therein without first obtaining the Port's written consent, nor shall this Pilot Program Agreement or any interest thereunder be assignable or transferable by operation of law or by any process or proceeding of any court, or otherwise without the prior written consent of the Port. Any attempt to enter into any operating agreement, license or other agreement under which a third party is given rights or privileges to utilize portions of the Premises shall be an attempted assignment or subletting within the meaning of this paragraph; provided, however, this restriction shall not operate to limit an Operator that utilizes a model of delivering ground transportation services that utilizes independent contractors or other contractual relationships with the Drivers actually providing the ground transportation services so long as Operator remains fully responsible for the performance of the ground transportation services under this Pilot Program Agreement and individually authorizes each of the Drivers and Vehicles providing service hereunder.

**16. NONWAIVER**

The failure of the Port to insist in any one or more instances, upon a strict performance of any of the covenants or requirements of this Pilot Program Agreement, or to exercise any option herein contained, shall not be construed as a waiver of or relinquishment for the future of the performance of such covenant or requirement, or the right to exercise such option, but the same shall continue and remain in full force and effect. The receipt by the Port of any fees or fines, with knowledge of the breach of any covenant or requirement of this Pilot Program Agreement, shall not be deemed a waiver of such breach, and no waiver by the Port of any provision or requirement hereof shall be deemed to have been made unless expressed in writing and signed by the Port. The consent or approval of the Port to or of any act by Operator requiring the Port's consent or approval shall not be deemed to waive or render unnecessary the Port's consent or approval to or of any subsequent similar acts by Operator.

**17. NONDISCRIMINATION**

This Pilot Program Agreement is subject to the requirements of Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation's regulations, 49 CFR Part 21. Operator agrees that it will not discriminate against any business owner because of the owner's race, color, national origin, or sex in connection with the award or performance of any concession agreement, management contract, subcontract, purchase or lease agreement or other agreement covered by 49 CFR part 21. Furthermore, during the performance of this Pilot Program Agreement, Operator, for itself, its assignees, and successors in interest (for purposes of this Section and its referenced exhibits only, "contractor") agrees to both (i) comply with the

covenants set forth on **Attachment B** and (ii) comply with the non-discrimination statutes and authorities set forth on **Attachment C**, both of which are incorporated hereby this reference.

**18. COMPLIANCE WITH LAWS**

Operator agrees to comply with all applicable rules and regulations of the Port now in existence or hereafter promulgated for the general safety and convenience of the Port, its various tenants, invitees, licensees and the general public. Operator further agrees to comply with all applicable federal, state, and municipal laws, ordinances, and regulations.

**19. JOINT AND SEVERAL LIABILITY**

Each and every party who signs this Pilot Program Agreement, other than in a representative capacity, shall be jointly and severally liable hereunder.

**20. LABOR DISPUTES**

Operator agrees to use its best efforts to avoid disruption to the Port, its tenants or members of the public, arising from labor disputes involving Operator, and in the event of a strike, picketing, demonstration or other labor difficulty involving Operator, to use its good offices, including the utilization of available legal remedies, to minimize and/or eliminate any disruption to the Port, its tenants or members of the public, arising from such strike, picketing, demonstration or other labor difficulty.

**21. GOVERNING LAW; VENUE**

This Pilot Program Agreement shall be construed according to Washington State law without regard to its choice of law principles. Jurisdiction and venue for any suit arising under this Pilot Program Agreement shall be exclusively in the state of federal courts located in King County, Washington.

**22. INVALIDITY OF PARTICULAR PROVISIONS**

If any term or provision of the Pilot Program Agreement or its application to any person or circumstance is, to any extent, invalid or unenforceable, the remainder of this Pilot Program Agreement or the application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable will not be affected and will continue in full force and effect.

**23. CAPTIONS**

The captions in this Pilot Program Agreement are for convenience only and do not in any way limit or amplify the provisions of this Pilot Program Agreement.

**24. SURVIVAL OF INDEMNITIES**

All indemnities provided in this Pilot Program Agreement shall survive the expiration or any earlier termination of this Pilot Program Agreement. In any litigation or proceeding within the scope of any indemnity provided in this Pilot Program Agreement, Operator shall, at the Port's option, defend the Port at Operator's expense by counsel reasonably acceptable to the Port.

**25. TERMINATION BECAUSE OF COURT DECREE**

In the event that any court having jurisdiction in the matter shall render a decision which has become final and which will prevent the performance by the Port of any of its obligations under this Pilot Program Agreement, then either party hereto may terminate this Pilot Program Agreement by written notice, and all rights and obligations hereunder shall thereupon terminate, but any such termination shall not relieve any obligations or liabilities (including, but not limited to, reporting and payment) with respect to operations through the date of cancellation. If Operator is not in default under any of the provisions of this Pilot Program Agreement on the effective date of such termination, any fees prepaid by Operator shall, to the extent allocable to any period subsequent to the effective date of the termination, be promptly refunded to Operator.

**26. TERMINATION FOR DEFAULT**

- A. Time is of the essence of this Pilot Program Agreement, and in the event of the failure of Operator to pay any fees or fines, or any other amounts required hereunder at the time and in the manner herein specified, to modify its operations forthwith at the request of the Port whenever the Port shall have determined in its discretion that the standards established herein are not being followed or to keep any of the covenants or agreements herein set forth to be kept and performed (including those within the Operating Instructions, the tariff, rules and regulations, and procedures and directives), the Port may elect to terminate this Pilot Program Agreement; provided however, that Operator shall be given fifteen (15) days notice in writing stating the nature of the default in order to permit such default to be remedied by Operator within said fifteen (15) day period. The Port may, for violations that it, in its discretion, considers serious, suspend Operator's activities at the Airport immediately and until such time as any deficiencies in performance under this Pilot Program Agreement have been remedied.
- B. If Operator shall file a petition in bankruptcy, or if Operator shall be adjudged bankrupt or insolvent by any court, or if a receiver of the property of the Operator shall be appointed in any proceeding brought by or against Operator, or if Operator shall make an assignment for the benefit of creditors, or if any proceeding shall be commenced to foreclose any lien on Operator's interest in any personal property kept or maintained at the Airport, the Port may, at its option, terminate this Pilot Program Agreement.
- C. No termination shall relieve Operator of any obligations already incurred or which are intended to survive termination.

**27. SUSPENSION OF AGREEMENT**

In the event that the United States Government or any of its agencies shall occupy the Airport or any substantial part thereof to such an extent as to materially interfere with Operator's services and operations, or in the event of destruction by fire or other cause of all, or a material portion of the Airport or Airport facilities, or any other circumstances which are beyond the control of the Port or the Operator, either party may suspend this Pilot Program Agreement for the periods of such disability.

**28. ATTORNEYS' FEES**

In the event that either party shall be required to bring any action to enforce any of the provisions of this Pilot Program Agreement, or shall be required to defend any action brought by the other party with respect to this Pilot Program Agreement, and in the further event that one party shall substantially prevail in such action, the losing party shall, in addition to all other payments required therein, pay all of the substantially prevailing party's actual costs in connection with such action, including such sums as the court or courts may adjudge reasonable as attorneys' fees in the trial court and in any appellate courts. For purposes of calculating

attorneys' fees, legal services rendered on behalf of the Port by public or in-house attorneys shall be computed at hourly rates charged by attorneys of comparable experience in private practice in Seattle.

**29. AMENDMENT**

Subject to Operator's right to terminate this Pilot Program Agreement, any and/or all parts of this agreement may be amended by the Port upon thirty (30) days prior notice to the Operator. The Operating Rules and Instructions may further be amended as provided therein.

**30. NOTICES**

All notices hereunder may be delivered or mailed. If delivered by messenger or courier, they shall be deemed delivered when received. If delivered by mail, they shall be deemed delivered one (1) day following mailing. All notices to the Port of Operator shall be sent to the address specifically set forth on the Pilot Program Agreement. Either party may change the notice address by providing advance, written notice of the change to the other party.

**31. SUBORDINATION TO AIRPORT OPERATOR ASSURANCES**

This Pilot Program Agreement shall be subject and subordinate to the terms of any Airport Sponsor assurance agreement or other, similar agreement that the Port may, as operator of the Airport, be required to furnish to the Federal Aviation Administration or otherwise adhere.



ATTACHMENT A

– Insurance Requirements –

- A. Prior to commencement of this Pilot Program Agreement, Operator shall procure and maintain insurance coverage to be kept in force for the term of this Pilot Program Agreement as determined by Table No. 1 of this Attachment A. Insurance shall be procured from authorized or eligible surplus lines insurance carriers with a current A.M. Best's rating of no less than "A Minus VI".
- B. Coverage shall be continuous and shall not lapse or be terminated during the Term of this Pilot Program Agreement without written notification to the Port by Operator's or Operator's insurance agent or broker, which written notification shall be provided no less than thirty (30) days prior to any such lapse or termination. Operator additionally agrees to notify the Port upon any reduction in limits.
- C. All deductibles or self-insurance retentions are the responsibility of the Operator. Operator may meet required insurance limits through a combination of primary and umbrella or excess insurance. Any insurance the Port may carry will apply strictly on an excess basis over any applicable insurance the Operator may carry.
- D. Operator shall provide evidence of insurance, specifically including the proper forms and endorsements identified in Table No. 1, at the inception of the Term and at least annually thereafter, or within five days upon request by the Port. Failure to provide evidence of insurance shall be construed as a breach of the terms of this Pilot Program Agreement and give the Port the right to terminate this Pilot Program Agreement in accordance with termination clause of this Pilot Program Agreement.
- E. The Operator shall provide to the Port, if requested, a redacted copy of any insurance policy required under this Pilot Program Agreement, including a copy of the redacted policy declarations, binder, all endorsements, and any policy amendments, all of which shall be Confidential Information of Operator.
- F. The Port's review of the Operator's evidence of insurance shall not be construed as confirmation that the Operator is in compliance with any governing Local, State, or Federal mandatory insurance or financial responsibility law. The Port's failure to obtain and review any requested insurance documentation shall not be a waiver of any required insurance or the provisions of financial responsibility law. Operator bears all costs and liabilities if it fails to comply with any such insurance requirement or financial responsibility law.
- G. Operator is fully responsible for complying with the industrial insurance laws that apply to this Pilot Program Agreement or its employees, including Revised Code of Washington, Title 51 Industrial Insurance, for Operator and its employees as well as any applicable Federal industrial insurance laws for workers' compensation.

**Table No. 1 - Automobile and Other Liability Insurance Requirements**

Description	Insurance Required by Operator		
Vehicle Type	Commercial General Liability	Automobile Liability Insurance	Required Evidence of Insurance at Inception and Upon Annual Permit Renewal
<p>Transportation Network Company</p>	<p>\$1,000,000 per occurrence/\$1,000,000 in the aggregate with an endorsement that lists the Port as an additional insured.</p> <p>TNC insurance shall be primary and non-contributory to any insurance the Port carries.</p> <p>TNC policy shall be endorsed to include a waiver of subrogation against the Port.</p>	<p>\$1,000,000 per accident combined single limit for property damage and bodily injury;</p> <p>Each vehicle to be driven by a Driver affiliated with a TNC shall be covered by this policy on a primary basis; or on an excess basis over a policy that a Driver has; however, this excess policy shall drop down to provide coverage should the primary policy that the Driver has be inadequate or fail to provide coverage; or if the insurer/issuer of the primary policy that covers the vehicle of the Driver has denied coverage of a claim.</p> <p>The Port shall be listed as an additional insured.</p>	<p>Certificate of Insurance showing lines of insurance coverage, limits, and policy number.</p> <p>Submit an endorsement for the commercial general liability insurance policy and the primary automobile policy that shows the Port of Seattle as an additional insured on each policy.</p>

**ATTACHMENT B**

– Additional Non-Discrimination Covenants –

1. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Aviation Administration, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Non-discrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, or national origin.
4. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Federal Aviation Administration to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of a contractor's noncompliance with the Nondiscrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:
  - a. withholding payments to the contractor under the contract until the contractor complies; and/or
  - b. cancelling, terminating, or suspending a contract, in whole or in part.
6. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

**ATTACHMENT C**

– Pertinent Non-Discrimination Authorities –

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 – 12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

## ATTACHMENT D

### – Monthly Reporting Template –

Report Header			
All fields are required.			
Field	Description	Format	Example
Report Timestamp	Timestamp of when the report was run.	Date and Time of the event represented in ISO 8601 format. It is preferred that time be expressed in local time with a time zone offset of hours and minutes as specified in the ISO 8601 standard.	2016-03-11T13:28:22-08:00
Company ID	The ID of the TNC Operator. (Assigned by Port of Seattle)	String	As assigned to TNC operator by Port of Seattle
Report Period Start	Start timestamp of the event period being reported on. Report events include those at and after this timestamp, up until the Report Period End.	Date and Time of the event represented in ISO 8601 format. It is preferred that time be expressed in local time with a time zone offset of hours and minutes as specified in the ISO 8601 standard.	2016-03-11T13:28:22-08:00
Report Period End	End timestamp of the event period being reported on. Report events include those that happened up until this timestamp.	Date and Time of the event represented in ISO 8601 format. It is preferred that time be expressed in local time with a time zone offset of hours and minutes as specified in the ISO 8601 standard.	2016-03-11T13:28:22-08:00

Event Table			
All fields are required, with the possible exception of License Plate, Trip Id, and Matched Rides Correlation Id as described.			
Field	Description	Format	Example
Timestamp	Timestamp of event	Date and Time of the event represented in ISO 8601 format. It is preferred that time be expressed in local time with a time zone offset of hours and minutes as specified in the ISO 8601 standard.	2016-03-11T13:28:22-08:00
Trip Id	A unique id that corresponds to the customer's trip.	String. In cases when the TNC does not have this value for the event type, it may be blank. It should otherwise be provided.	8CB3B16D-2676-4894-A4E7-BE83EE832D75
Driver Id	Unique Id for driver. It is expected that the unique id for a specific driver will stay consistent between reporting periods so that data can be correlated between reporting periods.	String	901B8A25-02AB-4C86-B3D5-31F66E23A9D5
Vehicle Id	Unique Id for Vehicle. It is expected that the unique id for a specific vehicle will stay consistent between reporting periods so that data can be correlated between reporting periods.	String	CFC6B1C8-549F-4C15-8250-0BDA5F448623
Latitude	GPS Latitude.	Decimal	47.449783
Longitude	GPS Longitude.	Decimal	-122.311114
Event Type	Entry/Exit/Pick-Up/Drop-Off. Include drop off and pick up events for passengers sharing rides to and from Sea-Tac Airport within the agreed geofence areas. For ride shares, each party dropped off should have a separate drop-off event. The same is true for pick-ups.	One of the following values: ENTRY EXIT PICKUP DROPOFF	PICKUP

Matched Rides	The number of parties that were involved in the trip to or from the airport. A trip with a single party would have a value of 1. This value will be used in the E-KPI calculations and is expected to follow the rules as defined for this field in the E-KPI agreement. Operator is not required to report a count greater than 1, but would then potentially be subject to payment of per-trip fees in excess of those that would otherwise apply if this data were reported as defined in the E-KPI and Operating agreements.	A whole number greater than or equal to 0.	2
Matched Rides Correlation Id	A unique id used to correlate drop-offs or pick-ups that were part of the same visit by the same driver and vehicle. It is expected that this id will be unique even when data from multiple reporting periods is viewed together. The purpose of the Matched Rides Correlation Id is to associate pick-ups and drop-offs that are part of the same shared ride. For example, if two or more drop-offs are part of the same shared ride, they should share the same Matched Rides Correlation Id. If two drop-offs were not part of the same shared ride, then they should NOT share the same Matched Rides Correlation Id. Likewise, if two or more pickups are part of the same shared ride, they should share the same Matched Rides Correlation Id. If two pick-ups were not part of the same shared ride, then they should NOT share the same Matched Rides Correlation Id. Operator is not required to report Matched Rides Correlation Id, but would then potentially be subject to payment of per-trip fees in excess of those that would otherwise apply if this data were reported as defined in the E-KPI and Operating agreements.	String.	2808A90B-C37A-4991-B838-0E718333E961
License Plate	License plate number.	String. In rare cases when the TNC does not have the license plate we expect that this field will be empty. In all other cases, we expect that this	ABC123
Vehicle Make	Vehicle Make	Common name of the vehicle maker (No abbreviations)	TOYOTA
Vehicle Model	Vehicle Model	Vehicle model name	PRIUS V
Vehicle Model Year	Vehicle Model Year	4 digit year	2015

The Port will provide a Microsoft Excel spreadsheet reflecting these fields and formats as well.

**ATTACHMENT E**

– E-KPI Methodology –

**Calculation Methodology for Environmental Key Performance Indicator (E-KPI)**

The E-KPI is a tool that demonstrates equivalency with the environmental performance of outbound, on-demand taxis at Sea-Tac Airport. It is based on the “CO<sub>2</sub> emissions generated from a typical passenger trip.”

1.0 E-KPI (lbs of CO<sub>2</sub> per typical passenger-trip)

The E-KPI is expressed in units of lbs of CO<sub>2</sub> per typical passenger-trip and is calculated using the following equation:

**E-KPI = (Airport Drop-off Trip Fuel Consumption + Airport Pick-up Trip Fuel Consumption) x Carbon Emissions per Fuel Consumed**

Where:

- **Airport Drop-off Trip Fuel Consumption** = [((1-%Pooling Drop-off) x 13 miles/WA-MPG) + (%Pooling Drop-off x (13 miles/ # of Matched Rides)/WA-MPG)] x %Deadheading
- **Airport Pick-up Trip Fuel Consumption** = ((1-%Pooling Pick-up) x 13 miles/WA-MPG) + (%Pooling Pick-up x (13 miles/ # of Matched Rides)/WA-MPG)
- **Carbon emissions per fuel consumed** = 19.4 lbs carbon/gallon of gasoline

2.0 E-KPI Inputs

**a) Weighted-Average MPG (WA-MPG)**

The WA-MPG for the TNC’s vehicle fleet is calculated by weighting the United States Environmental Protection Agency (EPA) blended highway/city fuel efficiency rating in miles per gallon (MPG), or miles per gallon equivalent (MPGe) for electric vehicles, for each vehicle having provided at least one pick-up event in the measurement period by the number of time a pick-up fee was assessed for that vehicle in the same measurement period.

- Only includes non-commercial vehicles (e.g. UberX and not UberBLACK or Uber For Hire, etc)
- For simplicity, we will assume the WA-MPG for inbound vehicles is the same as outbound for each TNC.

**b) %Deadheading**

Deadheading is measured relative to outbound trips only. An outbound trip from Sea-Tac Airport is considered to be deadheading if the same vehicle does not have a corresponding inbound revenue-trip that occurred in the preceding 3 hours.

% Deadheading for a measurement period is calculated by adding the total number of outbound trips that have a corresponding inbound trip for the same vehicle in a 3-hour period, divided by the total number of outbound trips, and subtracted from 100%.

**c) %Pooling (or “Ride-sharing”) for Drop-Offs and Pick-Ups and # Matched Rides**

A TNC may be given credit for pooling or ride-sharing only when the pooling is arranged via a trackable option available through its app (e.g. UberPOOL, Lyft Line). Credit is not given for passengers traveling together unless they were actively matched through the TNC’s software. Likewise, credit is *not* given for passengers expressing a willingness to be matched but who do not achieve a successful match for their ride.

A “pooled” revenue trip does not, however, require that all matched passengers begin or end their trip at the Airport. A TNC will receive “pooling” credit for a revenue-trip dropping off or picking up at least one passenger at Sea-Tac Airport, even if one or more of the other matched passengers is dropped off en route to the Airport or picked up en route to the final destination.

Credit for pooling may only be applied to TNC-endorsed, non-commercial vehicles that can travel anywhere in the region. For example, a fixed route, fixed price van service would not qualify a “pooled” in the E-KPI, as the intention is to show equivalency to taxi services, and not shared ride vans.

%Pooling Pick-Up is the percentage of total rides picked up from airport that were matched and %Pooling Drop-Off is the % of total rides dropped off at the airport that were matched.

# of matched rides is the number of parties that were involved in the trip to or from the airport. A trip with a single party would have a value of 1.



# Uber | San Diego International Airport GHG Reduction Proposal

October 27, 2016



# Agenda

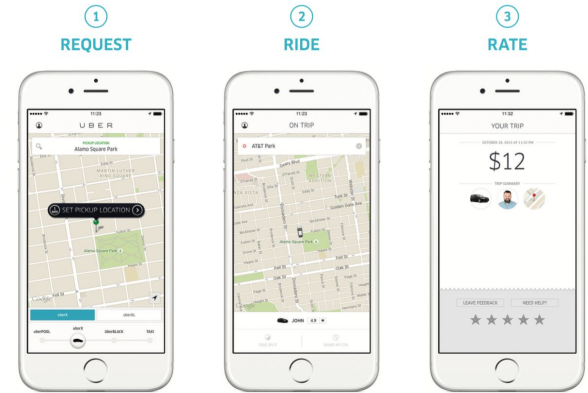
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- Background
- Emissions Calculation Methodology
- Target Setting
- Reporting

# What is Uber?

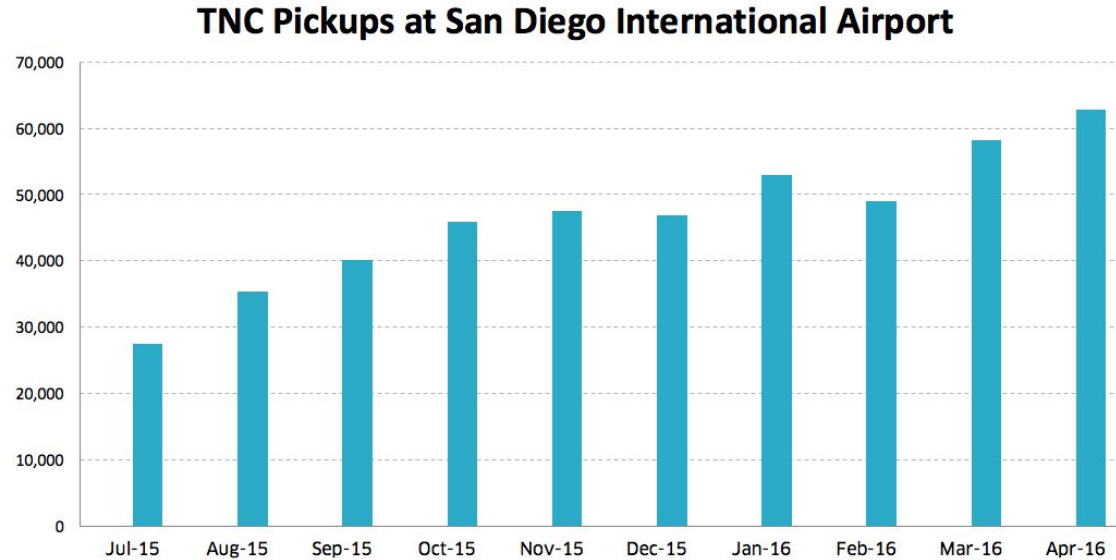
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- Uber is a technology company best known for an app that connects rider and drivers via a ridesharing platform.
- Ridesharing enables everyday San Diegans to earn income by using their existing personal vehicles to drive throughout the city.
- Uber is very popular with San Diego residents and visitors because it is safe, affordable, and reliable.



# Impact of TNCs at SDIA

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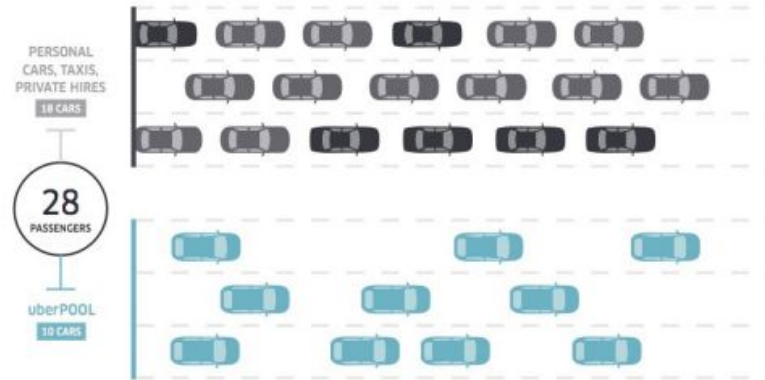


Uber's growth at San Diego International Airport reveals a change in Airport customer behavior driven by an elevated level of service and reliability and affordable pricing.

# What is uberPOOL?

uberPOOL is the product that allows Uber users to share a ride and split the cost. Sharing a ride means fewer empty seats and less duplication, which reduces congestion.

Sharing a ride also has environmental benefits. **Using POOL reduces CO2 emissions** by reducing overall vehicle miles traveled. At Uber, we calculate these emissions savings by measuring how many individual trips were combined into shared trips.

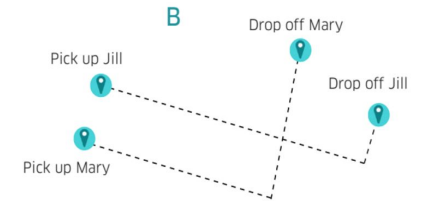
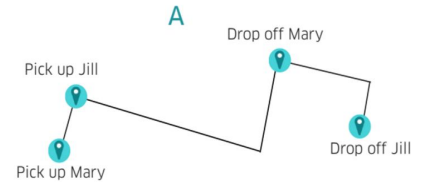


**NOTE:** uberPOOL can move the same number of people but in far fewer cars. In this example, uberPOOL reduces cars on the road by 45%.

# How do we calculate miles saved with uberPOOL?

To calculate the miles saved by POOL, we do the following:

1. We only count a POOL trip when the ride was matched between two or more people.
2. We measure how far the passengers would have traveled if they had taken separate trips.
3. We find the total trip miles avoided thanks to POOL by measuring the difference between the length of the POOL trip and the distance calculated in Step 2.



$B - A = \text{MILES SAVED}$

# How do we calculate emissions saved?

---

Once we know how many vehicles miles were saved thanks to POOL, we can calculate how many gallons of gas were saved and therefore how many Kg of CO<sub>2</sub> were saved.

We assume that every vehicle gets 25 miles per gallon (mpg).\*

For every gallon saved, assuming conventional unleaded fuel, about 8.91 Kg of CO<sub>2</sub> are kept out of the atmosphere.

B - A = MILES SAVED



GALLONS  
SAVED



EMISSIONS  
SAVED

\* According to the US DOT Bureau of Transportation Statistics, the average light-duty vehicle fuel efficiency in 2014 is 23.2mpg. We assumed a slightly higher 25mpg so we are unlikely to overestimate the savings. A higher fuel efficiency assumption actually reduces the projected savings by reducing the projected fuel consumption in a "bad" scenario of two cars for two passengers.



# Target setting

---

- Understanding that 2016 was a launch period for POOL, it is difficult to forecast growth without a longer track record.
- August was the first month of actively matching POOL trips on airport property, bringing an increased degree of uncertainty in growth patterns.
- However, we are confident that POOL is a highly effective method of GHG reduction that promises meaningful impact with:
  - A reliable and consistent pickup experience for Airport customers.
  - Reduction in idling time in addition to vehicle miles traveled.
  - Potential reduction in congestion by taking cars off of airport property.
  - No requirement for County or Airport subsidies, unlike taxi fleet conversion.
  - No need to introduce new vehicles to the Airport ecosystem.
  - No additional staffing requirement or costs to Airport operations.

# Targets in Context

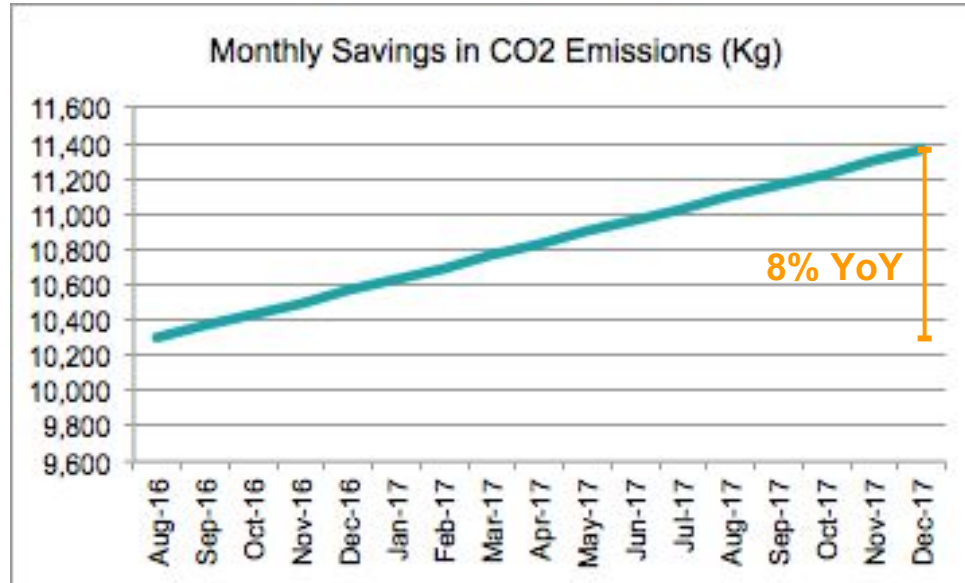
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- The EPA and NHTSA have set an average annual rate of CO2 emissions reduction in MYs 2017 through 2021 at an **annual rate of 3.5%** and an **annual rate of 5%** for MYs 2022 through 2025.
  - By restricting vehicles to 2006 model years and later, vehicles on the Uber platform already outperform the average population of vehicles in San Diego.
- Per the California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, made by the California EPA ARB, the transportation sector must reduce GHG emissions at an **annual rate of 2.5%\*** in order to meet the 2020 Emissions Goal.

\* The California EPA goal is to reach 1990 emission levels in 2020. This means that transportation emissions need to be reduced to 150.7 million metric tons of CO2 (MMTCO2) from 228.0 MMTCO2, which is the 2020 business-as-usual transportation emissions estimate (35% of 600 MMTCO2), in a period of 16 years (the base emissions are taken from 2004).

# Quantifying uberPOOL emissions reduction at SDIA

We estimate that uberPOOL has saved over **24.5 Metric Tons of CO2** during the first 4 months of operation at SAN. We believe that we will be able to **increase metric tons of CO2 saved by 8% year over year in 2017**.



# Reporting Requirements

---

- Uber is prepared to provide an monthly report on emissions reduction with a breakdown of our methodology for informational purposes.
- Due to seasonality, goal / penalty assessment will be conducted on an annual basis
- Please find an example reporting format below:

		MPG 25 Assumption		
		gallons_saved	litres_saved	kg_co2_saved
San Diego	1/1/17 0:00	2,000.00	7,570.78	17,819.73
San Diego	2/1/17 0:00	2,160.00	8,176.44	19,245.31
San Diego	3/1/17 0:00	2,332.80	8,830.56	20,784.94
San Diego	4/1/17 0:00	2,519.42	9,537.00	22,447.73
San Diego	5/1/17 0:00	2,720.98	10,299.96	24,243.55

\* Numbers for example only

# TNC Permit Recommendations

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- **Reduction program length:** 2 years in line with permit renewal length
- **Trip fee:** \$2.50 per pickup across all TNC (uberX and POOL) products - eliminating two-tiered AFV/non-AFV fee structure
- **Penalties for missing target 8% annual GHG savings increase:**
  - \$10K paid by TNC
  - Penalty assessed annually to normalize for seasonality
  - Baseline to be established from December 2016 data

# SAN GHG Reduction



September 2016

# Goal

---

- ❖ Advance San Diego International airport's commitment to sustainability
- ❖ Reduce GHG Emissions through increased Lyft Line rides and usage
- ❖ Achieve 8% YoY GHG reduction to match and exceed EPA and NHTSB goals





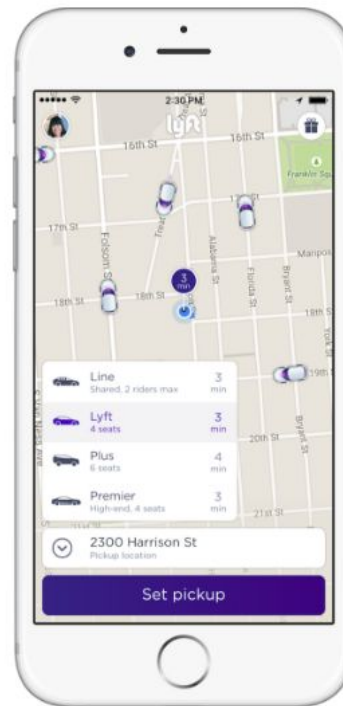
# Lyft Line | Benefits

**40%**

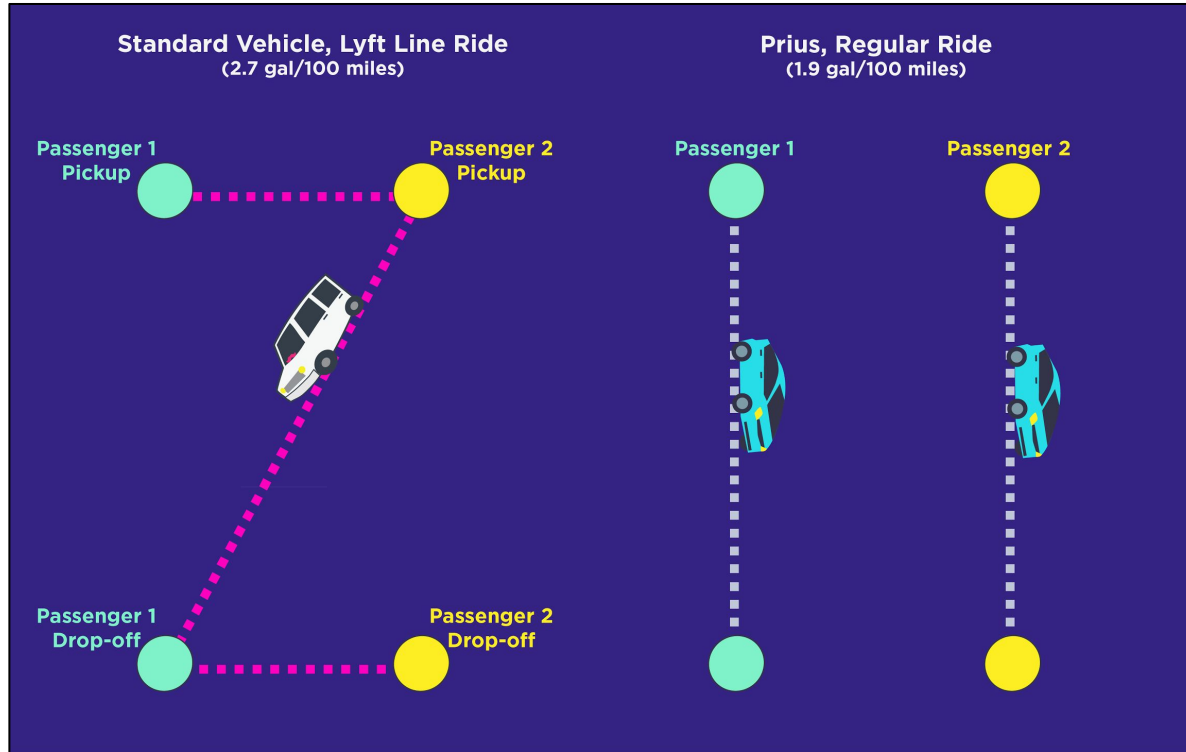
of all Lyft rides in San Francisco use Lyft Line.

**700 Million**

Gallons of fuel saved annually by a modest 3% increase in rideshare usage.<sup>5</sup>



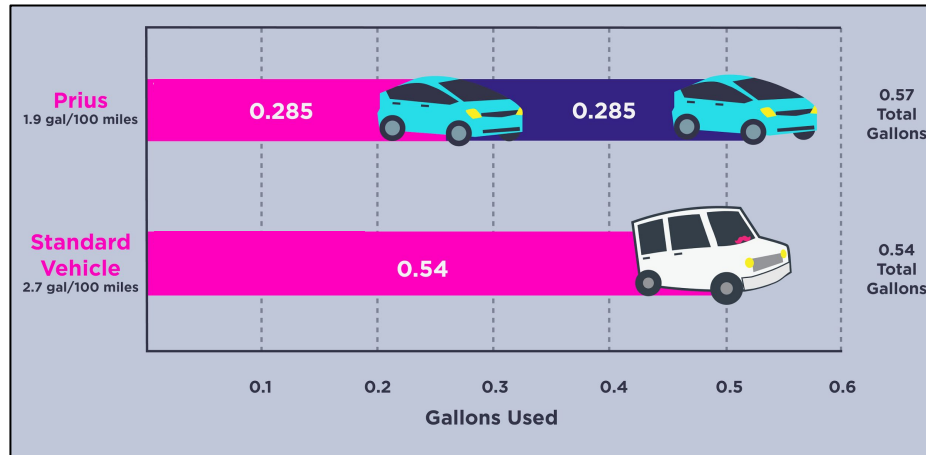
# Lyft Line | How It Compares



# Lyft Line | Benefits

## Example Scenario

- Toyota Prius, Avg. MPG (2016): 58/53 (Toyota Index)
  - 1.9gal/ 100 miles
- Light Passenger Vehicle, Avg. MPG (2016): 36.4 (USDT Bureau of Transportation Statistics)
  - 2.7gal/ 100 miles



# Measurement

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- Quarterly Reports will include Lyft Line rides
- Lyft Line must grow by 2.3% YoY to meet 8% total reduction

Carrier	Avg. Fuel Efficiency (MPG)	Number of Passenger Parties	CO2 per passenger party per mile (lbs)
Private ( Family /Friend)	21.6	1	1.82
Taxi - Green Fleet	45	1	0.44
Lyft with Lyft Line (Carpools)	35.1	1.35	0.41
<b>Lyft Line (potential)</b>	<b>35.1</b>	<b>2+</b>	<b>0.28 (or less)</b>

# Proposal

---

- Continue to grow Lyft Line
- Match and exceed respective EPA and NHTSB GHG reduction goals of 3.5% and 5% annually with 2.3% annual Lyft Line growth
  - Achieve 8% YoY reduction in GHG
- Reduction may be achieved and measured through Lyft Line ride percentage, to be reported on a quarterly basis

**Boenitz David**

---

**From:** Mary Krick <mkrick@wingz.com>  
**Sent:** Tuesday, October 04, 2016 8:46 AM  
**To:** Boenitz David; Megan Coleman  
**Subject:** Wingz Proposal

Hi David,

Thank you for including Wingz on the meeting yesterday. Below please find our proposal. Feel free to reach out with any questions.

Kind regards,  
Mary

Wingz Proposal:

Thank you for including Wingz in this conversation. We understand the desire to create a standardized and measured model across the board, including taxis, black cars, limos and TNCs as I am sure this is a difficult task.

We appreciate being involved in this dialog. Wingz business model operates with a completely different business model than Uber & Lyft, as we are a private car service that is 100% pre-scheduled. The only difference between Wingz and a black town car companies is the TNC license required by the CPUC and the associated insurance.

Due to being prescheduled, our drivers do not circle the airport or have idling time, nor are they waiting to be assigned a ride, but since we are prescheduled, Wingz drivers take a direct route into and exiting the airport.

Many of our drivers also schedule rides to either pick up or drop off at the airport, allowing our drivers to schedule and coordinate pickup and drop offs, for reduced deadheading.

In addition, Wingz requires all drivers to have vehicles that are 5 years or younger, instead of the 10 year requirement that the airport has set. This alone ensures that the vehicles Wingz' drivers' are driving are already more fuel efficient.

We also have the ability to report on the vehicles that deliver these rides so we can monitor the % of vehicles that are providing rides that are considered low emission vehicles, "clean" vehicles.

For future targets to work towards, as Wingz continues to onboard drivers and as the market continues to produce cleaner vehicles, we will continue to onboarding increased % of clean vehicles, year over year to continue to increase the % of vehicles that meet this standard.

Since Wingz is registered with the CPUC as a TNC but our business model is similar to a private car service, Wingz would be interested in participating in a similar dialog when you begin to look at the black car/limo companies as we believe this would be a better standard to try to meet.

-----  
Mary Krick  
CAO | Wingz  
(415) 858-5980



RESOLUTION NO. 2016-0106

A RESOLUTION OF THE BOARD OF THE  
SAN DIEGO COUNTY REGIONAL AIRPORT  
AUTHORITY APPROVING THE CONTINUATION OF  
THE TRANSPORTATION NETWORK COMPANY  
(TNC) OPERATIONS AT SAN DIEGO  
INTERNATIONAL AIRPORT AND AUTHORIZING  
THE PRESIDENT/CEO TO NEGOTIATE AND  
EXECUTE A TNC PERMIT

WHEREAS, a Transportation Network Company ("TNC"), as defined by the California Public Utilities Commission ("PUC"), is an organization (whether a corporation, partnership, sole proprietor, or other form) operating in California that provides prearranged transportation services for compensation using an online-enabled application ("app") or platform to connect passengers with drivers using the TNC's personal vehicles; and

WHEREAS, TNCs have gained extensive widespread popularity and strong customer service at San Diego International Airport ("Airport"); and

WHEREAS, TNCs have been operating at the Airport since July 8, 2015 under a TNC Pilot Program permit; and

WHEREAS, at the June 23, 2016 Board meeting, the Authority Board approved an extension of the TNC Pilot Program to expire on December 31, 2016 (Resolution No. 2016-0054R); and

WHEREAS, at that meeting, the Authority Board directed Staff to continue to work with the TNCs on the outstanding issues and the concerns raised by the Board, including the ability to identify and report the use of alternative fuel vehicles, the manner in which trip fees are passed on to passengers of the TNCs, and greenhouse gas ("GHG") reduction; and

WHEREAS, Staff and the TNCs have worked collaboratively to define and structure a TNC GHG reduction program that achieves the goal of reducing GHG emissions at the Airport; and

WHEREAS, Staff recommends a GHG reduction program for TNCs that accurately collects, measures and reports GHG vehicle emissions data for the TNC fleet serving the Airport; and

WHEREAS, the recommended GHG reduction program for TNCs will measure and report any reduction in GHG emissions for the TNC fleet serving the Airport; and

WHEREAS, the recommended GHG reduction program for TNCs will include incentives to reduce GHG emissions; and

WHEREAS, the Board authorizes the President/CEO to work with the TNCs to finalize the GHG reduction program and include terms and conditions in the TNC permit to achieve the Authority's GHG reduction goals; and

WHEREAS, the Board finds it is in the best interest of the Authority to continue to allow TNCs to operate at the Airport while also encouraging reduction in GHG emissions.

NOW, THEREFORE, BE IT RESOLVED that the Board approves the continuation of the TNC operations at the San Diego International Airport; and

BE IT FURTHER RESOLVED that Staff and the TNCs will continue working collaboratively to achieve GHG reductions while ensuring the best customer service; and

BE IT FURTHER RESOLVED that the Board authorizes the President/CEO to negotiate and execute a permit with the TNCs to allow continued operation at the Airport; and

BE IT FURTHER RESOLVED that the Board finds that this action is not a "project" as defined by the California Environmental Quality Act ("CEQA") (California Public Resources Code §21065); and 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 17<sup>th</sup> day of November, 2016, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

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

APPROVED AS TO FORM:

---

AMY GONZALEZ  
GENERAL COUNSEL

ITEM 14

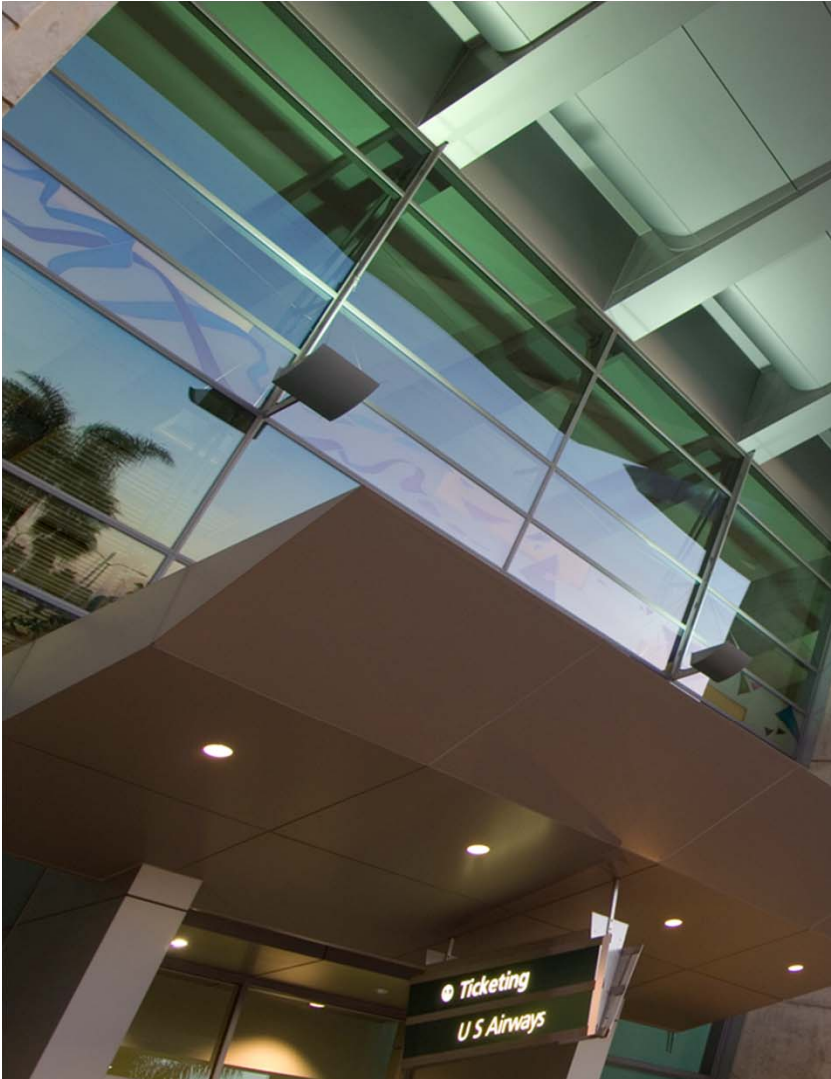


# Transportation Network Company (TNC) Permit Application Update

David Boenitz

Director, Ground Transportation

November 17, 2016



# Recommendation

Adopt Resolution No. 2016-0106 approving the continuation of the Transportation Network Company operations at San Diego International Airport and authorizing the President/CEO to negotiate and execute a TNC permit.





