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# San Diego County Regional Airport Authority

## Fiscal Year 2016-2017 Municipal Stormwater Permit Annual Report

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# SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

## INTER-OFFICE COMMUNICATION

**Date:** June 27, 2003

**To:** Thella F. Bowens  
President/CEO

**From:** Ted Sexton  
Vice President, Operations

**Subject:** Authorization to Sign National Pollutant Discharge Elimination System (NPDES) Documents

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NPDES Permits (including General NPDES Permits) require submission of various reports and certifications, which must be prepared and signed by a principal executive office or duly authorized representative. A person is a duly authorized representative if: (1) the authorization is made in writing by the executive officer and (2) a copy of the authorization is retained as part of the permit records for each facility. The authorized representative must be the individual or position having overall responsibility for environmental matters.

This is to request your approval, evidenced by your signature below, authorizing the Director of Environmental Affairs for the Authority to serve as the duly authorized representative for purposes of executing all documents related to the NPDES Permit requirements.

Handwritten signature of Thella F. Bowens in black ink.

Thella F. Bowens  
President/CEO  
San Diego County Regional Airport Authority

30 June '03  
Date

**Cc:** Paul Manasjan, Director, Environmental Affairs  
Zane Gresham, Morris & Foerster



SAN DIEGO  
INTERNATIONAL  
AIRPORT



**JURISDICTIONAL RUNOFF MANAGEMENT PROGRAM  
ANNUAL REPORT FORM**

FY 2016-2017

Place ID - 255233

<b>I. COPERMITTEE INFORMATION</b>		
Copermittee Name:	San Diego County Regional Airport Authority	
Copermittee Primary Contact Name:	Richard Gilb	
Copermittee Primary Contact Information:		
Address: PO Box 82776		
City: San Diego	County: San Diego	State: CA Zip: 92138
Telephone: (619) 400-2790	Fax: (619)-400-2784	Email: rgilb@san.org
<b>II. LEGAL AUTHORITY</b>		
Has the Copermittee established adequate legal authority within its jurisdiction to control pollutant discharges into and from its MS4 that complies with Order No. R9-2013-0001?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
A Principal Executive Officer, Ranking Elected Official, or Duly Authorized Representative has certified that the Copermittee obtained and maintains adequate legal authority?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
<b>III. JURISDICTIONAL RUNOFF MANAGEMENT PROGRAM DOCUMENT UPDATE</b>		
Was an update of the jurisdictional runoff management program document required or recommended by the San Diego Water Board?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
If YES to the question above, did the Copermittee update its jurisdictional runoff management program document and make it available on the Regional Clearinghouse?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
<b>IV. ILLICIT DISCHARGE DETECTION AND ELIMINATION PROGRAM</b>		
Has the Copermittee implemented a program to actively detect and eliminate illicit discharges and connections to its MS4 that complies with Order No. R9-2013-0001?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Number of non-storm water discharges reported by the public	0	
Number of non-storm water discharges detected by Copermittee staff or contractors	5	
Number of non-storm water discharges investigated by the Copermittee	5	
Number of sources of non-storm water discharges identified	5	
Number of non-storm water discharges eliminated	5	
Number of sources of illicit discharges or connections identified	5	
Number of illicit discharges or connections eliminated	5	
Number of enforcement actions issued	0	
Number of escalated enforcement actions issued	0	
<b>V. DEVELOPMENT PLANNING PROGRAM</b>		
Has the Copermittee implemented a development planning program that complies with Order No. R9-2013-0001?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Was an update to the BMP Design Manual required or recommended by the San Diego Water Board?	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
If YES to the question above, did the Copermittee update its BMP Design Manual and make it available on the Regional Clearinghouse?	YES <input type="checkbox"/>	NO <input type="checkbox"/>
Number of proposed development projects in review	6	
Number of Priority Development Projects in review	4	
Number of Priority Development Projects approved	0	
Number of approved Priority Development Projects exempt from any BMP requirements	0	
Number of approved Priority Development Projects allowed alternative compliance	0	
Number of Priority Development Projects granted occupancy	0	
Number of completed Priority Development Projects in inventory	19	
Number of high priority Priority Development Project structural BMP inspections	19	
Number of Priority Development Project structural BMP violations	0	
Number of enforcement actions issued	0	
Number of escalated enforcement actions issued	0	