# SAN & GHG Emissions

2006: AB32 Global Warming Solutions Act  
- 1990 levels by 2020 goal

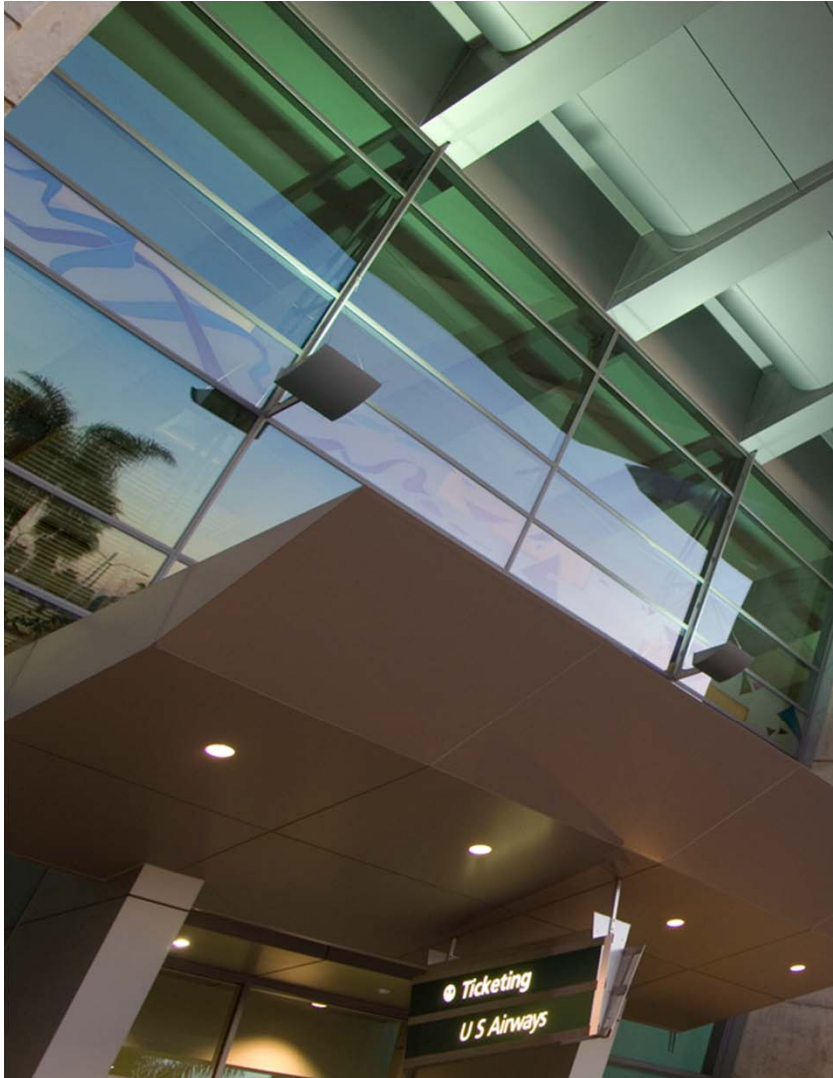
2008: Attorney General MOU  
- GHG reduction commitments

2009: SAN Air Quality Management Plan

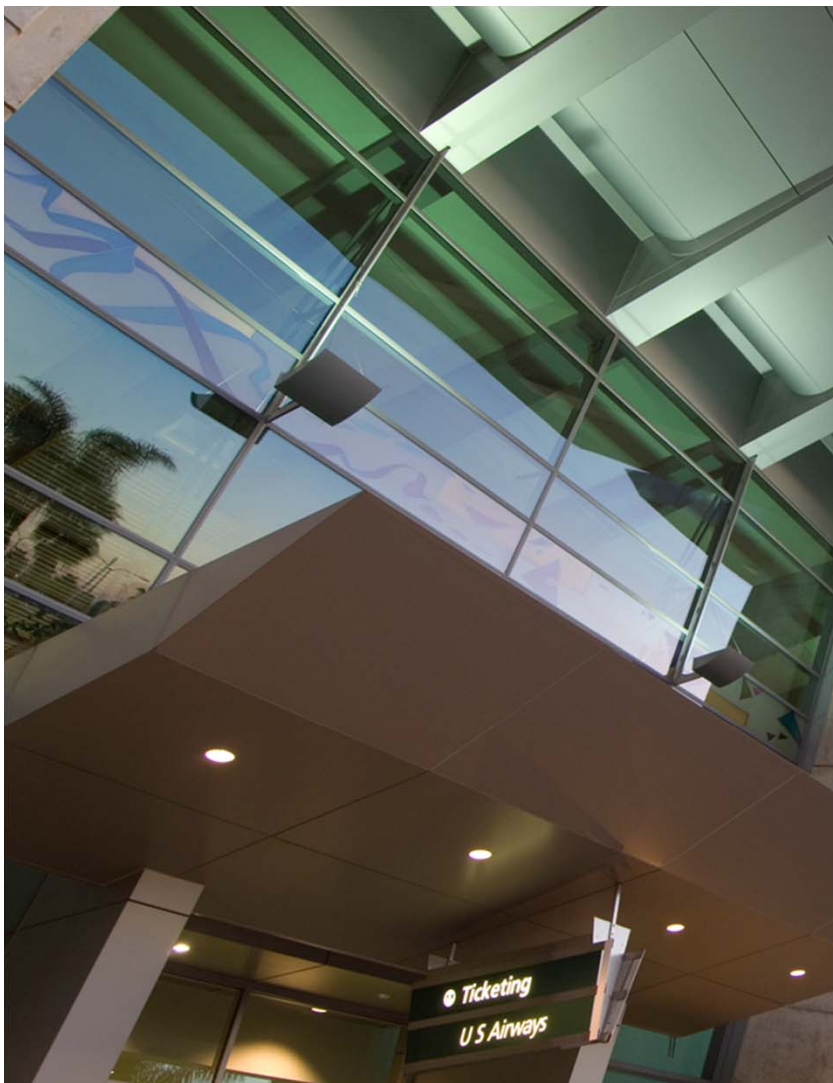
2010: SAN GT Conversion Incentive Program

2012: Taxi fleet begins converting to hybrids

2016: Airport Carbon Accreditation Program  
- SAN certified at Level 2







# AGMOU

## b. Replacement of Shuttles with Electric or Alternative Fuel Vehicles.

The Airport will implement one of the following alternatives at its discretion:

i. By January 1, 2010, before the first elements of the AMP construction will be placed into service, the Airport will implement an incentive-based program to induce every operator of a shuttle service (e.g., hotel, door-to-door, parking) on the Airport to replace its existing shuttle vehicles which such operator at that time owns or operates with electric or alternative fuel shuttle vehicles upon the completion of the useful life of such existing shuttle vehicles.

ii. As an alternative to such an incentive-based program, by January 1, 2010, the Airport shall impose a requirement on every operator of a shuttle service on the Airport to replace its existing shuttle vehicles which such operator then owns or operates with electric or alternative fuel shuttle vehicles in accordance with the following provisions, to the extent permitted by federal law:

1. Operators that own and operate from 1 to 3 shuttles shall replace all existing vehicles by January 1, 2011:
2. Operators that own and operate 4 or more shuttles:
  - a. January 1, 2012: 25 % of existing vehicles.
  - b. January 1, 2013: 50% of existing vehicles.

c. January 1, 2014: 75% of existing vehicles.

d. January 1, 2015: 100% of existing vehicles.

iii. Implementation of either of these alternative measures shall be subject to the Authority's determination of commercial availability of equipment and adequate refueling infrastructure. If the Authority determines that such equipment is not commercially available or that there is not an adequate refueling infrastructure, then it shall provide a contemporaneous detailed, written statement of the reasons for that determination to the Attorney General, which can be made available to the public.

iv. The Authority shall make reasonable good faith efforts to assist shuttle operators to obtain grant funding or other concessionary financing that would enable such operators to replace existing vehicles more rapidly than is contemplated by the above schedules.



# Transportation Emission Reduction Strategies



**Cleaner  
Fuels**



**Higher  
MPG**



**Carpooling/  
Ridesharing**

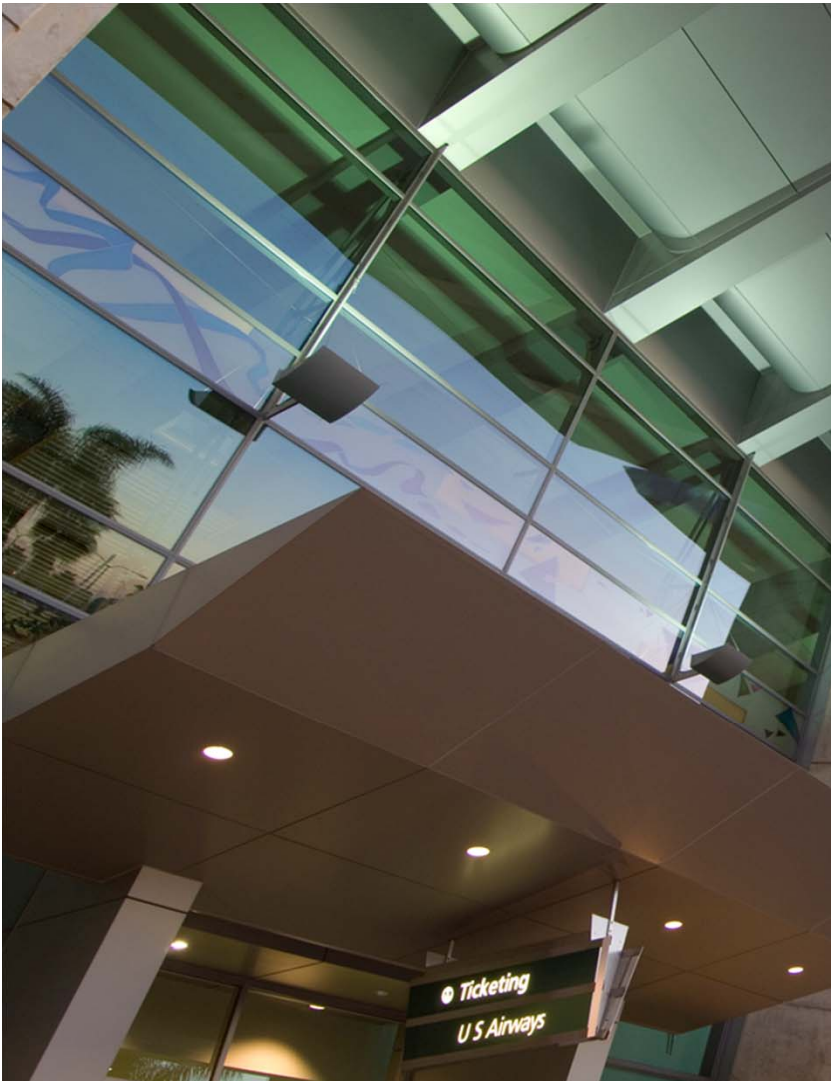




# Vehicle Conversion Incentive Program

- Goal: 100% conversion to Alternative Fuel Vehicles by 2017
- Applies to all public commercial ground transportation providers (except Limousines)
- Requirements:
  - Standardized Age Replacement
  - Hotel-Motel Shuttle Consolidation Incentive
  - Conversion Incentive
  - Non-Conversion Penalty



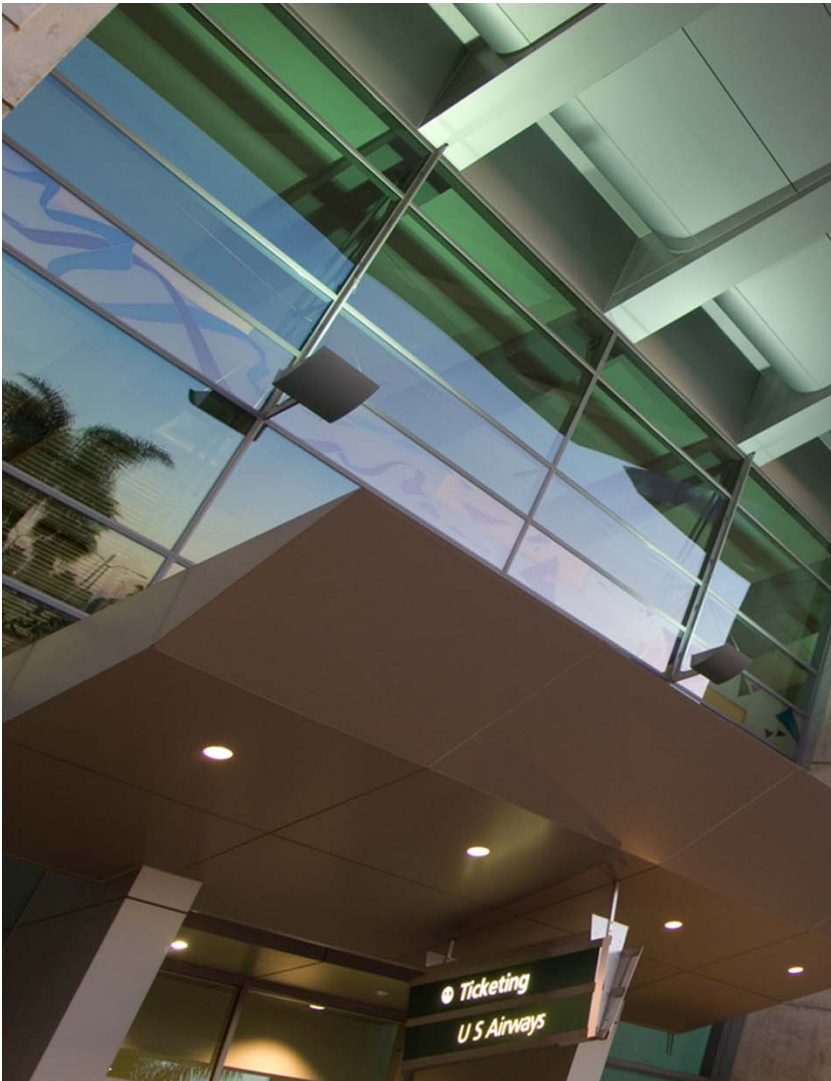


# Vehicle Conversions\*

Mode	Conversion Incentive Program Applicable	Fleet Conversion Percentage	GHG Reduction 2010-2015	Average gCO <sub>2</sub> per Vehicle Mile
Taxicabs	Yes	97%	86%	217g
Vehicle for Hire (VFH)	Yes	71%	29%	600g
Limousine/ Charter & Livery	Exempt by Board action	na	na	na
Courtesy				
Hotel Motel	Yes	21%	unknown	unknown
Off Airport Parking	Yes	93%	unknown	unknown
Off Airport Rental Car Shuttles	Yes	0%	unknown	unknown
Airport Rental Car Buses/Shuttles	Yes	100%	48%	1,930g Buses 530g Shuttles
TNCs	Yes	Unknown	na	Unknown

\* As of 10/1/2016





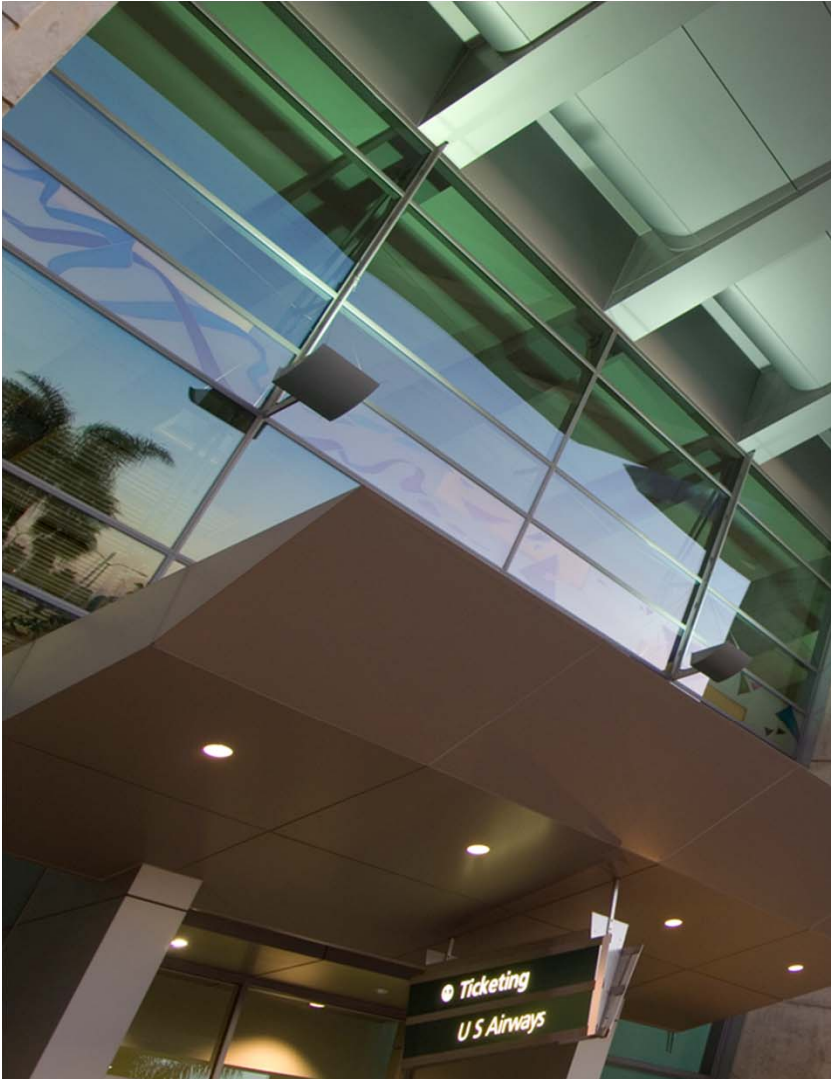
# Vehicle Incentives

Mode	FY2017		FY2018	
	CONV*	UNCON*	CONV	UNCON
	25% Disc.	75% Prem.	25% Disc.	100% Prem.
Taxicabs	\$2.90	\$6.76	\$2.89	\$7.70
Vehicle for Hire (VFH)	\$2.30	\$5.36	\$2.30	\$6.14
Limousine/Charter**	na	na	na	na
Courtesy				
Hotel Motel**	\$3,357	\$7,834	\$3,451	\$9,204
Off Airport Parking	\$1.40	\$3.28	\$1.41	\$3.77
Off Airport Car Rental**	\$150	\$300	\$150	\$400
Airport Rental Car Buses/Shuttles	na	na	na	na
TNCs	\$1.74	\$4.06	\$1.76	\$4.70

\* CONV: Converted; UNCONV: Unconverted

\*\* Off Airport Car Rental, Hotel Motel and Limousine/Charter operators currently pay an annual Permit Fee; all other commercial operators pay a Trip Fee.

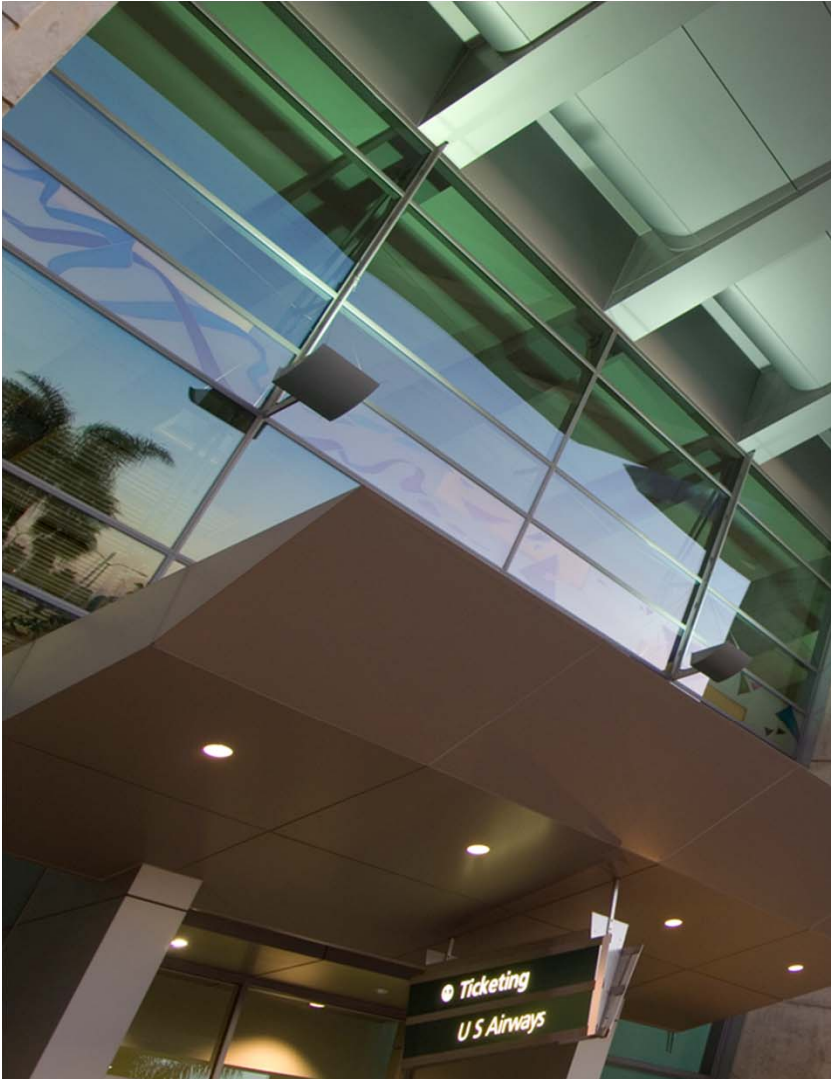




## Board Direction

At the June 23, 2016 meeting, the Board directed Staff “to extend the pilot program for an additional six (6) months and continue to work with the TNCs on the outstanding issues and the concerns raised by the Board, which includes the ability to identify and report on the use of alternative fuel vehicles for the Authority and how the compliance fees are passed on to passengers of the TNCs.”





# TNC Solutions

## Uber

- uberPOOL is the product that allows Uber users to share a ride and split the cost. Sharing a ride means fewer empty seats and less duplication, which reduces congestion.

## Lyft

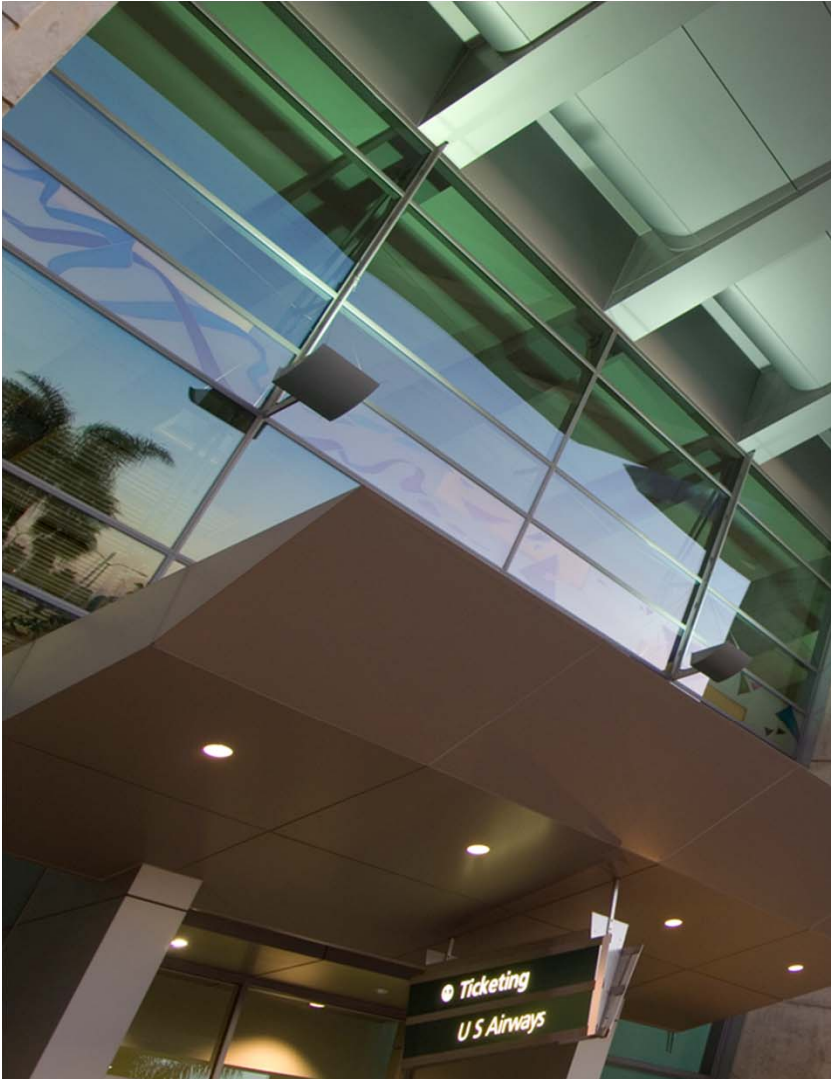
- Reduce GHG Emissions through increased LyftLine rides and usage.

## Wingz

- Will provide vehicle data as requested





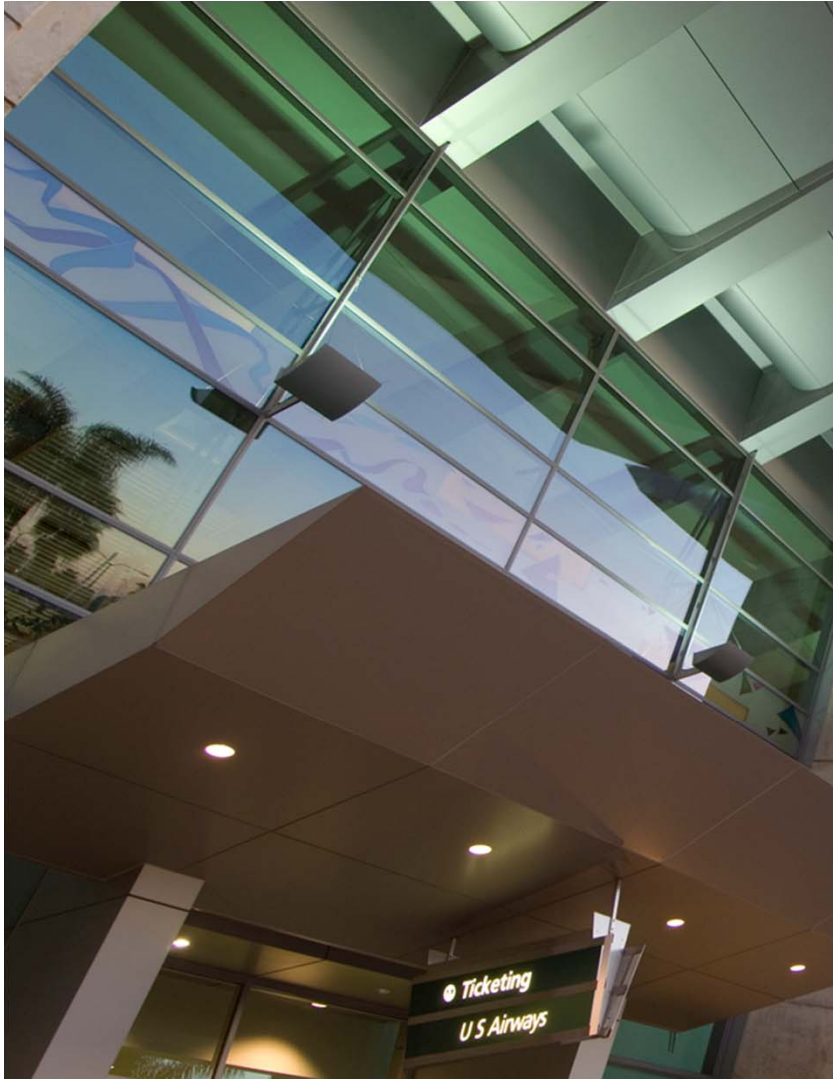


# Seattle (SEA) Solution

Material to be presented by  
Mr. Jeffrey Wolf  
Manager, Business Development and Analysis  
Port of Seattle







# TNC Pilot Program Objectives



## A Level Playing Field

- Access for the Disabled
- Green Fleet and Deadheading Reduction
- Insurance Coverage
- Operator Background Checks
- Consumer Protection
- Customer Feedback
- Financial Accountability via technological reporting
- Operational Accountability via technological tracking and Trade dress compliance

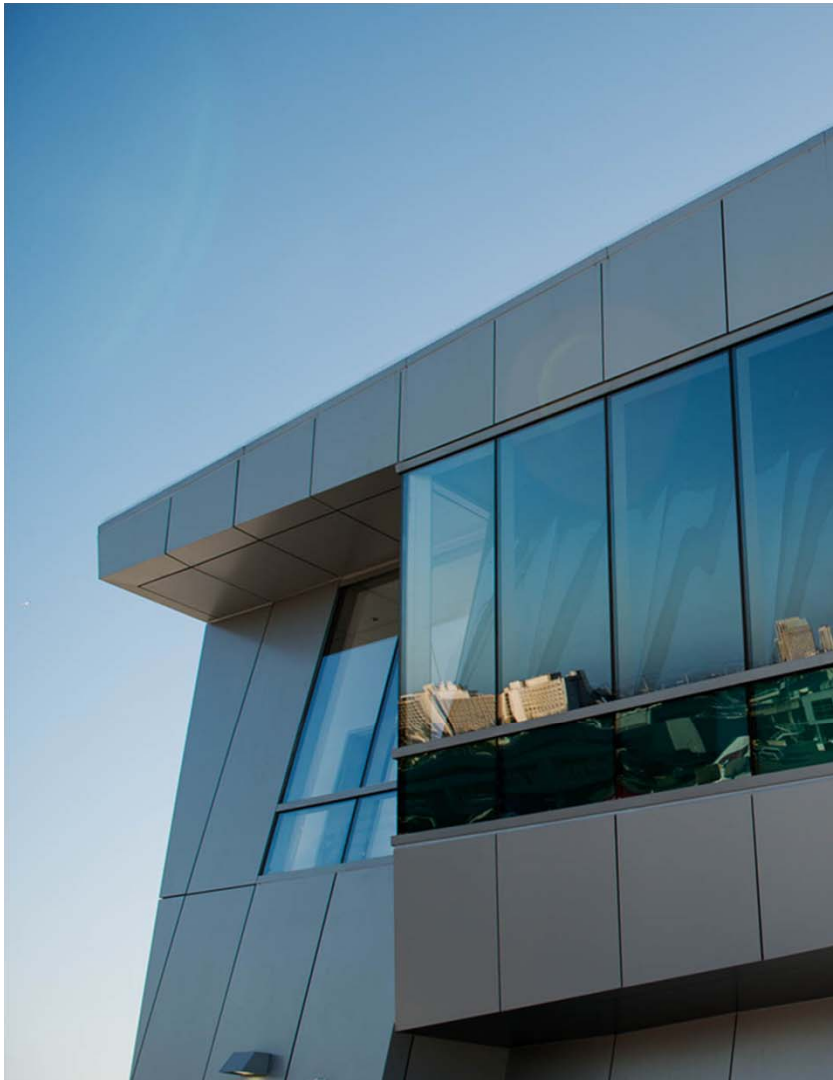
Wherever legally and practically possible.....



# Terms



TERM	1-YEAR PILOT PROGRAM
<b>On-Going Per-Trip Fee</b>	Per-trip fee, currently at \$5.00 (may be split between drop-off and pick-up)
<b>Activation Fee</b>	Tiered approach based on inbound trips 9/1/15-2/29/16. One time fee up to \$100,000.
<b>Operating Area</b>	3rd floor of garage
<b>Staging Area</b>	South 160th Street
<b>Technology</b>	Geo-fence required for 1) vehicle tracking, 2) trip reporting, and 3) "blackout" so drivers cannot accept rides within the area as a way to eliminate cruising or loitering for ride requests.
<b>Reporting</b>	Monthly reports on all drop-off and pick-up activity and E-KPI data. If and when a real-time solution is implemented, TNC must participate.
<b>Trade Dress</b>	Required
<b>Wheelchair Accessibility</b>	Must fulfill ride if requested, or, provide information and contact for an alternative provider
<b>Green Initiatives</b>	Environmental KPI's established for equivalency to green fleet
<b>Insurance</b>	\$1 million while on Port property per recently enacted Senate Bill 5550
<b>Customer Feedback</b>	App must allow customers to provide feedback







# E-KPI (Environmental Key Performance Indicator)



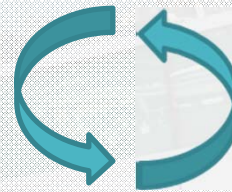
Three Components:



MPG of Vehicles



Car sharing



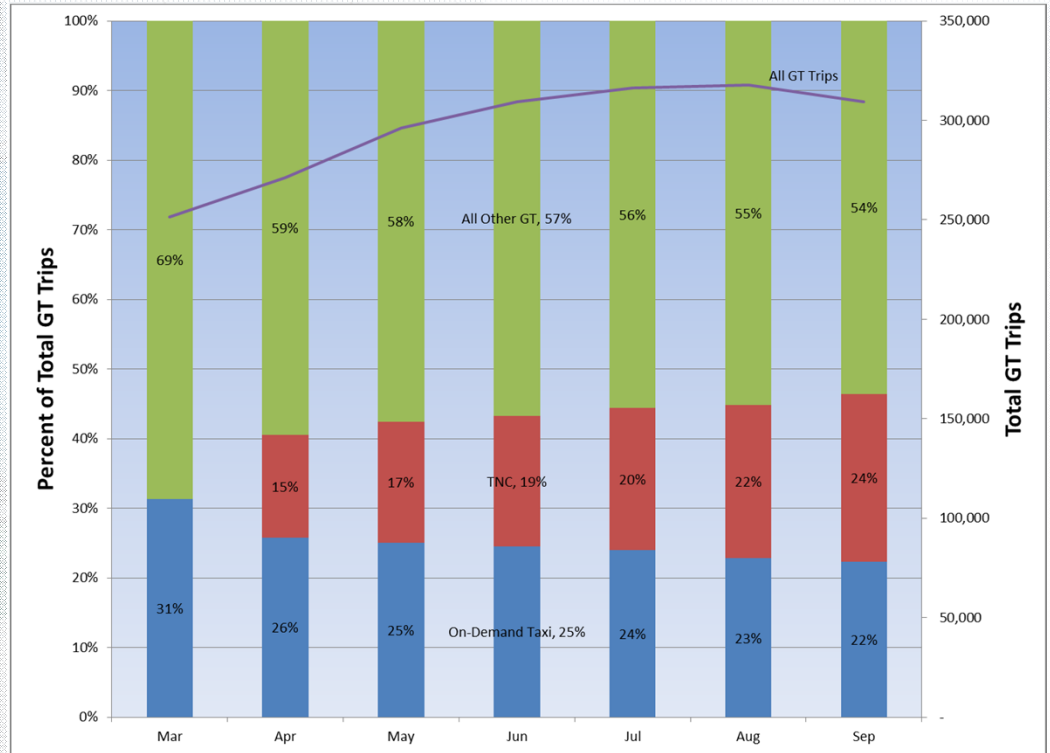
Deadhead trip reduction

*Taxi equivalent = **10.82** lbs CO2 per vehicle trip*





# Activity

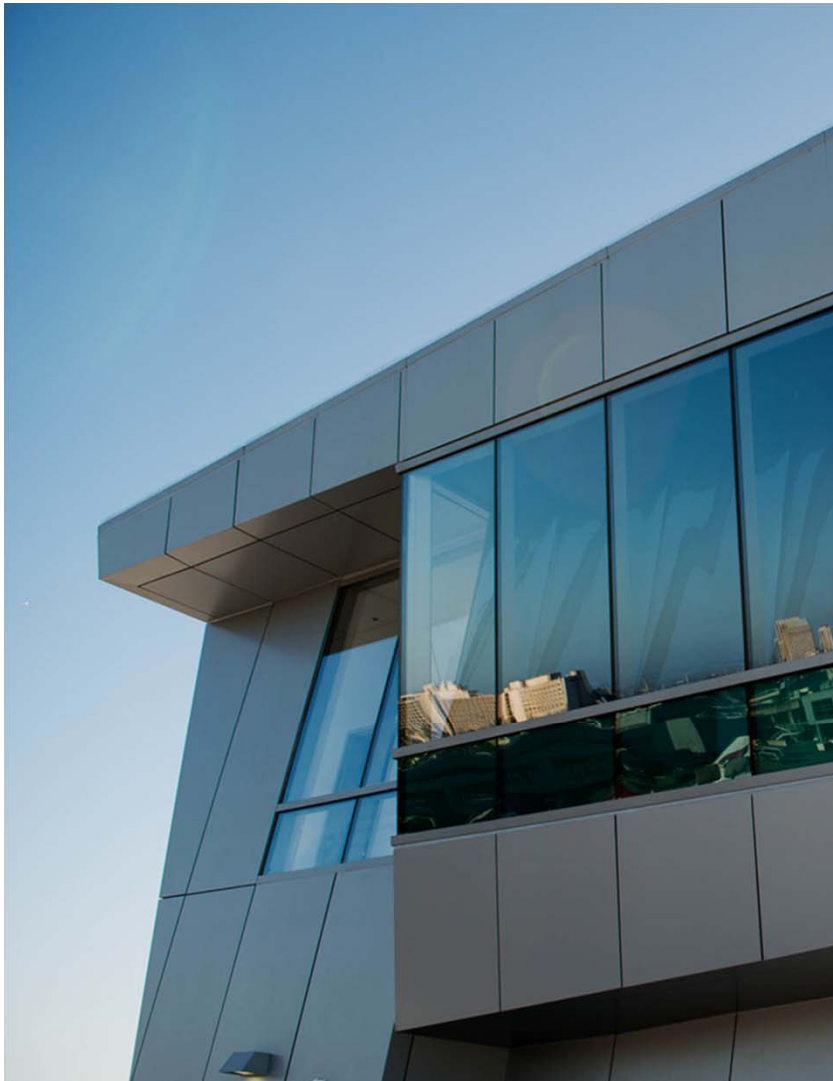




# E-KPI Performance



- Easiest way to achieve E-KPI is via high MPG vehicles
- Wingz's business model is more pre-arranged (2-hour rule)
- Pooling/deadheading requires extra reporting



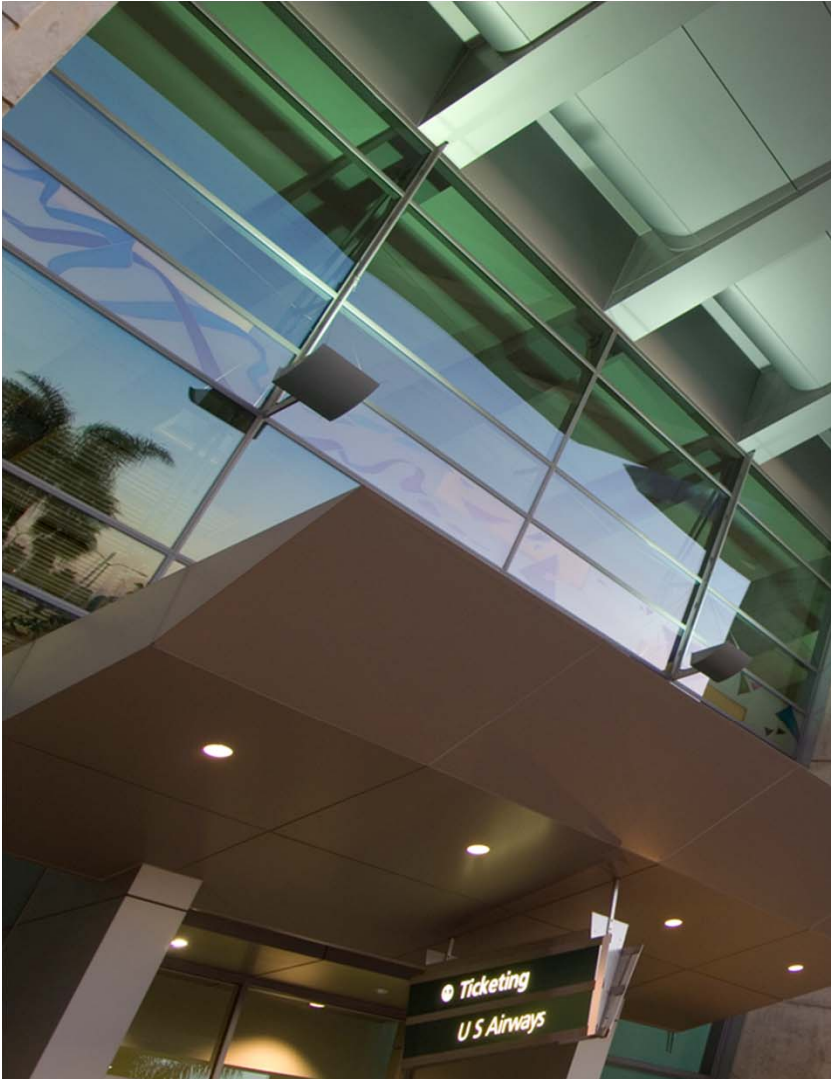




# SDIA Solution

- **Flexible Program with use of**
  - Cleaner alternative fuel vehicles
  - Higher efficiency vehicles
  - Ridesharing of passengers (trip reduction)
- **Performance-Based Parameters**
  - Vehicle GHG emissions intensity (gCO<sub>2</sub>e/mile)
- **TNC Fleet Emissions Targets**
  - Average Greenhouse Gas Rating of 9 by 2020 (equivalent to 2016 hybrid taxi fleet's emissions)
- **Non-Compliance Penalty**
  - Measurable targets with escalating consequences



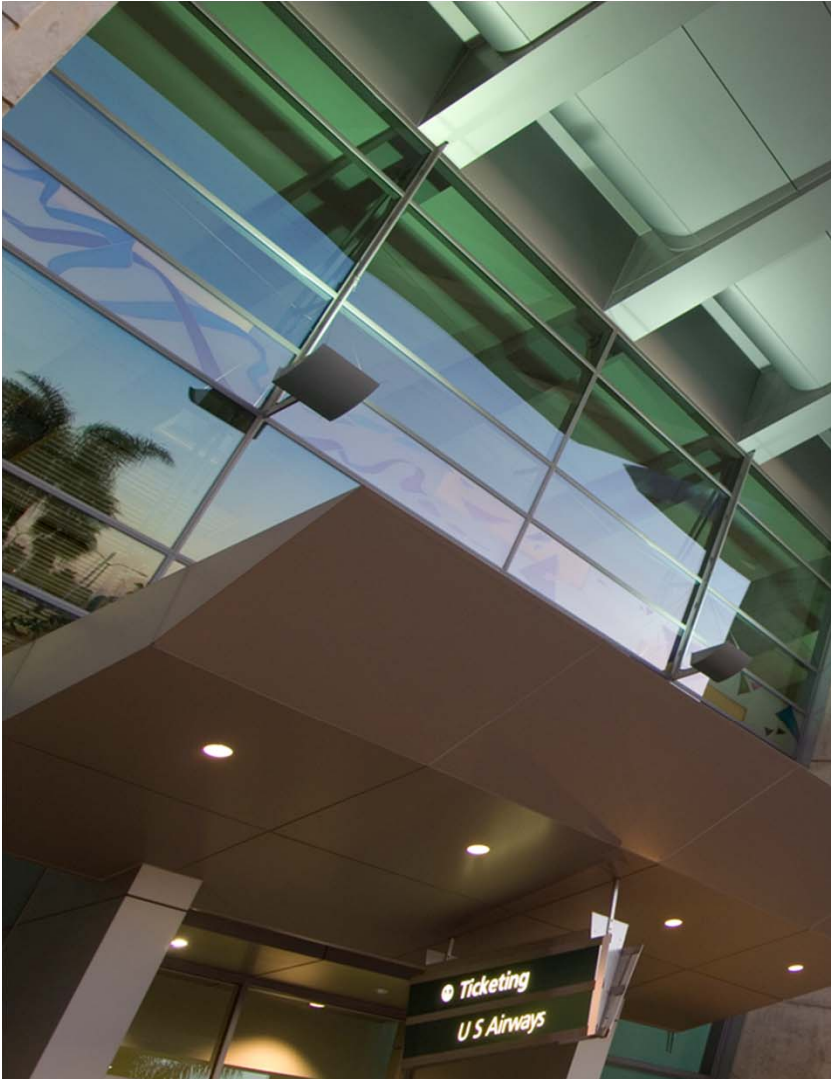


# SDIA Solution



What does the Airport need to know about this TNC vehicle to calculate its trip fees and its greenhouse gas (GHG) emissions?





# SDIA Solution



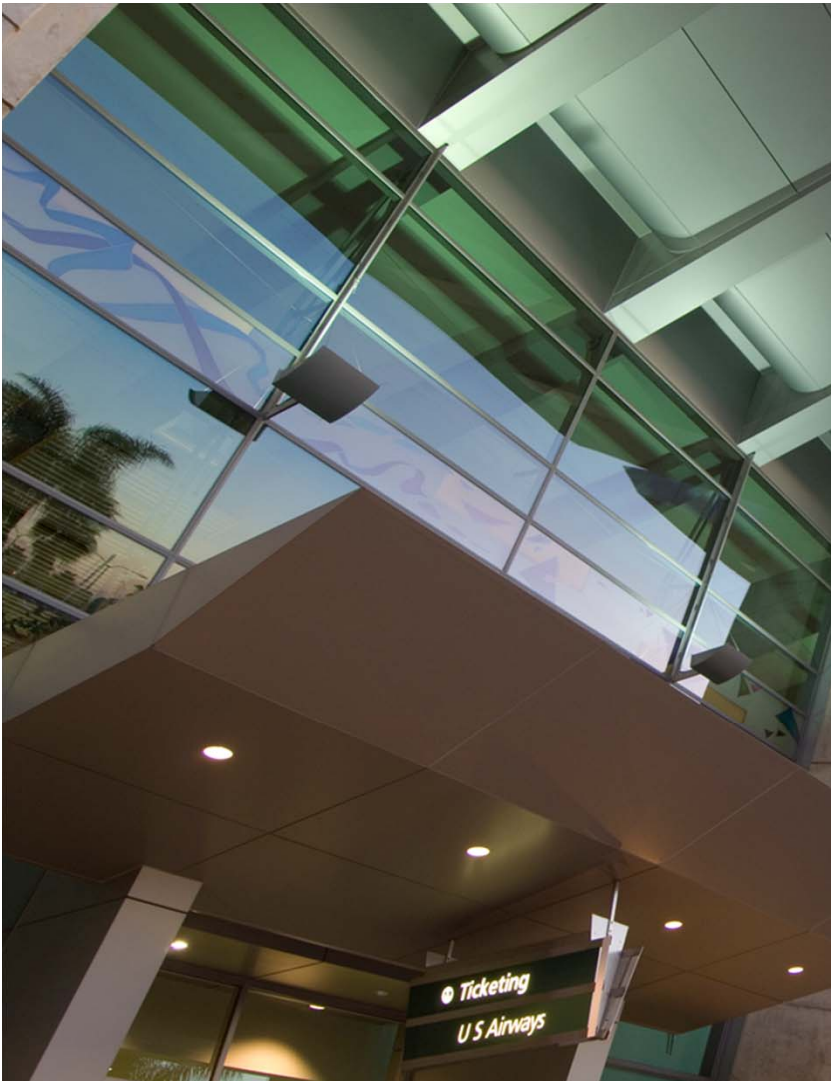
## Need to Know:

- Number of Trips
- Vehicle Year, Make and Model
- Number of passengers & trip mileage
- Standard Greenhouse Gas Emissions



<https://www.epa.gov/sites/production/files/2016-02/documents/420b16031.pdf>




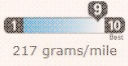



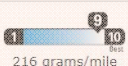




# SDIA Solution

2014 - 2017 Toyota Prius v

Sort Personalize View 10 Page 1

MPG Energy & Environment Costs

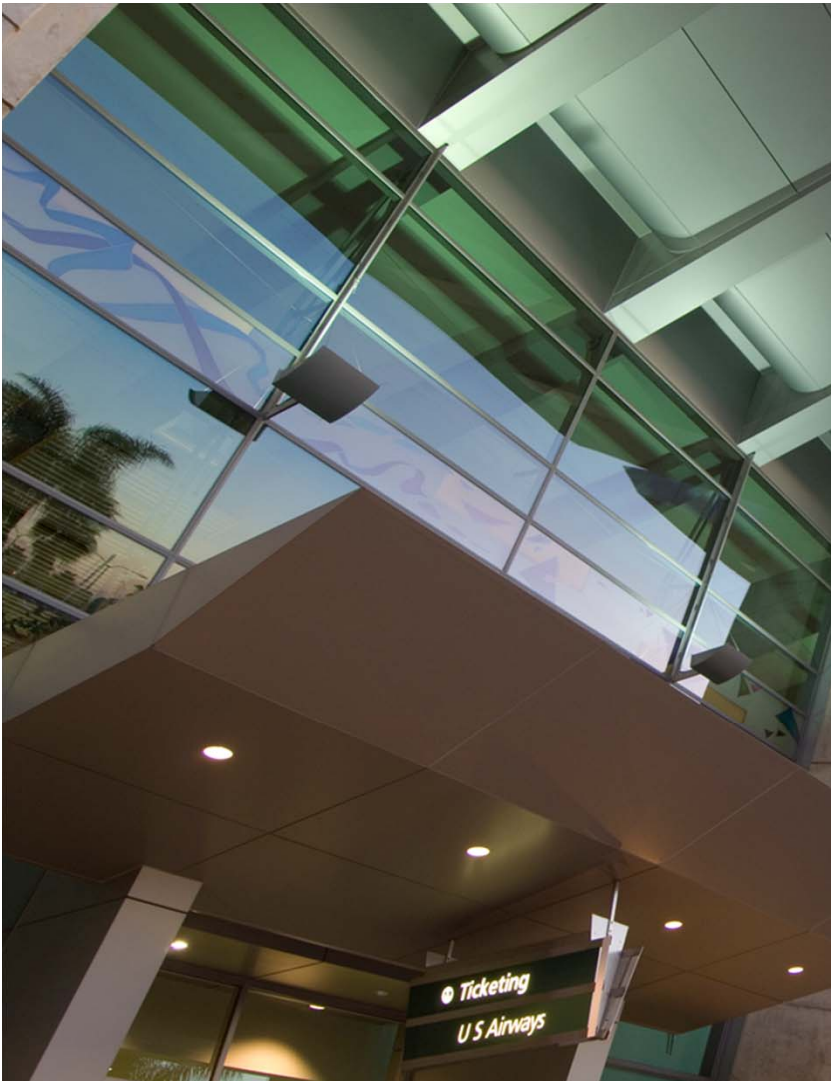
Vehicle	EPA Fuel Economy	Driver MPG	Annual Fuel Cost	Greenhouse Gas Emissions (tailpipe)
<input type="checkbox"/> 2014 Toyota Prius v 1.8 L, 4 cyl 	Automatic (variable gear ratio), Regular Gasoline <b>41</b> MPG 43 39 combined city hwy city/hwy 2.4 gal/100 mi	41.8	\$800	Regular Gasoline  217 grams/mile
<input type="checkbox"/> 2015 Toyota Prius v 1.8 L, 4 cyl 	Automatic (variable gear ratio), Regular Gasoline <b>41</b> MPG 43 39 combined city hwy city/hwy 2.4 gal/100 mi	37.5	\$800	Regular Gasoline  217 grams/mile
<input type="checkbox"/> 2016 Toyota Prius v 1.8 L, 4 cyl 	Automatic (variable gear ratio), Regular Gasoline <b>41</b> MPG 43 39 combined city hwy city/hwy 2.4 gal/100 mi	NA	\$800	Regular Gasoline  216 grams/mile
<input type="checkbox"/> 2017 Toyota Prius v 1.8 L, 4 cyl 	Automatic (variable gear ratio), Regular Gasoline <b>41</b> MPG 43 39 combined city hwy city/hwy 2.4 gal/100 mi	NA	\$800	Regular Gasoline  217 grams/mile

Vehicle data is readily available



[www.fueleconomy.gov](http://www.fueleconomy.gov)





# SDIA Solution

## GREENHOUSE GAS RATING (GGR)

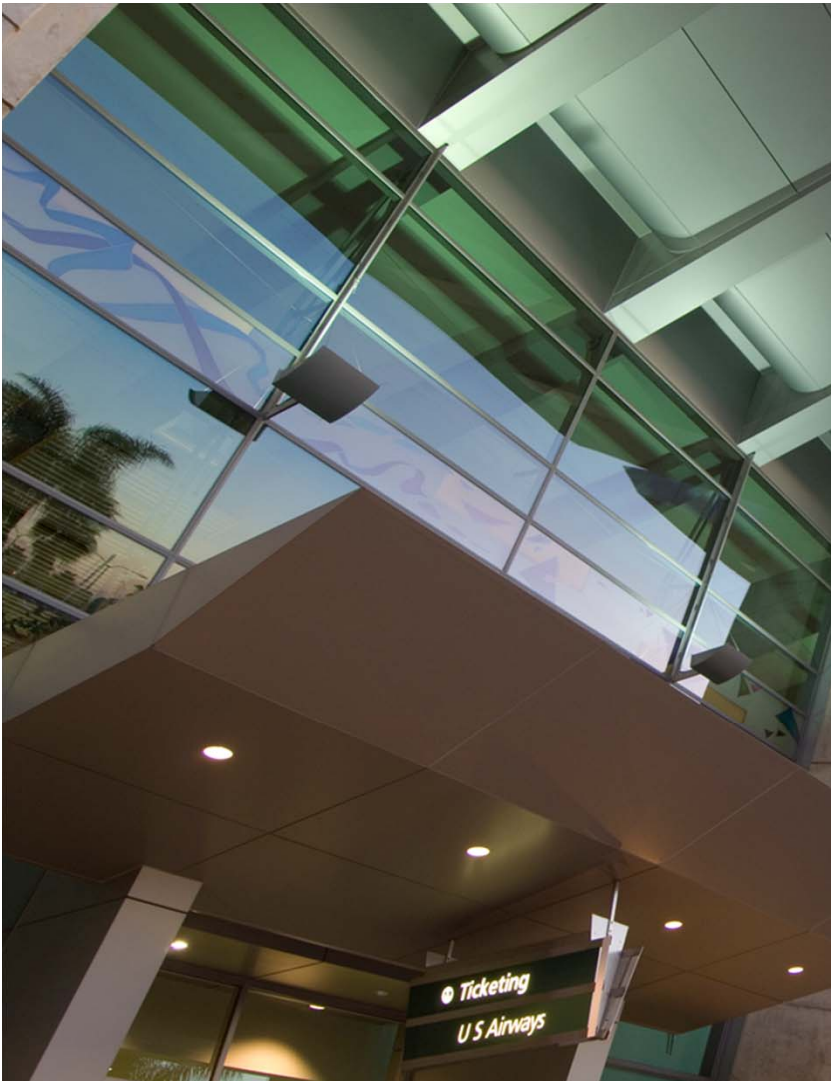
Rating	MPG (gas)	CO <sub>2</sub> (g/mile)
10	≥ 44	0-204
9	38-43	205-237
8	33-37	238-273
7	29-32	274-312
6	26-28	313-349
5	22-25	350-413
4	19-21	414-480
3	17-18	481-539
2	15-16	540-613
1	≤ 14	≥ 614

A Greenhouse Gas Rating (GGR) has been assigned to MPG and CO<sub>2</sub> emissions

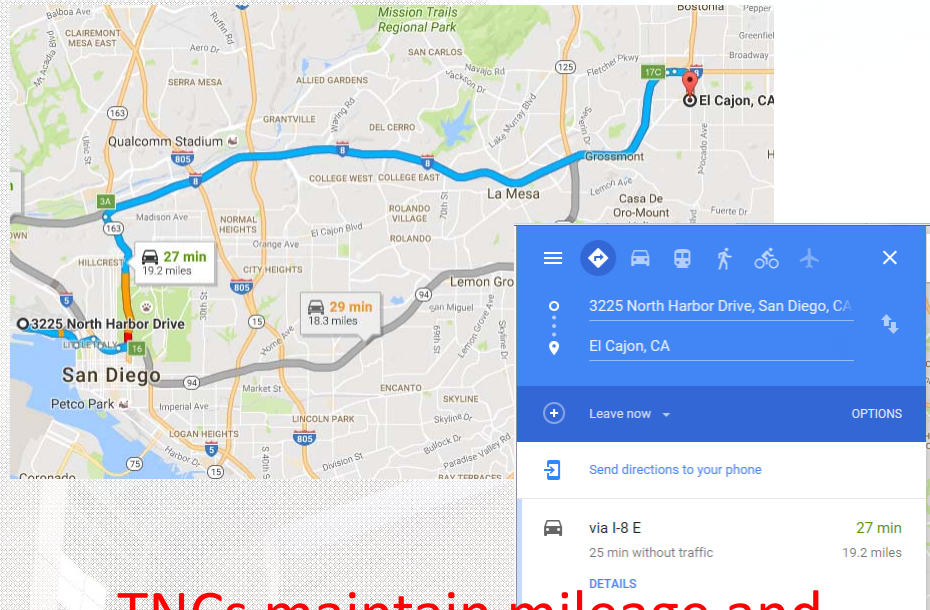
<https://www.epa.gov/sites/production/files/2016-02/documents/420b16031.pdf>



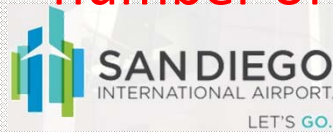




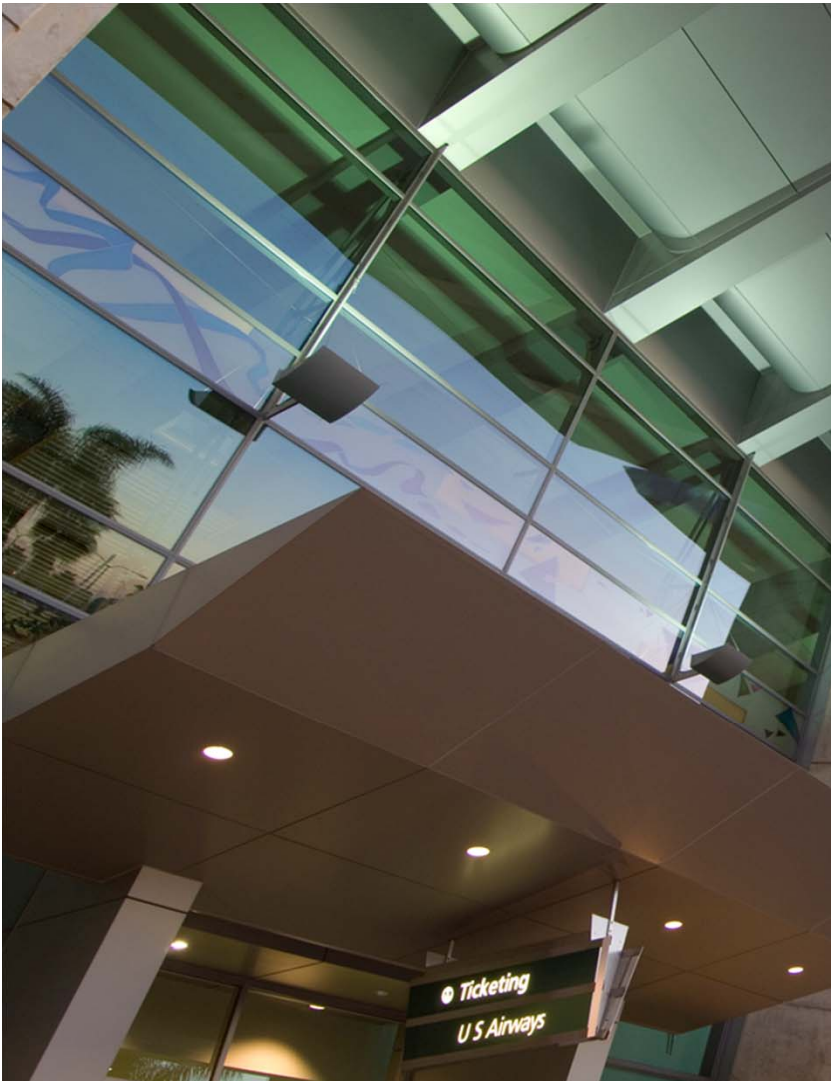
# SDIA Solution



TNCs maintain mileage and number of passengers for each trip



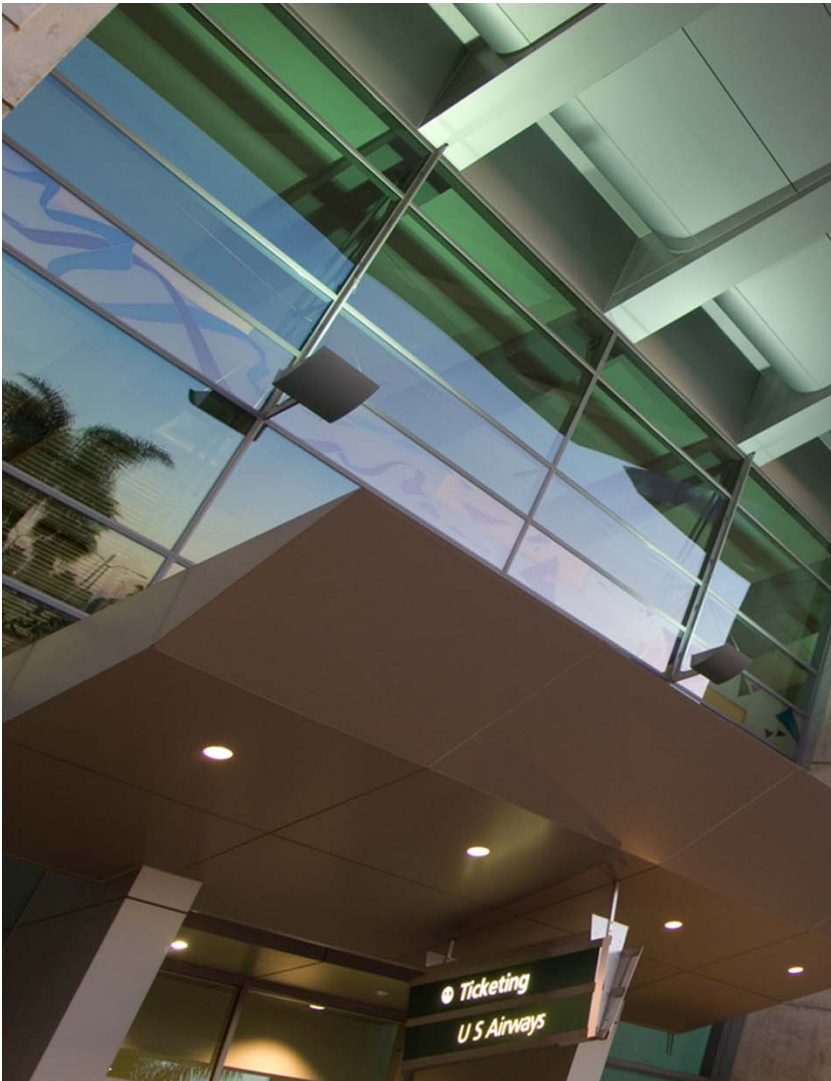




# GHG Emissions

## Example: TNC Vehicles

2010 Chevrolet Traverse FWD	2008 Ford Taurus FWD	2013 Honda Accord
Gasoline Vehicle 	Gasoline Vehicle 	Gasoline Vehicle 
3.6 L, 6 cyl, Automatic 6-spd MSRP: \$29,224 - \$37,985	3.5 L, 6 cyl, Automatic 6-spd	3.5 L, 6 cyl, Automatic 6-spd MSRP: \$21,680 - \$33,430
<b>Regular Gasoline</b> <b>19</b> MPG combined city highway 5.3 gal/100mi	<b>Regular Gasoline</b> <b>22</b> MPG combined city highway 4.5 gal/100mi	<b>Regular Gasoline</b> <b>25</b> MPG combined city highway 4.0 gal/100mi
<b>Gasoline</b> 418 miles Total Range	<b>Gasoline</b> 440 miles Total Range	<b>Gasoline</b> 430 miles Total Range
<b>REGULAR GASOLINE</b> 468 grams per mile 	<b>REGULAR GASOLINE</b> 404 grams per mile 	<b>REGULAR GASOLINE</b> 353 grams per mile 

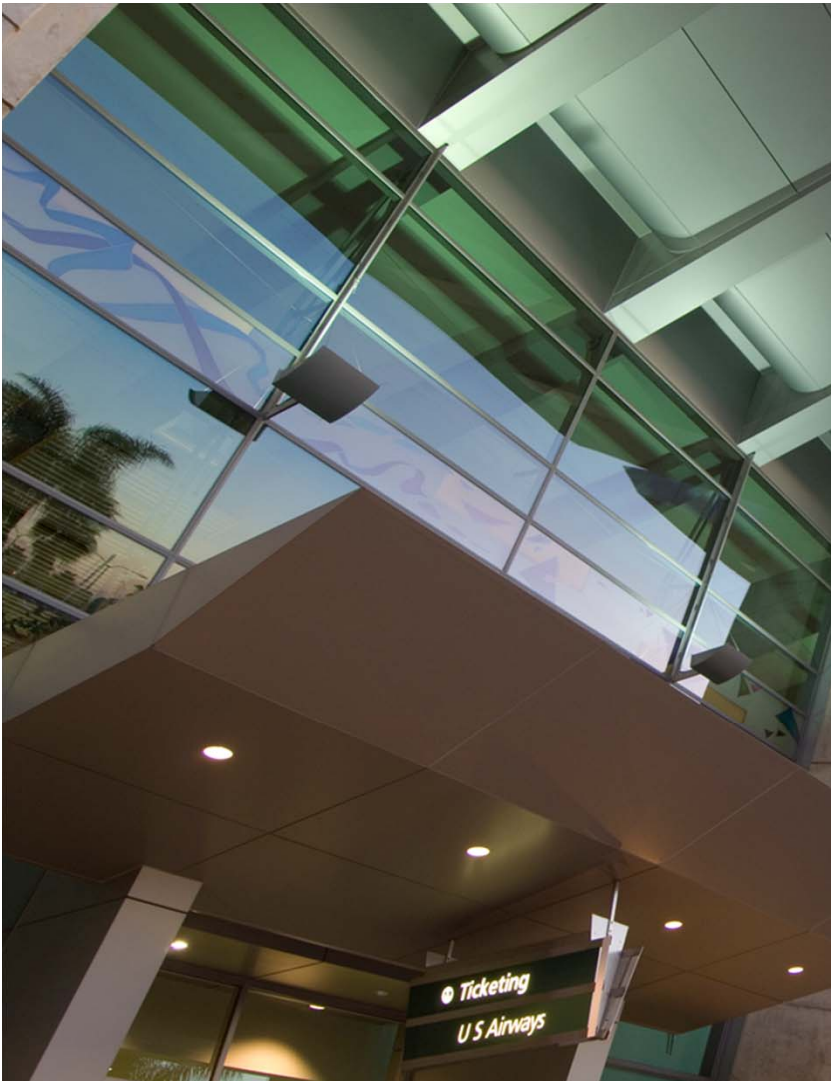


# TNC Vehicle Trip Fees

Vehicle Greenhouse Gas Rating (GGR)*	FY2017 1/1/17- 6/30/17		FY2018 7/1/17- 12/31/17	
	Trip Fee Multi-Party	Trip Fee Single-Party	Trip Fee Multi-Party	Trip Fee Single-Party
10	\$1.74	\$1.74	\$1.76	\$1.76
9	\$1.74	\$1.74	\$1.76	\$1.76
8	\$1.74	\$2.32	\$1.76	\$2.35
7	\$2.32	\$2.90	\$2.35	\$3.13
6 Accord	\$2.32	\$3.48	\$2.35	\$3.90
5 or less Traverse Taurus	\$4.06	\$4.06	\$4.70	\$4.70

\*As defined by [www.fueleconomy.gov](http://www.fueleconomy.gov)

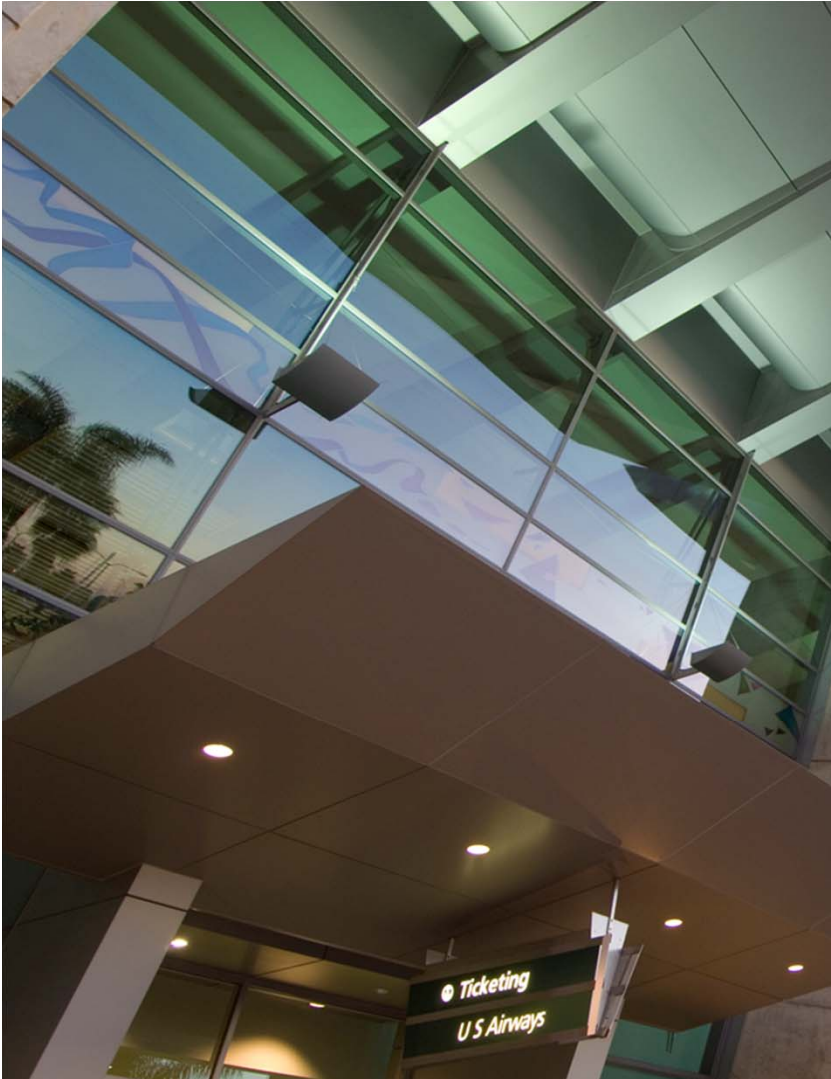




# Calculation Example

Vehicle Id.	MPG	GGR	CO <sub>2</sub> e (g/mile)	Monthly Mileage	Total GHG Emissions (grams)	TNC Fleet Average GGR
Accord	25	6	353	150	52,950	
Traverse	19	4	468	285	133,380	
Taurus	22	5	404	440	177,760	
Fleet Summary	---	--	----	875	364,090	<b>416.1g*</b> <b>GGR = 4</b> *Sum of Total Emissions divided by Total Mileage

2018 TNC Fleet Target: GGR = 7  
See Next Slide "Greenhouse Gas Rating"



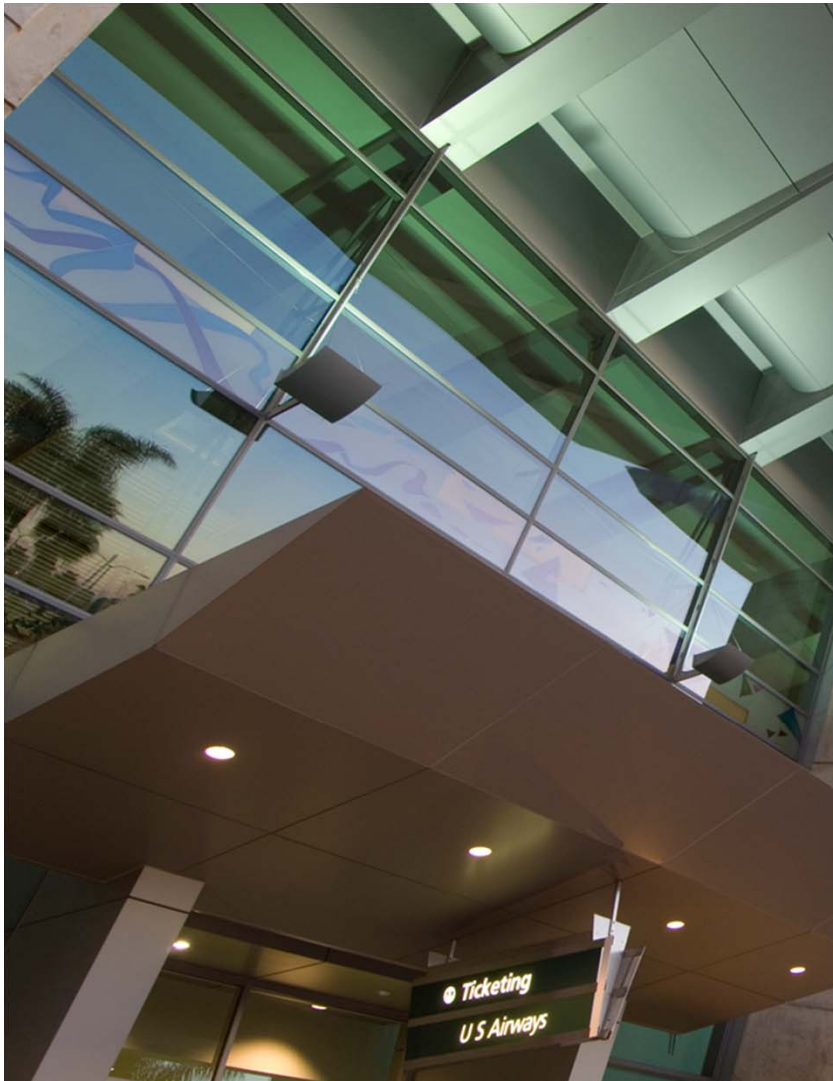
# Reference

## GREENHOUSE GAS RATING (GGR)

Rating	MPG (gas)	CO <sub>2</sub> (g/mile)
10	≥ 44	0-204
9	38-43	205-237
8	33-37	238-273
7	29-32	274-312
6	26-28	313-349
5	22-25	350-413
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1	≤ 14	≥ 614

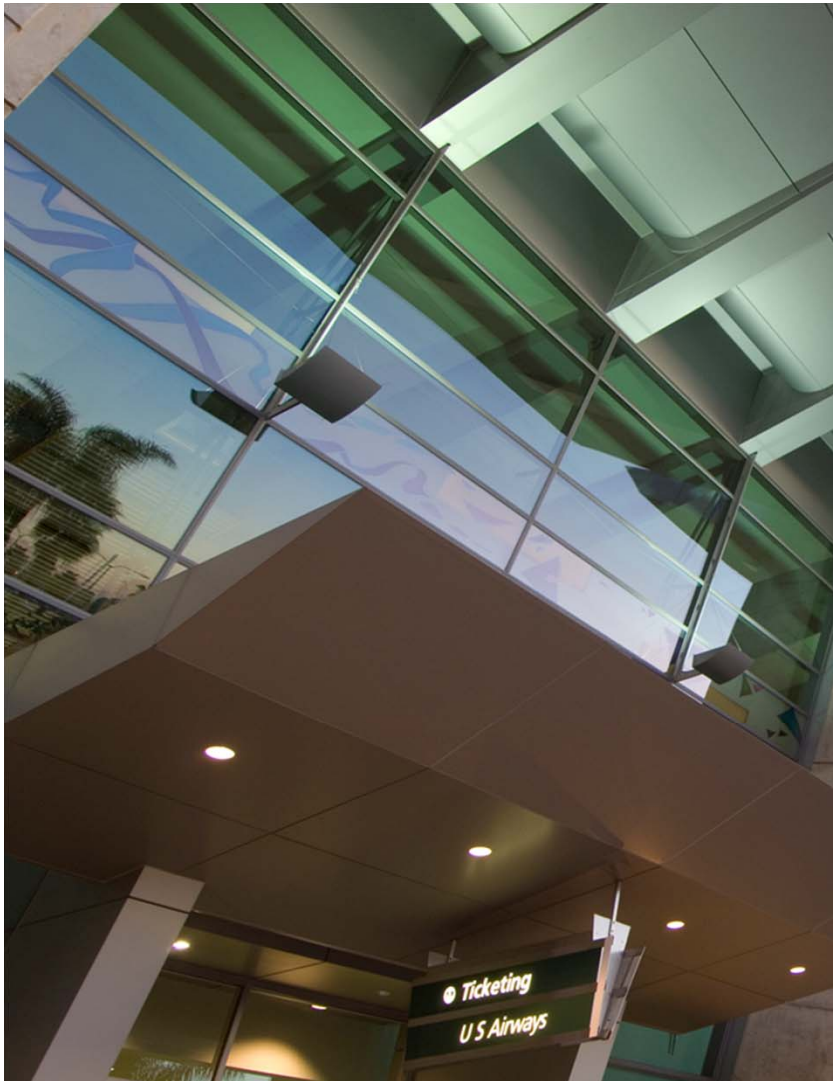
This CO<sub>2</sub> level in CY18, would not attain the expected GGR = 7





# GHG Reduction Fee

Calendar Year	Fleet Average Greenhouse Gas Rating (GGR) Target (gCO <sub>2</sub> e)	Missed GHG Target Fee is equal to: Total of the Monthly trip count x trip fee x multiplier
2017	---	No Fee Baseline Data collection, reporting and auditing
2018	7 274-312	1st Non-consecutive quarter of missed target- 50% 2nd consecutive quarter of missed target- 75% 3rd consecutive quarter of missed target – 100%
2019	8 238-273	1st Non-consecutive quarter of missed target- 50% 2nd consecutive quarter of missed target- 75% 3rd consecutive quarter of missed target – 100%
2020	9 205-237	1st Non-consecutive quarter of missed target- 50% 2nd consecutive quarter of missed target- 75% 3rd consecutive quarter of missed target – 100%



# TNC Fees

## Months 1-3 (Quarter 1)

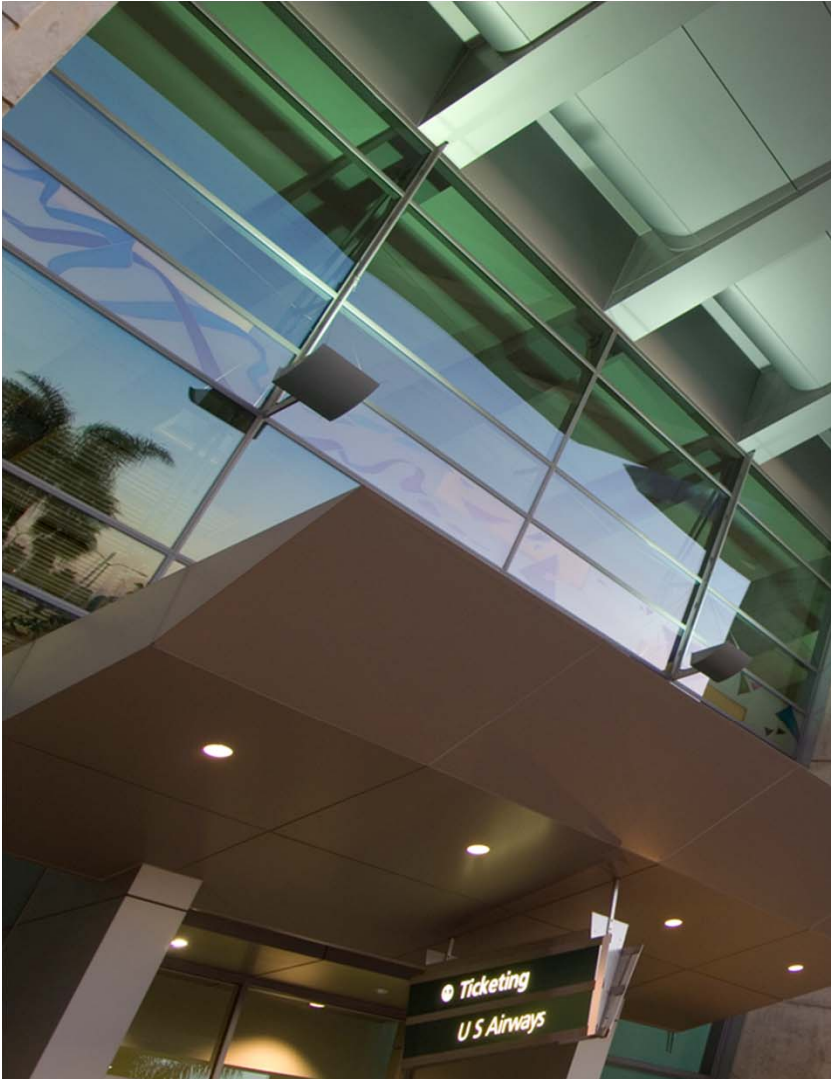
### Trip Fees for 60 trips/month

Vehicle (GGR)	MPS	SPS	Total
Accord (6)	10 trips @ \$2.32	5 trips @ \$3.48	\$40.60
Traverse (4)	10 trips @ \$4.06	10 trips @ \$4.06	\$81.20
Taurus (5)	5 trips @ \$4.06	20 trips @ 4.06	\$98.60
<b>Monthly Trip Fee Charge</b>			<b>\$220.40</b>

### GHG Reduction Fee (50%)

Average Fleet GGR (Quarter) = 4		
<b>Quarterly GHG Reduction Fee</b>	<b>\$220.40 x 50%</b>	<b>\$110.20</b>





# SDIA Solution

## Data Requested

Vehicle and passenger categories within the monthly trip fee billing statement allows trip type to be determined (in a format acceptable to the Airport Authority)

- a) Multi-party (MPS) trips
- b) Single-party (SPS) trips







# SDIA Solution

## Data Requested

Activity (Pickup) data included in the monthly trip report:

- a) Vehicle sequence no. (starting with one (1) each month)
- b) Vehicle identification no. (last three license plate digits)
- c) Vehicle make, model, year
- d) Vehicle Greenhouse Gas Rating (by category 1-10) as defined by [www.fueleconomy.gov](http://www.fueleconomy.gov)
- e) Airport geo-fence entry/exit (including staging area and terminal served) longitude/latitude and times
- f) Time of each passenger pickup
- g) Number of parties picked up (MPS trips only)
- h) Trip mileage by rideshare segment (MPS trips only) and actual trip mileage
- i) Total trip mileage
- j) Average Fleet GHG Emissions (grams CO<sub>2</sub>e per mile) by GGR category based on the aggregate TNC trips for the month






## Summary

- Work within the spirit of the AGMOU and be consistent with other SDIA commercial transportation operators
- Appropriately incentivize TNC operators to convert their vehicles to meet the GHG reduction requirements
- Continue to balance customer service with eco-friendly ground transportation providers





# Transportation Network Company (TNC) Permit Application Update

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Questions?


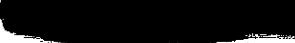


# **ITEM 14**

## **TRANSPORTATION NETWORK COMPANY (TNC) PERMIT APPLICATION UPDATE AND APPROVED CONTINUATION OF THE TNC PERMIT PROGRAM:**

**The attached information  
was received from the public.**

**Subject:** FW: UTWSD 7 recommendations TNC  
**Attachments:** Members of Airport Board TNC recommendations.docx; ATT00001.htm

**From:** "  
**To:** "Mikail Hussein"   
**Subject:** UTWSD 7 recommendations TNC

Dear Airport Board Member,

My name is Mikail Hussein, and I am the President/CEO of the United Taxi Workers of San Diego (UTWSD). UTWSD is the only taxi drivers Union in San Diego; we represent the majority of the taxi drivers here in San Diego. We work towards improving transportation services provided to the general public by promoting fair working conditions for our City's taxi drivers. Part of our efforts has included educating drivers about their rights and responsibilities, trying to resolve individual driver grievances from the lowest level, and advocating for policy reform on behalf of our drivers.

I have attached United Taxi Workers of San Diego 7 recommendation of TNC regulation that will make transportation industry fairer and safer for all parties involved including our public safety. I would be happy to meet with you and tell you more about the recommendation. I know the Airport Authority has to make its decision November 17 either they allow TNC to work permanently at the airport, but I'm requesting to consider this recommendation, UTWSD team will be there and hopefully answer any questions you may have.

I thank you for your time, and I look forward to hearing from you soon.

In Solidarity,

Mikail Hussein  
President/CEO, United Taxi Workers of San Diego  
OPEIU Local 1218, AFL-CIO  
4265 Fairmount Ave. Suite 180  
San Diego, CA 92105  
619-255-7355 (office)  
619-721-4565 (cell)  
619-255-7375 (fax)  
[utwsg.org](http://utwsg.org)



United Taxi Workers of San Diego, OPEIU Local 1218, AFL-CIO  
4265 Fairmount Ave. Ste. 180, San Diego, CA 92105

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To the members of Airport Board,

We are writing to you today because we are extremely concerned about the future of the taxi and transit industry, and for the safety and security of our drivers, San Diego International Airport Customers and Employees, and everyone who drives on San Diego roads.

As you are all well aware, the creation and rapid expansion of Transportation Network Companies (TNCs) over the past 6 years has disrupted transportation industries across the globe. While we acknowledge the ingenuity of the digital platform, and we applaud the way that TNCs have helped to introduce new transit options to underserved and rural areas all around the world, we also must acknowledge that the emergence of TNCs in large markets, like the City of San Diego, has created numerous difficulties for our regulatory agencies and all people currently working in the transit industry.

Here is the basic problem: TNCs and taxis offer the same service (point-A-to-point-B transit) to the same customer base, however the taxi industry is highly regulated and TNCs have little to no regulation on them whatsoever. The essential difference between them is that taxis are required to have radio service and be available for “ride hailing” while TNCs use digital platforms to arrange rides. This is a great example of a “distinction without a difference”.

Taxi owners and/or drivers pay MTS, the City, the Sheriff’s department, and the Airport hundreds of thousands of dollars every year in the form of various fees, and these fees help to pay for the enforcement of taxi regulations. These fees drivers must pay, in turn, are collected from consumers in the form of higher flat rates per-mile, however because TNCs and TNC drivers have no regulations like this in place and don’t need to pay any additional fees to MTS, the Airport Authority, or the City of San Diego, and can therefore charge significantly cheaper rates and take most of the business. This has diverted and will continue to divert funds that could be going to entities such as MTS, the City and the San Diego Airport Authority to large TNC corporations. In the unfortunate event that the City decides to maintain the status quo, and as we see more TNCs replace taxis, these TNC operators will impose greater burdens on the City and its residents in the form of greater wear and tear on our roads and freeways, accidents that could have been prevented had regulations on drivers and vehicles been in place, and financial burdens when the lack of uniform and adequate insurance for TNC drivers becomes a legal liability for the Airport, and for all residents and guests in the City of San Diego.

We estimate from discussions with other Taxi services and dispatches around San Diego that TNCs have now taken more than 60% of the total market share. They have been able to do this primarily because they have the ability to offer cheaper rates due to no regulatory costs and a seemingly endless supply of new TNC drivers that do not care that they are offering their services and their cars for far below the real market rate. This lack of parity between TNC operators and taxi drivers is unconscionable, and this raises very serious legal concerns regarding

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Phone: (619) 255-7355

[www.utwsd.org](http://www.utwsd.org)

Fax: (619)255-7355



United Taxi Workers of San Diego, OPEIU Local 1218, AFL-CIO  
4265 Fairmount Ave. Ste. 180, San Diego, CA 92105

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unfair competition in the transit industry and the unsustainable nature of the current TNC operations, and needs to be addressed by the City and Airport Authority immediately.

United Taxi Workers has reached out to many stakeholders in the taxi industry, including other dispatches, owners, and hundreds of drivers, for ideas and solutions to this problem. We have reached out to the City of San Diego and came up with 10 recommendations for TNC regulation that will make the transportation industry fairer and safer for all parties involved. We have modified these 10 recommendations for the airport and present you with this list of 7 recommendations for TNC regulation at the Airport:

***1. All TNC drivers must purchase an annual business license from the city. Proof of business license must be presented to Airport Authority on an annual basis.***

All San Diego taxi drivers and all TNC drivers are classified as independent contractors; however, only cab drivers are required to purchase a business license from the city. Requiring TNC drivers to purchase the same annual business license, which generally ranges from \$100-110 for cab drivers, will not only make our industry fairer, but it will also generate \$1 million to \$2 million in new revenue for the city. The City of San Francisco has already passed this same proposal in April and is ramping up enforcement at the end of July.

***2) All TNC drivers are to pass a 10 year DOJ background check, FBI fingerprinting, and pass an annual drug test. Results of the annual drug test need to be shared with the Airport Authority.***

All taxi drivers are required to pass a background check, FBI fingerprinting, and pass an annual drug test through the Sheriff's department. The stated purpose of these precautions is the public safety of both the customers and the public at-large. Many TNC companies do not disclose their background check procedures, nor provide any data about how many of their drivers they check, and there have been a number of cases where TNC drivers with violent criminal histories, or who have been convicted of sexual assault, get approved by the TNCs to drive. The San Diego Airport Authority should be very concerned for the safety of TNC customers and for everybody on the road, and it should address this concern by applying the same precautions to TNC operators as exist for all taxi drivers.

***3) All TNC vehicles are to pass an annual safety and health inspection. Annual inspection results should be shared with the Airport Authority***

All taxis are required to pass an annual vehicle inspection to make sure that the vehicle is in good working order before it used on our streets and freeways as a transit vehicle. TNC vehicles should meet these same standards for the same public safety concerns.



United Taxi Workers of San Diego, OPEIU Local 1218, AFL-CIO  
4265 Fairmount Ave. Ste. 180, San Diego, CA 92105

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- 4) *All TNC vehicles must have an appropriate Transportation-Charter Party license from the California Public Utilities Commission. Records of the TCP license needs to be on file with the Airport Authority.*

To better understand the need for this regulation, we need to look at the history of TNCs in CA.

TNC vehicles have been in a legal grey-area with the California PUC since the very beginning. TNCs, like Lyft and Sidecar, have been trying to avoid regulation by the PUC since they began operation. Uber, which has traditionally been extremely vocal with regards to its desire to avoid and dodge regulation, was actively advocating for the CA PUC to regulate and enforce TNCs just a few years ago. In 2012, Uber, frustrated that Lyft and Sidecar weren't requiring their drivers or vehicles to register for Transportation-Charter Party licenses (TCP licenses), nor adhere to other CA PUC standards, went to the PUC themselves to demand that the PUC shut down Lyft and Sidecar for clearly violating California ridesharing laws, and citing the unfair competition the PUCs lack of enforcement was creating. (For a ride to legally be a rideshare, the final destination is dictated by the driver, not the passenger. At that time all Uber vehicles had TCP licenses and followed all PUC rules and regulations, and were not part of the "ridesharing" model.) Once the CA PUC refused Uber's demand, Uber completely altered their business strategy by creating the UberX service, which, like Lyft, does not make their drivers and cars register with the CA PUC, nor make them get the TCP license. Uber then fell back in line with Lyft and Sidecar and once again began championing for as little regulation of TNCs as possible. According to the Union-Tribune, Uber now spends more money lobbying in Sacramento annually than any other business in California, all so that it can keep the PUC and the legislature from trying to strengthen TNC regulations.