**VI. CONSTRUCTION MANAGEMENT PROGRAM**

Has the Copermittee implemented a construction management program that complies with Order No. R9-2013-0001?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Number of construction sites in inventory	10	
Number of active construction sites in inventory	3	
Number of inactive construction sites in inventory	0	
Number of construction sites closed/completed during reporting period	7	
Number of construction site inspections	163	
Number of construction site violations	0	
Number of enforcement actions issued	0	
Number of escalated enforcement actions issued	0	

**VII. EXISTING DEVELOPMENT MANAGEMENT PROGRAM**

Has the Copermittee implemented an existing development management program that complies with Order No. R9-2013-0001?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>		
	Municipal	Commercial	Industrial	Residential
Number of facilities or areas in inventory	45	6	28	0
Number of existing development inspections	45	6	28	0
Number of follow-up inspections	0	0	0	0
Number of violations	8	8	32	0
Number of enforcement actions issued	8	8	32	0
Number of escalated enforcement actions issued	0	0	0	0

**VIII. PUBLIC EDUCATION AND PARTICIPATION**

Has the Copermittee implemented a public education program component that complies with Order No. R9-2013-0001?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
Has the Copermittee implemented a public participation program component that complies with Order No. R9-2013-0001?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>

**IX. FISCAL ANALYSIS**

Has the Copermittee attached to this form a summary of its fiscal analysis that complies with Order No. R9-2013-0001?	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>
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**X. CERTIFICATION**

I  Principal Executive Officer  Ranking Elected Official  Duly Authorized Representative certify under penalty of law that I have personally examined and am familiar with the information submitted in this document and all attachments and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe that the information is true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment.

BRENDAN REED  
 Print Name

(619) 400-2785  
 Telephone Number



Date October 20, 2017

Director of Environmental Affairs  
 Title

breed@san.org  
 Email

## Fiscal Analysis

<p><b>Has the Copermittee attached to this form a summary of its fiscal analysis that complies with Order No. R9-2013-0001?</b></p>	<p><b>YES</b></p>
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The fiscal analysis presented here identifies the various categories of expenditures attributable to the urban runoff management program for FY16-17 and includes a description of the source(s) of the funds that are used to support the program and any legal restrictions on the use of the funds. In late 2008, the Copermittees collaboratively developed and adopted a standardized method of fiscal analysis in accordance with the 2008 Municipal Permit Sections G, J.1.a(3)(l), and J.1.c(1)(d). This Standardized Fiscal Analysis Method and Format (Fiscal Analysis Method) was submitted to the San Diego Water Board in January of 2009 as Attachment 1 of the Regional Urban Runoff Management Plan (RURMP) Annual Report for FY08-09. The Fiscal Analysis Method was prescribed for use by the Copermittees no later than January 31, 2010. The fiscal analysis presented also meets the requirements of the 2013 Municipal Permit Provision E.8.

The San Diego County Regional Airport Authority Act, the Authority’s enabling legislation, outlines the financial parameters of the Authority. As a financially self-sufficient agency, the Airport Authority does not rely on taxpayer dollars or any city or county funds to operate. The Authority has four sources of revenue: 1) airline revenue; 2) non-airline revenue; 3) non-operating revenue; and 4) investment earnings. Airline revenue is primarily from landing fees, terminal rents, and security related fees. Non-airline revenue comprises public parking fees, terminal and other concessions, rental car fees, and ground rents. Non-operating revenue is primarily passenger facility charges (PFCs), Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants, airport revenue bonds, and short-term borrowing using commercial paper.