Currently, with the exception of taxis (which the state has mandated be regulated at a local level) and TNCs (which are barely regulated at all), all vehicles that are used as commercial transit are required by CA law to have a TCP license from the PUC. (For example, black limousines, tour buses, or any shuttle service must have a TCP license.) We believe that instituting this regulation will not only make our roads safer by making sure that TNC drivers and vehicles are held to the standards that nearly every other commercial/transit vehicles in California adhere to, but it also gives the State or local jurisdictions, such as MTS and our local police departments, the authority it really needs to regulate and enforce TNCs that are operating in the City of San Diego and on our freeways.

The TCP license number that is mandated to be visible on all TCP licensed vehicles will also have the added benefit of allowing San Diegans, MTS, and our local police departments to better and more easily identify TNC vehicles when none of their markers, insignias, or trade dress are displayed. This will make it easier for consumers to file customer complaints with the PUC against certain operators instead of allowing unaccountable TNC operators roam San Diego with relative impunity.

Phone: (619) 255-7355

[www.utwsd.org](http://www.utwsd.org)

Fax: (619)255-7355



United Taxi Workers of San Diego, OPEIU Local 1218, AFL-CIO  
4265 Fairmount Ave. Ste. 180, San Diego, CA 92105

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- 5) ***All TNC vehicles need to be low or no emission and under 10 years old, and May not be a salvaged vehicle.***

TNCs have become a significant part of our local transportation system, and as such they should be working, like the rest of our publicly regulated transportation system, toward green solutions with very limited or no greenhouse gas emissions. We believe that instituting this regulation is not only fair because it is the same standard for all new taxi cabs, but absolutely necessary if the Airport wants to meet its own Climate Action Goals 2017.

- 6) ***All TNC vehicles need to be registered as a commercial vehicle. All TNC drivers need to purchase commercial insurance for all of their TNC vehicles. Proof of insurance needs to be on file with the Airport Authority.***

California has required that all taxi cabs must be registered as a commercial vehicle, and that taxi drivers have commercial insurance coverage. MTS has set the minimum insurance requirement for taxis at a \$1 million limit. TNCs set their own insurance requirements, but Uber and Lyft both put their driver's minimum insurance requirements at each state's respective minimum. Both Uber and Lyft only insure TNC vehicles themselves if the TNC operator is currently transporting a customer, but immediately remove that coverage as soon as the customer completes the transaction. Uber and Lyft do not insure their drivers if there is no customer in their vehicle (even if the app is on), nor if the vehicle is en-route to a customer. Recent lawsuits involving accidents by Uber, Lyft, and other TNC drivers show that the individual insurance of an Uber driving for personal use is not adequate or appropriate when they are driving "in service" as a commercial TNC contractor. When a TNC driver's private insurance is not sufficient for the kind of work that they are doing, then it becomes a public safety issue. For the City of San Diego to ignore this situation makes them a party to this problem. In the interest of both fairness and public safety, the City of San Diego should require commercial insurance and commercial registration for all TNC vehicles.

- 7) ***All TNC vehicles that are currently active should have a uniform mark, insignia, or trade dress on all 4 sides of their vehicle indicating which TNC/TNCs they are currently driving with. At least 2 of these marks, insignias, or trade dress should clearly state the full name of the TNC. TNC Driver information should be visible and displayed in the vehicle, and more information such as the vehicle insurance policy, information about the TNC, both emergency and non-emergency contact information for the TNC and for the City of San Diego, as well as lost and found information needs to be available on demand.***

One of the biggest problems with enforcing TNC regulations is that TNC cars and drivers are hard to identify. TNC vehicles should be clearly marked from all sides so that MTS, Airport officers and our local police departments, and the TNC customers can clearly identify which vehicles are associated with TNCs. This is also critical to the safety of TNC customers, as it will

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help prevent customers from accidentally entering or attempting to enter private vehicles that can easily be confused with a TNC vehicle. The incident on July 25th where a woman was nearly kidnapped in Ocean Beach by a man pretending to be an Uber driver shows just how necessary and important this kind regulation is for the safety of all TNC customers.

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TNCs don't consider themselves transportation companies. TNCs actually consider themselves to be "technology companies" in the business of making "tech innovations." However, their entire business model revolves around TNC drivers transporting customers from one location to another.

TNCs clearly are not tech innovators. They have not created any new industry, product, or service. What TNCs are offering to their customers is the same service that taxis have been offering customers for close to a century, only repackaged to avoid most government regulations. Their self-characterizations as "technology companies" serve only to avoid the customary regulatory scrutiny imposed on traditional transportation companies.

As a result, the government has been treating TNCs like they are members of an entirely new industry offering new products. This has created lax regulations for TNCs and enabled nationwide transportation regulation inefficiencies and discord. TNCs are fundamentally transportation companies that must be subjected to heightened regulatory scrutiny expected of those offering public transportation services.

Not much fact finding is needed when considering what regulations are needed for TNCs. Many regulations already exist within the taxi industry, and these regulations have been contemplated, debated, and discussed by The City of San Diego, Airport and MTS every time they come up for review and revision. The costs, impact, pros and cons of each of these regulations have already been researched and are well understood. There is no reason why TNCs should not be held to the same regulatory standards that taxis have been held to for decades as almost identical industry service providers.

In conclusion, we believe that there is no reason that TNCs should not be held to the same heightened standards taxi operators are held to. Regulating TNCs in the same manner as we do taxis makes the most sense for the Airport Authority as many of the policies and regulations researched for the taxi industry would similarly apply to TNCs. In the interest of safety and fairness for all parties involved, please enact these 7 regulations.

Thank you,  
United Taxi Workers of San Diego  
OPEIU Local 1218, AFL-CIO

Phone: (619) 255-7355

[www.utwsd.org](http://www.utwsd.org)

Fax: (619)255-7355



REGIONALLY  
FOCUSED.  
GLOBALLY  
COMPETITIVE.

November 16, 2016

San Diego County Regional Airport Authority  
Board of Directors  
P.O. Box 82776  
San Diego CA 92138

Dear Board members:

On behalf of the San Diego Regional Economic Development Corporation, I am writing to comment on the Board of Directors' upcoming vote, potentially moving the airport's Transportation Network Company (TNC) pilot program to an annually permitted program.

The San Diego County Regional Airport Authority remains one of our most important partners. The airport plays a critical role in the region's economic development efforts and mobility to and from the airport is an increasingly important asset.

As a part of the pending vote, the board is considering measures proposed by TNC to utilize shared ride services (ex. Lyft Line / Uber Pool) to help alleviate the airport's air quality and environmental concerns.

While we support and applaud the Board's desire to achieve climate targets, we also appreciate TNC's concerns with measures that mandate alternative fuel vehicle conversions, as their drivers are independent contractors using a ridesharing application. We are concerned that a well-intentioned policy may have negative and unintended consequences. It is our understanding from conversations with TNC that an acceleration of their shared mobility services such as Lyft Line and Uber Pool would be the lowest-cost and highest-impact business strategy for the airport and community.

Through our partnership with the Authority, we understand the critical role the international airport plays in supporting regional economic development. Access to the services of TNC is an expectation of today's travelers. It is our sincere hope that San Diego International Airport will continue to remain at the forefront of all the customer-friendly services that have contributed to the highest marks from the traveling public.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Cafferty", is written over a thin horizontal line.

Mark Cafferty  
President & CEO

# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

## STAFF REPORT

Meeting Date: **NOVEMBER 17, 2016**

### 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 2016-2017 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 REQUEST**

**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 travelling 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: 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:** 10/28/16 **PLANNED DATE OF DEPARTURE/RETURN:** 11/13/16 / 11/15/16

**3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):**

Destination: Toronto, Canada Purpose: 24<sup>th</sup> Annual Conference - Canadian Council for Public-Private Partnerships - Speaker

Explanation: \_\_\_\_\_

**4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES**

**A. TRANSPORTATION COSTS:**

• AIRFARE	\$	1,200.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$	100.00
B. LODGING	\$	600.00
C. MEALS	\$	300.00
D. SEMINAR AND CONFERENCE FEES	\$	
E. ENTERTAINMENT (If applicable)	\$	
F. OTHER INCIDENTAL EXPENSES	\$	100.00
<b>TOTAL PROJECTED TRAVEL EXPENSE</b>	\$	<b>2300.00</b>

**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: 11/01/16

**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.)

**Casey Diane**

---

**From:** conference@pppcouncil.ca  
**Sent:** Friday, October 28, 2016 1:50 PM  
**To:** Bowens Thella  
**Cc:** conference@pppcouncil.ca; Casey Diane  
**Subject:** P3 2016 CONFERENCE CONFIRMATION - COMPLIMENTARY SPEAKER REGISTRATION



## **P3 2016 CONFERENCE CONFIRMATION COMPLIMENTARY SPEAKER REGISTRATION**

October 28, 2016

Registration ID: **15368**

*Please review the following information for accuracy.*

**Name on Badge:** Thella Bowens  
**Company:** San Diego County Regional Airport Authority  
**Address:** 3225 North Harbor Drive  
Third Floor, Commuter Terminal  
San Diego, CA 92101  
United States  
**Tel:** 619-400-  
**Fax:**  
**Email:**  
**CC:**

***BADGES ARE TO BE WORN BY REGISTERED ATTENDEES ONLY.  
BADGE SHARING IS NOT PERMITTED.***

**Government issued photo ID is mandatory when picking up your name badge.**

### **ACCOMMODATIONS**

**Need Accommodations?**

**Book at the Sheraton Centre Toronto Hotel and receive the block group rate of \$225/night.**

**Sheraton Centre Toronto Hotel  
123 Queen Street West**

Toronto, Ontario M5H 2M9  
Tel: 1-416-361-1000

A block of rooms has been reserved at the Sheraton Centre Toronto Hotel at a special conference rate starting at \$225/night, plus applicable taxes and fees.

To book your room, please visit the following [link](#) and reserve with booking code **CCK13A**.

Or call the Sheraton Reservations at 1 888 627 7175 and state that you are with the «**Canadian Council for Public Private Partnership**», or with group code **CCK13A** to receive the special group rates.

Conference rates are valid until October 28th, 5:00 PM Eastern Standard Time

## **PARKING**

If you are driving to the hotel, there are several parking options available, please visit [link](#) for options.

## **CONFERENCE CANCELLATION POLICY**

If you cannot attend the full conference, you may register a replacement from your organization to attend the full conference at no additional cost.

**Badge sharing is not permitted and all attendees must be registered.**

Written cancellation requests received prior to October 28, 2016 11:59 pm EST, will receive a full refund. A \$500.00 administration fee plus taxes will apply on cancellations received after October 28, 2016.

All cancellations and substitutions must be received in writing to [conference@pppcouncil.ca](mailto:conference@pppcouncil.ca)

Regards,

CCPPP Conference Office  
[conference@pppcouncil.ca](mailto:conference@pppcouncil.ca)  
416-593-5754 or 1-877-879-3988.

Français (/Program?lang=fr-CA)

**f** (<https://www.facebook.com/PPPCouncil>) **t** (<https://twitter.com/pppcouncil>)

**in** (<https://www.linkedin.com/company/the-canadian-council-for-public-private-partnerships>)

**P3 2016**  
The Canadian Council for Public-Private Partnerships  
Le Conseil Canadien pour les Partenariats Public-Privé

*The 24<sup>th</sup> Annual CCPPP National Conference  
on Public-Private Partnerships*

# INNOVATING OUR FUTURE

November 14-15, 2016  
Sheraton Centre Toronto Hotel | Toronto, Canada

≡ MENU

## P3 2016 Program

We are pleased to announce our distinguished keynote speakers

at the 24th CCPPP Annual Conference:



**Luis Alberto Moreno**  
President, Inter-American Development Bank



**Governor Tom Ridge**  
Chairman, Ridge Global and First US Secretary of Homeland Security

**P3 FUNDAMENTALS**  
A One-Day Seminar on the Basics of Public-Private Partnerships  
November 14, 2016 | Sheraton Centre Toronto Hotel | Toronto, Canada  
**MORE INFO**

(<http://www.p3fundamentals.ca>)



**David MacNaughton**  
Canada's Ambassador to the United States of America

**MONDAY NOVEMBER 14**

**7:00 Registration & Breakfast**

*Conference  
Foyer*

**7:00 Women's Infrastructure Network Breakfast**

Join McCarthy Tétrault for the WIN breakfast, which will feature a short keynote presentation by Savaun Palvetzian, CEO, CivicAction, about the intersection of infrastructure projects with a city at large and the ways we in the infrastructure sector can contribute to that conversation. Network with colleagues and make new connections. To attend, please RSVP to Jennifer Davies at [jdavies@osler.com](mailto:jdavies@osler.com) (mailto:jdavies@osler.com).

*BnB  
Restaurant*

**8:00 Welcome & Opening Remarks**

**Dale Richmond**, Chair, The Canadian Council for & Public-Private Partnerships and President & CEO, DERX Inc.

**The Hon. John Manley**, P.C., O.C., Honorary Chair, The Canadian Council for Public-Private Partnerships and President & CEO, Business Council of Canada

**Mark Romoff**, President and CEO, The Canadian Council for Public-Private Partnerships

*Grand  
Ballroom*

**8:20 Remarks from Conference Presenting Sponsor: SNC-Lavalin**

*Grand  
Ballroom*

**8:25 Keynote Address: To Be Announced**

*Grand  
Ballroom*

**8:50 General Session 1: Delivering the Infrastructure Imperative**

*Grand  
Ballroom*



**The Hon. Kathleen Wynne**, Premier of Ontario

**Moderator: Annette Verschuren**, Chair and CEO, NRStor Inc. and former President, Home Depot Canada

This session will include a discussion with Ontario Premier Kathleen Wynne, highlighting the province's ambitious infrastructure plan and how it is being implemented to deliver critical infrastructure for the next generation of Ontarians. Additional details and speakers to be confirmed soon.

**8:50- International Café**

*Sheraton Hall*

If your company is considering expanding into international markets that may offer P3 opportunities now or in the future, meet with the people on the ground who can assist you in taking your P3 expertise global. See the International Café (Program/International-Cafe) page for details and times.

*C*



**9:50 Networking Break**

*Conference  
Foyer*

**10:20 General Session 2: Urbanization: How Cities Are  
Shaping Our Future**

*Grand  
Ballroom*

This panel will bring together urban and private sector leaders to discuss how urbanization is changing our infrastructure needs and focus, and how innovation, technology and private sector finance can be leveraged to create the "city of the future."

*Moderator: Gregory Smith, President and CEO, InstarAGF Asset Management Inc.*

*Panel:*

**Ken Tanenbaum**, Chairman, Kilmer Developments  
Other speakers to be confirmed

**11:40 Breakout Sessions**

**1A - Creating an Innovation Culture in the Transit  
Sector**

*Grand  
Ballroom  
East*

How are transit authorities using innovation to deliver public/commuter transit in the face of increased demands in major urban centres? P3s are one innovative way of delivering the infrastructure and the service but how do transit authorities and planners ensure that a culture of innovation is engrained in the design, development and delivery of mass rapid transit?

*Moderator: Kevin Desmond, CEO, TransLink*

*Panel:*

**Joshua Schank**, Chief Innovation Officer, LA Metro  
**Chris Gauer**, Executive Vice President, Civil Infrastructure, Infrastructure Ontario  
**Jason Loos**, Director and Head, Partnerships Victoria (Australia)

**1B - U.S. P3s through a Municipal Lens**

Municipalities in the United States were early adopters of P3s and continue to expand the model into new sectors. Hear from these leading-edge civic leaders about their successes and challenges in executing P3s and what can be done to foster more activity at the municipal level.

Osgoode  
Ballroom  
East

*Moderator:* **Michael Marasco**, CEO, Plenary Concessions and Director, CCPPP

*Panel:*

**Ed Marquez**, Deputy Mayor, Miami Dade County

**Diane Barrett**, Chief Projects Officer, City and County of Denver

**Seth W. Miller Gabriele**, Director, Office of Public-Private Partnerships, District of Columbia

**1C - We the North: Fostering P3s in Canada's Remote and Aboriginal Communities**

Building in Canada's North can create a myriad of challenges from construction risk, unpredictable climate, training issues, and different governance models. The panel will discuss the challenges of executing P3s in the North in a variety of sectors, drawing on the knowledge from projects underway and the leaders who want to get them done.

Sheraton Hall  
E

*Moderator:* **Michael F. Ledgett**, Co-Chair National Infrastructure/PPP Practice Group, Dentons Canada LLP

*Panel:*

**Chief David Crate**, Fisher River Cree Nation

**Stephen Lindley**, Vice President, Aboriginal & Northern Affairs, SNC-Lavalin

**Darrell Beaulieu**, CEO, Denendeh Investments Incorporated

**Elizabeth Pierce**, CEO, Quintillion Subsea Operations

**1:00 Luncheon**

Grand  
Ballroom

**1:30 CCPPP National Awards for Innovation & Excellence in P3s**

Join the celebration and hear about Canada's outstanding projects at the 19th Annual CCPPP National Awards for Innovation & Excellence in Public-Private Partnerships.

Grand  
Ballroom

**2:00 Keynote Address: Public-Private Partnerships in Latin America**

*Grand  
Ballroom*



**Luis Alberto Moreno**, President, Inter-American Development Bank

The IDB has done extensive research into financing models and the role of the public and private sector in addressing the infrastructure needs of Latin America and the Caribbean. Mr. Moreno will share his views on the obstacles, challenges and the P3 opportunities in these emerging markets.

**2:40 Breakout Sessions**

**2A - The Long Game: Preparing for Handback**

*Osgoode  
Ballroom  
East*

Many of Canada's P3 market fully into the O&M phase so the focus shifts from construction to lifecycle and even handback. With a look at Canadian and UK hospital projects that are deep into the O&M period, what issues need to be considered for these complex projects to ensure that owners and providers maintain both their relationship and their assets in a state of good repair?

*Moderator: Anne Stewart*, Partner, Blakes LLP

*Panel:*

**John MacCuish**, Executive Vice President, Services, Carillion Canada

**Doug Wills**, General Manager, P3 Operations, Fraser Health

**Chris Arthur**, Senior Vice President, Balfour Beatty Investments

**Shona Henderson**, Acting Head, Public-Private Partnerships, UK Infrastructure & Projects Authority

**2B - Turning on the P3 Taps in the Water/Wastewater Sector** *Sheraton Hall  
E*

Tougher regulations and aging infrastructure has prompted municipalities and First Nations to look for new and innovative ways to procure and deliver water and wastewater systems. This session will discuss early success stories in Canada's water/wastewater P3 sector, international project expertise, and barriers to adopting the best technology to overcome an estimated \$80 billion water infrastructure gap and deliver superior value for money.

*Moderator: Stuart Lee, President & CEO, EPCOR Utilities Inc.*

*Panel:*

**José Diaz-Caneja**, Director General, ACCIONA Agua

**Jean-François Tremblay**, Deputy Minister, Infrastructure and Communities, Government of Canada

**Mark Rupke**, Vice President, Municipal & Commercial Operations, Veolia North America

**2C - The Next Big Things in Infrastructure Financing**

The financial sector is experiencing one of its biggest shakeups in recent history, with new players and investment vehicles challenging traditional approaches. There is also a strong appetite for stable infrastructure investments. This panel will look at the new models and potential opportunities, such as aboriginal communities, for investors to park their capital.

*Moderator: Victoria Turnbull, Managing Director and Co-Head, Infrastructure Finance Canada, RBC Capital Markets*

*Panel:*

**JP Gladu**, President and CEO, Canadian Council for Aboriginal Business

**Mila Lukic**, Investment Director, Bridges Ventures

**Bruce Anderson**, Managing Director, Project Finance and Infrastructure, Manulife Financial Corporation

Other speaker to be confirmed

*Grand  
Ballroom  
East*

**3:40 Networking Break**

*Conference  
Foyer*

**4:10 Breakout Sessions**

**3A - Airports and the Future of Travel**

Osgoode  
Ballroom  
East

The megatrend towards large cities and urbanization will ensure airports remain the most important hubs for global passenger and cargo travel. Modern airports help spur economic growth and will need to meet future growth for cargo and passengers. Airports may even become destinations in their own right - tech-heavy terminals that charm and amaze us. How has the P3 model been leveraged to drive these innovations and what does the future hold? What are the benefits and risks associated with privatizing these assets altogether?

*Moderator:* **Ryan Brady**, Director of US Operations, Aviation Infrastructure Specialist, BTY Group

*Panel:*

**Stewart Steeves**, Chief Executive Officer, LaGuardia Gateway Partners

**Darja K. Scott**, Managing Principal, SCOTT Associates Architects Inc.

Other speakers to be confirmed

**3B - Building Smart Infrastructure: P3s in the Digital Age**

Sheraton Hall  
E

The digital transformation of workplaces has increased the reliance on IT systems to safeguard employees, improve productivity and deliver better services. The sector is seeing increased demand for these systems in P3 projects such as hospitals, prisons, and other social infrastructure projects. What are the risks and opportunities that these systems bring to P3 and how does it implicate the financing, construction and operation of projects? Learn from those that have been there and are developing the path forward.

*Panel:*

**Wayne Kent**, Vice President and General Manager, Honeywell Building Solutions

**Jeff Good**, Assistant Vice President, Projects, Partnerships BC

**Bill Bailey**, Vice President, Redevelopment, Halton Healthcare

**Joey Comeau**, Vice President, Capital Services, EllisDon Corporation

**3C - Ontario Regional Express Rail Program Update & Outlook**

*Grand  
Ballroom  
East*

Join Metrolinx and Infrastructure Ontario as they present an update on the Regional Express Rail program and outlook of projects. This is one of the largest infrastructure programs in North America and a top priority for transit in the Greater Toronto and Hamilton area. The information session will involve presentations and provide an opportunity for dialogue about the challenges and opportunities for the market.

**6:00 First Night Reception**

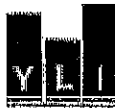
*Art Gallery of  
Ontario,  
317 Dundas  
St. West*

Join fellow delegates, speakers and VIPs at the conference's gala networking event.

*Sponsored by:* Aecon Group, Acciona, BMO Capital Markets, Morrison Hershfield, Torys LLP, WSP / MMM Group

**8:00 Young Leaders in Infrastructure Reception**

*Pravda  
Vodka Bar,  
44 Wellington  
St. East*



Following the Reception, head to YLI's popular after-party.

**TUESDAY NOVEMBER 15**

**7:15 Breakfast**

*Conference  
Foyer*

**7:45 CCPPP Annual General Meeting**

*Grand  
Ballroom  
East*

**8:30 Day 2 Opening Remarks**

*Grand  
Ballroom*

**Mark Bain**, Chair, The Canadian Council for Public-Private Partnerships and Partner, Torys LLP

**Dale Richmond**, former Chair, The Canadian Council for & Public-Private Partnerships and President & CEO, DERX Inc.



**8:40 Keynote Address & Discussion: Shared Risk:  
Protecting Critical Infrastructure**

*Grand  
Ballroom*

**Governor Tom Ridge**, Chairman, Ridge Global and First US  
Secretary of Homeland Security



*Moderated by: The Hon. John Manley, P.C., O.C.,  
Honorary Chair, CCPPP and President & CEO,  
Business Council of Canada*

Governor Ridge says unlike natural disasters or other events that can disrupt commerce and vital services, cyber-attacks occur every minute of every day in every industry. Whether it is ransomware that can debilitate healthcare systems or hackers targeting sensitive national security information, he says cyber-attacks are becoming more complex and more common. Governor Ridge will address the need to protect and defend critical infrastructure from the daily threat of cyber-attacks.

**9:15 General Session 3: Investing in Infrastructure - Global  
Trends, Challenges and Opportunities**

*Grand  
Ballroom*

This session will put the spotlight on the evolution of the international market for infrastructure investment. Hear from the leaders of firms with huge global footprints share their views on the P3 state of play around the world and what governments need to do to attract these strategic investments in an increasingly competitive global marketplace.

*Panel:*

**Thierry Déau**, Founding Partner, CEO, Meridian

**Olivier Brousse**, Chief Executive, John Laing

**Lou Serafini, Jr.**, President & CEO, Fengate Capital Management  
and Director, CCPPP

**Bruce Hogg**, Managing Director, Head of Infrastructure Americas,  
Canada Pension Plan Investment Board

**10:15 Networking Break**

*Conference  
Foyer*

**10:35 General Session 4: State of the Nation: A Dialogue with  
Canada's P3 Agencies**

*Grand  
Ballroom*

With infrastructure investments at the forefront of provincial and federal budgets, what's on the agenda for Canada's P3 agencies and how is the model changing and adapting to market conditions and the need to maximize value for money? What P3 expertise is Canada exporting to both established and emerging markets?

*Moderator: Drew Fagan*, Senior Fellow, Public Policy Forum and C.D. Howe Institute; former Ontario Deputy Minister of Infrastructure

*Panel:*

**Ehren Cory**, Divisional President, Project Delivery, Infrastructure Ontario

**Amanda Farrell**, President and CEO, Partnerships BC and Director, CQPPP

**John McBride**, Chief Executive Officer, PPP Canada

**Rupen Pandya**, President & CEO, SaskBuilds and Director, CQPPP

**11:35 Speed Networking**

*Sheraton  
Hall C*

If you're looking to expand your contact list, meet industry leaders and new colleagues at this quick-paced networking session.

**11:50 Breakout Sessions**

**4A - What Happens When Things Go Wrong?**

*Osgoode  
Ballroom  
East*

The 't's are crossed. The 'i's are dotted. The risks have been assessed and assigned. The contract has been vetted. Looks great on paper. What could possibly go wrong? Chances are something will go wrong and the question is how does ProjectCo and the public sector owner deal with the unforeseen while making sure the project is still delivered on time and on budget. This panel will discuss real problems that arose on real projects and explore the lessons learned.

*Moderator: Sarah Roberts*, President, INTECH Risk Management

*Panel:*

**Brian Kelsall**, Partner, Fasken Martineau DuMoulin LLP

**David Bowcott**, Global Director – Growth, Innovation & Insight, Construction and Infrastructure Group, Aon Risk Solutions

**Edmund Mahabir**, Executive Vice President, PPP Infrastructure Development & Construction, Carillion Canada Inc.

**Paul Hughes**, Senior Director, Alus Group

**4B - Let's Get Jurisprudential: Hot Topics In P3 Law and Procurement**

*Grand  
Ballroom  
East*

This panel of leading legal and procurement experts will discuss trends, new developments, changes and opportunities in P3s. This will include topics such as changes in procurement best practices, conflict of interest, dispute resolution, updates to templates and processes, and more.

*Moderator: Tara Mackay, Partner, Torys LLP*

*Panel:*

**Marni Dicker**, Executive Vice President, General Counsel and Corporate Secretary, Infrastructure Ontario

**Catherine Doyle**, Partner, Blake, Cassels & Graydon LLP

**Timothy J. Murphy**, Partner, McMillan LLP

**Andrée M. Blais**, Partner, Nossaman LLP

**4C - Higher Ground: Bringing the P3 Model to Post-Secondary Infrastructure**

*Sheraton  
Hall E*

Colleges and universities have historically used P3s to build student housing and are now using inventive approaches to deliver other types of campus facilities, such as classrooms and labs, research facilities and athletic spaces. This panel will draw on the global experiences and lessons learned in post-secondary P3s to ensure their success in this growing market.

*Panel:*

**Dan Feltelberg**, Vice Chancellor for Planning and Budget, University of California Merced

**Dr. Ron Burnett**, President and Vice-Chancellor, Emily Carr University of Art + Design

**N.W. Bud Purves**, President, York University Development Corporation

**Kerry Alexander**, Investment Programmes Director, Scottish Futures Trust

**1:00 Luncheon & Champion Award**

*Grand  
Ballroom*

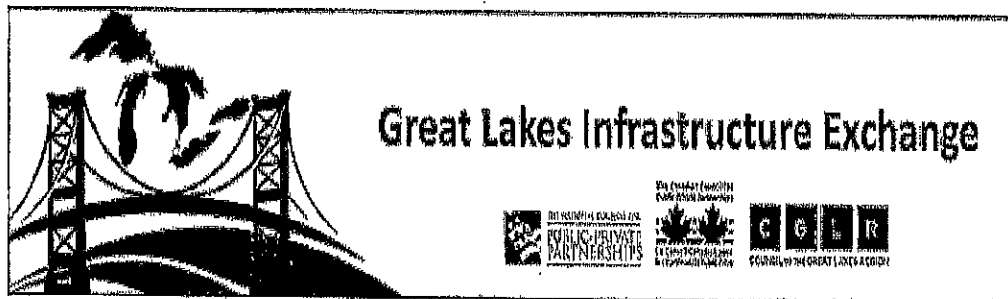
**1:40 Keynote Address: Canada-US Relations and the Need for Long-Term Economic and Infrastructure Security**

*Grand Ballroom*



**David MacNaughton**, Canada's Ambassador to the United States of America

Ambassador MacNaughton will discuss the Canada – US relationship moving forward with a new president set to take office on January 20th, 2017. He will also highlight the benefits both countries enjoy through an ongoing and open dialogue about shared concerns relating to our economic, security and infrastructure needs.



**2:20Remarks from Great Lakes Infrastructure Exchange Presenting Sponsor**

*Grand Ballroom East*

**2:25Keynote Address: To Be Announced**

*Grand Ballroom East*

**2:45Panel 1 - The State of the P3 Market in the Great Lakes Region**

*Grand Ballroom East*

Alternative approaches to financing and procurement, such as P3s, have the potential to facilitate important infrastructure renewal in the Great Lakes and St. Lawrence Region. The use of these alternative approaches has been mixed on both sides of the border. This panel will explore the state of the P3 market in the region and what policies and regulations would enable more private sector partnerships.

**3:30Networking Break**

*Conference Foyer*

**3:50 Panel 2 - Key Ingredients to Fostering P3s in the  
Great Lakes Region**

*Grand Ballroom  
East*

Major civil infrastructure projects require the fiscal capacity to build them as well as the long-term financial capacity to operate and maintain the assets for decades. Another important element of large, complex capital projects is the proper management of project risk. This panel will explore the key ingredients to successfully designing and deploying new infrastructure in the region.

*Panel:*

**Dale Bonner**, Executive Chairman, Plenary Concessions

**George Theodoropoulos**, Managing Director – Infrastructure,  
Fengate Capital

**Bryan Kendro**, Vice President, Development, Star America  
Infrastructure

**4:35 Panel 3 - Bi-National P3 Opportunities**

*Grand Ballroom  
East*

Infrastructure improvements in the Great Lakes-St. Lawrence Region are essential for robust economic growth and to enhance productivity, with a record of high return on investment. Where is the greatest potential for private sector involvement in modernizing the region's public assets, from the renewal of roads and bridges, drinking water, wastewater systems, to our ports and waterways?

*Panel:*

**Helena Borges**, Associate Deputy Minister, Transport Canada

**Frédéric Brassard**, Vice President, Corporate Development &  
Legal Affairs, Axium Infrastructure

**George Ghareeb**, Vice President, TERRA Engineering Ltd. and  
Chair, American Society of Civil Engineers' Region 3

**Cameron Davis**, Senior Advisor to the Administrator, U.S.  
Environmental Protection Agency

**5:20 Closing Remarks**

*Grand Ballroom  
East*

**5:30 Closing Networking Reception**

*Conference  
Foyer*

Contact Us at the CCPPP Conference Office by phone at 416-593-6754 or 1-877-879-3988  
Email Us at [conference@pppcouncil.ca](mailto:conference@pppcouncil.ca) (mailto:conference@pppcouncil.ca)

# **TRAVEL EXPENSE**



**THELLA F. BOWENS**

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY  
TRAVEL EXPENSE REPORT**

*(To be completed within 30 days from travel return date)*

TRAVELER: Thella F. Bowers DEPT. NAME & NO. Executive Office/BU 6  
 DEPARTURE DATE: 9/16/2016 RETURN DATE: 9/27/2016 REPORT DUE: 10/27/16  
 DESTINATION: China - Airline Meetings & Montreal for ACI-World Board Meeting

*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 9/18/16	MONDAY 9/19/16	TUESDAY 9/20/16	WEDNESDAY 9/21/16	THURSDAY 9/22/16	FRIDAY 9/23/16	SATURDAY 9/17/16	
Air Fare, Railroad, Bus (attach copy of itinerary w/charges)	\$8,851.45								0.00
Conference Fees (provide copy of flyer/registration expenses)	\$795.00								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.)*			2.13					127.43	129.56
Hotel*		284.84	284.84	209.74	252.47	252.47	234.20	284.84	1,803.40
Telephone, Internet and Fax*									0.00
Laundry*									0.00
Tips - separately paid (maids, bellhop, other hotel svcs.)									0.00
Meals (include tips pd.)	Breakfast*			37.93			4.01		41.94
	Lunch*						25.89		25.89
	Dinner*	79.52	35.97	55.01	34.44		25.11		230.05
	Other Meals*			6.80					6.80
<i>Alcohol is a non-reimbursable expense</i>									
Hospitality <sup>1</sup> *									0.00
Miscellaneous: Bag Fee				50.67					50.67
									0.00
									0.00
*Provide detailed receipts									0.00
<b>Total Expenses prepaid by Authority</b>	<b>9,646.45</b>	<b>364.36</b>	<b>322.94</b>	<b>360.15</b>	<b>286.91</b>	<b>252.47</b>	<b>289.01</b>	<b>412.27</b>	<b>2,288.11</b>

Explanation:  Total owed traveler - Page 1 - \$2288.11 & Page 2 - \$803.59 = \$3091.70	Total Expenses Prepaid by Authority	9,646.45
	Total Expenses Incurred by Employee (including cash advances)	2,288.11
	<b>Grand Trip Total</b>	<b>11,934.56</b>
	Less Cash Advance (attach copy of Authority ck)	
	Less Expenses Prepaid by Authority	9,646.45
	<b>Due Traveler (positive amount)<sup>2</sup></b>	
	<b>Due Authority (negative amount)<sup>3</sup></b>	<b>2,288.11</b>

*Note: Send this report to Accounting even if the amount is \$0.*

<sup>1</sup> Give names and business affiliations of any persons whose meals were paid by traveler;  
<sup>2</sup> Prepare Check Request  
<sup>3</sup> Attach personal check payable to SDCRAA

I as traveler or administrator acknowledge that I have read, understand and agree to Authority policies 3.40 - Travel and Lodging Expense Reimbursement Policy<sup>4</sup> and 3.30 - Business Expense Reimbursement Policy<sup>5</sup> 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.

Prepared By: Thella F. Bowers (Kin Ayers) Ext.: 2447  
 Traveler Signature: Thella F. Bowers Date: 3/10/2016  
 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  
TRAVEL EXPENSE REPORT**

*(To be completed within 30 days from travel return date)*

TRAVELER: Thelma F. Bowens DEPT. NAME & NO. Executive Office/BU 6  
 DEPARTURE DATE: 9/16/2016 RETURN DATE: 9/27/2016 REPORT DUE: 10/27/16  
 DESTINATION: China - Airline Meetings & Montreal, Canada for ACI-World Board Meeting

*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	
		9/26/16	9/26/16	9/27/16				9/24/16	
Air Fare, Railroad, Bus (attach copy of itinerary w/charges)									0.00
Conference Fees (provide copy of flyer/registration expenses)									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.)*									0.00
Hotel*	\$241.89	234.20	234.20					234.20	702.60
Telephone, Internet and Fax*									0.00
Laundry*								30.59	30.59
Tips - separately paid (maids, bellhop, other hotel svcs.)									0.00
Meals (include tips pd.)	Breakfast*							18.24	18.24
	Lunch*			23.89					23.89
	Dinner*		25.68						25.68
	Other Meals*			2.59					2.59
<i>Alcohol is a non-reimbursable expense</i>									
Hospitality 1*									0.00
Miscellaneous: Bag Fee									0.00
									0.00
									0.00
*Provide detailed receipts									0.00
<b>Total Expenses prepaid by Authority</b>	<b>241.89</b>	<b>259.88</b>	<b>234.20</b>	<b>26.48</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>283.03</b>	<b>803.59</b>

Explanation:	Total Expenses Prepaid by Authority	241.89
	Total Expenses Incurred by Employee (including cash advances)	803.59
	<b>Grand Trip Total</b>	<b>1,045.48</b>
	Less Cash Advance (attach copy of Authority ck)	
	Less Expenses Prepaid by Authority	241.89
	<b>Due Traveler (positive amount)<sup>2</sup></b>	
	<b>Due Authority (negative amount)<sup>3</sup></b>	<b>803.59</b>

*Note: Send this report to Accounting even if the amount is \$0.*

<sup>1</sup> Give names and business affiliations of any persons whose meals were paid by traveler.  
<sup>2</sup> Prepare Check Request  
<sup>3</sup> Attach personal check payable to SDCRAA

I as traveler or administrator acknowledge that I have read, understand and agree to Authority policies 3.40 - Travel and Lodging Expense Reimbursement Policy<sup>4</sup> and 3.30 - Business Expense Reimbursement Policy<sup>5</sup> 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.

Prepared By: Kim Ayers Ext.: 2447  
 Traveler Signature: Thelma F. Bowens Date: 3 Nov 2016  
 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. 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: 7/1/16 PLANNED DATE OF DEPARTURE/RETURN: 9/16/16 / 9/28/16

**3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):**

Destination: China (various cities) and Montreal, Canada

Purpose: Air Carrier Meetings In China and ACI World Board & ACI Fund Board Meetings, in conjunction with ACI-NA/World Annual Conference/World Annual General Assembly in Montreal, Canada

Explanation:

**4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES**

**A. TRANSPORTATION COSTS:**

• AIRFARE	\$ 9500.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ 500.00
B. LODGING	\$ 3050.00
C. MEALS	\$ 500.00
D. SEMINAR AND CONFERENCE FEES	\$ 795.00
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$ 300.00
<b>TOTAL PROJECTED TRAVEL EXPENSE</b>	<b>\$ 14645.00</b>

**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. Bowens* Date: July 2016

**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, Vanessa Scarborough, Assistant Authority Clerk II, hereby certify that this document was approved  
 (Please leave blank. Whoever clerks the meeting will insert their name and title.)  
 by the Executive Committee at its July 11, 2016 meeting.  
 (Leave blank and we will insert the meeting date.)

User BOWENS, THELLA

BACK

Purchase Confirmation

Purchase Information

Date of Purchase: Jul 25 2016 12:51PM

Ms. Thella F. Bowens

Purchase Number: 9162

Payment method: Credit card

Order Number: 84493.00

Transaction Numbers:

Detail

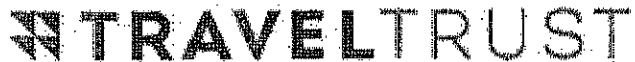
Code	Type	Description	Quantity	Unit Price	Extended Amount
16306/CLOSEMEETING		Closing Night Event	1	\$0.00	\$0.00
16306/REG	MEETING	Full Conference	1	\$795.00	\$795.00
Total:					\$795.00
Payments:					-\$795.00
Balance:					\$0.00

Registrant Detail

Registrant ID	Registrant Name	Meeting	Confirmation Number
4105	Ms. Thella F. Bowens	2016 ACI-NA World Conference & Exhibition	84493

OK

PRINT



Traveltrust Corporation  
 374 North Coast Hwy 101, Suite F  
 Encinitas, CA 92024  
 Phone: (760) 635-1700



Thursday, 8SEP 2016 02:49 PM EDT

Passengers: THELLA BOWENS (06)

Agency Reference Number: RUENXN

Click here to view your current itinerary or ETicket receipt on-line: [tripcase.com](http://tripcase.com)

American Airlines Confirmation RUENXN  
 Cathay Pacific Confirmation ZWECGD  
 Xiamen Airlines Confirmation NTD85F  
 United Airlines Confirmation GJ9MJ3

Please review your itinerary and report any discrepancies to Traveltrust within 24hrs of receipt  
 Be sure to visit [www.traveltrust.com](http://www.traveltrust.com) for additional travel information

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 for a free quote or more information. [Click Here](#) (Currently Available For U.S. Departures Only)

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 MUST HAVE A VALID PASSPORT AND VISA  
 FOR TRAVEL TO CANADA A US CITIZEN  
 MUST HAVE A VALID PASSPORT

\*\*\*\*\*  
 YOU CANNOT TRAVEL OUT OF THE UNITED STATES IF YOUR US  
 PASSPORT EXPIRES WITHIN 6 MONTHS OF YOUR DEPARTURE DATE  
 YOUR INTERNATIONAL TRAVEL MAY REQUIRE VACCINATIONS  
 PLEASE CHECK WWW.CDC.GOV FOR LATEST REQUIREMENTS  
 \*\*\*\*\*

CERTAIN FARES MAY REQUIRE REISSUANCE AT TIME OF  
 CANCELLATION. PLEASE CONTACT THE AIRLINE OR TRAVELTRUST



**American Airlines**  
 Operated By: COMPASS AIRLINES AS AMERICAN EAGLE  
**Flight Number:** 6022 **Class:** A-First  
**From:** San Diego CA, USA **Depart:** 06:20 AM  
**To:** Los Angeles CA, USA **Arrive:** 07:23 AM  
**Stops:** Nonstop **Duration:** 1 hour(s) 3 minute(s)  
**Seats:** 02A **Status:** CONFIRMED **Miles:** 98 / 157 KM  
**Equipment:** EMBRAER EMB 175  
 DEPARTS SAN TERMINAL 2 - ARRIVES LAX TERMINAL 6  
 Frequent Flyer Number: XXXXXXXXXX  
**American Airlines Confirmation number is RUENXN**



**Cathay Pacific**  
**Flight Number:** 0897 **Class:** I-Business  
**From:** Los Angeles CA, USA **Depart:** 09:30 AM  
**To:** Hong Kong, Hong Kong **Arrive:** 03:25 PM 17SEP



Stops: Nonstop  
 Seats: 21A  
 Equipment: Boeing 777 Jet 200/300  
 DEPARTS LAX TERMINAL TOM BRADLEY INTL TERM - ARRIVES HKG TERMINAL 1  
 Frequent Flyer Number: [REDACTED]  
 Cathay Pacific Confirmation number is ZWECGD

Duration: 14 hour(s) 56 minute(s)  
 Status: CONFIRMED  
 MEAL: BREAKFAST - DINNER

Miles: 7249 / 11698 KM

**AIR** Saturday, 17 SEP 2016

**Cathay Pacific**  
**From:** Hong Kong, Hong Kong  
**To:** Beijing, China  
 Stops: Nonstop  
 Seats: 12D  
 Equipment: Airbus A330 Jet  
 DEPARTS HKG TERMINAL 1 - ARRIVES PEK TERMINAL 3  
 Frequent Flyer Number: [REDACTED]  
 Cathay Pacific Confirmation number is ZWECGD

**Flight Number:** 0312  
**Depart:** 05:00 PM  
**Arrive:** 08:25 PM  
 Duration: 3 hour(s) 25 minute(s)  
 Status: CONFIRMED  
 MEAL: DINNER

**Class:** J-Business  
 Miles: 1239 / 1982 KM

**AIR** Tuesday, 20 SEP 2016

**Xiamen Airlines**  
**From:** Beijing, China  
**To:** Xiamen, China  
 Stops: Nonstop  
 Equipment: 787/AIR  
 DEPARTS PEK TERMINAL 2 - ARRIVES XMN TERMINAL 3  
 Frequent Flyer Number: [REDACTED]  
 SEAT ASSIGNMENT AIRPORT CHECKIN ONLY  
 Xiamen Airlines Confirmation number is NTD85F

**Flight Number:** 8102  
**Depart:** 04:10 PM  
**Arrive:** 07:05 PM  
 Duration: 2 hour(s) 55 minute(s)  
 Status: CONFIRMED  
 MEAL: SNACK

**Class:** K-K  
 Miles: 1083 / 1733 KM

**AIR** Wednesday, 21 SEP 2016

**Xiamen Airlines**  
**From:** Xiamen, China  
**To:** Guangzhou, China  
 Stops: Nonstop  
 Equipment: Boeing 737-800 Jet  
 DEPARTS XMN TERMINAL 3  
 Frequent Flyer Number: [REDACTED]  
 SEAT ASSIGNMENT AIRPORT CHECKIN ONLY  
 Xiamen Airlines Confirmation number is NTD85F

**Flight Number:** 8301  
**Depart:** 06:30 PM  
**Arrive:** 07:50 PM  
 Duration: 1 hour(s) 20 minute(s)  
 Status: CONFIRMED  
 MEAL: DINNER

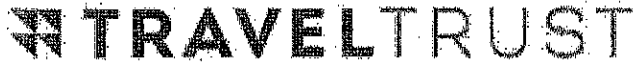
**Class:** V-V  
 Miles: 320 / 512 KM

**AIR** Thursday, 22 SEP 2016

**Cathay Pacific**  
 Operated By: DRAGONAIR HONG KONG  
**From:** Guangzhou, China  
**To:** Hong Kong, Hong Kong  
 Stops: Nonstop  
 Seats: 11C  
 Equipment: Airbus A321 Jet  
 ARRIVES HKG TERMINAL 1  
 Frequent Flyer Number: [REDACTED]  
 Cathay Pacific Confirmation number is ZWECGD

**Flight Number:** 5789  
**Depart:** 10:20 PM  
**Arrive:** 11:25 PM  
 Duration: 1 hour(s) 5 minute(s)  
 Status: CONFIRMED  
 MEAL: COLD MEAL

**Class:** J-Business  
 Miles: 74 / 118 KM



Traveltrust Corporation  
 374 North Coast Hwy 101, Suite F  
 Encinitas, CA 92024  
 Phone: (760) 635-1700



Tuesday, 20SEP 2016 07:42 PM EDT

Passengers: **HELLA BOWENS (06)**

Agency Reference Number: RUENXN

Click here to view your current itinerary or ETicket receipt on-line: [trjpcase.com](http://trjpcase.com)

Xiamen Airlines Confirmation NTD85F  
 Cathay Pacific Confirmation ZWECGD  
 American Airlines Confirmation RUENXN  
 United Airlines Confirmation GJ9MJ3

Please review your itinerary and report any discrepancies to Traveltrust within 24hrs of receipt  
 Be sure to visit [www.traveltrust.com](http://www.traveltrust.com) for additional travel information

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 \*\*\*\*\*

CERTAIN FARES MAY REQUIRE REISSUANCE AT TIME OF  
 CANCELLATION. PLEASE CONTACT THE AIRLINE OR TRAVELTRUST

AIR	Tuesday, 20SEP 2016		
Xiamen Airlines		Flight Number: 8102	Class: K-K
From: Beijing, China		Depart: 04:10 PM	
To: Xiamen, China		Arrive: 07:05 PM	
Stops: Nonstop		Duration: 2 hour(s) 55 minute(s)	
Equipment: 787/AIR		Status: CONFIRMED	Miles: 1083 / 1733 KM
DEPARTS PEK TERMINAL 2 - ARRIVES XMN TERMINAL 3		MEAL: SNACK	
Frequent Flyer Number: [REDACTED]			
SEAT ASSIGNMENT AIRPORT CHECKIN ONLY			
Xiamen Airlines Confirmation number is NTD85F			

AIR	Wednesday, 21SEP 2016		
Xiamen Airlines		Flight Number: 8391	Class: Y-Economy
From: Xiamen, China		Depart: 03:55 PM	
To: Guangzhou, China		Arrive: 05:30 PM	

Stops: Nonstop

Duration: 1 hour(s) 35 minute(s)

Status: CONFIRMED

Miles: 320 / 512 KM

Equipment: Boeing 737-800 Jet

MEAL: DINNER

DEPARTS XMN TERMINAL 3

Frequent Flyer Number: [REDACTED]

**Xiamen Airlines Confirmation number is NTD85F**

**AIR Thursday, 22 SEP 2016**

**Cathay Pacific**

Operated By: DRAGONAIR HONG KONG

**Flight Number: 5789**

**Class: J-Business**

**From: Guangzhou, China**

**Depart: 10:20 PM**

**To: Hong Kong, Hong Kong**

**Arrive: 11:25 PM**

Stops: Nonstop

Duration: 1 hour(s) 5 minute(s)

Seats: 11C

Status: CONFIRMED

Miles: 74 / 118 KM

Equipment: Airbus A321 Jet

MEAL: COLD MEAL

ARRIVES HKG TERMINAL 1

Frequent Flyer Number: [REDACTED]

**Cathay Pacific Confirmation number is ZWECGD**

**AIR Friday, 23 SEP 2016**

**Cathay Pacific**

**Flight Number: 0888**

**Class: I-Business**

**From: Hong Kong, Hong Kong**

**Depart: 12:30 AM**

**To: New York Kennedy NY, USA**

**Arrive: 07:00 AM**

Stops: 1

Duration: 17 hour(s) 5 minute(s)

Vancouver, Canada

Seats: 21A

Status: CONFIRMED

Miles: 8807 / 14091 KM

Equipment: Boeing 777 Jet 200/300

MEAL: BREAKFAST - DINNER - DINNER

DEPARTS HKG TERMINAL 1 - ARRIVES JFK TERMINAL 7

Frequent Flyer Number: [REDACTED]

**Cathay Pacific Confirmation number is ZWECGD**

**AIR Friday, 23 SEP 2016**

**American Airlines**

Operated By: TRANS STATES AS AMERICAN EAGLE

**Flight Number: 4191**

**Class: G-Coach/Economy**

**From: New York Kennedy NY, USA**

**Depart: 09:15 AM**

**To: Montreal, Canada**

**Arrive: 10:47 AM**

Stops: Nonstop

Duration: 1 hour(s) 32 minute(s)

Seats: 12A

Status: CONFIRMED

Miles: 319 / 510 KM

Equipment: ERJ-145 Jet

DEPARTS JFK TERMINAL 8

Frequent Flyer Number: [REDACTED]

**American Airlines Confirmation number is RUENXN**

**AIR Tuesday, 27 SEP 2016**

**United Airlines**

Operated By: AIR CANADA EXPRESS - SKY

**Flight Number: 8667**

**Class: Z-Business**

REGIONAL

CHKIN-YUL-DEN CHECK-IN WITH AIR CANADA

**From: Montreal, Canada**

**Depart: 03:35 PM**

**To: Denver CO, USA**

**Arrive: 05:49 PM**

Stops: Nonstop

Duration: 4 hour(s) 14 minute(s)

Seats: 01A

Status: CONFIRMED

Miles: 1629 / 2606 KM

Equipment: EMBRAER EMB 175

MEAL: FOOD FOR PURCHASE

Frequent Flyer Number: [REDACTED]

United Airlines Confirmation number is GJ9MJ3



United Airlines

Flight Number: 0459

Class: Z-Business

From: Denver CO, USA

Depart: 06:55 PM

To: San Diego CA, USA

Arrive: 08:12 PM

Stops: Nonstop

Duration: 2 hour(s) 17 minute(s)

Seats: 02B

Status: CONFIRMED

Miles: 833 / 1333 KM

Equipment: Boeing 737-800 Jet

MEAL: DINNER

ARRIVES SAN TERMINAL 2

Frequent Flyer Number: [REDACTED]

United Airlines Confirmation number is GJ9MJ3

\*\*\*TRAVELTRUST STRONGLY RECOMMENDS CHECKING IN  
 \*\*\*ONLINE WITH YOUR AIRLINE PRIOR TO EACH FLIGHT  
 \*\*\*FOR THE MOST CURRENT TIMES AND ALERTS  
 AMERICAN AIRLINES CONFIRMATION NUMBER - RUENXN  
 CATHAY PACIFIC CONFIRMATION NUMBER - ZWECGD  
 UNITED AIRLINES CONFIRMATION NUMBER - GJ9MJ3  
 FOR EMERGENCY SERVICE FROM UNITED STATES - 888-221-6043  
 FOR EMERGENCY SERVICE FROM HONG KONG - 001-800-7373-7882  
 FOR EMERGENCY SERVICE FROM CHINA - 00-800-7373-7882  
 FOR EMERGENCY SERVICE FROM CANADA - 888-221-6043

**Ticket/Invoice Information**

Ticket for: THELLA BOWENS  
 Date issued: 8/1/2016 Invoice Nbr: 5391193  
 Ticket Nbr: CX7850220158 Electronic Tkt: Yes Amount: 6480.96  
 Base: 6357.00 US Tax: 35.60 USD XT Tax: 88.36 USD  
 Charged to: AX\*\*\*\*\*[REDACTED]

Ticket for: THELLA BOWENS  
 Date issued: 8/1/2016 Invoice Nbr: 5391193  
 Ticket Nbr: AA7850220160 Electronic Tkt: Yes Amount: 200.08  
 Base: 173.00 US Tax: 12.98 USD XT Tax: 14.10 USD  
 Charged to: AX\*\*\*\*\*[REDACTED]

Ticket for: THELLA BOWENS  
 Date issued: 8/1/2016 Invoice Nbr: 5391193  
 Ticket Nbr: UA7850220161 Electronic Tkt: Yes Amount: 977.41  
 Base: 810.00 US Tax: 60.75 CAD GST/HST Tax: 42.00 CAD QST Tax: 1.90 CAD XT Tax: 62.76 USD  
 Charged to: AX\*\*\*\*\*[REDACTED]

Ticket for: THELLA BOWENS  
 Date issued: 8/25/2016 Invoice Nbr: 5394094  
 Ticket Nbr: CZ7856796348 Electronic Tkt: Yes Amount: 405.00  
 Base: 390.00 Tax: 15.00  
 Charged to: AX\*\*\*\*\*[REDACTED]

Ticket for: THELLA BOWENS  
 Date issued: 8/25/2016 Invoice Nbr: 5394094  
 Ticket Nbr: CZ7856796348 Electronic Tkt: Yes Refund: -405.00  
 Refunded to: AX\*\*\*\*\*[REDACTED]

Ticket for: THELLA BOWENS  
 Date issued: 9/8/2016 Invoice Nbr: 5395602  
 Ticket Nbr: MF7860448811 Electronic Tkt: Yes Amount: 818.00  
 Base: 803.00 Tax: 15.00  
 Charged to: AX\*\*\*\*\*[REDACTED]

Ticket for: THELLA BOWENS  
Date issued: 9/20/2016 Invoice Nbr: 5397158  
Ticket Nbr: MF7863890809 Electronic Tkt: Yes Amount: 1048.00  
Exchange for: 7317860448811 Issued: 08SEP16  
Total Exchange: 230.00

Charged to: AX\*\*\*\*\*[REDACTED]

Service fee: THELLA BOWENS  
Date issued: 8/1/2016  
Document Nbr: XD0679095652 Amount: 40.00  
Charged to: AX\*\*\*\*\*[REDACTED]

Service fee: THELLA BOWENS  
Date issued: 8/25/2016  
Document Nbr: XD0680067907 Amount: 30.00  
Charged to: AX\*\*\*\*\*[REDACTED]

Service fee: THELLA BOWENS  
Date issued: 9/8/2016  
Document Nbr: XD0680608562 Amount: 20.00  
Charged to: AX\*\*\*\*\*[REDACTED]

Service fee: THELLA BOWENS  
Date issued: 9/8/2016  
Document Nbr: XD0680608568 Amount: 30.00  
Charged to: AX\*\*\*\*\*[REDACTED]

Service fee: THELLA BOWENS  
Date issued: 9/20/2016  
Document Nbr: XD0681142817 Amount: 25.00  
Charged to: AX\*\*\*\*\*[REDACTED]

Total Tickets: 8706.45  
Total Fees: 145.00  
Total Amount: 8851.45

**Click here 24 hours in advance to obtain boarding passes:**

[CATHAY PACIFIC](#)  
[American](#)  
[UNITED](#)

**Click here to review Baggage policies and guidelines:**

[CATHAY PACIFIC](#)  
[American](#)  
[UNITED](#)

Check operating carrier website for any policies that may vary.

TSA Guidance- a government issued photo id is needed for checkin.  
Please allow minimum 3 hour check-in for International flights and 2 hours for Domestic.  
For Additional security information visit [www.tsa.gov](http://www.tsa.gov).

Thank you for choosing Traveltrust!  
Our Business Hours are 1am-5:30pm Pacific Monday - Friday.  
Saturday from 9am-1pm Pacific.  
For EMERGENCY AFTERHOURS assistance in the US, please call 888-221-8043 and use VIP Code SJE72.  
You can also use the Direct Dial Number 882-233-1914 or the collect number 882-647-0061.  
Each call is billable at a minimum \$25.00.



**FOUR SEASONS**  
HOTEL  
BEIJING

9/17 - 9/20/16

Ms. Thella Faye Bowens

US

Room No. : 1208  
Arrival : 09/17/16  
Departure : 09/20/16  
Page No. : 1 of 2  
Folio No. : 189235  
User : FOREBECCA W

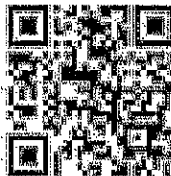
**INFORMATION INVOICE**

Member Number :  
A/R Number :  
Group Code :  
Company Name : Embassy Of The United States

09/20/16

Date	Description	Reference	Charges	Payment
			US \$	CNY
09/17/16	Limo-Hotel Airport Transfer		\$127.43	
09/17/16	Package Room Charge	[NA Pkg. Trx]	\$284.84	1,900
09/17/16	Service Charge Room 15%	[Add: 15%.(B)]	247.83	
09/18/16	Tour Package(Pency)		(162.81)	1,086.00
09/18/16	Mlo Dinner	Room# 1208 : CHECK# 0011253 [1030]	\$79.52	530.40 RECEIPT ATT.
09/18/16	Package Room Charge	[NA Pkg. Trx]	\$284.84	1,900
09/18/16	Service Charge Room 15%	[Add: 15%.(B)]	247.83	
09/19/16	Package Room Charge	[NA Pkg. Trx]	\$284.84	1,900
09/19/16	Service Charge Room 15%	[Add: 15%.(B)]	247.83	
09/20/16	Opus Lounge Breakfast	Room# 1208 : CHECK# 0108477 [4017]	\$37.93	253.00
09/20/16	PGS - American Express			8,419.40
<b>Total</b>			8,419.40	8,419.40

LIMO - \$127.43      Balance      0.00 CNY  
HOTEL - \$854.52  
FOOD - \$117.45  
\$1,099.40







Ms. Thella Faye Bowens

US

Room No. : 1208  
Arrival : 09/17/16  
Departure : 09/20/16  
Page No. : 2 of 2  
Folio No. : 189235  
User : FOREBECCA

INFORMATION INVOICE

Member Number :  
A/R Number :  
Group Code :  
Company Name : Embassy Of The United States

09/20/16

Date	Detail	Reference	Charges	Payment
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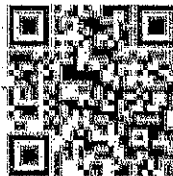
I, the undersigned, hereby acknowledge the acceptance of all the goods and services as listed herein and agree to the amounts billed. In the event of any failure of or delay in the payment of this bill is NOT waived and therefore shall be held personally liable. If this bill is charged to any applicable credit cards, my signature below is deemed to have been made on the applicable credit card voucher.

Guest Signature \_\_\_\_\_

Signature: \_\_\_\_\_

Merchant ID: 104110070113295  
Transaction ID: 344899  
Approval Code: 180303  
Approval Amount: 8419.40

Credit Card #: XXXXXXXXXXXX  
Credit Card Expiry: XX/XX  
Capture Method: Manual  
Transaction Amount: 8419.40



**RECEIPTS FOR AIRLINE MEETINGS  
CHINA  
SEPTEMBER 18-22 - THELLA F. BOWENS**



宾客姓名 (Guest Name): (EN) Ms. Bowens, Thella Faye  
房间号 (Room Number): 1208  
酒店地址: 中国北京市朝阳区亮马桥路48号 邮编: 100125  
Hotel Address: NO. 48 Liang Ma Qiao Road, Chaoyang District, Beijing 100125 P.R China  
电话 (TELEPHONE): +86 10 56958888 传真 (FACSIMILE): +86 10 56958889

---

收单银行 (Acquirer): 中国银行 Bank of China  
商户名称 (Merchant): 北京四季酒店 FOUR SEASONS HOTEL BEIJING  
商户编号 (Merchant ID): 104110070113295  
终端编号 (Terminal ID): 11990785  
操作员 (User ID): CommUser  
卡类别 (Card Type): AB  
卡号 (Card Number): 372765\*\*\*\*  
有效期 (Exp. Date): \*\*/\*\*  
批次号 (Batch NO.): 100920  
流水号 (Trace NO.): 003385  
查询号 (Invoice NO.): 002339  
日期时间 (Date Time): 2016-09-20 12:45:42  
参考号 (Ref. NO.): 626469035938  
授权码 (Auth. Code): 180303  
交易类型 (Tran. Type): 授权完成 (AUTH COMPLETION)  
金额 (Amount/RMB): 8419.40  
备注信息 (Note):

本人确认以上交易 同意将其记入本卡帐户。

I ACKNOWLEDGE SATISFACTORY RECEIPT OF RELATIVE GOODS/SERVICES.

持卡人签字 (CARDHOLDER SIGNATURE): \_\_\_\_\_



Transaction Details Prepared for  
Thella F Bowens  
Account Number  
XXXX-XXXXXX-XXXX

DATE	DESCRIPTION	AMOUNT
SEP20 2016	FOUR SEASONS HOTEL BEIJING BEIJING CHI - BEIJING, BE	\$1,262.22
Doing business as: FOUR SEASONS HOTEL BEIJING 48 LIANGMAQIAO RD CHAOYANG DIST BEIJING 100125 CHINA		
Foreign Spend Amount: 8,419.40 China Yuan Renminbs		
Additional Information: 48 LIANGMAQIAO RD BEIJIN		
Reference: 320162650481546518		
Category: Travel - Lodging		

\$1 = 6.67631 CNY

**RECEIPTS FOR AIRLINE MEETINGS  
CHINA  
SEPTEMBER 18-22 - THELLA F. BOWENS**

9/18 - 9/19/16

Four Seasons Hotel Beij  
MID

1030 T1733 2

22/3  
1253  
18SEP'16 19:25

Burrata Salad 208  
Burrata Salad  
Short Rib 248.00  
Short Rib

Food 456.00  
15% Surcharge 68.40  
16 Total Due  
524.40

DINNER  
9/18

GRATUITY 6.00

TOTAL 530.40

ROOM #

PRINT NAME

SIGNATURE

\$79.52

== Home Plate ==  
本垒美式烤肉

1012 Sky110

Tbl 63/5 Chk 1680 Gst 1  
19Sep'16 18:45

Eat In  
1 Diet Coke 12.00  
德怡  
1 KC Spare Ribs-L 228.00  
堪萨斯猪排大  
Ranch Beans  
德克萨斯豆  
French Fries  
自制薯条  
Skillet corn  
铁锅玉米饼

19:43 Total Due 240.00

地址: 北京朝阳区工体北路4号  
北京机电院10号  
400 096 7670  
www.homeplatebbq.com

DINNER 9/19  
\$35.97

根D



111001681007  
42835316

单位 0033  
Company  
电话 65019316  
Tel  
车号 京 BK6679  
Taxi No.  
证号 140057  
Certificate No.

日期 2016-09-19  
Date  
日期 20:30-20:38  
Time  
单价 2.30元  
Price per km  
里程 2.6km  
Distance  
等候 00:03:38  
Waiting time  
状态 0  
State  
金额 14.20元  
Fare  
附加费 0.00元  
Fuel oil surcharge  
预约用车服务费 0.00元  
Call service surcharge  
空驶费 14.00元  
Token  
Course No.

TAXI  
9/19  
\$2.13

CASH RATE  
\$1 = 6.67210 CNY

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EN



## Currency Converter

[Currency Converter](#) | 
 [Historical Exchange Rates](#) (/currency/historical-rates/) | 
 [Live Exchange Rates](#) (/currency/live-exchange-rates/) | 
 [International Money Transfer](#) (/currency/converter/international-money-transfer/) | 
 [Print](#)

Currency I Have:

AMOUNT:  I have this much to exchange

Currency I Want:

AMOUNT:  I want to buy something at this price

INTERBANK +/-  DATE:  [HELP](#) (/help/how-to-use-currency-converter/)  
 Looking for International Transfer? Try World First (/currency/converter/international-money-transfer/)

[Rate Details](#) | [Traveler's Cheatsheet](#)

### USD/CNY Details

USD/CNY for the 24-hour period ending Sunday, Sep 19, 2016 22:00 UTC @ +/- 0%

Selling 1.00000 USD you get 6.67210 CNY  
 Buying 1.00000 USD you pay 6.67428 CNY

#### Rate Details

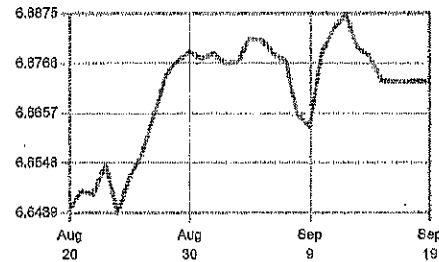
USD/CNY for the 24-hour period ending Sunday, Sep 18, 2016 22:00 UTC

	Bid	Ask
	Sell 1 USD	Buy 1 USD
MIN	6.66340	6.67280
AVG	6.67210	6.67428
MAX	6.72950	6.73130

These values represent the daily average of the Bid and Ask rates OANDA receives from many data sources.

#### Recent Trends

USD/CNY average daily bid prices



30 days | 
  60 days | 
  90 days

[INTERACTIVE GRAPH](#) (/currency/historical-rates/?view=graph)

### Currency Converter

OANDA's currency calculator tools use OANDA Rates™, the touchstone foreign exchange rates compiled from leading market data contributors. Our rates are trusted and used by major corporations, tax authorities, auditing firms, and individuals around the world.

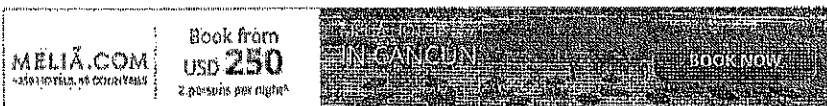
Access currency exchange rates back to January, 1980:

- Type currency names, 3-letter ISO currency symbols, or country names to select your currency. Convert world currencies, precious metals, or obsolete currencies, which are marked with an asterisk (\*).
- Choose a percentage from the interbank rate list to better approximate the tourist exchange rates actually charged by your financial institution. [\(Find out more about interbank rates. \(/help/how-to-read-currency-conversion-results/#lowDelChoice\)\)](#)

[Looking for the old fxConverter? \(/currency/classic-converter\)](#)

#### TRY ALSO...

- [Mobile Currency Apps](#) (/mobile/?src=contentrightnav)
- [Exchange Rate Feed/API](#) (/rates/currency-data/currency-feed.xml?src=contentrightnav)
- [Embeddable Converter Widget](#) (/currency/currency-converter-widget)
- [International Money Transfer](#) (/currency/international-money-transfer/)



Trading FX and/or CFDs on margin is high risk and not suitable for everyone. Losses can exceed investment.

# THE WESTIN

XIAMEN

厦门威斯汀酒店

Guest Name : Mrs. Thella Bowens  
 Membership : ~~XXXXXXXXXX~~  
 Email : TBOWENS@SAN.ORG  
 Postal Address : PO BOX 82776 SAN DIEGO CA

Room No : 3718  
 Arrival Date : 09/20/16 19:58  
 Departure Date : 09/21/16  
 Conf No. : 141869054  
 Folio No. : 411868  
 Cashier No. : RENACAI  
 Printed Date : 09/21/16  
 Page(s) : 1 of 1

Company Name :  
 Travel Ager :

Please join with our Starwood Preferred Guest, your points for this stay will be credited shortly. INFORMATION INVOICE

Date	Description	Reference	Charges	Credit
09/20/16	All Day Dining	Room# 3718 : CHECK# 116147 (61177)	<u>U.S.</u> \$55.01	367.00 - REC. ATT. <u>CNY</u>
09/20/16	Accommodation	(NA Pkg. Trx)		1,200.00
09/20/16	*Room Charge - Svc Charge	(Add: 10%.(B))	\$209.74	120.00
09/20/16	Room VAT 6%	(Add: 6%.(S1))		79.20
09/21/16	American Express			1,766.20
Total			1,766.20	1,766.20

BALANCE 0.00 CNY

Net Amount 1,666.23  
 Room Charge VAT - 6% 79.20  
 F&B - VAT 6% 20.77

Signature \_\_\_\_\_

Claim invoice before month end.

If your bill is to be charged to any approved credit card, the signature above is deemed to have been made on the applicable credit card voucher. I agree that my liability for this bill is not waived and agree to be held personally liable in the event that the indicated person company or association fails to pay for any part to the full amount of the charges.

Merchant ID:  
 Transaction ID: 321122  
 Approval Code: 000038  
 Approval Amount: 1766.20

Credit Card #: XXXXXXXXXX ~~XXXX~~  
 Credit Card Expiry: XX/XX  
 Capture Method: Manual  
 Transaction Amount: 1766.20

HOTEL - \$209.74  
 Food - \$55.01  
 \$264.75

厦门威斯汀酒店  
 中国福建省厦门市思明区仙岳路 396 号 邮编: 361012

The Westin Xiamen Hotel  
 No.396 Xianyue Road, Siming District, Xiamen City, Fujian Province, China, 361012  
 T: 86.592.337 8888 F: 86.592.337 8889  
 westin.xiamen@westin.com





**RECEIPTS FOR AIRLINE MEETINGS  
CHINA  
SEPTEMBER 18-22 - THELLA F. BOWENS**

厦门威斯汀酒店  
The Westin Xiamen  
知味 Seasonal Tastes  
福建厦门思明区仙岳路398号  
No. 398 Xianyue Road, Siming  
电话 Tel: 0592-3378888  
传真 Fax: 0592-3378889

DINNER  
9/20  
\$55.01

台号 TABLE: 21A

日期Date: 20-09-16 时间Time: 20:27  
员工Staff: Neon Wan 人数Cover: 1

Print: 1 Check#: 116147

1	自助晚餐	318.00
	dinner buffet	
1	依云矿泉水/330ml	40.00
	Evian/330ml	
	食品合计	318.00
	食品折扣 Disc:	47.70
	酒水合计	40.00
	小计 Sub-Total	358.00
	SPG 食品八五折	-47.70
	服务费 10% S.C.	35.93
	6% VAT	20.77
	增值税小计	20.77
21:24	总计	<b>367.00</b>

A444505369

可获SPG积分:	114
SPG Point:	114
SPG积分兑换:	4369
SPG Redemption:	4369

小 费

TIPS

房号/帐号

ROOM/ACC. : 3718

正楷签名

PRINT NAME: THELLA BOWENS

扫描符

SIGNATURE: Thella Bowens

DM / B / CR / SR / TRA

MEL / LON / SF / TSN



Transaction Details Prepared for  
**Thella F Bowens**  
Account Number  
XXXX-XXXXXX-XXXX

DATE	DESCRIPTION	AMOUNT
SEP21 2016	WESTIN XIAMEN CHINA - XIAMEN, FU	\$264.75
Doing business as:		
<b>WESTIN XIAMEN</b>		
396-398 XIANYUE RD		
SIMING		
XIAMEN		
361012		
CHINA		
Foreign Spend Amount: 1,766.20 China Yuan Renminbs		
Additional Information: 396-398 XIANYUE RD SIMIN		
Reference: 320162660496041454		
Category: Travel - Lodging		

\$1 = 6.67119

**RECEIPTS FOR AIRLINE MEETINGS  
CHINA  
SEPTEMBER 18-22 - THELLA F. BOWENS**

9/20/16

欢迎光临好邻居机场分店  
 日期: 2016-09-20 单号: 1010526  
 机型: 101 收银员: 80601  
 编号: 数量 金额

1 > 景田百岁山矿泉水570ml*_R	1	4.00
2 > 亨源兹黑胡椒味木薯片150g(J)*	1	22.00
3 > 私家铺子腰果100g_Hi*_R	1	19.50
2031460		
合计件数: 3	合计折额:	0.00
实收金额:		45.50
头: 现金		100.00
找零: 现金		54.50

打印: 2016-09-20 14:59:13 谢谢惠顾!

SNACK  
9/20/16  
\$6.80

CASH RATE

\$1 = 6.68310 CNY

BAG FEE  
9/20  
\$50.67



持卡人存根 CARDHOLDER COPY

商户名称(MERCHANT NAME):  
 南航地面服务有限公司  
 NANHANGDIMAINFUWUYOUXIANG  
 商户号(MERCHANT\_ID):  
**104110045115688**  
 终端号(TER\_ID): **11817739**  
 卡别(CARD TYPE): 美运卡  
 CARD NO:  
 \*\*\*\*\* C  
 有效期(EXP DATE): 2021/01  
 交易类型(TRANS TYPE):  
 消费(SALE)  
 批次号(BATCH NO): **000061**  
 票据号(INVOICE NO): **001424**  
 流水号(TRACE NO): **002323**  
 日期时间(DATE TIME):  
**2016/09/20 14:11:43**  
 授权码(AUTH NO): **835904**  
 参考号(REF): **626486480755**  
 金额(AMT): RMB **338.00**  
 操作员号(OPER\_NO): **001**  
 备注/REFERENCE  
 AID: A000000025010801  
 APPLAB: AMERICAN EXPRESS  
 TC: A6C4F2389E2DDF28  
 TVR: 0000000000  
 TSI: F800 ATC: 0040

温馨提示: 本次交易以芯片方式完成  
 持卡人姓名 CARDHOLDER SIGNATURE:

*Bagfee*

本人和/或以上交易, 同意将其计入本  
 卡账户

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EN



## Currency Converter

Currency Converter [Historical Exchange Rates](#) [Live Exchange Rates](#) [International Money Transfer](#)

Currency I Have:

US Dollar USD

AMOUNT: I have this much to exchange

1

Currency I Want:

Chinese Yuan Renminbi CNY

AMOUNT: I want to buy something at this price

6.68310

INTERBANK +/- 0%

DATE: Sep 20, 2016

HELP [\(/help/how-to-use-currency-converter\)](#)

Looking for International Transfer? [Try World First](#) [\(currency/converter/international-money-transfer\)](#)

Rate Details [Traveler's Cheatsheet](#)

### USD/CNY Details

USD/CNY for the 24-hour period ending Monday, Sep 19, 2016 22:00 UTC @ +/- 0%

Selling 1.00000 USD you get 6.68310 CNY

Buying 1.00000 USD you pay 6.68489 CNY

### Rate Details

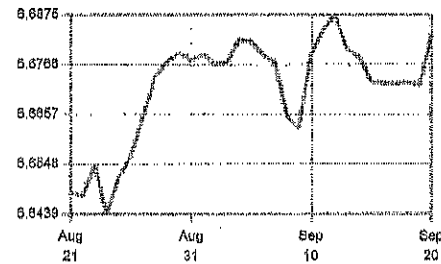
USD/CNY for the 24-hour period ending Monday, Sep 19, 2016 22:00 UTC

	Bid	Ask
	Sell 1 USD	Buy 1 USD
MIN	6.65850	6.66430
AVG	6.68310	6.68489
MAX	6.73180	6.73300

These values represent the daily average of the Bid and Ask rates OANDA receives from many data sources.

### Recent Trends

USD/CNY average daily bid prices



30 days 60 days 90 days

INTERACTIVE GRAPH [\(currency/historical-rates/?view=graph\)](#)

### TRY ALSO...

- [Mobile Currency Apps](#) [\(/mobile/?procont=rightnav\)](#)
- [Exchange Rate Feed/API](#) [\(/rates/currency-data/currency-feed.xml?procont=rightnav\)](#)
- [Embeddable Converter Widget](#) [\(/currency/currency-converter-widget/international-money-transfer\)](#)
- [International Money Transfer](#) [\(/currency/international-money-transfer\)](#)

Purchase a solar system and receive \$1000 cash back

### Currency Converter

OANDA's currency calculator tools use OANDA Rates™, the touchstone foreign exchange rates compiled from leading market data contributors. Our rates are trusted and used by major corporations, tax authorities, auditing firms, and individuals around the world.

Access currency exchange rates back to January, 1990:

- Type currency names, 3-letter ISO currency symbols, or country names to select your currency. Convert world currencies, precious metals, or obsolete currencies, which are marked with an asterisk (\*).
- Choose a percentage from the Interbank rate list to better approximate the tourist exchange rates actually charged by your financial institution. [\(Find out more about Interbank rates. \(/help/how-to-read-currency-conversion-results#HowDoIChoose\)\)](#)

Looking for the old fxConverter? [\(/currency/classic-converter\)](#)

## 13.2% 2016 Annuity Return

True Investor Returns with no Risk. Find out how with our Free Report Go to [advisorworld.com/CompareAnnuities](http://advisorworld.com/CompareAnnuities)

Trading FX and/or CFDs on margin is high risk and not suitable for everyone. Losses can exceed investment.



Transaction Details Prepared for  
Thella F Bowens  
Account Number  
XXXX-XXXXXX-XXXX

DATE	DESCRIPTION	AMOUNT
SEP202016	SOUTH AIRLINE GROUND SVCS LTD BJ CHINA - BEIJING, CH	\$50.67
Doing business as:		
<b>SOUTH AIRLINE GROUND SVCS LTD BJ</b>		
R305 A BLDG NO1 QIANER STREET		
SHUNYI DIST		
BEIJING		
100000		
CHINA		
Foreign Spend Amount: 338.00 China Yuan Renminbs		
<i>BAG FEE</i>		
Additional Information: R305 A BLDG NO1 QIANER ST		
Reference: 320162650481546519		
Category: Other - Miscellaneous		



  
**Hilton**  
 GUANGZHOU BAIYUN  
 广州白云万达希尔顿酒店

MS THELLA BOWENS  
  
 SAN DIEGO COUNTY REG AIRPORT A  
 P.O. BOX 82776  
 SAN DIEGO, CA 92138-2776  
 UNITED STATES OF AMERICA

Room Number 940 /K1E  
 Arrival Date 21/09/2016 19:02:00  
 Departure Date 23/09/2016  
 Adults/Children 1/0  
 Room Rate 1,444.00 CNY  
 Rate Plan PGSRN1  
 Frequent Flyer [REDACTED]  
 Honors [REDACTED]  
 Folio No./Check No. 344029 A

\*\*\*\*INFORMATION BILL\*\*\*\*  
 Confirmation Number 3277294808

HILTON GUANGZHOU BAIYUN 22/09/2016 19:29:00

Date	Transaction Description	Cashier ID	Transaction ID	Debit	Credit	Balance
21/09/2016	JAM #6015	LINTR	1898465	48.00		48.00
21/09/2016	SENSE #1685	LINTR	1898466	181.70		181.70
21/09/2016	GUEST ROOM	HUWA	1899021	1,444.00		
21/09/2016	ROOM SURCHARGE	HUWA	1899021	144.40		
21/09/2016	ROOM VAT 6%	HUWA	1899021	95.30		
22/09/2016	Day Use	ALPE	1899436	1,444.00		
22/09/2016	ROOM SURCHARGE	ALPE	1899436	144.40		
22/09/2016	ROOM VAT 6%	ALPE	1899436	95.30		
						3,597.10

*Handwritten notes:*  
 U.S. \$ 7.20  
 \$ 27.24  
 \$ 252.47  
 \$ 252.47  
 - RECEIPT ATT 48.00  
 - RECEIPT ATT 181.70  
 1,683.70  
 1,683.70  
 CNY

	TOTAL EXCL. VAT	VAT	TOTAL
VAT 6%	3,176.80	190.60	3,367.40
VAT 11%	0.00	0.00	0.00
F&B VAT 6%	171.42	10.28	181.70
VAT 11%	0.00	0.00	0.00
VAT 17%	41.02	6.98	48.00
MISC VAT 6%	0.00	0.00	0.00
MISC VAT 11%	0.00	0.00	0.00
MISC VAT 17%	0.00	0.00	0.00
NON TAXABLE AMOUNT	0.00	0.00	0.00
TOTAL INVOICE	3,100.44	496.66	3,597.10

Guest Signature \_\_\_\_\_

Hilton HHonors (®) stays are posted within 72 hours of checkout. To check your earnings or book your next stay at more than 3,900 hotels and resorts in 91 countries, please visit HHonors.com

C.C. RATE = \$1 = 6.66895 CNY

HOTEL - \$ 504.94  
 FOOD - \$ 34.44  
 \$ 539.38

Page:1


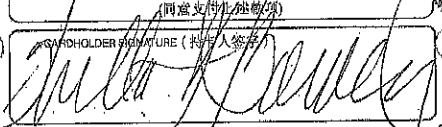


广州白云万达希尔顿酒店  
 HILTON GUANGZHOU BAIYUN

中国广州市白云区云城东路515-517号 邮编: 510400  
 515-517 Yuncheng Dong Road | Baiyun District | Guangzhou | PRC 510400  
 电话 T: +86 20 6660 0666 | 传真 F: +86 20 6667 8080 | 电邮 E: guangzhoubaiyun.reservations@hilton.com

**RECEIPTS FOR AIRLINE MEETINGS  
CHINA  
SEPTEMBER 18-22 - THELLA F. BOWENS**

*HOTEL BILL  
9/21-9/22/16*

 <b>中國銀行</b> BANK OF CHINA	
MERCHANT 特約商戶名稱  <b>廣州萬達希爾頓酒店</b> HILTON BAIYUN GUANGZHOU	
TERMINAL ID. 終端號 MERCHANT NO. 特約商戶編號	44001174  10444012011265
CARD TYPE/NUMBER 卡別/卡號 <b>美運卡</b>	
TRANS. TYPE 交易類別 BATCH NO. 批號 DATE/TIME 日期/時間 REF. NO. 序號	完成 COMPLETE 100922 2016/09/22 19:31:27 626699935026 001
EXP. DATE 有效期 TRACE NO. 批號 AUTH. CODE 授權號	C 21/01 516268 892055
RMB¥ 金額 <b>3597.10</b>	
I ACKNOWLEDGE SATISFACTORY RECEIPT OF RELATIVE GOODS/SERVICES. (同當支取/此收條)	
CARDHOLDER SIGNATURE (持卡人簽名) 	
持卡人存根      CARDHOLDER COPY	

**RECEIPTS FOR AIRLINE MEETINGS  
CHINA  
SEPTEMBER 18-22 - THELLA F. BOWENS**

9/21/16

Hilton Guangzhou Baiyun  
Services

1002 Benson Yan 6

---

DATE: 21SEP 16 19:53

---

1 依云水	40.00
1 Evian	
1 牛肉汉堡	118.00
1 Beef Burger	
<b>SUBTOTAL</b>	<b>158.00</b>
15% Surcharge	23.70
<b>21:17 TOTAL DUE</b>	<b>181.70</b>

房号: \_\_\_\_\_  
ROOM NO. \_\_\_\_\_  
姓名: \_\_\_\_\_  
NAME \_\_\_\_\_  
签名: \_\_\_\_\_  
SIGNATURE \_\_\_\_\_

Please keep the original copy for your reference, there will be no additional copies that will be provided upon check out.

Hilton Guangzhou Baiyun  
JAM

1023 Charlene Yang 2

---

DATE: 21SEP 16 20:57

---

1 哈根达斯雪糕	48.00
1 Haagen dars	
<b>21:17 TOTAL DUE</b>	<b>48.00</b>

房号: \_\_\_\_\_  
ROOM NO. \_\_\_\_\_  
姓名: \_\_\_\_\_  
NAME \_\_\_\_\_  
签名: \_\_\_\_\_  
SIGNATURE \_\_\_\_\_

Please keep the original copy for your reference, there will be no additional copies that will be provided upon check out.

\$ 7.20

DINNER  
\$ 27.24

C.C. RATE \$1 = 6.66895 CNY

TOTAL \$ 36.44



Transaction Details Prepared for  
**Thelia F Bowens**  
Account Number  
XXXX-XXXXXX-XXXX

DATE	DESCRIPTION	AMOUNT
SEP22 2016	WANDA HILTON HOTEL GUANGZHOU - GUANGZHOU, GU	\$539.38
Doing business as: <b>WANDA HILTON HOTEL GUANGZHOU</b> 515-517 YUNCHENG DONG RD BAIYUN GUANGZHOU 510000 CHINA  Foreign Spend Amount: 3,597.10 China Yuan Renminbs Additional Information: 515-517 YUNCHENG DONG RD Reference: 320162670510088025 Category: Travel - Lodging		

$\$ 1 = 6.66895 \text{ CNY}$

## Ayers Kim

---

**From:** Michelle Barre <MBarre@aci.aero>  
**Sent:** Monday, May 02, 2016 10:30 AM  
**Subject:** ACI World meetings on September 2016 in Montreal

Dear Board Members,

Please note the date and time of the following meetings:

- ACI-Fund Council meeting on Saturday 24 September from 08:00 to 08:30
- Audit Committee meeting on Saturday 24 September from 12:30 to 13:30
- ACI World Honorary Member Nominating Committee meeting on Saturday 24 September from 13:30 to 14:00
- Executive Committee meeting on Saturday 24 September from 15:30 to 16:00
- Joint ACI-NA/World Board dinner on Saturday 24 September from 18:30 to 21:30
- WGB meeting on Sunday 25 September from 09:00 to 15:30
- ACI World Annual General Assembly on Tuesday 27 September from 11:00 to 12:30

The Conference will take place on 26-27 September.

All the meetings listed above will take place at the Convention center located 1001 Place Jean-Paul-Riopelle Montréal, QC H2Z 1H5.

Registration is now open for the 2016 ACI-NA/World Annual Conference/World Annual General Assembly.

[http://news.aci-na.org/mpower/showHtml.do?ac=acina&id=ab3rp4k\\_62d4d5d1](http://news.aci-na.org/mpower/showHtml.do?ac=acina&id=ab3rp4k_62d4d5d1)

**Please use the links below to book a hotel by August 26<sup>th</sup>** to take advantage of ACI-NA rates. Rooms will sell out quickly so book today!

- [Embassy Suites Montreal](#)
- [Hyatt Regency Montreal](#)
- [InterContinental Montreal](#)
- [Westin Montréal](#)

For visa information please go to the address below:

<http://annual.aci-na.org/?q=passport-info>

Kind regards,

Michelle

Ms. Michelle Barré  
Corporate Secretary  
ACI World  
800 rue du Square Victoria

Suite 1810, PO Box 302  
Montréal, Québec H4Z 1G8  
Canada  
Tel: +1 514 373 1204  
Fax: +1 514 373 1201  
E-mail: [mbarre@aci.aero](mailto:mbarre@aci.aero)  
Website: [www.aci.aero](http://www.aci.aero)



As of January 2016, ACI serves 592 members operating 1,853 airports in 173 countries. ACI is a non-profit organization whose prime purpose is to advance the interests of airports and to promote professional excellence in airport management and operations. According to preliminary statistics, in 2015 airports worldwide welcomed 7.1 billion arriving and departing passengers and handled 105 million metric tonnes of cargo and 86 million aircraft movements.

Get the facts about aviation and the environment at [www.enviro.aero](http://www.enviro.aero), and please consider the environment before printing this email.