There are “revenue diversion” restrictions imposed by federal laws and regulations on the use of Authority funds. The expenditure of Authority funds off airport property may violate federal law. Penalties for violation of the federal “revenue diversion” restrictions are severe and include withholding of current and future grant funds, withholding of other FAA approvals, and other civil penalties.

To ensure that the budget is adequately funded, the Finance Division prepares a revenue budget that incorporates budget expenditure requests into a rate-setting formula to determine projected rates, fees and charges to the airlines and other tenants. Funding sources for the Capital Improvement Program projects include FAA AIP grants, PFCs, airport operating revenues, airport revenue bonds, and short-term borrowing using commercial paper.

The Authority operates on a fiscal year that runs from July 1 through June 30. The expense budget comprises costs for salaries, wages, benefits, operating equipment and systems, safety and security, maintenance, utilities, contractual services, business development costs (include advertising and promotional activities), various property lease payments, debt service, and capital improvements.

The bulk of expenditures related to the implementation of the SWMP pass through the Environmental Affairs Department and the Facilities Management Department. The Environmental Affairs Department is responsible for administrative functions within the Stormwater Management Program, including fiscal analysis. The Environmental Affairs Department staff carries out the administrative activities for the program, including: 1) general program budget analysis and planning; 2) inspections and enforcement; 3) monitoring and reporting; 4) coordination and involvement with the Municipal Permit Copermittees and agencies; 5) assistance to other groups outside the department; 6) internal and external training, workshops, and public events; and 7) helping to secure the materials and equipment necessary to perform required tasks. The Facilities Management Department is generally responsible for the operation and maintenance (O&M) aspects of the program, including: 1) inspection and maintenance of storm drain systems; 2) maintenance of facilities and grounds; 3) securing the materials, equipment, and vehicles necessary to perform required tasks; and 4) supporting the management of the Authority's wastes.

The remaining expenditures flow through the Authority's Capital Improvement Program. The Capital Improvement Program is a rolling 3 to 5 year program that provides for critical improvements and asset preservation, including environmental pollution prevention needs.

For FY16-17, the financial resources expended by the Authority to implement the SWMP are presented in the three categories outlined in the Fiscal Analysis Method, namely, Jurisdictional, Watershed, and Regional. The total expenditures for FY16-17 are presented in Table 1 and equal \$2,944,235.

**Jurisdictional Expenditures** - The annual costs to implement the jurisdictional elements of the SWMP include the overall program administration and the costs incurred for staff, contract services, and materials and equipment for each of the program components listed in Table 1. The bulk of the jurisdictional costs are associated with staff and contract services associated with the IDDE, Development Planning, Construction Management, and Existing Development Management components of the urban runoff management program. These costs generally represent the efforts expended by the Environmental Affairs and Facilities Management Departments. The costs associated with the IDDE program include contract services costs for the sampling and monitoring that is part of the dry weather monitoring program. In addition to the expenditures required to ensure compliance with the Municipal Permit, the Existing Development Management component listed in Table 1 also includes contract services costs for sampling and monitoring required to ensure compliance with the Industrial General Stormwater Permit. All Capital Improvement Program costs associated with the Authority's stormwater management program are included in the Special Investigations Component presented in Table 1.

**Watershed Expenditures** - The annual costs to implement the Watershed elements of the San Diego Bay Water Quality Improvement Plan (WQIP) and for development/implementation of the WQIP during FY16-17 generally fall into the categories of administration, planning, and the Authority's share of the cost for watershed planning. Administration costs include Authority staff time at meetings, communication and coordination with the Watershed Copermittees, and data compilation and

reporting. The costs incurred for watershed activities include staff, contract services, and materials and equipment for those watershed activities implemented by the Authority.