Le WestIn Montreal  
 270 St. Antoine Ouest  
 Montreal, PQ H2Y 0A3  
 Canada  
 Tel: 514-380-3333 Fax: 514-380-3332



Thella Bowens

Page No : 1  
 Client No : 591141  
 Folio ID : A  
 Arrivee : 23-SEP-16 11:37  
 Depart : 27-SEP-16  
 No de Client : 1  
 Chambre No : 1132  
 Carte Club : SPG - Axxxxxx

Taxe ID : TPS824621544TVQ1211177698

Le WestIn Montreal SEP-27-2016 03:01 9999

Day	Reference	Description	Rate	Tax	Total	U.S.
23-SEP-16	DEPOSIT	Deposit-VI-4742				
23-SEP-16	10991260	Service Chambre Nourriture	22.00			
23-SEP-16	10991260	Service Chambres Pourboires	3.75			
23-SEP-16	10991260	Frais De Livraison	3.00			
23-SEP-16	10991260	TPS / GST 5%	1.44			
23-SEP-16	10991260	TVQ /QST 9.975%	2.86			
					33.05	\$25.11
						RECEIPT ATT.
23-SEP-16	RT1132	Chambre/ Room Charge	259.00			
23-SEP-16	RT1132	Taxe Hebergement/ Lodging Tax	9.07			
23-SEP-16	RT1132	TPS/GST 5%	13.40			
23-SEP-16	RT1132	TVQ/QST 9.975%	26.74			
					308.21	\$234.20
24-SEP-16	4992662	Gazette Restaurant Nourriture	17.75			
24-SEP-16	4992662	Gazette Restaurant Pourboire	3.60			
24-SEP-16	4992662	TPS / GST 5%	0.89			
24-SEP-16	4992662	TVQ /QST 9.975%	1.77			
					24.01	\$18.24
						RECEIPT ATT.
24-SEP-16	1132	Buanderie / Laundry	35.00			
24-SEP-16	1132	TPS / GST 5%	1.75			
24-SEP-16	1132	TVQ /QST 9.975%	3.49			
					40.24	\$30.59
24-SEP-16	RT1132	Chambre/ Room Charge	259.00			
24-SEP-16	RT1132	Taxe Hebergement/ Lodging Tax	9.07			

Suite page suivante

C.C RATE \$1 = \$1.31600 CAN

HOTEL - \$702.60

FOOD - 43.35

LAUNDRY - 30.59

\$776.54

Le Westin Montreal  
 270 St. Antoine Ouest  
 Montreal, PQ H3Y 0A3  
 Canada  
 Tel: 514-380-3333 Fax: 514-380-3332

# WESTIN®

HOTELS & RESORTS

Thella Bowens

Page No : 2  
 Client No : 591141  
 Folio ID : A  
 Arrivee : 23-SEP-16 11:37  
 Depart : 27-SEP-16  
 No de Client : 1  
 Chambre No : 1132  
 Carte Club : SPG - Axxxxxxx

1st Pg

Rate Code	Description	Amount (CAD)	Amount (USD)
24-SEP-16 RT1132	TPS/GST 5%	13.40	
24-SEP-16 RT1132	TVQ/QST 9.975%	26.74	
25-SEP-16 RT1132	Chambre/ Room Charge	259.00	
25-SEP-16 RT1132	Taxe Hebergement/ Lodging Tax	9.07	
25-SEP-16 RT1132	TPS/GST 5%	13.40	
25-SEP-16 RT1132	TVQ/QST 9.975%	26.74	
26-SEP-16 RT1132	Chambre/ Room Charge	259.00	
26-SEP-16 RT1132	Taxe Hebergement/ Lodging Tax	9.07	
26-SEP-16 RT1132	TPS/GST 5%	13.40	
26-SEP-16 RT1132	TVQ/QST 9.975%	26.74	
SEP-27-2016 AX	American Express		-1021.93
	** Total	1330.14	-1330.14
	*** Solde	0.00	

*Handwritten notes:*  
 CAD }  
 308.21 }  
 U.S }  
 \$234.20 }  
 308.21 }  
 \$234.20 }  
 308.21 }  
 \$234.20 }  
 = \$776.54  
 = \$1,010.74

Suite page suivante

Le Westin Montreal  
270 St. Antoine Ouest  
Montreal, PQ H2Y 0A3  
Canada  
Tel; 514-380-3333 Fax: 514-380-3332



Thella Bowens

Page No : 3  
Client No : 591141  
Folio ID : A  
Arrivee : 23-SEP-16 11:37  
Depart : 27-SEP-16  
No de Client : 1  
Chambre No : 1132  
Carte Club : SPG - Axxxxxx

GST Summary:

Montant (CAD)

GST Room	53.60
GST Food and Bev	2.33
GST Telephone	0.00
GST Other	1.75
GST Total Revenue	57.68

KIDS EAT WELL AT WESTIN - Discover kids' meals that are as delicious as they are nutritious with the Westin Eat Well Menu for Kids, developed with Superchefs(TM) to make kids and parents happy. Learn more at [westin.com/eatwell](http://westin.com/eatwell)

Tell us about your stay. [www.westin.com/reviews](http://www.westin.com/reviews)

REPORT DATE:09-23-2016

Internal Tracking Number ( 1099126)

Table: 1132  
Dining Room: RS 11-15  
Guests: 1  
Started By :ALI HARID 20:19  
Closed By :ALI HARID 20:40

Action Item Name	Qty	Amount	Change Price/Remove Tax Comps/Voids/Discounts Reason/Authorization
Sale: FRAIS LIVRAISON	1	\$3.00	
Sale: ASSIETTE DE FROMAGES		\$12.00	
Sale: MELANGE DE BAIES	1	\$10.00	
Sale: VERRE EAU	1	\$0.00	
Sale: ?CLAVIER with Ice	1	\$0.00	

DINNER 9/23

Payment Summary:	Amount	Gratuity	Add'l Tip	Total
Pymt: RM CHARGE	\$29.30	\$3.75	\$0.00	\$33.05
Tendered:	\$33.05			
[REDACTED]	)	Exp:	Token:	
Guest: Y BOWENS, THELLA				

Settlement Summary:

SubTotal	\$25.00
Tax:	\$2.49
Tax2:	\$1.25
Gratuity Tax:	\$0.56
Tip	\$0.00
Auto Gratuity:	\$3.75
Total	\$33.05

REPORT DATE:09-24-2016

Internal Tracking Number ( 499266.2)

Table: 14  
Dining Room: GAZETTE  
Guests: 1  
Started By :BARBARA DESCAMPS 12:24  
Closed By :BARBARA DESCAMPS 13:05

Action Item Name	Qty	Amount	Change Price/Remove Tax Comps/Voids/Discounts Reason/Authorization
Sale: 2 OEUFs BIO	1	\$13.00	
Sale: BROUILLES	1	\$0.00	
Sale: BACON	1	\$0.00	
Sale: PAS DE ROTIE	1	\$0.00	
Sale: ?CLAVIER CHEDDAR DANS	1	\$0.00	
Sale: ?CLAVIER LESOEUFs	1	\$0.00	
Sale: CAFE	1	\$4.75	

BREAKFAST 9/24

Payment Summary:	Amount	Gratuity	Add'l Tip	Total
Pymt: RM CHARGE	\$20.41	\$0.00	\$3.60	\$24.01
Tendered:	\$24.01			
Card #: (1132 )		Exp:	Token:	
Guest: Y BOWENS, THELLA				

Settlement Summary:

SubTotal	\$17.75
Tax:	\$1.77
Tax2:	\$0.89
Tip	\$3.60
Auto Gratuity:	\$0.00
Total	\$24.01

# POUR VOTRE LESSIVE

# FOR YOUR LAUNDRY

08919

Nom en caractères imprimés  
Print Name

Chambre  
Room

Date  
Date

*THEIA BOWENS*

*1132*

*09-24-16*

## Service de blanchisserie/Laundry

## Nettoyage à sec/Dry Cleaning

QTÉE QTY	VÊTEMENTS POUR HOMMES MENSWEAR	TARIF RATE	MONTANT AMOUNT
	Chemise de soirée / Dress shirt	10.00	
	Caleçons / Undershorts	5.00	
	Camisole / Undershirt	5.00	
	Chaussettes (paire) / Socks (pair)	4.00	
	Tee-shirt / Tee shirt	6.00	
	Polo/chemise de golf / Polo/Golf shirt	9.00	
	Pantalons/Jeans / Pants/Jeans	11.00	
	Shorts / Shorts	7.00	
	Pyjamas / Pajamas	10.00	
	Autre / Other		
	VÊTEMENTS POUR DAMES WOMEN'S WEAR		
	Chemisier / Blouse	11.00	
	Robe / Dress	23.00	
	Jupe / Skirt	11.00	
	Pantalons/Jeans / Pants/Jeans	11.00	
	Maillot de bain / Swimsuit	8.00	
	Shorts / Shorts	7.00	
	Sous-vêtement / Undergarment	5.00	
	Peignoir / Bathrobe	11.00	
	Pyjamas / Pajamas	10.00	
	Autre / Other		
	VÊTEMENTS DE SPORT ATHLETIC WEAR		
	Shorts/Pantalons / Shorts/Pants	7.00	
	Capris / Capris	8.00	
	Chemises / Shirt/Top <i>purple</i>	9.00	<i>9.00</i>
	Soutien-gorge sport / Sports bra	5.00	
	Autre / Other		
TOTAL/TOTAL			<i>40.00</i>

QTÉE QTY	VÊTEMENTS POUR HOMMES MENSWEAR	TARIF RATE	MONTANT AMOUNT
	Complet (2 pièces) / Suit (2-piece)	22.00	
	Complet (3 pièces) / Suit (3-piece)	25.00	
	Manteau/gilet sport / Sport coat/Jacket	15.00	
	Pantalons / Trousers	13.00	
	Chemise/tricot / Shirt/Knit shirt	11.00	
	Cardigan / Sweater	12.00	
	Manteau / Coat	25.00	
	Cravate / Tie	7.00	
	Shorts / Shorts	7.00	
	Veste / Vest	15.00	
	Autre / Other		
	VÊTEMENTS POUR DAMES WOMEN'S WEAR		
<i>20</i>	Pantalons / Pants	13.00	<i>26.00</i>
	Blazer / Blazer	15.00	
	Chemisier / Blouse	11.00	
	Jupe / Skirt	12.00	
	Tailleur (2 pièces) / Suit (2-piece)	22.00	
	Robe / Dress	23.00	
	Robe (2 pièces) / Dress (2-piece)	36.00	
	Cardigan / Sweater	12.00	
	Manteau / Coat	25.00	
	Poulard / Scarf	9.50	
	Shorts / Shorts	7.00	
TOTAL / TOTAL			
FRAIS DE LIVRAISON / DELIVERY CHARGE			
MONTANT PAYABLE / AMOUNT DUE			<i>26.00</i>

service \_\_\_\_\_ le même jour dépôt à 9 h et retour à 19 h

same day in by 9 am back by 7pm

\_\_\_ empesage/starch \_\_\_ aucun/none

\_\_\_ cintres/hangers \_\_\_ pliées/folded

Des frais supplémentaires peuvent s'appliquer aux tissus plissés et délicats. La responsabilité en cas de perte ou de dommages se limite à dix fois le montant exigé pour le nettoyage d'un article du même type. Nous ne sommes pas responsables des articles personnels laissés dans les poches. Les services de blanchisserie et de nettoyage à sec sont fournis par une entreprise externe conformément à la politique suivante. L'hôtel n'assume aucune responsabilité en cas de réclamations liées au traitement. Toute responsabilité incombe au fournisseur des services. Celui-ci prend le plus grand soin des articles qui lui sont confiés et utilise des produits qui, à son avis, sont les mieux appropriés pour la nature et l'état de chaque article. Néanmoins, il n'assume aucune responsabilité quant aux faiblesses ou aux défauts inhérents aux tissus qui ne sont pas bien visibles avant le traitement. En matière de nettoyage, le fournisseur ne peut garantir contre la décoloration et le rétrécissement, ou contre des dommages causés à des tissus faibles ou délicats. Prière de déclarer toute différence de décompte et de présenter le présent coupon dans les 48 heures.

Additional charges may apply for pleats and delicate fabrics. Liability in case of lost or damaged goods is limited to ten times the amount charged for laundering same. Not responsible for personal property left in pockets. Laundry and dry cleaning service is provided by an outside company who has the following laundry dry cleaning policy: The laundry/dry cleaner exercises utmost care in processing articles entrusted to it and uses products which, in their opinion, are best suited to the nature of condition of each individual article. Nevertheless, the laundry/dry cleaner cannot assume responsibility for inherent weaknesses or defects in materials that are not readily apparent prior to processing. Differences in count must be reported, and this ticket presented, within 48 hours.

le westin montréal  
270 rue, saint-antoine ouest, montréal, québec H2Y 0A3  
t 514.380.3333 westin.com/montreal

**WESTIN**  
HOTELS & RESORTS





Transaction Details Prepared for  
**Thella F Bowens**  
Account Number  
XXXX-XXXXXX-XXXX

DATE	DESCRIPTION	AMOUNT
SEP28 2016	LE WESTIN MONTREAL F/D - MONTREAL	\$776.54
Doing business as: <b>LE WESTIN MONTREAL</b> 270 RUE SAINT-ANTOINE O MONTREAL QC H2Y0A3 CANADA  Foreign Spend Amount: 1,021.93 CANADIAN DOLLAR Additional Information: 591141 514-380-3333 Reference: 320162730599921511 Category: Travel - Lodging		<b>Itinerary Details</b>  Arrival <div style="border: 1px solid black; padding: 5px; text-align: center;">09/28/16</div> Departure <div style="border: 1px solid black; padding: 5px; text-align: center;">09/28/16</div>  LODGING 514-380-3333

\$1 = 1.31600 CAN



SAN DIEGO CNTY RGNL ARPRT AUTH



U.S. BANCORP SERVICE CENTER  
P. O. Box 6343  
Fargo, ND 58125-6343

ACCOUNT NUMBER [REDACTED]  
STATEMENT DATE 08-22-16  
TOTAL ACTIVITY [REDACTED]

00003590101 SP 106481847420974 8  
KIM AYERS  
SDCRAA  
P.O. BOX 82776  
SAN DIEGO CA 92138-2776

"MEMO STATEMENT ONLY"  
DO NOT REMIT PAYMENT

We certify that all purchases listed on this statement, unless annotated to the contrary, are true, correct and for official business only. Payment is authorized.

Cardholder Kim Ayers Date 8/26/16 Approver [Signature] Date 8/25/16

POST DATE	TRAN DATE	TRANSACTION DESCRIPTION	REFERENCE NUMBER	MCC	AMOUNT
08-04	08-03	LE WESTIN MONTREAL F/D MONTREAL QC PLR ID: 513336 TAX: 48.23 (FOREIGN CURRENCY) 308.21 CAD 08/04 (RATE) 1.2742	74160776216004045022347	3513	241.89

Default Accounting Code:				
CUSTOMER SERVICE CALL  800-344-5696	ACCOUNT NUMBER [REDACTED]		ACCOUNT SUMMARY	
	STATEMENT DATE 08-22-16	DISPUTED AMOUNT \$.00	PREVIOUS BALANCE	\$ .00
SEND BILLING INQUIRIES TO:  C/O U.S. BANCORP SERVICE CENTER, INC U.S. BANK NATIONAL ASSOCIATION P.O. BOX 6335 FARGO, ND 58125-6335	AMOUNT DUE \$ 0.00 DO NOT REMIT		PURCHASES & OTHER CHARGES	[REDACTED]
			CASH ADVANCES	\$ .00
			CASH ADVANCE FEE	\$ .00
			CREDITS	\$ .00
		TOTAL ACTIVITY	[REDACTED]	

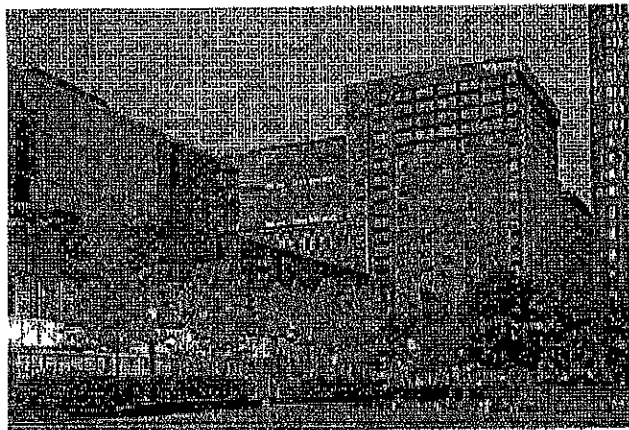
Ayers Kim

**From:** Le Westin Montreal <GCCUSTSERVICE@CONFIRM.STARWOODHOTELS.COM>  
**Sent:** Monday, August 01, 2016 1:32 PM  
**To:** Ayers Kim  
**Subject:** Rest easy. Your reservation has been confirmed (571743663).

View in browser for up to date reservation information or change languages  
English | Français | Español | Deutsch | 中文 | Italiano | Português | Русский  
한국어 | العربية | हिन्दी | 日本語 | Polski | Türkçe | Nederlands | বাংলা | हिन्दी



**LE WESTIN MONTREAL**  
270 Saint-Antoine Ouest  
Montreal, Quebec H2Y 0A3, Canada  
Phone: (1) (514) 380-3388 Fax: (1) (514) 380-3465



- [Contact Us >](#)
- [Guest Rooms >](#)
- [Features and Activities >](#)
- [Dining Options >](#)
- [Local Area >](#)
- [Driving Directions >](#)
- [Area Map >](#)
- [Meeting Space >](#)

Greetings THELLA,

Your reservation is all set -- we're excited to welcome you to Le Westin Montreal.

At Westin, we're committed to your well-being. If there's anything you need as we prepare for your arrival, don't hesitate to ask.

Stay Well,

Raymond St-Pierre  
GENERAL MANAGER

Confirmation: 571743663

STAY CONNECTED



YOUR STARWOOD PREFERRED GUEST DETAILS

Member Name: THELLA BOWENS  
SPG Number: xxxxxxxx495  
Starpoint Balance: 0

[Log In to Your Account](#)

[YOUR RESERVATION](#)

[YOUR ACCOMMODATIONS: ROOM 1 OF 1](#)

Check In 23-SEP-2016 - 3:00 PM \*  
 Check Out 27-SEP-2016 - 12:00 PM \*  
 Number of 1  
 Rooms  
 Number of 1  
 Guests

\* Indicates standard hotel check-in and check-out times and does not reflect special arrangements made with the hotel.

Please do not reply to this e-mail. It is a post-only email and responses will not be monitored. If you need to modify or cancel your reservation, please refer to the disclosure section below for additional instructions.

Guest Name THELLA BOWENS  
 Number of Adults 1  
 Number of Children 0

**Room Description**  
 Traditional Non-smoking: King Bed

- 325 sq ft/30 sq m - 385 sq ft/36 sq m
- Heavenly Bed And Shower
- Free Wi-fi And Bottled Water
- Mini-fridge
- Ipod Clock Radio
- Smoke-free

**YOUR RATE**

Rate Details  
 Acl-na / World Conf

	Avg Est Room Total per Night*	Est Total for Your Stay* 1 Room, 4 Nights
Room Rate	CAD 259.00	CAD 1,036.00

Room rate excludes the following:

Accom Taxes:	CAD	CAD
18.99 % Per Room / Per Night	49.18	196.74
<b>Estimated Total*:</b>	<b>CAD 308.19</b>	<b>CAD 1,232.74</b>

\* The displayed totals are estimates only and do not include any additional charges that may be incurred at the hotel. The actual total will be calculated by the hotel in its local currency, based on the local taxes and currency exchange rate (if applicable) in effect at the time charging occurs.

**Guarantee Rules and Cancellation Policy**  
 CAD 259.00 deposit is due on Wed, Apr 27, 2016 and will be charged to the credit card provided. If you cancel before 04:00 PM on Wednesday, 21 September 2016 there will be no forfeit amount. If you cancel after 04:00 PM on Wednesday, 21 September 2016 the forfeiture amount will be 259.00. Room taxes are included with deposits and any penalties.

Debit and Credit cards will be authorized at check-in for the amount of your stay, plus an amount to

*\$ 241.89 charged  
 on P-Card on 8/3/16*

**RECEIPTS FOR ACI-NA/ACI-WORLD CONFERENCE  
MONTREAL, QUEBEC, CANADA  
SEPTEMBER 23-27 - THELLA F. BOWENS**

9/23/16

SSP America  
**Au Bon Pain T8**  
JFK Int'l. Airport  
Terminal 8  
877-325-8777

14:58:19 L 09/23/16  
TABLE B1 STEPHANI Clients 2

Siege: 1 OF 2  
CHECK# 573-0000

122 ANNETTE

Chk 594 Sep23'16 08:28A Gst

1 Banana	1.49
1 Coffee MD	2.19
Cash	4.01
Food	1.49
NA Bev	2.19
Tax	0.33
Payment	4.01

1 SAND PORC EFFILOCHE	15.00
1 THE	3.25
1 DESSERT DU JOUR CART	5.50
1 DIVERS NOURRITURE	0.50
Nourriture	24.25

T.P.S. 1.21  
T.V.Q. 2.42

**Total 27.88**

Win a \$500 Amazon Gift Card  
Go to the website to tell us  
about your visit and enter  
our prize draw  
See website for T&C  
[www.eatonthemove.com/US](http://www.eatonthemove.com/US)

LOCATION: 6353206

Immediate Needs 1-877-325-8777

\*\*\*\*\*  
LE CARTET Resto Boutique  
106 Mc Gill Montreal H2Y 2E5  
(514)871-8887  
lecartet@videotron.ca  
\*\*\*\*\*

Suivez-nous sur  
Facebook

Merci et la prochaine

TPS 144597648 / TVQ 1201658876

TPS: 1.21 \$ TVQ: 2.42 \$

BREAKFAST  
\$4.01

RECEIPT NUMBER: 82018929-001-374-048-0

AMERICAN EXPRESS  
A000000025010801  
DDFE885C5E43F132  
0000008000-E800  
224D6B854B9FE41B

AMERICAN EXPRESS  
A000000025010801  
DDFE885C5E43F132  
0000008000-E800  
224D6B854B9FE41B

AMERICAN EXPRESS  
A000000025010801  
DDFE885C5E43F132  
0000008000-E800  
224D6B854B9FE41B

**\$33.46**

LE CARTET BOUTIQUE  
ALIMENTAIRE  
106 RUE MCGILL  
MONTREAL QC

LUNCH  
\$25.69



Transaction Details Prepared for  
Thella F Bowers  
Account Number  
XXXX-XXXXXX

DATE	DESCRIPTION	AMOUNT
SEP23 2016	LE CARTET BOUTIQUE A - MONTREAL	326.69
Doing business as:		
LE CARTET BOUTIQUE ALIMEN		
108 RUE MCGILL		
MONTREAL		
QC		
MONTREAL		
H2Y2E5		
CANADA		
Foreign Spend Amount: 33.48 Canadian Dollars		
Additional Information: 5148718887		
Reference: 320162680529237082		
Category: Restaurant - Restaurant		

LUNCH 9/23/16



**RECEIPTS FOR ACI-NA/ACI-WORLD CONFERENCE  
MONTREAL, QUEBEC, CANADA  
SEPTEMBER 23-27 - THELLA F. BOWENS**

9/25/16

**Auberge Vieux-Port  
TAVERNE GASPAR**  
89, RUE COMMUNE E 514-392-1649

TAVERNE GASPAR  
93 DE LA COMMUNE EST  
MONTREAL QC

DIM 25 SEPTEMBRE 2016  
**ADDITION #546408-1**  
TABLE #27  
CLIENT # 11

CARD \*\*\*\*\*  
CARD TYPE AMEX  
DATE 2016/09/26  
TIME 6377 22:02:17  
SERV ID 127  
CHECK # 546408  
TABLE # 27  
RECEIPT NUMBER  
CB2033402-001-001-066-0

1 FILET TRUITE \$25.00  
~~1 FILET TRUITE \$25.00~~  
SOUS-TOTAL : ~~\$25.00~~ 25.00  
T.V.Q./P.S.T. : ~~\$3.59~~ 2.90  
TAXE : ~~\$1.00~~ 1.23  
**TOTAL ~~\$41.39~~ \$28.73**

PURCHASE  
AMOUNT \$41.39  
TIP \$8.28  
TOTAL

POURB./TIPS 5.00

TOTAL \$ 33.73

**33.73 \$49.67**

#CHAMBRE/ROOM # \_\_\_\_\_

NOM/name \_\_\_\_\_

SIGNATURE \_\_\_\_\_

Heure: 21:52 1 CLIENT  
11 ADDITIONS

TPS 141436477 RT 0001  
TVQ: 1019178371 TQ 0001

VOUS AVEZ ETE SERVI  
PAR : RENAUD matin

AMERICAN EXPRESS  
A000000026010801  
786BB9668712E6D9  
000008000-EB00  
0A28243B5215BD69  
00000:

546408

=====  
TPS: 1,80 \$ TVQ: 3,59 \$  
**Total : 41,39 \$**

DINNER

\$25.68



Transaction Details Prepared for  
Thella F Bowens  
Account Number  
XXXX-XXXXXX-XXXX

DATE	DESCRIPTION	AMOUNT
SEP25 2016	TAVERNE GASPAR - MONTREAL	\$37.82
Doing business as: <b>TAVERNE GASPAR</b> 93 RUE DE LA COMMUNE EST MONTREAL QC MONTREAL H2Y1J1 CANADA		
Foreign Spend Amount: 49.67 Canadian Dollars		
Additional Information: 5148679276		
Reference: 320162710567575509		
Category: Restaurant - Restaurant		
RATE \$1 = 1.3133 CAN		

DINNER TOTAL \$25.68

**RECEIPTS FOR ACI-NA/ACI-WORLD CONFERENCE  
MONTREAL, QUEBEC, CANADA  
SEPTEMBER 23-27 - THELLA F. BOWENS**

9/27/16

LUNCH

LE WESTIN MONTREAL

LE WESTIN MONTREAL

FEDERICO S                      500160  
 Table                      20  
 Tue 9/27/2016 1:15:52 PM Client                      2  
 Num client: 2                      GAZETTE

250 ST. ANTOINE QUEST  
 MONTREAL, QC H2Y0A3  
 514-380-3333

EMP: FEDERICO S                      AMEX  
 Date 9/27/2016                      Heure 1:20:26 PM  
 Table 20                      GAZETTE  
 500160.1

1 SOUPE OIGNON                      11.00  
 1 SALADE CAPRESE                      12.00

Card Holder BOWENS,THELLA  
 Numero de c #####  
 Code Author 540841                      Ctrl: 45041

Transaction Number: 45037  
 Sous-Total                      23.00  
 TVQ/GST                      2.29  
 TPS/GST                      1.15

Montant.                      26.44  
 Pouboire                      5.00  
 Total..                      31.44

Payez ce montant SVP  
**Total 26.44**

Account:

NOURITTURE                      23.00  
 SERVICE NON INCLUS / SERVICE NOT INCLUDED

*Thank you!*

POUR LA FACTURATION A LA CHAMBRE/  
 ROOM CHARGE ONLY

X \_\_\_\_\_

\*\*\* Customer Copy \*\*\*

Service \_\_\_\_\_  
 Total \_\_\_\_\_  
 Numero Chambre/Room# \_\_\_\_\_  
 Nom/Name \_\_\_\_\_

\$23.89

SIGNATURE \_\_\_\_\_  
 TPS: 824621544 TVQ: 1211177698  
 TPS: 1.15 \$ TVQ: 2.29 \$  
**Total : 26.44 \$**



Transaction Details Prepared for  
**Thella F Bowens**  
Account Number  
XXXX-XXXXXX-XXXX

DATE	DESCRIPTION	AMOUNT
SEP27 2016	LE WESTIN MONTREAL F/B - MONTREAL	\$23.89
<p>Doing business as: <b>LE WESTIN MONTREAL</b> 270 RUE SAINT-ANTOINE O MONTREAL QC H2Y0A3 CANADA</p> <p>Foreign Spend Amount: 31.44 CANADIAN DOLLAR Additional Information: 80142 514-380-3333 514-380-3333 Reference: 320162730600154494 Category: Travel - Lodging</p>		<p><b>Transaction Details</b></p> <p>TIP \$5.00</p>

LUNCH 9/27/16

RECEIPTS FOR ACI-NA/ACI-WORLD CONFERENCE  
MONTREAL, QUEBEC, CANADA  
SEPTEMBER 23-27 - THELLA F. BOWENS

OTHER  
9/27/16



Denver Airport

1015 Jose T

-----  
Chk 1294 T Gst 0  
Sep27'16 05:50PM  
-----

Dine in	
1 US Tea/Lem. org	2.40
Cash	20.00
Subtotal	2.40
Tax	0.19
Payment	2.59
Change Due	17.41
Sales Tax	0.19

Thank you for visiting!  
[www.cintl.com/contact-us](http://www.cintl.com/contact-us)

**APRIL BOLING**



**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY  
TRAVEL EXPENSE REPORT - Board Members  
(To be completed within 30 days from travel return date)**

Board member name: April C. Boling  
 Departure Date: 9/25/2016 Return Date: 9/27/2016 Report Due: 10/27/16  
 Destination: Washington, D.C.

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.

<sup>5</sup> Business Expense Reimbursement Policy 3.30

<sup>4</sup> Travel and Lodging Expense Reimbursement Policy 3.40

	Authority Expenses (Prepaid by Athly)	Board Member Expenses							TOTALS	
		SUNDAY 9/25/16	MONDAY 9/26/16	TUESDAY 9/27/16	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY		
<b>Daily PerDiem Limitations:</b>										
**GSA Daily Hotel Rate or Conference Hotel Rate		325.00	325.00							
**GSA Daily Meals, Entertainment & Incidentals (ME&I)		69.00	69.00							
Air Fare, Railroad, Bus (attach copy of itinerary w/charges)		647.20								647.20
Conference Fees (provide copy of flyer/registration expenses)	1,800.00									0.00
Rental Car										0.00
Gas and Oil										0.00
Garage/Parking										0.00
Mileage - attach mileage form										0.00
Taxi/Shuttle Fare (include tips pd.) To/From meetings, airport, etc.		20.00	10.48	13.91						44.39
Hotel - Actual Expense Paid - Excluding Taxes		325.00	325.00							
Allowable Hotel (Lessor of Actual or GSA Allowance)		325.00	325.00	0.00	0.00	0.00	0.00	0.00		650.00
Hotel Taxes Paid		47.13	47.13							94.26
Telephone, Internet and Fax										0.00
Laundry										0.00
<b>Meals, Entertainment &amp; Incidentals (M,E&amp;I):</b>										
Meals (include tips pd.):	Breakfast			21.70						
	Lunch			25.22						
	Dinner	24.16	87.97							
	Other Meals									
Entertainment (Hospitality)										
Tips Paid to Maids, Bellhops and other hotel servers										
Taxi/Shuttle Fare (include tips pd.) To/From meal destinations										
Total Meals, Entertainment & Incidentals		24.16	87.97	46.92	0.00	0.00	0.00	0.00		
GSA Allowance for M,E&I (from above)		69.00	69.00	69.00	0.00	0.00	0.00	0.00		
Allowable M,E&I (Lessor of Actual or GSA Allowance)		24.16	69.00	46.92	0.00	0.00	0.00	0.00		140.08
Alcohol is a non-reimbursable expense										0.00
Miscellaneous: Baggage Fee										0.00
										0.00
										0.00
Total Expenses	1,800.00	1,782.49	1,170.61	60.83	0.00	0.00	0.00	0.00		1,575.93

Grand Trip Total	3,375.93
Less Cash Advance (attach copy of Authority ck)	
Less Expenses Prepaid by Authority	1,800.00
Due Traveler - If positive amount, prepare check request	
Due Authority - If negative, attach check payable to SDCRAA	1,575.93

Note: Send this report to Accounting even if the amount is \$0.

I as traveler or administrator acknowledge that I have read, understand and agree to Authority policies 3.40 - Travel and Lodging Expense Reimbursement Policy<sup>4</sup> and 3.30 - Business Expense Reimbursement Policy<sup>5</sup> 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.

Prepared By: Linda Gehlken  
 Traveler Signature: [Signature]  
 Administrator's signature: \_\_\_\_\_

Ext.: X2557  
 Date: 10/20/16  
 Date: \_\_\_\_\_

**AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE (To be completed by Clerk)**  
 I, Tony Russell, Authority Clerk hereby certify that this document was approved by the Executive Committee at it's meeting on 11/7/16  
 Clerk Signature: [Signature] Date: 11/7/16

**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: April Boling Dept: 2  
Position:  Board Member  President/CEO  Gen. Counsel  Chief Auditor  
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 7/13/16 PLANNED DATE OF DEPARTURE/RETURN: 9/25/16 / 9/28/16

**3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip-- continue on extra sheets of paper as necessary):**

Destination: Washington D.C. Purpose: Attend S.D. Regional Chamber Mission to Washington D.C.

Explanation:

**4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES**

**A. TRANSPORTATION COSTS:**

• AIRFARE	\$ 650.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ 150.00
B. LODGING	\$ 1200.00
C. MEALS	\$ 215.00
D. SEMINAR AND CONFERENCE FEES	\$ 1,300.00
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$ 50.00
<b>TOTAL PROJECTED TRAVEL EXPENSE</b>	<b>\$ 3,515.00</b>

**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: 7/13/16

**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: 7/21/16

**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.)



# MISSION TO WASHINGTON D.C.

2016  
TENTATIVE  
AGENDA

## September 25, 2016

7:00 PM - 9:00 PM

### Sunday - Welcome Reception, Sponsored by Kaiser Permanente

**Location:** Altitude Room (Roof Level), W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

## September 26, 2016

7:45 AM - 8:00 AM

### Delegation Photo

**Location:** Great Room (Lower Level), W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

8:00 AM - 9:00 AM

### Monday - Breakfast, Sponsored by SDSU

**Location:** Great Room (Lower Level), W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

#### Speakers:

- Eileen Braden, VP of Political Affairs, US Chamber
- Jack Howard, SVP of Congressional Affairs, US Chamber

9:00 AM - 9:20 AM

### Introduction to Hidden Heroes by Senator Elizabeth Dole

**Location:** W Hotel; 515 15th St NW, Washington, DC 20004

**Meeting Objectives:** Senator Elizabeth Dole makes an important announcement about San Diego's newest designation in regards to her Initiative, Hidden Heroes.

9:15 AM - 10:00 AM

### The National Security Case for TPP with Jim Arkedis

**Location:** Great Room, W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

**Meeting With:** Jim Arkedis, President, 4DPAC

**Meeting Objectives:** Jim Arkedis is the President of 4DPAC, a political action committee that supports candidates with internationalist national security platforms, and a specific focus on development. He appears regularly on CNN and MSNBC to comment on security and foreign policy, and has written for the *New York Times*, *Washington Post*, and *The Atlantic*, among others. He will share his expertise through the perspective of TPP, a major Chamber priority.

**POC:** Stefanie Benvenuto, Chamber staff

10:00 AM - 10:45 AM

### Department of Commerce

**Location:** 1401 Constitution Ave., N.W., Washington, DC 20230

**Entrance:** Enter through the main visitor's entrance on 14th street (directly across from the Ronald Reagan Building). Area under construction.

**Check-in:** Delegates will need a picture ID and will pass through metal detectors. Either Patrick or other DOC staff will escort the group to the meeting room.

**Meeting With:** John M Anderson; Geri Word, Director of the Office of North America; and SelectUSA Executive Director Vinai Thummalapally

**Meeting Objectives:**

- High Level Economic Dialogue (HLED) recent memorialization and plan to transcend Presidential Administrations for a long-term collaborative relationship between the US and Mexico; including the reestablishment of the desert rail line.
- The need to reach significant milestones for Otay Mesa East
- TPP

**POC:** Patrick J. Krissek, Mexico Desk Officer, Office of North America, 202-482-4231

10:00 AM - 10:45 AM

**U.S. Interagency Council on Homelessness**

**Location:** Cannon House Office Building, Room 122, 27 Independence Avenue SE. Washington D.C. 20003

**Meeting With:** Matthew Doherty, Executive Director of the United States Interagency Council on Homeless

**Meeting Objectives:**

- Introduction to the operation of USICH.
- Discuss Intersection of healthcare & homelessness-coordinated systems and coordinated entry.
- Urge HUD to revise the federal funding formula for homelessness prior to the end of the year.
- Highlight San Diego successes in addressing homelessness.

**POC:** Kenya Wiggins, kenya.wiggins@usich.gov

10:45 AM - 11:45 AM

**Key Education & Workforce Staffers - House Education & Workforce Committee**

**Location:** Longworth House Office Building, Room 1040, 9 Independence Ave SE, Washington, DC 20515

**Meeting With:** Eunice Ikene & Udochl Onwubiko, Labor Policy Associates

**POC:** Christine Godinez, (202) 226-2068, christine.godinez@mail.house.gov

11:00 AM - 11:45 AM

**General Services Administration**

**Location:** GSA Headquarters, 1800 F Street Rm 1408, NWWashington, DC 20405

**Entrance:** Meet Ningurm at the 1800 F St. door where she will escort the group. Photo ID required.

**\*please arrive no later than 10:45am for security clearance**

**Speaker:** Denise Turner Roth, Administrator

**Meeting Objectives:**

- General overview and update of the San Ysidro Port of Entry Modernization and Expansion
- Vision and Innovative concept of the future Otay Mesa East Port of Entry

**POC:** Ningrum W Spicer, (202) 316-8367, [purwanincrum.spicer@gsa.gov](mailto:purwanincrum.spicer@gsa.gov)

11:00 AM - 11:45 AM

**Rear Admiral Paul D. Pearigen - US Navy**

**Location:** Cannon House Office Building, Room 122, 27 Independence Avenue SE, Washington D.C. 20003

**Meeting With:** Rear Admiral Paul D. Pearigen of the US Navy. Admiral Pearigen will be assuming command of Navy Medicine West in late 2016.

**Meeting Objectives:** Introduce Adm. Pearigen to the San Diego business community, learn about his plans for Navy Medicine West and hear high-level overview of latest developments and innovation in military medicine.

11:15 AM - 11:45 AM

**Congresswoman Mimi Walters**

**Location:** Cannon House Office Building, Room 236, 27 Independence Ave SE, Washington, DC 20003

**Meeting Objectives:** Economic Development/Gig Economy

**POC:** Gabriela Sterling, (202) 225-5611, [gabriela.sterling@mail.house.gov](mailto:gabriela.sterling@mail.house.gov)

11:30 AM - 1:00 PM

**Monday - Luncheon, Sponsored by Dentons**

**Location:** Denton Offices, 1900 K St NW, Washington, DC 20006

**Lunch served at 11:30am**

**Program begins at noon**

**Speakers:** Former Congressman Bill Owens, Ron Kaufman, John Russell IV, Margeaux Plaisted

**Meeting Objectives:** Our always exciting and informative partners at Denton's bring together a panel of former elected officials, campaign strategists and legislative experts to discuss the 2016 election.

1:00 PM - 1:45 PM

**Deputy Secretary Nani Coloretti - Department of Housing & Urban Development**

**Location:** Department of Housing & Urban Development, 451 7th Street S.W., Washington, DC 20410

**Meeting With:** Nani Coloretti, Deputy Secretary

**Meeting Objectives:** Highlight the important opportunity the Department has to adopt a new federal formula for homelessness funding, as San Diego has been inadequately funded for decades. Thank the Department for their assistance in extending the Moving to Work program, and identify recent successes of the region including Housing Our Heroes, and the rehab of the Hotel Churchill.

**Meeting Lead:** Rick Gentry, San Diego Housing Commission

**POC:** Casimir Peters, [Casimir.Peters@hud.gov](mailto:Casimir.Peters@hud.gov)

1:15 PM - 1:45 PM

**Senior Advisor to the Secretary - Department of Veterans Affairs**

**Location:** U.S. Department of Veterans Affairs - Central Office, 810 Vermont Ave NW, Washington DC 20420

**Meeting With:** Matthew Collier, Senior Advisor to the Secretary

**Meeting Objectives:** Transitioning veterans and Housing & Urban Development-Veterans Affairs Supportive Housing (HUD-VASH) program

**POC:** Nickole Logan, Executive Assistant, (202) 461-1752;  
nickola.logan@va.gov  
<http://www.va.gov/homeless/hud-vash.asp>

1:30 PM - 2:15 PM

**McKinsey & Company**

**Location:** 1200 19th St, NW, Wash, DC 20036 10th floor plaza

**Meeting Objectives:** Vivian Riefberg, Senior Partner at McKinsey will discuss dynamics of the Presidential election and share information from McKinsey's Presidential Transition Initiative. Then we will break-out into the following groups.

**Speakers:**

W. Thomas Dohrmann, Senior Partner

Vivian Riefberg, Senior Partner

Jeff Berg, Partner

Kevin Neher, Partner

Drew Erdmann, Partner

Jon Spaner, Advisor on Homeland Security

Shannon Peloquin, Associate Principal

Ron Ritter, Expert Principal in Service Operations

Alex Kazaks, Expert Principal in Innovation and Technology

Martha Laboussiere, Senior Expert on Education

John Means, Partner

2:00 PM - 2:30 PM

**Key NIH/Public Health Staffer - Office of Senator Alexander (TN)**

**Location:** 104 Hart Office Building, Room 725, Washington D.C. 20002

**Meeting With:** Laura Pence

**Meeting Objectives:**

- Receive update on mental health policy
- Discuss telehealth opportunity
- Review concerns of MACRA implementation
- Discuss public health issues/concerns

**POC:** Katherine Bell, (202) 224-1409,  
Kathryn\_Bell@help.senate.gov

2:15 PM - 3:00 PM

**McKinsey & Company Break Out Sessions**

**Location:**

**Break-Out Sessions:**

- Customer Experience (includes travel and tourism)
- Capital Productivity and Infrastructure (airports, seaports, real estate, public transportation, engineering and services, and water and waste)
- Innovation and technology (as applied to the City's aspiration to build the tech economy)
- Smart Cities and Economic Development
- Healthcare
- Education



3:00 PM - 3:45 PM

**Brookings Institution - Bilateral Cities Initiative**

The Global Cities Initiative (GCI) is a joint project of the Brookings Institution and JPMorgan Chase to help U.S. and international city-regions strengthen their International economic competitiveness and connections for sustained growth and high-quality jobs.

**Location:** The Brookings Institution - 1755 Massachusetts Ave NW, Washington, DC 20036, 5th floor

**Entrance:** At entrance, check-in with security

**Speaker:** Marek Gootman, Fellow and Director, Strategic Partnerships & Global Initiatives

**POC:** Anthony will greet us in the lobby, 202-238-3113

3:00 PM - 4:30 PM

**Department of Transportation Presents the Future of Autonomous Vehicles**

**Location:** 1200 New Jersey Ave SE Washington, DC 2059

**Meeting With:** Greg Winfree, Assistant Secretary for Research and Technology, Mark Rosekind - NHTSA Administrator Egan Smith, and Kevin Dopart - Intelligent Transportation Systems - Joint Program Office

**Meeting Objectives:** The global shift to autonomous vehicles is moving at a breakneck pace but is confronted with technological, regulatory and legal complications. Representatives from the Office of the Secretary, NHTSA & FHWA will share insights in to policy trends and regulatory development both on the federal and state level. Panelists will also address whether the current federal and state funding methods and structures are driving the innovation required.

**POC:** Nate Turnbull, (202) 413-1008, NTurnbull@connect.org

3:15 PM - 3:45 PM

**Deputy Secretary Chris Lu, Department of Labor**

**Location:** Department of Labor, FPB Building, 200 Constitution Ave NW, Washington, DC 20210

**Meeting With:** Chris Lu, Deputy Secretary

**Meeting Objectives:**

- Highlight successful initiatives to address increased workforce participation in San Diego
- Discuss the Deputy Secretary's efforts to increase veteran hiring
- Address the issue of disconnected youth in San Diego

**POC:** Kwanice Jackson, (202)693-6092, jackson.kwanice@dol.gov

4:00 PM - 4:30 PM

**US Trade Representative's Office**

**Location:** EEOB 210/2121650 Pennsylvania Avenue N.W., Washington, DC 20502

**Entrance:** Check in at security checkpoint at the corner of 17th and State place, NW by 3:40 to allow time for security procedures.

**Meeting With:** Barbara Weisel, Chief Negotiator TPP

**Meeting Objectives:**

- TPP update, likelihood of passing in lame duck term
- TTIP
- Brexit

**POC:** Max Oltersdorf, (202)395-9590,  
Max\_L\_Oltersdorf@ustr.eop.gov

6:00 PM - 7:30 PM

**Monday - Reception Sponsored by Cox**

**Location:** Holeman Lounge, The National Press Club, 529 14th Street NW (13th Floor), Washington, DC 20045

8:00 PM - 10:00 PM

**No-Host Presidential Debate Viewing**

**Location:** Bar Deco, 717 6th St. NW, Washington, DC 20001

10:00 PM - 2:00 AM  
(September 27, 2016)

**Capitol Tour w/ Congressman Vargas**

**Location:** US Capitol  
Capitol Tour w/ Congressman Vargas

**September 27, 2016**

8:00 AM - 9:00 AM

**Tuesday - Breakfast**

**Location:** Great Room, W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

**Speaker:** Carlos Sada, Mexican Ambassador to the United States

9:30 AM - 10:15 AM

**Congressmembers Vargas and Issa**

**Location:** Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003

**POC:** Christina Reyes (Vargas), (202) 225-8045, [Christina.Reyes@mail.house.gov](mailto:Christina.Reyes@mail.house.gov) ; Katie Weiss (Issa), (202) 225-3906, [Katie.Weiss@mail.house.gov](mailto:Katie.Weiss@mail.house.gov)

10:30 AM - 11:00 AM

**Key Energy & Water Staffer - Office of Congressman Peters (CA-52)**

**Location:** Office of Congressman Peters, Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** K.C. Jaski, Legislative Assistant  
**POC:** K.C. Jaski, (202) 225-0508, [KC.Jaski@mail.house.gov](mailto:KC.Jaski@mail.house.gov)

10:30 AM - 11:00 AM

**Key Healthcare Staffer - Office of Senator Bill Cassidy (LA-6)**

**Location:** 703 Hart Senate Office Building, Washington D.C., 20002

**Meeting With:** Brenda Destro, Office of Senator Cassidy, Senior Public Health Policy Advisor

**Meeting Objectives:** Discussion of Precision Medicine, Mental Health, IMD Exclusion, and Telehealth.

**POC:** Jennifer Lauterbach, (202) 224-5824,  
[Jennifer\\_Lauterbach@cassidy.senate.gov](mailto:Jennifer_Lauterbach@cassidy.senate.gov)

10:30 AM - 11:30 AM

**Customs and Border Protection**

**Location:** Ronald Regan Building, 4.4A Commissioner's Large Conference Room, 1300 Pennsylvania Ave NW, Washington, DC

20004

**Entrance:** Use the 14th street entrance. Check in with the guards and call 202-344-2001 for escort.

**Meeting With:** Executive Assistant Commissioner Todd Owen

**Meeting Objectives:**

- Update on the creation of a consolidated North American Trusted Traveler Program (Nexus, SENTRI, Global Entry)
- Simplifying the addition of a new vehicle for existing SENTRI/Global Entry users by removing this requirement or significantly reducing the approval time
- Construct a rail port of entry at Tecate which includes a pre-inspection facility
- Continue to work with the region to advance planning and construction of the Otay Mesa East POE
- Update on technology improvements at ports of entry to increase efficiency
- We also continue to support business hours expansion at the Tecate POE and increased staffing at our air and sea ports.

**POC:** Danyelle McDowell

10:30 AM - 11:30 AM

**The State of San Diego's Military - Briefing by Dentons**

**Location:** W Hotel, 515 15th St NW, Washington DC 20004

**Meeting Objectives:** Hear from defense lobbying professionals about how San Diego's businesses and military installations are keeping the country safe. Will include expectations about the future of defense policy, and the businesses that contract with our major military institutions.

10:45 AM - 1:00 PM

**National Cybersecurity & Communications Integration Center**

**Location:** National Cybersecurity & Communications Integration Center, 1110 North Glebe Road, Arlington, Virginia 22201

**Meeting With:** Senior Staff

**Meeting Objectives:** The National Cybersecurity and Communications Integration Center is a 24x7 cyber situational awareness, incident response, and management center that is a national nexus of cyber and communications integration for the Federal Government, intelligence community, and law enforcement.

**Important Note:** The facility is approximately 20 minutes from the W by taxi. Due to the classified nature of the NCCIC, access is available to U.S. Citizens only (not open to Foreign Nationals). The closest metro station is the Ballston stop on the orange line. All visitors will be required to present a valid government-issued photo identification. Please allow 10 minutes to clear security. Upon clearing security, proceed to the 7th Floor for the tour and briefing.

**POC:** Nate Turnbull, Cell: (202) 413-1008,  
NTurnbull@connect.org

11:00 AM - 11:45 AM

**Deputy Secretary Victor Mendez, Department of Transportation**

**Location:** U.S. Department of Transportation (Lincoln Room- 9th Floor), 1200 New Jersey Ave SE Washington, DC 20590  
**Entrance:** The main visitor's entrance is located in the West Building, on New Jersey Avenue and M Street (next to the Starbucks). Upon entering the lobby, please proceed to the security desk and inform them that you have a meeting with the Deputy Secretary. A member of our team meet you downstairs and escort you to the meeting location. Additionally, please remember to arrive at least 10 minutes prior to your meeting to allow enough time to check-in and go through security. If you would like more information on directions to our building as well as parking or metro information please visit <https://www.transportation.gov/directions>.  
**Meeting With:** Victor Mendez, Deputy Secretary  
**POC:** Deva Tucker, 202 430 8053, Deva.Tucker@dot.gov

12:00 PM - 1:00 PM

**Tuesday - Luncheon, Sponsored by Kaiser Permanente**  
**Location:** Kaiser Permanente Center for Total Health, 700 2nd St NE, Washington, DC 20002  
**Speaker:** Jeff Roe, Founder & Principal, Axlom Strategies  
**Meeting Objectives:** Join us to hear from Jeff Roe, the former campaign manager for Senator Ted Cruz's 2016 Presidential race. Roe is the Founder and Principal of Axlom Strategies, one of the fastest growing firms in Washington, DC. He'll provide a unique insight into the Republican Primary of 2016 and an exciting look ahead to November.

1:15 PM - 1:45 PM

**Key Small Business & Jobs Staffer - Office of Congressman Issa**  
**Location:** Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003  
**Meeting With:** Legal Fellow and 1st Lt J. Michael O'Neill, USMC  
**POC:** Michael O'Neill, (202) 713-7328, michael.oneill@mail.house.gov

2:00 PM - 2:30 PM

**Congress Members Peters, Davis & Hunter**  
**Location:** Cannon House Office Building, Room TBD, 27 Independence Ave SE, Washington, DC 20003  
**Meeting With:** Rep. Peters, Rep. Davis & Rep. Hunter  
**POC:** Baillee Brown (Peters), Cynthia Patton (Davis); Liz Argo (Hunter)

2:00 PM - 3:00 PM

**Department of State**  
**Location/Entrance:** 2201 C Street NW, which is the main entrance to the State Department.  
**\*Please arrive by 1:30pm for clearance.**  
**Meeting With:** John Creamer, Deputy Assistant Secretary  
**Meeting Objectives:**

- Overview of the administration's successes & future challenges with regard to U.S. relations with Mexico (lessons learned, policy recommendations/advice for next administration).

- Overview of the U.S.-Mexico relationship with particular emphasis on the State Department's role in promoting cross-border trade as well as building more efficient border infrastructure.

2:00 PM - 3:30 PM

**Hidden Heroes Press Conference/Elizabeth Dole Foundation**

**Location:** Capitol Visitors Center Auditorium, 1st St NE, Washington, DC 20515

3:00 PM - 3:30 PM

**Key Health Staffer - Office of Senator Feinstein**

**Location:** 104 Hart Office Building, Room 331, Washington, DC 20002

**Meeting With:** Megan Thompson, Legislative Assistant

**POC:** Megan Thompson, (202) 223-3841,  
Megan\_Thompson@feinstein.senate.gov

3:00 PM - 3:30 PM

**Key Water Staffer - Office of Congressman Vargas (CA-51)**

**Location:** Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** Aaron M. Allen, Senior Legislative Assistant

**POC:** Aaron M. Allen, (202) 225-8045,  
Aaron.Allen@mail.house.gov

3:00 PM - 4:00 PM

**Department of Homeland Security**

**Meeting With:** Alan Bersin, Assistant Secretary

3:30 PM - 4:00 PM

**Key Military & Veterans Staffer - Office of Congressman Peters (CA-52)**

**Location:** Cannon House Office Building, Room 340, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** Sterling McHale, Legislative Aide, House Veterans Affairs Committee

**POC:** Sterling McHale, (202) 225-0508 (office),  
Sterling.McHale@mail.house.gov

3:30 PM - 4:15 PM

**Clean Energy Briefing from Leading Think Tank - Third Way**

**Location:** Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** Ryan Fitzpatrick, Deputy Director of the Clean Energy Program

<http://www.thirdway.org/about/team/ryan-fitzpatrick>

4:00 PM - 4:30 PM

**Congressmember Joe Wilson (SC-2) - Armed Services Committee**

**Location:** 2229 Rayburn House Office Building, Washington DC 20515

**Meeting Contact:** Emily Saleeby, 202.225.2452

4:00 PM - 5:00 PM

**White House Biotech Regulation Roundtable/White House Office of Science & Technology Policy**

**Location:** White House Eisenhower Executive Office Building, Room 460, 1600 Pennsylvania Ave NW, Washington, DC 20515

**Meeting Objectives:** Each of the Federal regulatory agencies (USDA, HHS & EPA) with jurisdiction over biotechnology products have developed regulations and guidance under each of their existing laws, resulting in a complex system for assessing and managing health and environmental risks of the products of biotechnology. The White House recently initiated a process to modernize the Federal regulatory system for biotechnology. Members of the Office of Science and Technology Policy overseeing the modernization will brief the San Diego delegation on framework for the modernization and process for building a long-term strategy to ensure that the Federal regulatory system protects public health while promoting innovation.

**POC:** Nate Turnbull, cell: (202) 413-1008,  
NTurnbull@connect.org

**IMPORTANT NOTE:** full security details required.

5:30 PM - 7:00 PM

**Tuesday - Reception sponsored by Charter**

**Location:** Mexican Cultural Institute, 2829 16th St NW, Washington, DC 20009

**September 28, 2016**

8:00 AM - 9:00 AM

**Wednesday - Breakfast - Closing Session**

**Location:** Great Room, W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

**Speakers:** Gerrit Lansing, Chief Digital Officer, Republican National Committee & Mike Moschella, Director, DKC Analytics

**Meeting Objectives:** An exciting overview from national campaign experts that explains the new and innovative ways data and technology are impacting campaigns and elections.







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Agency Reference Number: IHQSRI

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**AIR** Sunday, 25SEP 2016

American Airlines Flight Number: 0587 Class: N-Coach/Economy  
 From: San Diego CA, USA Depart: 06:25 AM  
 To: Phoenix AZ, USA Arrive: 07:49 AM  
 Stops: Nonstop Duration: 1 hour(s) 24 minute(s)  
 Seats: 18F Status: CONFIRMED Miles: 304 / 486 KM  
 Equipment: Airbus A321 Jet  
 DEPARTS SAN TERMINAL 2 - ARRIVES PHX TERMINAL 4  
 Frequent Flyer Number: [REDACTED]  
 WINDOW SEAT CONFIRMED  
 American Airlines Confirmation number is IHQSRI

**AIR** Sunday, 25SEP 2016

American Airlines Flight Number: 0595 Class: S-Coach/Economy  
 From: Phoenix AZ, USA Depart: 08:47 AM  
 To: Washington Reagan Natl DC, USA Arrive: 04:16 PM  
 Stops: Nonstop Duration: 4 hour(s) 29 minute(s)  
 Seats: 17F Status: CONFIRMED Miles: 1964 / 3142 KM  
 Equipment: Airbus A321 Jet MEAL: FOOD FOR PURCHASE  
 DEPARTS PHX TERMINAL 4 - ARRIVES DCA TERMINAL C  
 Frequent Flyer Number: [REDACTED]  
 WINDOW SEAT CONFIRMED  
 American Airlines Confirmation number is IHQSRI

**AIR** Tuesday, 27SEP 2016

American Airlines Flight Number: 2041 Class: S-Coach/Economy  
 From: Washington Reagan Natl DC, USA Depart: 04:03 PM  
 To: Philadelphia PA, USA Arrive: 05:07 PM  
 Stops: Nonstop Duration: 1 hour(s) 4 minute(s)  
 Seats: 14A Status: CONFIRMED Miles: 127 / 203 KM

Equipment: EMBRAER EMS  
DEPARTS DCA TERMINAL C  
Frequent Flyer Number: [REDACTED]  
WINDOW SEAT CONFIRMED  
American Airlines Confirmation number is IHQSR1

AIR Tuesday, 27 SEP 2016

American Airlines  
From: Philadelphia PA, USA  
To: San Diego CA, USA  
Stops: Nonstop  
Seats: 17F  
Equipment: Airbus A321 Jet  
ARRIVES SAN TERMINAL 2  
Frequent Flyer Number: [REDACTED]  
WINDOW SEAT CONFIRMED  
American Airlines Confirmation number is IHQSR1

Flight Number: 0755 Class: S-Coach/Economy  
Depart: 08:10 PM  
Arrive: 08:57 PM  
Duration: 5 hour(s) 47 minute(s)  
Status: CONFIRMED Miles: 2365 / 3764 KM  
MEAL: FOOD FOR PURCHASE

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Ticket for: CATHERINE APRIL BOLING  
Date issued: 7/26/2016 Invoice Nbr: [REDACTED]  
Ticket Nbr: AA7848508410 Electronic Tkt: Yes Amount: 617.20  
Base: 532.10 US Tax: 39.90 USD XT Tax: 45.20 USD  
Charged to: [REDACTED]

Service fee: CATHERINE APRIL BOLING  
Date issued: 7/26/2016  
Document Nbr: [REDACTED] Amount: 30.00  
Charged to: [REDACTED]

Total Tickets: 617.20  
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 Washington, DC 20004  
 United States  
 Tel: 202-661-2400 Fax: 202-661-2425



Catherine Boling

Page Number : 1 Invoice Nbr : 194792  
 Guest Number : 567930  
 Folio ID : A  
 Arrive Date : 25-SEP-16 16:52  
 Depart Date : 27-SEP-16 15:28  
 No. Of Guest : 1  
 Room Number : 449  
 Club Account : SPG - A4785

Copy Invoice

Tax ID :

W Washington DC OCT-07-2016 11:34 RMCMAHON

Date	Reference	Description	Charges (USD)	Credits (USD)
25-SEP-16	RT449	Room Charge	325.00	
25-SEP-16	RT449	Occupancy/Tourism	47.13	
26-SEP-16	RT449	Room Charge	325.00	
26-SEP-16	RT449	Occupancy/Tourism	47.13	
27-SEP-16	VI	Visa		-744.26

\*\*\*For Authorization Purpose Only\*\*\*

xxxxx

Date	Code	Authorized
25-SEP-16	07844D	200
25-SEP-16	06749D	643.38

\*\* Total 744.26 -744.26  
 \*\*\* Balance 0.00

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Tel. 202.367.1990

\*\*\*\*\*  
Tosca  
1112 F STREET, N.W.  
Washington, DC 20004  
Tel. 202.367.1990  
Server 12 TEAM#2  
Order 9838 09/26/16 8:57 PM  
TABLE 37:1 Cust, 5  
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Date: 09/26/16  
Time: 9:02 PM  
Server: 12. TEAM#2  
Order: 448938  
Description: Table 37:1

Card Type: Visa/MC  
Card No: XXXXXXXXXXXX  
Expires: XX/XX  
Appr Code: 08037G

\*\*\* TABLE SERVICE \*\*\*

- 1 SQUASH BLOSSOM 16.00
- 1 CAPRISE 17.00
- 2 NY S'RIP 96.00
- 4 GR SWORDFISH 152.00
- 1 GR SCALLOPS 38.00
- 1 TIRAMISU 12.00
- 1 PANNA COTTA 11.00
- 1 BARRETTA 12.00
- 1 1/2 FETT ALL'AMATRICIANA 14.00
- 1 1/2 PASTA SPECIAL 15.00
- 1 GNOCCHI 30.00
- 4 COFFEE 16.00
- 1 DECAF COFFEE 4.00

*(1) \$38.02*  
*(1) \$4.00*

Purchases: \$ 74.80

Tip: \$ 15.00

Total: \$ 89.80  
BOLING/C

I agree to pay the above total amount according to the card issuer agreement.

Taxable: 476.00  
Sub-total: 476.00  
Sales Tax: 47.60

Total Due: 523.60

*\$69.82*  
*3.97*  
*5.75% TAX*  
*\$72.79*  
*15.00 TIP*  
*\$87.79* ✓

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\*\*\*\* SEAT 1 \*\*\*\*  
1 SODA BAR M 2.50  
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1 SLD CHIX CAESAR 16.79  
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SUBTOTAL 19.29  
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932790055 Leandro P  
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CHK 6903 TBL 32/1 GST 2  
9/27/2016 7:03 AM  
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1 Spinach Omelette 14.00 T1  
1 Bfst American 18.00 T1  
1 Coffee 3.00 T1

Subtotal: \$35.00  
Food Tax \$3.50  
Total Due: \$38.50

*BREAKFAST ON TRUS  
OMLETTE & COFFEE IS  
MINE (45.50) TOTAL  
ADD TIP  
17.00 1.70 TAX  
18.70  
+ 3.00  
21.70*



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 Washington DC 20005  
 202-347-4800  
 www.ebbitt.com

12921 Made lyn

Tbl 55/1      Chk 5782      Gst 1  
 Sep25'16 09:45PM  
 \*\*\* Memo Check \*\*\*

Seat: 10

1 Jerk Chicken      18.50  
 Subtotal      31.50 *1.66*  
 Sales Tax      3.15  
 11:10PM Total      34.65

DC Sales Tax      3.15

Old Ebbitt Grill's  
 4th Annual Craft Brewhaha  
 on Saturday, September 24th &  
 22nd Annual Oyster Riot  
 on Fri. Nov 18 & Sat Nov 19  
 are both on sale at ebbitt.com  
 And 11pm to 2am

*REIMBURSE 20.16  
 TIP 4.00  
 24.16*

# KING CAB CO.

ALEXANDRIA, VA.  
**PH: 703-549-3530**

FROM AIRPORT

TO W HOTEL

DATE 9/25      FARE\$ 20

DRIVER'S NAME \_\_\_\_\_ CAB# \_\_\_\_\_



SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

MISSING RECEIPT FORM

Board Member/Executive Committee Member must complete form below.

Date of Purchase/Event: 9/26/16 - S.D. Chamber Mission to Washington D.C.

Description of Item/Event: Ride from meeting to W Hotel

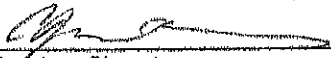
Vendor/Event Name: LYFT

Dollar Amount: \$10.48

Reason for Missing Receipt: No receipt provided

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I hereby certify that the original receipt in question was lost or none was issued to me:

  
Board Member Signature

10/28/16  
Date

\_\_\_\_\_  
Executive Committee Member Signature

\_\_\_\_\_  
Date

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

MISSING RECEIPT FORM

Board Member/Executive Committee Member must complete form below.

Date of Purchase/Event: 9/27/16 - S.D. Chamber Mission to Washington D.C.

Description of Item/Event: Ride to Washington Reagan Airport from W Hotel

Vendor/Event Name: LYET

Dollar Amount: \$13.91

Reason for Missing Receipt: No receipt provided

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I hereby certify that the original receipt in question was lost or none was issued to me.

  
Board Member Signature

10/28/16  
Date

\_\_\_\_\_  
Executive Committee Member Signature

\_\_\_\_\_  
Date

**GREG COX**

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY**

**TRAVEL EXPENSE REPORT - Board Members**

*(To be completed within 30 days from travel return date)*

Board member name: Greg Cox  
 Departure Date: 9/25/2016 Return Date: 9/28/2016 Report Due: 10/28/16  
 Destination: Washington, D.C.

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.

<sup>3</sup> Business Expense Reimbursement Policy 3.30

<sup>4</sup> Travel and Lodging Expense Reimbursement Policy 3.40

	Authority Expenses (Prepaid by Athly)	Board Member Expenses							TOTALS	
		SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY		
		9/25/16	9/26/16	9/27/16						
<b>Daily PerDiem Limitations:</b>										
**GSA Daily Hotel Rate or Conference Hotel Rate		325.00	325.00	325.00						
**GSA Daily Meals, Entertainment & Incidentals (ME&I)		69.00	69.00	69.00						
Air Fare, Railroad, Bus (attach copy of itinerary w/charges)	800.46									0.00
Conference Fees (provide copy of flyer/registration expenses)	1,300.00									0.00
Rental Car										0.00
Gas and Oil										0.00
Garage/Parking										0.00
Mileage - attach mileage form										0.00
Taxi/Shuttle Fare (include tips pd.) To/From meetings, airport, etc.			15.00	15.00						30.00
Hotel - Actual Expense Paid - Excluding Taxes		325.00	325.00	325.00						
Allowable Hotel (Lessor of Actual or GSA Allowance)		325.00	325.00	325.00	0.00	0.00	0.00	0.00		975.00
Hotel Taxes Paid		47.13	47.13	47.13						141.39
Telephone, Internet and Fax										0.00
Laundry										0.00
<b>Meals, Entertainment &amp; Incidentals (M,E&amp;I):</b>										
Meals (include tips pd.)	Breakfast									
	Lunch									
	Dinner			60.76						
	Other Meals									
Entertainment (Hospitality) <sup>1</sup>										
Tips Paid to Maids, Bellhops and other hotel servers										
Taxi/Shuttle Fare (include tips pd.) To/From meal destinations										
<b>Total Meals, Entertainment &amp; Incidentals</b>		0.00	60.76	0.00	0.00	0.00	0.00	0.00		
<b>GSA Allowance for M,E&amp;I (from above)</b>		69.00	69.00	69.00	0.00	0.00	0.00	0.00		
<b>Allowable M,E&amp;I (Lessor of Actual or GSA Allowance)</b>		0.00	60.76	0.00	0.00	0.00	0.00	0.00		60.76
<i>Alcohol is a non-reimbursable expense</i>										0.00
										0.00
										0.00
										0.00
<b>Total Expenses</b>	2,100.46	1,091.13	1,166.89	1,106.13	0.00	0.00	0.00	0.00		1,207.15

<b>Grand Trip Total</b>	<b>3,307.61</b>
Less Cash Advance (attach copy of Authority ck)	
Less Expenses Prepaid by Authority	2,100.46
<b>Due Traveler</b> - If positive amount, prepare check request	
<b>Due Authority</b> - If negative, attach check payable to SDCRAA	<b>1,207.15</b>

*Note: Send this report to Accounting even if the amount is \$0.*

I as traveler or administrator acknowledge that I have read, understand and agree to Authority policies 3.40 - Travel and Lodging Expense Reimbursement Policy<sup>4</sup> and 3.30 - Business Expense Reimbursement Policy<sup>5</sup> 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.

Prepared By: Linda Gehlen  
 Traveler Signature: Greg Cox  
 Administrator's signature: \_\_\_\_\_

Ext.: x2557  
 Date: 10/20/16  
 Date: \_\_\_\_\_

**AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE (To be completed by Clerk)**  
 I, Tony Russell, Authority Clerk hereby certify that this document was approved by the Executive Committee at it's meeting on 11-7-16  
 Clerk Signature: Tony Russell Date: 11-7-16

**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 travelling 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: Greg Cox Dept: 2  
Position:  Board Member  President/CEO  Gen. Counsel  Chief Auditor  
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 8/3/16 PLANNED DATE OF DEPARTURE/RETURN: 9/25/16 / 9/28/16

**3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip-- continue on extra sheets of paper as necessary):**

Destination: Washington D.C. Purpose: Attend S.D. Regional Chamber Mission to Washington D.C.  
Explanation: \_\_\_\_\_

**4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES**

**A. TRANSPORTATION COSTS:**

• AIRFARE	\$ 650.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ 150.00
B. LODGING	\$ 1200.00
C. MEALS	\$ 215.00
D. SEMINAR AND CONFERENCE FEES	\$ 1,300.00
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$ 50.00
<b>TOTAL PROJECTED TRAVEL EXPENSE</b>	<b>\$ 3,515.00</b>

**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: Greg Cox Date: 8/3/16

**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: [Signature] Date: 8/3/16

**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.)

Thank you for submitting your application. If you don't receive a confirmation email in the next hour, please contact [eventregistration@sdchamber.org](mailto:eventregistration@sdchamber.org).

You will be notified when your application is approved, at which point your card will also be charged.

You can modify your application by clicking the "MODIFY" button above. Please save your confirmation number below so that you may access and modify your agenda and information at a later time.

**General Options**

**Name:**

Gregory Cox

**Title:**

Board Member

**Company:**

San Diego County Regional Airport Authority

**Address:**

3225 N. Harbor Drive

San Diego, California 92101-1045

USA

**Confirmation Number:**

X7NHQC4NNG7 (needed to modify your registration)

**Event Title:**

San Diego Regional Chamber Mission to Washington, D.C.

**Location:**

W Hotel Washington DC

515 15th St. NW

Washington, District of Columbia 20004

**Date:**

09/25/2016

**Time:**

7:00 PM

**Current Registration Details**

**Gregory Cox**

Date and Time	Session	Cost
09/25/2016 7:00 PM	Sunday - Welcome Reception	
09/26/2016 8:00 AM	Monday - Breakfast	
09/26/2016 12:00 PM	Monday - Luncheon	
09/26/2016 5:00 PM	Monday - Reception	
09/27/2016 8:00 AM	Tuesday - Breakfast	
09/27/2016 12:00 PM	Tuesday - Luncheon	
09/27/2016 6:00 PM	Tuesday - Reception	
09/28/2016 8:30 AM	Wednesday - Breakfast	

**Pending Order Summary**

**Order**

Date	Payment Method	Amount Ordered	Pending Payment	Pending Balance
08/09/2016 ET	Visa	\$1,300.00	\$1,300.00	\$0.00



# MISSION TO WASHINGTON D.C.

2016  
TENTATIVE  
AGENDA

## September 25, 2016

7:00 PM - 9:00 PM

### Sunday - Welcome Reception, Sponsored by Kaiser Permanente

**Location:** Altitude Room (Roof Level), W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

## September 26, 2016

7:45 AM - 8:00 AM

### Delegation Photo

**Location:** Great Room (Lower Level), W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

8:00 AM - 9:00 AM

### Monday - Breakfast, Sponsored by SDSU

**Location:** Great Room (Lower Level), W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

#### Speakers:

- Eileen Braden, VP of Political Affairs, US Chamber
- Jack Howard, SVP of Congressional Affairs, US Chamber

9:00 AM - 9:20 AM

### Introduction to Hidden Heroes by Senator Elizabeth Dole

**Location:** W Hotel, 515 15th St NW, Washington, DC 20004  
**Meeting Objectives:** Senator Elizabeth Dole makes an important announcement about San Diego's newest designation in regards to her initiative, Hidden Heroes.

9:15 AM - 10:00 AM

### The National Security Case for TPP with Jim Arkedis

**Location:** Great Room, W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

**Meeting With:** Jim Arkedis, President, 4DPAC

**Meeting Objectives:** Jim Arkedis is the President of 4DPAC, a political action committee that supports candidates with internationalist national security platforms, and a specific focus on development. He appears regularly on CNN and MSNBC to comment on security and foreign policy, and has written for the *New York Times*, *Washington Post*, and *The Atlantic*, among others. He will share his expertise through the perspective of TPP, a major Chamber priority.

**POC:** Stefanie Benvenuto, Chamber staff

10:00 AM - 10:45 AM

### Department of Commerce

**Location:** 1401 Constitution Ave., N.W., Washington, DC 20230

**Entrance:** Enter through the main visitor's entrance on 14th street (directly across from the Ronald Reagan Building). Area under construction.



**Check-in:** Delegates will need a picture ID and will pass through metal detectors. Either Patrick or other DOC staff will escort the group to the meeting room.

**Meeting With:** John M Anderson; Geri Word, Director of the Office of North America; and SelectUSA Executive Director Vinai Thummalapally

**Meeting Objectives:**

- High Level Economic Dialogue (HLED) recent memorialization and plan to transcend Presidential Administrations for a long-term collaborative relationship between the US and Mexico; including the reestablishment of the desert rail line.
- The need to reach significant milestones for Otay Mesa East
- TPP

**POC:** Patrick J. Kryssek, Mexico Desk Officer, Office of North America, 202-482-4231

10:00 AM - 10:45 AM

**U.S. Interagency Council on Homelessness**

**Location:** Cannon House Office Building, Room 122, 27 Independence Avenue SE, Washington D.C. 20003

**Meeting With:** Matthew Doherty, Executive Director of the United States Interagency Council on Homeless

**Meeting Objectives:**

- Introduction to the operation of USICH.
- Discuss intersection of healthcare & homelessness-coordinated systems and coordinated entry.
- Urge HUD to revise the federal funding formula for homelessness prior to the end of the year.
- Highlight San Diego successes in addressing homelessness.

**POC:** Kenya Wiggins, kenya.wiggins@usich.gov

10:45 AM - 11:45 AM

**Key Education & Workforce Staffers - House Education & Workforce Committee**

**Location:** Longworth House Office Building, Room 1040, 9 Independence Ave SE, Washington, DC 20515

**Meeting With:** Eunice Ikene & Udochi Onwubiko, Labor Policy Associates

**POC:** Christine Godinez, (202) 226-2068, christine.godinez@mail.house.gov

11:00 AM - 11:45 AM

**General Services Administration**

**Location:** GSA Headquarters, 1800 F Street Rm 1408, NWWashington, DC 20405

**Entrance:** Meet Ningurm at the 1800 F St. door where she will escort the group. Photo ID required.

**\*please arrive no later than 10:45am for security clearance**

**Speaker:** Denise Turner Roth, Administrator

**Meeting Objectives:**

- General overview and update of the San Ysidro Port of Entry Modernization and Expansion
- Vision and innovative concept of the future Otay Mesa East Port of Entry

**POC:** Ningrum W Spicer, (202) 316-8367, [purwan\[ningrum.spicer@gsa.gov\]](mailto:purwan[ningrum.spicer@gsa.gov])

11:00 AM - 11:45 AM

**Rear Admiral Paul D. Pearigen - US Navy**

**Location:** Cannon House Office Building, Room 122, 27 Independence Avenue SE, Washington D.C. 20003

**Meeting With:** Rear Admiral Paul D. Pearigen of the US Navy. Admiral Pearigen will be assuming command of Navy Medicine West in late 2016.

**Meeting Objectives:** Introduce Adm. Pearigen to the San Diego business community, learn about his plans for Navy Medicine West and hear high-level overview of latest developments and innovation in military medicine.

11:15 AM - 11:45 AM

**Congresswoman Mimi Walters**

**Location:** Cannon House Office Building, Room 236, 27 Independence Ave SE, Washington, DC 20003

**Meeting Objectives:** Economic Development/Gig Economy

**POC:** Gabriela Sterling, (202) 225-5611, [gabriela.sterling@mail.house.gov](mailto:gabriela.sterling@mail.house.gov)

11:30 AM - 1:00 PM

**Monday - Luncheon, Sponsored by Dentons**

**Location:** Denton Offices, 1900 K St NW, Washington, DC 20006

**Lunch served at 11:30am**

**Program begins at noon**

**Speakers:** Former Congressman Bill Owens, Ron Kaufman, John Russell IV, Margeaux Plaisted

**Meeting Objectives:** Our always exciting and informative partners at Denton's bring together a panel of former elected officials, campaign strategists and legislative experts to discuss the 2016 election.

1:00 PM - 1:45 PM

**Deputy Secretary Nani Coloretti - Department of Housing & Urban Development**

**Location:** Department of Housing & Urban Development, 451 7th Street S.W., Washington, DC 20410

**Meeting With:** Nani Coloretti, Deputy Secretary

**Meeting Objectives:** Highlight the important opportunity the Department has to adopt a new federal formula for homelessness funding, as San Diego has been inadequately funded for decades. Thank the Department for their assistance in extending the Moving to Work program, and identify recent successes of the region including Housing Our Heroes, and the rehab of the Hotel Churchill.

**Meeting Lead:** Rick Gentry, San Diego Housing Commission

**POC:** Casimir Peters, [Casimir.Peters@hud.gov](mailto:Casimir.Peters@hud.gov)

1:15 PM - 1:45 PM

**Senior Advisor to the Secretary - Department of Veterans Affairs**

**Location:** U.S. Department of Veterans Affairs - Central Office, 810 Vermont Ave NW, Washington DC 20420

**Meeting With:** Matthew Collier, Senior Advisor to the Secretary

**Meeting Objectives:** Transitioning veterans and Housing & Urban Development-Veterans Affairs Supportive Housing (HUD-VASH) program

**POC:** Nickole Logan, Executive Assistant, (202) 461-1752;  
nickole.logan@va.gov

<http://www.va.gov/homeless/hud-vash.asp>

1:30 PM - 2:15 PM

**McKinsey & Company**

**Location:** 1200 19th St, NW, Wash, DC 20036 10th floor plaza

**Meeting Objectives:** Vivian Riefberg, Senior Partner at McKinsey will discuss dynamics of the Presidential election and share information from McKinsey's Presidential Transition Initiative. Then we will break-out into the following groups.

**Speakers:**

W. Thomas Dohrmann, Senior Partner

Vivian Riefberg, Senior Partner

Jeff Berg, Partner

Kevin Neher, Partner

Drew Erdmann, Partner

Jon Spaner, Advisor on Homeland Security

Shannon Peloquin, Associate Principal

Ron Ritter, Expert Principal in Service Operations

Alex Kazaks, Expert Principal in Innovation and Technology

Martha Labolssiere, Senior Expert on Education

John Means, Partner

2:00 PM - 2:30 PM

**Key NIH/Public Health Staffer - Office of Senator Alexander (TN)**

**Location:** 104 Hart Office Building, Room 725, Washington D.C. 20002

**Meeting With:** Laura Pence

**Meeting Objectives:**

- Receive update on mental health policy
- Discuss telehealth opportunity
- Review concerns of MACRA implementation
- Discuss public health issues/concerns

**POC:** Katherinne Bell, (202) 224-1409,

[Kathryn\\_Bell@help.senate.gov](mailto:Kathryn_Bell@help.senate.gov)

2:15 PM - 3:00 PM

**McKinsey & Company Break Out Sessions**

**Location:**

**Break-Out Sessions:**

- Customer Experience (includes travel and tourism)
- Capital Productivity and Infrastructure (airports, seaports, real estate, public transportation, engineering and services, and water and waste)
- Innovation and technology (as applied to the City's aspiration to build the tech economy)
- Smart Cities and Economic Development
- Healthcare
- Education

3:00 PM - 3:45 PM

**Brookings Institution - Bilateral Cities Initiative**

The Global Cities Initiative (GCI) is a joint project of the Brookings Institution and JPMorgan Chase to help U.S. and international city-regions strengthen their international economic competitiveness and connections for sustained growth and high-quality jobs.

**Location:** The Brookings Institution - 1755 Massachusetts Ave NW, Washington, DC 20036, 5th floor

**Entrance:** At entrance, check-in with security

**Speaker:** Marek Gootman, Fellow and Director, Strategic Partnerships & Global Initiatives

**POC:** Anthony will greet us in the lobby, 202-238-3113

3:00 PM - 4:30 PM

**Department of Transportation Presents the Future of Autonomous Vehicles**

**Location:** 1200 New Jersey Ave SE Washington, DC 2059

**Meeting With:** Greg Winfree, Assistant Secretary for Research and Technology, Mark Rosekind - NHTSA Administrator Egan Smith, and Kevin Doherty - Intelligent Transportation Systems - Joint Program Office

**Meeting Objectives:** The global shift to autonomous vehicles is moving at a breakneck pace but is confronted with technological, regulatory and legal complications. Representatives from the Office of the Secretary, NHTSA & FHWA will share insights into policy trends and regulatory development both on the federal and state level. Panelists will also address whether the current federal and state funding methods and structures are driving the innovation required.

**POC:** Nate Turnbull, (202) 413-1008, NTurnbull@connect.org

3:15 PM - 3:45 PM

**Deputy Secretary Chris Lu, Department of Labor**

**Location:** Department of Labor, FPB Building, 200 Constitution Ave NW, Washington, DC 20210

**Meeting With:** Chris Lu, Deputy Secretary

**Meeting Objectives:**

- Highlight successful initiatives to address increased workforce participation in San Diego
- Discuss the Deputy Secretary's efforts to increase veteran hiring
- Address the issue of disconnected youth in San Diego

**POC:** Kwanice Jackson, (202)693-6092, jackson.kwanice@dol.gov

4:00 PM - 4:30 PM

**US Trade Representative's Office**

**Location:** EEOB 210/2121650 Pennsylvania Avenue N.W., Washington, DC 20502

**Entrance:** Check in at security checkpoint at the corner of 17th and State place, NW by 3:40 to allow time for security procedures.

**Meeting With:** Barbara Wiesel, Chief Negotiator TPP

**Meeting Objectives:**

- TPP update, likelihood of passing in lame duck term
- TTIP
- Brexit

POC: Max Oltersdorf, (202)395-9590,  
Max\_L\_Olterdsorf@ustr.eop.gov

6:00 PM - 7:30 PM

**Monday - Reception Sponsored by Cox**

**Location:** Holeman Lounge, The National Press Club, 529 14th Street NW (13th Floor), Washington, DC 20045

8:00 PM - 10:00 PM

**No-Host Presidential Debate Viewing**

**Location:** Bar Deco, 717 6th St. NW, Washington, DC 20001

10:00 PM - 2:00 AM  
(September 27, 2016)

**Capitol Tour w/ Congressman Vargas**

**Location:** US Capitol  
Capitol Tour w/ Congressman Vargas

**September 27, 2016**

8:00 AM - 9:00 AM

**Tuesday - Breakfast**

**Location:** Great Room, W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

**Speaker:** Carlos Sada, Mexican Ambassador to the United States

9:30 AM - 10:15 AM

**Congressmembers Vargas and Issa**

**Location:** Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003

**POC:** Christina Reyes (Vargas), (202) 225-8045, [Christina.Reyes@mail.house.gov](mailto:Christina.Reyes@mail.house.gov) ; Katie Weiss (Issa), (202) 225-3906, [Katie.Weiss@mail.house.gov](mailto:Katie.Weiss@mail.house.gov)

10:30 AM - 11:00 AM

**Key Energy & Water Staffer - Office of Congressman Peters (CA-52)**

**Location:** Office of Congressman Peters, Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** K.C. Jaski, Legislative Assistant

**POC:** K.C. Jaski, (202) 225-0508, [KC.Jaski@mail.house.gov](mailto:KC.Jaski@mail.house.gov)

10:30 AM - 11:00 AM

**Key Healthcare Staffer - Office of Senator Bill Cassidy (LA-6)**

**Location:** 703 Hart Senate Office Building, Washington D.C., 20002

**Meeting With:** Brenda Destro, Office of Senator Cassidy, Senior Public Health Policy Advisor

**Meeting Objectives:** Discussion of Precision Medicine, Mental Health, IMD Exclusion, and Telehealth.

**POC:** Jennifer Lauterbach, (202) 224-5824, [Jennifer\\_Lauterbach@cassidy.senate.gov](mailto:Jennifer_Lauterbach@cassidy.senate.gov)

10:30 AM - 11:30 AM

**Customs and Border Protection**

**Location:** Ronald Regan Building, 4.4A Commissioner's Large Conference Room, 1300 Pennsylvania Ave NW, Washington, DC

20004

**Entrance:** Use the 14th street entrance. Check in with the guards and call 202-344-2001 for escort.

**Meeting With:** Executive Assistant Commissioner Todd Owen

**Meeting Objectives:**

- Update on the creation of a consolidated North American Trusted Traveler Program (Nexus, SENTRI, Global Entry)
- Simplifying the addition of a new vehicle for existing SENTRI/Global Entry users by removing this requirement or significantly reducing the approval time
- Construct a rail port of entry at Tecate which includes a pre-inspection facility
- Continue to work with the region to advance planning and construction of the Otay Mesa East POE
- Update on technology improvements at ports of entry to increase efficiency
- We also continue to support business hours expansion at the Tecate POE and increased staffing at our air and sea ports.

**POC:** Danyelle McDowell

10:30 AM - 11:30 AM

**The State of San Diego's Military - Briefing by Dentons**

**Location:** W Hotel, 515 15th St NW, Washington DC 20004

**Meeting Objectives:** Hear from defense lobbying professionals about how San Diego's businesses and military installations are keeping the country safe. Will include expectations about the future of defense policy, and the businesses that contract with our major military institutions.

10:45 AM - 1:00 PM

**National Cybersecurity & Communications Integration Center**

**Location:** National Cybersecurity & Communications Integration Center, 1110 North Glebe Road, Arlington, Virginia 22201

**Meeting With:** Senior Staff

**Meeting Objectives:** The National Cybersecurity and Communications Integration Center is a 24x7 cyber situational awareness, incident response, and management center that is a national nexus of cyber and communications integration for the Federal Government, Intelligence community, and law enforcement.

**Important Note:** The facility is approximately 20 minutes from the W by taxi. Due to the classified nature of the NCCIC, access is available to U.S. Citizens only (not open to Foreign Nationals). The closest metro station is the Ballston stop on the orange line. All visitors will be required to present a valid government-issued photo identification. Please allow 10 minutes to clear security. Upon clearing security, proceed to the 7th Floor for the tour and briefing.

**POC:** Nate Turnbull, Cell: (202) 413-1008,

[NTurnbull@connect.org](mailto:NTurnbull@connect.org)

11:00 AM - 11:45 AM

**Deputy Secretary Victor Mendez, Department of Transportation**

**Location:** U.S. Department of Transportation (Lincoln Room- 9th Floor), 1200 New Jersey Ave SE Washington, DC 20590

**Entrance:** The main visitor's entrance is located in the West Building, on New Jersey Avenue and M Street (next to the Starbucks). Upon entering the lobby, please proceed to the security desk and inform them that you have a meeting with the Deputy Secretary. A member of our team meet you downstairs and escort you to the meeting location. Additionally, please remember to arrive at least 10 minutes prior to your meeting to allow enough time to check-in and go through security. If you would like more information on directions to our building as well as parking or metro information please visit <https://www.transportation.gov/directions>.

**Meeting With:** Victor Mendez, Deputy Secretary

**POC:** Deva Tucker, 202 430 8053, Deva.Tucker@dot.gov

12:00 PM - 1:00 PM

**Tuesday - Luncheon, Sponsored by Kaiser Permanente**

**Location:** Kaiser Permanente Center for Total Health, 700 2nd St NE, Washington, DC 20002

**Speaker:** Jeff Roe, Founder & Principal, Axiom Strategies

**Meeting Objectives:** Join us to hear from Jeff Roe, the former campaign manager for Senator Ted Cruz's 2016 Presidential race. Roe is the Founder and Principal of Axiom Strategies, one of the fastest growing firms in Washington, DC. He'll provide a unique insight into the Republican Primary of 2016 and an exciting look ahead to November.

1:15 PM - 1:45 PM

**Key Small Business & Jobs Staffer - Office of Congressman Issa**

**Location:** Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** Legal Fellow and 1st Lt J. Michael O'Neill, USMC

**POC:** Michael O'Neill, (202) 713-7328, michael.oneill@mail.house.gov

2:00 PM - 2:30 PM

**Congress Members Peters, Davis & Hunter**

**Location:** Cannon House Office Building, Room TBD, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** Rep. Peters, Rep. Davis & Rep. Hunter

**POC:** Ballee Brown (Peters), Cynthia Patton (Davis); Liz Argo (Hunter)

2:00 PM - 3:00 PM

**Department of State**

**Location/Entrance:** 2201 C Street NW, which is the main entrance to the State Department.

**\*Please arrive by 1:30pm for clearance.**

**Meeting With:** John Creamer, Deputy Assistant Secretary

**Meeting Objectives:**

- Overview of the administration's successes & future challenges with regard to U.S. relations with Mexico (lessons learned, policy recommendations/advice for next administration).



- Overview of the U.S.-Mexico relationship with particular emphasis on the State Department's role in promoting cross-border trade as well as building more efficient border infrastructure.

2:00 PM - 3:30 PM

**Hidden Heroes Press Conference/Elizabeth Dole Foundation**

**Location:** Capitol Visitors Center Auditorium, 1st St NE, Washington, DC 20515

3:00 PM - 3:30 PM

**Key Health Staffer - Office of Senator Feinstein**

**Location:** 104 Hart Office Building, Room 331, Washington, DC 20002

**Meeting With:** Megan Thompson, Legislative Assistant

**POC:** Megan Thompson, (202) 223-3841, Megan\_Thompson@feinstein.senate.gov

3:00 PM - 3:30 PM

**Key Water Staffer - Office of Congressman Vargas (CA-51)**

**Location:** Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** Aaron M. Allen, Senior Legislative Assistant

**POC:** Aaron M. Allen, (202) 225-8045, Aaron.Allen@mail.house.gov

3:00 PM - 4:00 PM

**Department of Homeland Security**

**Meeting With:** Alan Bersin, Assistant Secretary

3:30 PM - 4:00 PM

**Key Military & Veterans Staffer - Office of Congressman Peters (CA-52)**

**Location:** Cannon House Office Building, Room 340, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** Sterling McHale, Legislative Aide, House Veterans Affairs Committee

**POC:** Sterling McHale, (202) 225-0508 (office), Sterling.McHale@mail.house.gov

3:30 PM - 4:15 PM

**Clean Energy Briefing from Leading Think Tank - Third Way**

**Location:** Cannon House Office Building, Room 122, 27 Independence Ave SE, Washington, DC 20003

**Meeting With:** Ryan Fitzpatrick, Deputy Director of the Clean Energy Program

<http://www.thirdway.org/about/team/ryan-fitzpatrick>

4:00 PM - 4:30 PM

**Congressmember Joe Wilson (SC-2) - Armed Services Committee**

**Location:** 2229 Rayburn House Office Building, Washington DC 20515

**Meeting Contact:** Emily Saleeby, 202.225.2452

4:00 PM - 5:00 PM

**White House Biotech Regulation Roundtable/White House Office of Science & Technology Policy**

**Location:** White House Eisenhower Executive Office Building, Room 460, 1600 Pennsylvania Ave NW, Washington, DC 20515

**Meeting Objectives:** Each of the Federal regulatory agencies (USDA, HHS & EPA) with jurisdiction over biotechnology products have developed regulations and guidance under each of their existing laws, resulting in a complex system for assessing and managing health and environmental risks of the products of biotechnology. The White House recently initiated a process to modernize the Federal regulatory system for biotechnology. Members of the Office of Science and Technology Policy overseeing the modernization will brief the San Diego delegation on framework for the modernization and process for building a long-term strategy to ensure that the Federal regulatory system protects public health while promoting innovation.

**POC:** Nate Turnbull, cell: (202) 413-1008, NTurnbull@connect.org

**IMPORTANT NOTE:** full security details required.

5:30 PM - 7:00 PM

**Tuesday - Reception sponsored by Charter**

**Location:** Mexican Cultural Institute, 2829 16th St NW, Washington, DC 20009

**September 28, 2016**

8:00 AM - 9:00 AM

**Wednesday - Breakfast - Closing Session**

**Location:** Great Room, W Hotel Washington DC, 515 15th St NW, Washington, DC 20004

**Speakers:** Gerrit Lansing, Chief Digital Officer, Republican National Committee & Mike Moschella, Director, DKC Analytics

**Meeting Objectives:** An exciting overview from national campaign experts that explains the new and innovative ways data and technology are impacting campaigns and elections.



Traveltrust Corporation  
 374 North Coast Hwy 101, Suite F  
 Encinitas, CA 92024  
 Phone: (760) 635-1700

**ADD TO OUTLOOK**

Wednesday, 17AUG 2016 02:40 PM EDT

Passengers: GREGORY RICHARDSON COX (02)

Agency Reference Number: AKHAYL


Click here to view your current itinerary or ETicket receipt on-line: [tripcase.com](http://tripcase.com)


Southwest Airlines Confirmation B2B6EU

Please review your Itinerary and report any discrepancies to Traveltrust within 24hrs of receipt  
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 for a free quote or more information. [Click Here](#) (Currently Available For U.S. Departures Only)

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 \*\*\*ONLINE WITH YOUR AIRLINE PRIOR TO EACH FLIGHT  
 \*\*\*FOR THE MOST CURRENT TIMES AND ALERTS  
 AIRFARE 770.46 NONREF TKT BY TODAY

<p><b>AIR</b> Sunday, 25SEP 2016</p> <p><b>Southwest Airlines</b>          From: San Diego CA, USA          To: Washington Reagan Natl DC, USA          Stops: 1              Austin TX, USA</p> <p>Equipment: Boeing 737 Jet          DEPARTS SAN TERMINAL 1  <b>Southwest Airlines Confirmation number is B2B6EU</b></p>	<p><b>Flight Number:</b> 0403  <b>Class:</b> Y-Coach/Economy  <b>Depart:</b> 07:10 AM  <b>Arrive:</b> 04:55 PM  <b>Duration:</b> 5 hour(s) 55 minute(s)</p> <p><b>Status:</b> CONFIRMED  <b>Miles:</b> 2461 / 3938 KM</p>	
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<p><b>AIR</b> Wednesday, 28SEP 2016</p> <p><b>Southwest Airlines</b>          From: Washington Reagan Natl DC, USA          To: San Diego CA, USA          Stops: 1              Austin TX, USA</p> <p>Equipment: Boeing 737 Jet          ARRIVES SAN TERMINAL 1  <b>Southwest Airlines Confirmation number is B2B6EU</b></p>	<p><b>Flight Number:</b> 1494  <b>Class:</b> S-Coach/Economy  <b>Depart:</b> 05:45 PM  <b>Arrive:</b> 09:50 PM  <b>Duration:</b> 6 hour(s) 10 minute(s)</p> <p><b>Status:</b> CONFIRMED  <b>Miles:</b> 2461 / 3938 KM</p>	
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A PORTION OF THIS TRIP MAY BE REFUNDABLE. PLEASE RETURN  
 UNUSED PORTIONS TO TRAVELTRUST FOR POSSIBLE REFUND.  
 SOUTHWEST AIRLINES CONFIRMATION NUMBER - B2B6EU

FOR EMERGENCY SERVICE FROM UNITED STATES - 888-221-6043

**Ticket/Invoice Information**

Ticket for: GREGORY RICHARDSON COX  
Ticket Nbr: WN2438777342 Electronic Tkt: No Amount: 770.46  
Base: 683.03 Tax: 87.43  
Charged to: AX\*\*\*\*\*

Service fee: GREGORY RICHARDSON COX  
Date issued: 8/17/2016  
Document Nbr: XD0679739735 Amount: 30.00  
Charged to: AX\*\*\*\*\*

Total Tickets: 770.46  
Total Fees: 30.00  
Total Amount: 800.46

**Click here 24 hours in advance to obtain boarding passes:**

**[SOUTHWEST](#)**

**Click here to review Baggage policies and guidelines:**

**[SOUTHWEST](#)**

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You can also use the Direct Dial Number 682-233-1914 or the collect number 682-647-0061.  
Each call is billable at a minimum \$25.00.