Regional Expenditures - The annual costs to implement the Regional elements of the San Diego Bay WQIP during FY16-17 generally fall only into the categories of administration and the Authority's share of the cost for regional activities. Administration costs include Authority staff time at meetings, communication and coordination with the Copermittees, and data compilation and reporting. The shared costs represent the Authority's obligations to support Copermittee staff, contract services, and materials and equipment for regional activities such as regional workgroups, wet weather monitoring, and public education and outreach.

**TABLE 1—Storm Water Management Program Expenditure Summary for FY16-17**

Description	Costs
A. Jurisdictional Components	
1. Administration	\$64,595
2. Development Planning	\$51,130
3. Construction	\$143,345
4. Municipal	\$1,457,645
5. Industrial	\$783,200
6. Residential	\$0
7. IDDE	\$131,140
8. Education	\$58,255
9. Public Participation	\$9,635
10. Special Investigations	\$160,100
11. Non-emergency Firefighting	\$13,240
<b>Jurisdictional Total</b>	<b>\$2,872,285</b>
B. Watershed – San Diego Bay Watershed	
1. Administration	\$2,335
2. Planning	\$25,210
3. Copermittee Cost Share	\$11,385

4. Watershed Activities	\$29,170
<b>Watershed Total</b>	<b>\$68,100</b>
C. Regional	
1. Administration	\$1,630
2. Copermittee Cost Share	\$2,220
<b>Regional Total</b>	<b>\$3,850</b>
<b>GRAND TOTAL COSTS</b>	<b>\$2,944,235</b>



## **Airport Authority Response to Audit of Over-Irrigation Runoff Prohibition**

On June 16, 2017, the Airport Authority received the results of an audit completed by the California Regional Water Quality Control Board, San Diego Region (San Diego Water Board) in August of 2016 to assess the effectiveness of the Airport Authority's stormwater management program to prohibit over-irrigation. The Airport Authority's program was one of several Copermittee programs audited by the San Diego Water Board. The San Diego Water Board audit evaluated the ability of the Airport Authority's program to effectively prohibit over-irrigation according to the requirements of provision II.A.1.b, Discharge Prohibitions, and provision II.E.2, Illicit Discharge Detection and Elimination of the Regional Municipal Separate Storm Sewer System (MS4) Permit (Order No. R9-2013-0001, as amended by Order Nos R9-2015-0001 and R9-2015-0100). The San Diego Water Board audit found that the Airport Authority's program was generally ineffective in prohibiting over-irrigation. The San Diego Water Board required a written response to any identified recommendations for program improvements or Program Audit Summary Findings of "Potentially Ineffective" or "Ineffective" program elements. Such a written response was required to be submitted to the San Diego Water Board in the Airport Authority's next jurisdictional program annual report, due by January 31, 2018. The discussion below constitutes the Airport Authority's written response.

### **BACKGROUND**

Provision II.A.1.b specifically requires non-storm water discharges into Copermittee MS4s to be effectively prohibited, through the implementation of provision II.E.2 (unless such discharges are authorized by a separate NPDES permit). Provision II.E.2 requires each Copermittee to actively prevent, detect and/or eliminate illicit non-stormwater discharges through a program of public promotion and facilitation, investigation, and elimination through an effective combination of its legal authority, enforcement, local ordinances and standards, and the jurisdictional runoff management program (JRMP). The San Diego Water Board's audit evaluated the Airport Authority's Storm Water Management Plan (SWMP). The Airport Authority uses the SWMP for compliance with the California State Water Resources Control Board (State Water Board) Industrial General Permit (IGP) and as a JRMP for compliance with the Regional MS4 Permit.