W Washington DC  
 515 15th Street, NW  
 Washington, DC 20004  
 United States  
 Tel: 202-661-2400 Fax: 202-661-2425



Greg Cox  
 [Redacted]

Page Number : 1 Invoice Nbr : 194904  
 Guest Number : 570083  
 Folio ID : A  
 Arrive Date : 25-SEP-16 18:04  
 Depart Date : 28-SEP-16 07:39  
 No. Of Guest : 1  
 Room Number : 933  
 Club Account : SPG - A6316

Tax Invoice

Tax ID :

W Washington DC SEP-28-2016 07:39 HARRFRA1

Date	Reference	Description	Charge (USD)	Credit (USD)
25-SEP-16	RT933	Room Charge	325.00	
25-SEP-16	RT933	Occupancy/Tourism	47.13	
26-SEP-16	RT933	Room Charge	325.00	
26-SEP-16	RT933	Occupancy/Tourism	47.13	
27-SEP-16	RT933	Room Charge	325.00	
27-SEP-16	RT933	Occupancy/Tourism	47.13	
28-SEP-16	MC	MasterCard / Diners [Redacted]	47.13	

\*\*\*For Authorization Purpose Only\*\*\*

Date	Code	Authorized
25-SEP-16	07146Z	200
25-SEP-16	08142Z	1114.63

-1116.39 ✓

Approve EMV Receipt for MC - 5141: Signature Captured  
 TC:4C965BE6871D9B9A TVR:0000008000 AID:A0000000041010  
 Application Label:MASTERCARD

Continued on the next page

# Taxi Cab Receipt

Date: 9/20/16 Time: \_\_\_\_\_

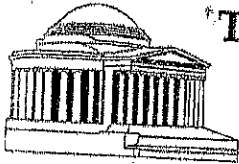
Trip Origin: HAT OFFICE BLDG

Destination: W HOTEL

Fare: \$ 15

Signature: \_\_\_\_\_

#150



# TAXICAB RECEIPT

Time: \_\_\_\_\_

Date: 9/27/16

Origin of trip: W HOTEL

Destination: RANBURA OFFICE BLDG

Fare: 15.00 Sign: \_\_\_\_\_





\*\*\*\*\*  
\* Store Copy \*  
\*\*\*\*\*

Tosca  
1112 F STREET, N.W.  
Washington, DC 20004  
202 367-1990

Date: 09/26/16  
Time: 9:02 PM  
Server: 12, TEAM#2  
Order: 446938  
Description: Table 37:1  
  
Card Type: Visa/NC  
Card No: [REDACTED]  
Expire: XX/XX  
Appr Code: 06115Z

Purchases: \$ 74.80

TIP: \$ 10.00

Total: \$ 84.80

Signature: *Gregory Cox*  
COX/GREGORY

**AMY GONZALEZ**

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY  
TRAVEL EXPENSE REPORT**

*(To be completed within 30 days from travel return date)*

TRAVELER: Amy Gonzalez DEPT. NAME & NO. General Counsel  
 DEPARTURE DATE: 9/22/2016 RETURN DATE: 9/28/2016 REPORT DUE: 10/28/16  
 DESTINATION: Montreal, QC Canada

*Please refer to the Authority Travel and Lodging Expense Reimbursement Policy, Article 3, Part 3.4, Section 3.4D, 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	
		9/25/16	9/26/16	9/27/16	9/28/16	9/22/16	9/23/16	9/24/16	
Air Fare, Railroad, Bus (attach copy of itinerary w/charges)	896.82								0.00
Conference Fees (provide copy of flyer/registration expenses)	795.00								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.)*				37.44	37.44				74.88
Hotel*		217.45	217.45			217.45	217.45	217.45	1,087.25
Telephone, Internet and Fax*									0.00
Laundry*									0.00
Tips - separately paid (maids, bellhop, other hotel svcs.)									0.00
Meals (include tips pd.)									0.00
Breakfast*									0.00
Lunch*						13.77			13.77
Dinner*			5.92		14.97	33.69			54.58
Other Meals*									0.00
<i>Alcohol is non-reimbursable expense</i>									
Hospitality <sup>1</sup> *									0.00
Miscellaneous									0.00
Baggage fee									0.00
*Provide detailed receipts									0.00
<b>Total Expenses prepaid by Authority</b>	<b>1,691.82</b>	<b>217.45</b>	<b>223.37</b>	<b>37.44</b>	<b>0.00</b>	<b>269.86</b>	<b>264.91</b>	<b>217.45</b>	<b>1,230.48</b>

Explanation:	Total Expenses Prepaid by Authority	1,691.82
	Total Expenses Pd. by Employee (including cash advances)	1,230.48
	<b>Grand Trip Total:</b>	<b>2,922.30</b>
	Less Cash Advances (attach copy of Authority ck)	
	Less Expenses Prepaid by Authority	1,691.82
	<b>Due Traveler (positive amount)<sup>2</sup></b>	
	<b>Due Authority (negative amount)<sup>3</sup></b>	<b>1,230.48</b>

*Note: Send this report to Accounting even if the amount is \$0.*

I as traveler or administrator acknowledge that I have read, understand and agree to Authority policies 3.40 - Travel and Lodging Expense Reimbursement Policy<sup>A</sup> and 3.30 - Business Expense Reimbursement Policy<sup>B</sup> 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.

Prepared By: Kendy Rios Ext.: x2424  
 Traveler Signature: Amy Gonzalez Date: 10/28/16  
 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 travelling 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: Amy Gonzalez Dept: 15

Position:  Board Member  President/CEO  Gen. Counsel  Chief Auditor

All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 6/28/16 PLANNED DATE OF DEPARTURE/RETURN: 9/22/16 / 9/28/16

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Montreal, CAN Purpose: World Annual Conference  
Explanation: 2016 ACI-NA / World Annual Conference

**4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES**

**A. TRANSPORTATION COSTS:**

• AIRFARE	\$	450.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$	120.00
B. LODGING	\$	1450.00
C. MEALS	\$	250.00
D. SEMINAR AND CONFERENCE FEES	\$	795.00
E. ENTERTAINMENT (If applicable)	\$	.
F. OTHER INCIDENTAL EXPENSES	\$	.
<b>TOTAL PROJECTED TRAVEL EXPENSE</b>	<b>\$</b>	<b>2665.00</b>

**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: Amy L Date: 6/29/16

**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: [Signature] Date: 8/10/16

**AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE**

I, Tony R. Russell, 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 9-16-16 meeting.  
(Leave blank and we will insert the meeting date.)

Purchase Confirmation

User GONZALEZ, AMY

*Amy*  
~~Registration~~ BACK

Purchase Confirmation

Purchase Information

Date of Purchase: Jul 11 2016 6:59PM

Ms. Amy Gonzalez

Purchase Number: 9081

Payment method: Credit card

Order Number: 84272.00

Transaction Numbers:

Detail

Code	Type	Description	Quantity	Unit Price	Extended Amount
16306/REGMEETING		Full Conference	1	\$795.00	\$795.00
				Total:	\$795.00
				Payments:	-\$795.00
				Balance:	\$0.00

Registrant Detail

Registrant ID	Registrant Name	Meeting	Confirmation Number
32129	Ms. Amy Gonzalez	2016 ACI-NA World Conference & Exhibition	84272

OK PRINT



Traveltrust Corporation  
 374 North Coast Hwy 101, Suite F  
 Encinitas, CA 92024  
 Phone: (760) 636-1700



Wednesday, 24AUG 2016 05:04 PM EDT

Passengers: AMY GONZALEZ (15)

Agency Reference Number: AJHIEJ

Click here to view your current itinerary or ETicket receipt on-line: [trippase.com](http://trippase.com)

Delta Air Lines Confirmation GS7RCH

Please review your itinerary and report any discrepancies to Traveltrust within 24hrs of receipt  
 Be sure to visit [www.traveltrust.com](http://www.traveltrust.com) for additional travel information

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 \*\*\*FOR THE MOST CURRENT TIMES AND ALERTS  
 FOR TRAVEL TO CANADA A US CITIZEN  
 MUST HAVE A VALID PASSPORT  
 \*\*\*\*\*

YOU CANNOT TRAVEL OUT OF THE UNITED STATES IF YOUR US  
 PASSPORT EXPIRES WITHIN 6 MONTHS OF YOUR DEPARTURE DATE  
 YOUR INTERNATIONAL TRAVEL MAY REQUIRE VACCINATIONS.  
 PLEASE CHECK WWW.CDC.GOV FOR LATEST REQUIREMENTS  
 \*\*\*\*\*

CERTAIN FARES MAY REQUIRE REISSUANCE AT TIME OF  
 CANCELLATION. PLEASE CONTACT THE AIRLINE OR TRAVELTRUST

AIR	Thursday, 22SEP 2016		
Delta Air Lines	Flight Number: 0352	Class: Q-Coach/Economy	
From: San Diego CA, USA	Depart: 11:46 AM		
To: Detroit Metro MI, USA	Arrive: 07:19 PM		
Stops: Nonstop	Duration: 4 hour(s) 33 minute(s)		
Seats: 39D	Status: CONFIRMED	Miles: 1958 / 3133 KM	
Equipment: Boeing 757 Jet	MEAL: FOOD FOR PURCHASE		
DEPARTS SAN TERMINAL 2 - ARRIVES DTW E.H.MCNAMARA TERMINAL			
Delta Air Lines Confirmation number is GS7RCH			

AIR	Thursday, 22SEP 2016		
Delta Air Lines	Flight Number: 5240	Class: Q-Coach/Economy	
Operated By: EXPRESSJET DBA DELTA CONNECTION	Depart: 08:15 PM		
From: Detroit Metro MI, USA	Arrive: 10:07 PM		
To: Montreal, Canada	Duration: 1 hour(s) 52 minute(s)		
Stops: Nonstop	Status: CONFIRMED	Miles: 518 / 829 KM	
Seats: 14B			

Equipment: CRJ-700 Canadair Regional Jet  
DEPARTS DTW E.H.MCNAMARA TERMINAL  
Delta Air Lines Confirmation number is GS7RCH



**Delta Air Lines**  
Operated By: EXPRESSJET DBA DELTA CONNECTION  
Flight Number: 6537 Class: Q-Coach/Economy  
From: Montreal, Canada Depart: 12:45 PM  
To: Atlanta GA, USA Arrive: 03:34 PM  
Stops: Nonstop Duration: 2 hour(s) 49 minute(s)  
Seats: 15B Status: CONFIRMED Miles: 1002 / 1603 KM  
Equipment: Canadair Regional Jet MEAL: REFRSHMNT/PUR  
ARRIVES ATL TERMINAL MAYNARD JACKSON INTL TERM  
Delta Air Lines Confirmation number is GS7RCH



**Delta Air Lines**  
Flight Number: 1792 Class: Q-Coach/Economy  
From: Atlanta GA, USA Depart: 04:24 PM  
To: San Diego CA, USA Arrive: 05:57 PM  
Stops: Nonstop Duration: 4 hour(s) 33 minute(s)  
Seats: 32C Status: CONFIRMED Miles: 1888 / 3021 KM  
Equipment: Boeing 737-900 Jet MEAL: FOOD FOR PURCHASE  
DEPARTS ATL SOUTH TERMINAL - ARRIVES SAN TERMINAL 2  
Delta Air Lines Confirmation number is GS7RCH

A PORTION OF THIS TRIP MAY BE REFUNDABLE. PLEASE RETURN  
UNUSED PORTIONS TO TRAVELTRUST FOR POSSIBLE REFUND.  
DELTA AIR LINES CONFIRMATION NUMBER - GS7RCH  
FOR EMERGENCY SERVICE FROM UNITED STATES - 888-221-6043  
FOR EMERGENCY SERVICE FROM CANADA - 888-221-6043

**Ticket/Invoice Information**

Ticket for: AMY GONZALEZ  
Date Issued: 8/24/2016 Invoice Nbr: 5393988  
Ticket Nbr: DL7856796274 Electronic Tkt: Yes Amount: 856.82  
Base: 714.00 US Tax: 53.56 USD GST/HST Tax: 1.00 USD QST Tax: 1.60 USD XT Tax: 86.36 USD  
Charged to: AX\*\*\*\*\*

Service fee: AMY GONZALEZ  
Date Issued: 8/24/2016  
Document Nbr: XD0680025444 Amount: 40.00  
Charged to: AX\*\*\*\*\*

Total Tickets: 856.82  
Total Fees: 40.00  
Total Amount: 896.82

Click here 24 hours in advance to obtain boarding passes;  
[DELTA](#)

Click here to review Baggage policies and guidelines;  
[DELTA](#)

Check operating carrier website for any policies that may vary.





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INTERNATIONAL



2016 ACI-NA/World  
Annual Conference/World  
Annual General Assembly  
September 25-28, 2016 | Montréal

**DRAFT AGENDA**  
**ACI-NA LEGAL COMMITTEE WORKSHOP**  
**FALL 2016**

**Montreal, Quebec, Canada**

**September 24-25, 2016**

**WIFI: ACINA Password: airports2016**

**Palais des Congrès de Montréal • Montréal, Québec**

*Thank you to our host airport:*

**AÉROPORTS DE  
MONTREAL**

**Friday, September 23, 2016**

6:00pm – Legal Steering Group Meeting (By Invitation Only)  
7:00pm

**Saturday, September 24, 2016**

7:30am – Registration  
6:30pm

7:30am – Continental Breakfast  
8:30am

8:30am – Welcome & Opening Remarks  
8:45am  
*Raymond S. Ilgunas, Committee Chair, General Counsel, Los Angeles World Airports-Legal Department*  
*Pierre Gagnon, Committee Vice Chair, Vice-président, Affaires Juridiques et secrétaire, Aeroports de Montreal*

8:45am – Freedom of expression and the right to manifest (demonstrate) at airports in the European, Canadian and US context. What are the legal rights at airports and what are the limits an airport may impose? Topics include labor organizations' protests/billboards; controversial social issues protests; religious groups' organized activities; distribution of materials, silent protests, picketing.  
10:15am

**Moderator:** *Debra A. Bragg, Chief Legal Officer, Jacksonville Aviation Authority*

**Speakers :**

*Richard Charney, Global Head of Employment and Labour*

*Norton Rose Fulbright Canada LLP / S.E.N.C.R.L., s.r.l.*

*Paul Griffin, Senior partner Norton Rose Fulbright, London office*

*Peter Hayvren, Calgary airport*

*Jadl Howlak, The Howlak Law Group*

10:15am – Morning Break  
10:30am

10:30am – 11:30am **Legal Issues In How Air Traffic Control Authorities Interact (or not) with Airports and Communities** - Common legal issues between airports and navigation organizations. How do ATC organizations engage with airports and the public? Is it different for federal government versus private ATC organizations? How do they deal with drone integration? The following issues will be addressed: a) how do airports and the ATC authority allocate or share responsibility for noise management and the handling of complaints on this matter? b) what changes are expected from the evolution in technology and what could be the implications for airports? c) when changes in flight paths are required or recommended, what are the consultation obligations with interested parties and how to handle such a process? What should be the consideration given to comments from interveners, etc.?  
**Moderator:** *Pierre Gagnon*, Vice-président, Affaires juridiques et secrétaire, Aeroports de Montreal  
**Speakers:**  
*George Donovan*, Assistant General Counsel, Nav Canada  
*Andrew Charlton*, Aviation Advocacy, Switzerland  
*Gary Norek*, Director of Airspace Services, Federal Aviation Administration.

11:30am – Noon **Noise Potential Outcomes and Implications for Airports Arising from FAA Review of 65DNL Noise Significance Threshold**  
**Moderator:** *Thomas Anderson*, General Counsel Metropolitan Airports Commission, Minneapolis-St. Paul International Airport  
**Speaker:**  
*John Putnam*, Partner, Kaplan Kirsch & Rockwell

12:00pm – 1:15pm Lunch

1:15pm – 2:15pm **Safety Management Systems (SMS)** - Legal oversight and recordkeeping in anticipation of SMS implementation (FAA supplemental NPRM was issued in U.S. Canadian airports have already been operating under SMS requirement. Legal issues include protection of SMS information from public records requests and litigation discovery, and the use of SMS reports (identifying potential safety problems) in litigation against the airport, and the extent of airport reporting obligations for incidents that involves third parties over which the airport has little or no control. How have Canadian airports addressed/lived with those issues?  
**Moderator:** *Mark Gardner*, Deputy General Counsel, Pease Development Authority, Portsmouth, NH  
**Speakers:**  
*Dave Bannard*, Partner, Foley & Lardner  
*Pierre Gagnon*, Vice-président Affaires juridiques et secrétaire, Aeroports de Montreal

2:15- 2:45pm **Discussion of Additional Issues of Mutual Interest Among U.S., Canadian, and European Lawyers (Closed Session. No one representing interests adverse to airports on topics being discussed may attend during that discussion)**  
**Moderators:**  
*Raymond S. Igunas* Committee Chair, and General Counsel, Los Angeles World Airports- Legal Department  
*Pierre Gagnon*, Committee Vice Chair, and Vice-président Affaires juridiques et secrétaire, Aeroports de Montreal  
**Speaker:**  
*Andrew Charlton*, Aviation Advocacy, Switzerland

2:45pm – 3:00pm Afternoon Break

3:00pm –  
4:15pm

**How to legally manage Big Data in the airports business.**

Privacy law issues on data and images gathering through airports' Internet services, apps or social media services. How Europe, Canada, and the U.S. handle privacy in airports related to the gathering of information from passengers via CCTV cameras, airport stores, personal information provided to airports through website and apps, information used for marketing purposes, etc.

**Moderator:** *Ann Morgan*, Director, Fennemore Craig Jones Vargas (Outside General Counsel, Reno Tahoe Airport)

**Speakers:**

*Suzanne Morin*, VP, Assistant GC and Chief Privacy Officer of Sun Life Financial

*Fabrice Neftalski*, Avocat Associé, Attorney at law Partner, EMEA Head of Data Protection and IPIT Law Practice, Ernst & Young Société d'Avocats

*Michael Stephens*, General Counsel, Hillsborough County Aviation Authority

4:15 pm –  
6:16pm

**Transborder Issues in Ride-booking Company Operations at Airports**

TNCs in some jurisdictions have agreed to airport charges, even supporting legislation allowing airports to regulate TNCs and charge them for their airport operations. Also, how can airports address TNC concerns about protecting from public disclosure documents deemed and marked trade secrets by the TNCs; how do airports handle public (Internal or external government agencies) or private (bond underwriters, investors, credit agencies) financial reporting and disclosures?

**Moderator:** *Sheryl Bregman*, Airport General Counsel, Office of the San Francisco City Attorney, San Francisco International Airport

**Speakers:**

*Cynji Lee*, Dade County Attorney's Office (Miami International Airport)

*Anita Poston*, Partner, Vandeventer Black (outside general counsel to Norfolk Airport Authority)

5:15pm

Adjourn for the day

**Sunday, September 25, 2016**

7:30am – Registration  
7:00pm

8:00am – Continental Breakfast  
9:00am

9:00am – **Litigation Update (Closed Session. No one representing interests adverse to airports on topics  
10:15am being discussed may attend during that discussion)**

Discussion of current and recent litigation of significance to airports

Moderator: *Joseph F. Messina*, Deputy Director of Aviation for Regulatory Affairs  
Philadelphia International Airport

**Cases/Speakers:** *Love Field* DC Circuit decision clarifies that agency advice/guidance/direction/correspondence/etc. is not final agency action, and not appealable. How does this square with *Dania Beach*? What are the implications for airports that seek agency guidance? Is a Part 16 decision the only way to obtain a binding agency interpretation of airport obligations? *Peter Kirsch*, Partner, Kaplan Kirsch & Rockwell LLP  
-*Skydive Myrtle Beach v. Horry County Department of Airports* FAA Final Agency Decision Upholding airport action, and implications for other cases of FAA's use of *ex parte* materials.  
*Dave Bannard*, Partner, Foley & Lardner  
-Approaches to responding to FAA Notices of Proposed Civil Penalties, *Melissa Allison*, Partner, Anderson & Kreiger.

-*NAACP v. Philadelphia* First Amendment case involving airport's right to ban non-commercial advertising. Status of case, implications for other airports, ACI-NA amicus brief. *Joseph F. Messina*, Deputy Director of Aviation for Regulatory Affairs  
Philadelphia International Airport.

*(Others to be Determined by Pending or Recently Completed Litigation)*

10:15am – Morning Break  
10:30am

10:30am –  
11:30am

**Legal Issues Relating to Car-Sharing Operations Arising at Airports** – How can airports prevent operations by entities that have no contractual relationship with the airport? What about assertions that car-sharing companies are not rental car operations and are not subject to airport requirements for licensing and payment of fees (asserted pre-emption via internet law)? Legal issues related to potential competition of car-sharing with rental car providers who have fee agreements with airports. Also, how to address rental car companies' desire to share space with affiliated car-sharing services (e.g., Enterprise Car Share, Zip Car, Hertz on Demand);

**Moderator:** *Daniel S. Reimer*, Assistant General Counsel, Denver International Airport

**Speakers:**

*Gregory M. Scott*, President, Merevir Consulting (Government Affairs Representative for American Car Rental Association (ACRA))

11:30am –  
Noon

**General FAA/Legislative Update**

**Moderator:** *Ray Ilgunas*, Committee Chair, General Counsel, Los Angeles World Airports-Legal Department

**Speakers:**

*Eddie Angeles*, Associate Administrator for Airports, FAA  
*Annie Russo*, Vice President of Government and Political Affairs

12:00pm –  
1:00pm

**Lunch**

1:00pm –  
1:45pm

**Contract Language required by FAA in Airport Contracts.**

**Moderator:** *Raymond S. Ilgunas*, Committee Chair, General Counsel, Los Angeles World Airports-Legal Department

**Speaker:**

*Joseph E. Manges*, Airports and Environmental Law Division, Office of Chief Counsel, Federal Aviation Administration

1:45-  
2:30pm

**TSA Update** – Security issues of interest to airports in the U.S. and Canada. Topics include security badge process and ways to deny badges for questionable applicants;

**Moderator:** *Robert C. Watson*, Senior Vice President & CLO, Metropolitan Nashville Airport Authority

**Speaker:**

*Francoise Kerner*, Chief Counsel, Transportation Security Administration

2:30pm –  
2:45pm

**Afternoon Break**

2:45pm –  
3:45pm

**Airport General Counsel Panel – You're Just Appointed as Airport General Counsel: Now What?**  
What real world aspects of the job are important to know, but difficult to understand without extensive experience? Seasoned general counsels provide valuable tips and answer your questions on managing a legal department, hiring and managing outside counsel, balancing airport interests and the political interests of the airport governing body, and more.

**Moderator:** *Elaine Rodriguez*, General Counsel, Dallas/Fort Worth International Airport

**Speakers:**

*Tim Abbott* Assistant County Attorney, Dade County Aviation Department

*Tom Anderson*, General Counsel Metropolitan Airports Commission, Minneapolis-St. Paul International Airport

*Ray Igunas*, Committee Chair, General Counsel, Los Angeles World Airports-Legal Department

*Leila Lahbabi* Senior Assistant City Attorney/Airport Attorney, Charlotte Douglas International Airport

*Selma Lussenburg*, Vice President Governance, Corporate Safety & Security, General Counsel and Corporate Secretary, Greater Toronto Airports Authority

3:45pm –  
4:15pm

**Airport Law Roundtable (Closed Session. No one representing interests adverse to airports on topics being discussed may attend during that discussion)**

Discussion of current issues of interest to airport lawyers.

**Moderator:** *Louisa Goldstein*, Counsel and Assistant Attorney General Maryland Aviation Administration, Thurgood Marshall Baltimore Washington International Airport (BWI)

**Topics/Speakers**

Louisville's decision to "defederalize" the process of protecting airport approaches (tree trimming). Does this approach hold promise for airports that have immediate action items that do not depend on AIP funding when the airport cannot obtain timely FAA approval to act? *Peter Kirsch*, Partner, Kaplan Kirsch & Rockwell LLP

The DOT OIG's current investigation into FAA's treatment of airports grandfathered from the prohibition against diversion of airport revenue: scope of the investigation; implications for grandfathered airports; and tips for all airports on how the OIG conducts audits and how airports can be prepared and take appropriate preventive measures. *TJ Roskelley*, Partner, Anderson & Krejger.

**Adjourn**

6:00pm

**Exhibition Hall Grand Opening**

**Mark Your Calendars!**  
**Spring 2017 Legal Conference**  
**May 3-6, 2017 Amelia Island, FL**

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Fax: 514 285-1243  
montreal.hyatt.com

INVOICE

Payee Amy Gonzalez  
1445 Elevation Road  
San Diego CA 92110  
United States

Room No. 0415  
Arrival 09/22/16  
Departure 09/27/16  
Page 1 of 2  
Folio Window 1  
Folio No. 1117534

Confirmation No. 1913786301  
Group Name ACI NA WORLD CONFERENCE  
Booking No. 32FKTZ3J

G.S.T. # 807214218  
P.S.T. # 1214207801

Date	Description	Charges	Credits
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09/22/16	Chambre (Room)	229.00	
09/22/16	TTQ	8.02	
09/22/16	TPS (GST)	11.85	
09/22/16	TVQ (PST)	23.64	
09/23/16	Chambre (Room)	229.00	
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09/24/16	TVQ (PST)	23.64	
09/25/16	Chambre (Room)	229.00	
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09/25/16	TPS (GST)	11.85	
09/25/16	TVQ (PST)	23.64	
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09/26/16	TVQ (PST)	23.64	
09/26/16	Garage (Parking)	32.00	
09/27/16	Visa XXXXXXXXXXXXXXXX XX/XX		1,451.83

Total 1,451.83 1,451.83

Guest Signature

Balance 0.00

I agree that my liability for this bill is not waived and I agree to be held personally liable in the event that the indicated person, company or association fails to pay for any part or the full amount of these charges.

Tax Summary:	
TTQ	40.10
GST	62.87
PST	125.43
Total	228.4

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### Currency Converter

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Currency I Have:  
**1,451.83 CAD**

Currency I Want:  
**1,087.25 USD**

#### CAD/USD Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Selling 1,451.83 CAD → you get 1,087.25 USD  
 Buying 1,451.83 CAD → you pay 1,087.42 USD

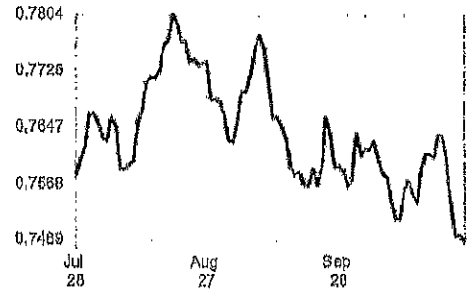
#### Rate Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC

	Bid Sell 1 CAD	Ask Buy 1 CAD
MIN	0.74634	0.74645
AVG	0.74888	0.74900
MAX	0.76259	0.76277

#### Recent Trends

CAD/USD average daily bid prices  
Last 90 days



Take trusted OANDA Rates™ with you on your travels

CAD/USD						USD/CAD					
Interbank Rate +/- 0%						Interbank Rate +/- 0%					
Oct 20, 2016						Oct 26, 2016					
CAD	USD	CAD	USD	CAD	USD	USD	CAD	USD	CAD	USD	CAD
1	0.75	15	11.23	45	33.70	1	1.34	15	20.03	45	60.08
2	1.50	20	14.98	50	37.44	2	2.67	20	26.70	50	66.76
3	2.25	25	18.72	100	74.89	3	4.01	25	33.38	100	133.51
4	3.00	30	22.47	250	187.22	4	5.34	30	40.05	250	333.78
5	3.74	35	26.21	500	374.44	5	6.68	35	48.73	500	667.56
10	7.49	40	29.96	1,000	748.88	10	13.35	40	53.40	1,000	1,335.11

9/22  
TAXI

CAN \$50 = US \$37.44



Coop Taxi de l'Ouest

570, Ave Marshall, Dorval QC H9P 1C9

cooptaxi.com

Reçu 07970

Date 22-9-16 Heure 11:45

Permis 21970 Vignette 8100

De/From \_\_\_\_\_

Destination DOWNTOWN

Montant/Amount 50.00

TPS : 810447094 RT0001

TVQ : 4004394483 TQ0001



9/22  
Taxi



## Currency Converter

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Currency I Have:  
**50.00 CAD**

Currency I Want:  
**37,444.2 USD**

### CAD/USD Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Selling 50,000 CAD → you get 37,444.2 USD  
Buying 50,000 CAD → you pay 37,450.1 USD

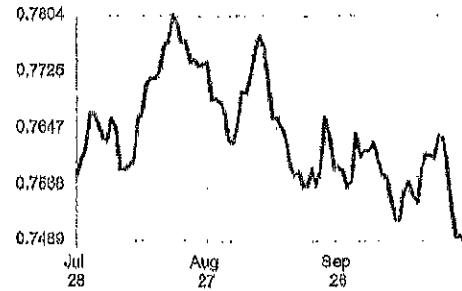
### Rate Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC

	Bid Sell 1 CAD	Ask Buy 1 CAD
MIN	0.74634	0.74645
AVG	0.74888	0.74900
MAX	0.75259	0.75277

### Recent Trends

CAD/USD average daily bid prices  
Last 90 days



Take trusted OANDA Rates™ with you on your travels

CAD/USD						USD/CAD					
Interbank Rate +/- 0%						Interbank Rate +/- 0%					
Oct 25, 2016						Oct 25, 2016					
CAD	USD	CAD	USD	CAD	USD	USD	CAD	USD	CAD	USD	CAD
1	0.75	15	11.23	45	33.70	1	1.34	15	20.03	45	60.08
2	1.60	20	14.98	50	37.44	2	2.67	20	26.70	50	66.76
3	2.25	25	18.72	100	74.89	3	4.01	25	33.38	100	133.51
4	3.00	30	22.47	250	187.22	4	5.34	30	40.05	250	333.78
5	3.74	36	26.21	500	374.44	5	6.68	35	46.73	500	667.56
10	7.49	40	29.96	1,000	748.88	10	13.35	40	53.40	1,000	1,335.11

9/22  
Dinner  
CAN \$80 = \$14.97 US

Service Aux Chambres  
HYATT REGENCY MONTREAL

1265 Jeanne Mance, CP 130  
Montreal, Quebec H5B 1E6  
Tel. 1-(514)-982-1234

1295849 David 1

FACT 12378 CLIENT 1

415

2016-09-22 10:16PM

\*\*\*\*\* REIMPRESSION \*\*\*\*\*

1 Livraison	3.00
1 Pizza Italien	17.00
<del>1 Pizza Italien</del>	<del>17.00</del>
syrah	
15% SVC Charge	4.80
15.00 %	

Subtotal	\$32.00
Frais de Service	\$4.80
T.P.S. 807214218	\$1.69
T.V.Q. 1214207801	\$3.37
Paiement Du	<del>\$41.86</del>

\$20-

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2016-09-22 10:16PM

TPS: 1.69 \$ TVQ: 3.37 \$

Total : 41.86 \$

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1265, RUE JEANNE-MANCE MONTREAL

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9/22  
Dinner



### Currency Converter

CAD/USD for the 24-hour period ending Monday, Oct 24, 2018 22:00 UTC @ +/- 0%

Currency I Have:

**20.00** CAD

Currency I Want:

**14.9777** USD

#### CAD/USD Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2018 22:00 UTC @ +/- 0%

Selling 20.0000 CAD → you get 14.9777 USD

Buying 20.0000 CAD → you pay 14.9800 USD

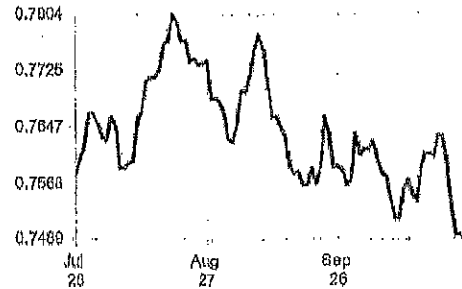
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CAD/USD for the 24-hour period ending Monday, Oct 24, 2018 22:00 UTC

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MIN	0.74834	0.74845
AVG	0.74888	0.74900
MAX	0.75259	0.75277

#### Recent Trends

CAD/USD average daily bid prices  
Last 90 days



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CAD/USD						USD/CAD					
Interbank Rate +/- 0%						Interbank Rate +/- 0%					
Oct 26, 2018						Oct 26, 2018					
CAD	USD	CAD	USD	CAD	USD	USD	CAD	USD	CAD	USD	CAD
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2	1.50	20	14.98	50	37.44	2	2.67	20	26.70	50	66.76
3	2.25	25	18.72	100	74.89	3	4.01	25	33.38	100	133.51
4	3.00	30	22.47	250	187.22	4	5.34	30	40.06	250	333.78
5	3.74	35	26.21	500	374.44	5	6.68	35	46.73	500	667.58
10	7.49	40	29.96	1,000	748.88	10	13.35	40	53.40	1,000	1,335.11

9/23  
Diner  
CAN \$ 45.00 = \$ US 33.09

**Laloux**  
250, AVE. DES PINS EST  
MONTREAL, QUEBEC

VEN 23 SEPTEMBRE 2016  
ADDITION #121044-1  
TABLE #303  
CLIENTS # 1, 2, 5, 7, 8

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<del>BOISSON</del>	<del>00.00</del>
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1 DIVERS NOURRITURE	\$45.00
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<del>MARTINI DELUXE</del>	<del>10.00</del>
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9 ADDITIONS

MERCI !

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Total : ~~00.00~~ \$  
FACTURE ORIGINALE

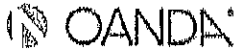


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9/23  
Dinner



### Currency Converter

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Currency I Have:  
**45.00 CAD**

Currency I Want:  
**33.6998 USD**

#### CAD/USD Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Selling 45.0000 CAD → you get 33.6998 USD  
Buying 45.0000 CAD → you pay 33.7051 USD

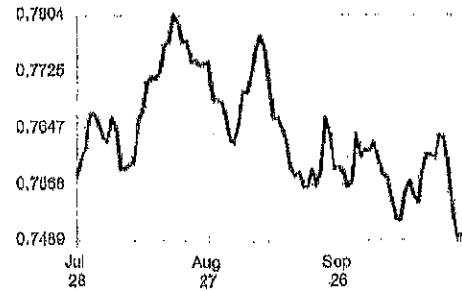
#### Rate Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC

	Bid Sell 1 CAD	Ask Buy 1 CAD
MIN	0.74634	0.74645
AVG	0.74888	0.74900
MAX	0.75269	0.75277

#### Recent Trends

CAD/USD average daily bid prices  
Last 90 days



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CAD/USD						USD/CAD					
Interbank Rate +/- 0%						Interbank Rate +/- 0%					
Oct 25, 2016						Oct 25, 2016					
CAD	USD	CAD	USD	CAD	USD	USD	CAD	USD	CAD	USD	CAD
1	0.75	15	11.23	45	33.70	1	1.34	15	20.03	45	60.08
2	1.50	20	14.98	50	37.44	2	2.67	20	26.70	50	66.76
3	2.25	25	18.72	100	74.89	3	4.01	25	33.38	100	133.51
4	3.00	30	22.47	250	187.22	4	5.34	30	40.05	250	333.76
5	3.74	35	26.21	500	374.44	5	6.68	35	46.73	500	667.58
10	7.48	40	29.96	1,000	748.88	10	13.35	40	53.40	1,000	1,335.11



9/23  
Lunch

CAN \$18.40 = US\$ 13.77

**SESAME**  
CULINE ASIATIQUE

SESAME  
288, SAINTE-CATHERINE O.  
MONTREAL, QC H2X 2A1

14:16:17 Ven., 23 Septembre 2016

#288535

TBL#2-1

1 THAIE COCO MED \$8.75  
1 DUMPLING CREVET \$7.25

SOUS-TOTAL \$18.00  
TPS \$0.80  
TVQ \$1.60

**TOTAL \$18.40**

TPS #814067-1  
TVQ #12-0197740  
1 cent

VOUS AVEZ ETE SERVI  
R: Melodie

POUR COMMANDER  
TEL 514 508-0622

TPS: 0,80 \$ TVQ: 1,60 \$

**Total : 18,40 \$**

FACTURE ORIGINALE



2016-09-23 14:11:10 MEV:14149103-1012643F  
SESAME SAINTE-CATHERINE  
288, RUE SAINTE-CATHERINE O MONTREAL  
514 508 0622

9/23  
Lunch



### Currency Converter

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Currency I Have:

**18.40** CAD

Currency I Want:

**13.7795** USD

### CAD/USD Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Selling 18,4000 CAD → you get 13.7795 USD

Buying 18,4000 CAD → you pay 13.7816 USD

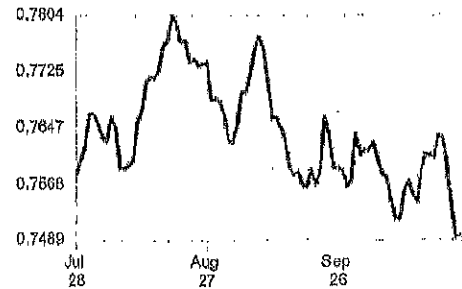
### Rate Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC

	Bid Sell 1 CAD	Ask Buy 1 CAD
MIN	0.74634	0.74646
AVG	0.74888	0.74900
MAX	0.75259	0.75277

### Recent Trends

CAD/USD average daily bid prices  
Last 90 days



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CAD/USD						USD/CAD					
Interbank Rate +/- 0%						Interbank Rate +/- 0%					
Oct 26, 2016						Oct 26, 2016					
CAD	USD	CAD	USD	CAD	USD	USD	CAD	USD	CAD	USD	CAD
1	0.76	15	11.23	45	33.70	1	1.34	15	20.03	45	60.08
2	1.50	20	14.98	50	37.44	2	2.67	20	26.70	50	66.76
3	2.25	25	18.72	100	74.89	3	4.01	25	33.38	100	133.51
4	3.00	30	22.47	250	187.22	4	5.34	30	40.06	250	333.78
5	3.74	35	26.21	500	374.44	5	6.68	35	46.73	500	667.56
10	7.49	40	29.96	1,000	748.88	10	13.35	40	53.40	1,000	1,335.11

CAN \$ 7.91 = US \$ 5.92  
9/26 - Dinner

Complexe Des Jardins  
150 Rue Sainte-Catherine Ouest  
Montréal QC H2X 3Y2  
Rue: 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

184-1  
CS # 1 26/09/2018 18:13:54

Qté Article	TOTAL
1 Hamburger fromage	1.69
1 6 McCroquettes	5.29
1 Moutarde blanche	0.00
1 Moutarde épaisse	0.00
Total partiel	6.98
TPS	0.34
TVQ	0.69
Total pour le moment	7.91
Ajustement d'arrondissement	-0.01
Total arrondi	7.90
Argent remis	20.00
Monnaie	12.10

II VENTE 11n5n8ajwk

TPS: 0,34 \$ TVQ: 0,69 \$  
Total 7,91 \$



2018-09-26 18:13:54 MEV: 14566601-10667566  
RESTAURANT-MCDONALD'S COMPLEXE  
DES JARDINS  
150-169, RUE SAINTE-CATHERINE O MONTREAL

2 NOTRE OFFRE AU VERSO!  
DESCOUVREZ NOTRE OFFRE AU VERSO!  
DESCOUVREZ NOTRE OFFRE AU VERSO!  
DESCOUVREZ NOTRE OFFRE AU VERSO!  
DESCOUVREZ NOTRE OFFRE AU VERSO!

9/26  
Dinner



## Currency Converter

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Currency I Have:

**7.91** CAD

Currency I Want:

**5.92367** USD

### CAD/USD Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Selling 7.91000 CAD → you get 5.92367 USD

Buying 7.91000 CAD → you pay 5.92461 USD

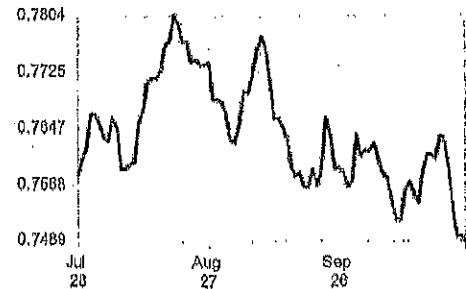
### Rate Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC

	Bid Sell 1 CAD	Ask Buy 1 CAD
MIN	0.74834	0.74845
AVG	0.74888	0.74900
MAX	0.75259	0.75277

### Recent Trends

CAD/USD average daily bid prices  
Last 90 days



Take trusted OANDA Rates™ with you on your travels

CAD/USD						USD/CAD					
Interbank Rate +/- 0%						Interbank Rate +/- 0%					
Oct 25, 2016						Oct 25, 2016					
CAD	USD	CAD	USD	CAD	USD	USD	CAD	USD	CAD	USD	CAD
1	0.75	15	11.23	45	33.70	1	1.34	15	20.03	45	60.08
2	1.60	20	14.98	50	37.44	2	2.67	20	26.70	50	66.76
3	2.25	25	18.72	100	74.89	3	4.01	25	33.38	100	133.51
4	3.00	30	22.47	250	187.22	4	5.34	30	40.08	250	333.78
5	3.74	35	26.21	500	374.44	5	6.66	35	46.73	500	667.56
10	7.49	40	29.96	1,000	748.88	10	13.36	40	53.40	1,000	1,335.11

9/27  
TAXI

CAN \$50 = US \$37.44



DATE: 27/9/16 \$ 47.00

DE/FROM:

AUTO:

N° Vignette / Curr No.

N° permis de travail / Work permit No.

NIP:

Cle

Signature du conducteur / Driver's signature

Signature du client / Client's signature

4854170





9/27  
Taxi

## Currency Converter

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Currency I Have:

**50.00 CAD**

Currency I Want: †

**37.4442 USD**

### CAD/USD Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC @ +/- 0%

Selling 50.0000 CAD → you get 37.4442 USD

Buying 50.0000 CAD → you pay 37.4501 USD

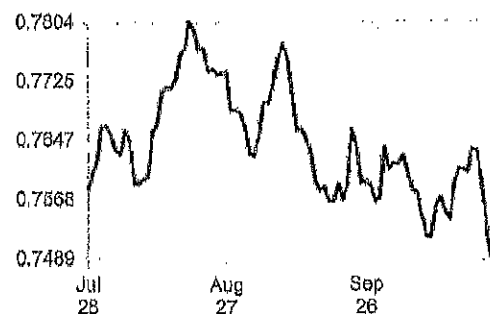
### Rate Details

CAD/USD for the 24-hour period ending Monday, Oct 24, 2016 22:00 UTC

	Bid Sell 1 CAD	Ask Buy 1 CAD
MIN	0.74634	0.74645
AVG	0.74888	0.74900
MAX	0.75259	0.75277

### Recent Trends

CAD/USD average daily bid prices  
Last 90 days



Take trusted OANDA Rates™ with you on your travels

CAD/USD					USD/CAD						
Interbank Rate +/- 0%					Interbank Rate +/- 0%						
Oct 25, 2016					Oct 25, 2016						
CAD	USD	CAD	USD	USD	CAD	USD	CAD	USD	CAD		
1	0.75	15	11.23	45	33.70	1	1.34	15	20.09	45	60.08
2	1.50	20	14.98	50	37.44	2	2.67	20	26.70	50	66.76
3	2.25	25	18.72	100	74.89	3	4.01	25	33.38	100	133.51
4	3.00	30	22.47	250	187.22	4	5.34	30	40.05	250	333.78
5	3.74	35	26.21	500	374.44	5	6.68	35	46.73	500	667.56
10	7.49	40	29.96	1,000	748.88	10	13.36	40	53.40	1,000	1,335.11

# **BUSINESS EXPENSE**

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**APRIL BOLING**

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY SIDCRAA**

**2016**

NOV 01 2016

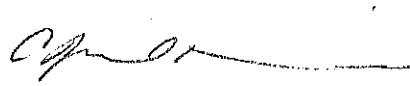
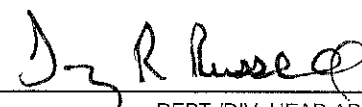
**MONTHLY MILEAGE and PARKING FEE REIMBURSEMENT REPORT**

Information Governance

EMPLOYEE NAME C. April Boling			PERIOD COVERED Oct. 2016	
DEPARTMENT/DIVISION				
Date	Miles driven	Destination and purpose of trip	Parking fees & other transportation costs paid	\$\$\$
10/10/16	29.40	Airport/Exec.Finance Comm. Mtg.		
10/20/16	29.40	Airport/ALUC Mtg.		
<b>SUBTOTAL</b>		<b>58.80</b>	<b>SUBTOTAL</b>	<b>-</b>

**Computation of Reimbursement**

REIMBURSEMENT RATE: (see below) *	Rate as of January 2016	X	58.80
TOTAL MILEAGE REIMBURSEMENT			31.75
PARKING FEES/TOLL CHARGES (ATTACH RECEIPTS)			-
TOTAL REIMBURSEMENT REQUESTED			\$ 31.75

<p>I acknowledge that I have read, understand and agree to *Authority Policy 3.30 - Business Expense Reimbursement Policy and that any purchases/claims that are not allowed will be my responsibility. I further certify that this report of business expenses were incurred in connection with official Authority business and is true and correct. Business Expense Reimbursement Policy 3.30</p> <p align="center"></p> <p align="center">SIGNATURE OF EMPLOYEE</p>	<p align="center"><i>APPROVED BY THE EXECUTIVE COMMITTEE AT ITS NOVEMBER 7, 2016 MEETING.</i></p> <p align="center"></p> <p align="center">DEPT./DIV. HEAD APPROVAL</p>
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**LLOYD HUBBS**