The program audit assessed each Copermittee's level of implementation in five general JRMP categories defined by specific provisions in the Regional MS4 Permit. Table 1 below summarizes the five JRMP program categories, the associated Regional MS4 Permit provisions, and the Copermittee's resources reviewed during the audit:

The San Diego Water Board based its audit findings on the following general assessment questions in the five JRMP program categories listed in Table 1:

1. **LEGAL AUTHORITY:** Does the Copermittee have the legal authority in its municipal ordinances to prohibit over-irrigation?
2. **PUBLIC EDUCATION AND OUTREACH:** Is the over-irrigation prohibition clearly identified and easily located by the public through the Copermittee web page information and hotline reporting?
3. **IDDE/ENFORCEMENT:** Does the Copermittee actively enforce the over-irrigation prohibition through its IDDE investigation and enforcement process?

4. WQIP: Does the Copermittee rely on over-irrigation reduction, elimination, and prohibition strategies to address the High Priority Water Quality Conditions, Priority Water Quality Conditions or persistent dry weather flow from the MS4 in its JRMP and/or WQIP(s)?

5. JRMP: Does the Copermittee identify over-irrigation prohibition strategies and minimum BMPs in its updated JRMP?

**Table 1. JRMP Program Audit Summary**

JRMP Program Category	Provision(s) <sup>1</sup>	Copermittee Resources Reviewed
1. Legal Authority	II.E.1	Jurisdictional Code
2. Public Education and Outreach	II.E.2, II.E.7	Website, JRMP, Hotline Reporting
3. Illicit Discharge Detection and Elimination (IDDE)/Enforcement	II.E.2, II.E.6	Website, JRMP, Hotline Reporting, Complaint Response
4. Watershed Management Area Water Quality Improvement Plan (WQIP)	II.B.3, II.D.2	Accepted Watershed Management Area Water Quality Improvement Plan(s) High Priority Water Quality Conditions, Priority Water Quality Conditions, Numeric Goals and Schedules, and MS4 Outfall Persistent Dry-Weather Flow
5. JRMP Strategies	II.B.3, II.E.5, II.F.2.a	Accepted Watershed Management Area Water Quality Improvement Plan, Website, JRMP

<sup>1</sup>Order R9 2013-0001, as amended

For each of these general audit assessment categories, the San Diego Water Board developed specific core audit questions to rate the Copermittee’s active and effective prohibition of over-irrigation. Based on the number of “yes” or “no” responses to the core audit questions, each Copermittee’s program element was given a rating of “Effective,” “Potentially Ineffective,” or “Ineffective.” Each of the five program elements has a program implementation and a permit compliance component resulting in a total of ten effectiveness ratings. The Overall Program Assessment rating of “Ineffective Program,” “Potentially Ineffective Program,” or “Effective Program” is based on the total number of program effectiveness ratings out of a total of ten.

AUDIT FINDINGS AND RECOMMENDATIONS FOR THE AIRPORT AUTHORITY

The San Diego Water Board audit findings for the Airport Authority are presented in Table 2 and show that the Airport Authority’s program was generally found to be ineffective in prohibiting over-irrigation. The San Diego Water Board also provided 2 additional overall program recommendations for the Airport Authority. Table 2 presents the San Diego Water Board’s audit findings, and lists the corrective actions taken by the Airport Authority to address the findings and recommendations.

**Table 2. Over-Irrigation Prohibition Program Implementation Audit Results and Response**

Program Element Required by Regional MS4 Permit	San Diego Water Board Audit Finding of Permit Compliance	San Diego Water Board Audit Finding of Program Implementation	Corrective Action Taken to Address Audit Finding
<b>Legal Authority Updated to Prohibit Over-Irrigation</b>	No	No	<i>See below</i>
<i>Has the Copermittee updated its municipal ordinance to reflect the requirements of the MS4 Permit?</i>	No		<i>Updates to the Airport Authority code are scheduled for adoption by the Airport Authority Board in the 2<sup>nd</sup> quarter of 2018.</i>
<i>Does the Copermittee have the legal authority in its municipal ordinances to prohibit over-irrigation?</i>	No		<i>The Airport Authority currently has the authority through leases, contracts, and rules and regulations to require compliance with the Airport Authority Storm Water Management Plan (SWMP; our JRMP). The SWMP is being updated to highlight the prohibition of over-irrigation.</i>
<b>Public Education/Outreach Clearly Identify Over-Irrigation Prohibited</b>	No	No	<i>See below</i>
<i>Is the over-irrigation prohibition clearly identified and easily located by the public on the home page of Copermittee web page?</i>	No		<i>The Environmental Affairs stormwater web page has been updated to feature a section on the prohibition of over-irrigation.</i>
<i>Is the over-irrigation prohibition clearly identified and easily located as a reportable prohibited discharge by the public through the Copermittee’s hotline reporting system, complaint form, and/or application?</i>	No		<i>“Over-irrigation” has been added to the Contact Us menu on the Authority web page. There is also a hotline number to report incidents provided on the Environmental Affairs stormwater webpage.</i>
<i>Is the over-irrigation prohibition clearly identified, easily located and described for the public in the Copermittee’s storm water program web page information?</i>	No		<i>The Environmental Affairs stormwater page has been updated to feature a section on the prohibition of over-irrigation. A phone number to report over-irrigation is also featured at the top of the section.</i>

Program Element Required by Regional MS4 Permit	San Diego Water Board Audit Finding of Permit Compliance	San Diego Water Board Audit Finding of Program Implementation	Corrective Action Taken to Address Audit Finding
<p><i>Is the over-irrigation prohibition clearly identified, easily located and described for the public on the Copermittee’s public information outreach documents, handouts, or brochures?</i></p>	No		<p><i>The Environmental Affairs stormwater web page highlights the education and outreach efforts in place at the airport for preventing, reporting, and addressing over-irrigation. Education about the prohibition of over-irrigation is conducted at outreach events, all-hands meetings, and through email and tenant information notices. Employees, tenants, contractors, and the public are encouraged to contact the Airport Communication Center and the Facilities Maintenance Department if over-irrigation is spotted on airport premises. Over-irrigation information and reporting instructions are also highlighted in the annual mandatory training required for all Airport Authority employees and tenants.</i></p>
<p><i>Does the Copermittee identify local water district prohibitions for over-irrigation and provide direct links to the water district web page drought information?</i></p>	No		<p><i>A link to the City of San Diego Permanent Water Use Restrictions was added to the “Over-Irrigation Prohibition” section on the Environmental Affairs stormwater web page.</i></p>
<p><i>Does the Copermittee identify prohibitions for over-irrigation in its JRMP?</i></p>	No		<p><i>The Airport Authority’s SWMP is being updated to clearly outline the prohibition of over-irrigation.</i></p>
<p><b>IDDE/Enforcement of Over-Irrigation Prohibition is Implemented</b></p>	<b>No</b>	<b>Potentially No</b>	<b>See below</b>
<p><i>Does the Copermittee actively investigate over-irrigation complaints and implement its enforcement response plan?</i></p>	No		<p><i>The Airport Authority is updating language on our website, and within other resources, which have been or are being updated to reflect our newly revised practices to</i></p>



Program Element Required by Regional MS4 Permit	San Diego Water Board Audit Finding of Permit Compliance	San Diego Water Board Audit Finding of Program Implementation	Corrective Action Taken to Address Audit Finding
			<i>investigate over-irrigation complaints and enforce the prohibition of over-irrigation.</i>
<i>Does the Copermittee actively coordinate over-irrigation complaints with the local water agency?</i>	No		<i>The Airport Authority is updating complaint response procedures to include active coordination with the City of San Diego Water Department, when and if necessary.</i>
<i>Does the Copermittee actively enforce the over-irrigation prohibition through its enforcement process?</i>	No		<i>The audit noted that the Airport Authority includes a generalized description of enforcement and IDDE implementation of permit prohibitions in our SWMP, however, the SWMP does not specifically describe how enforcement of the over-irrigation prohibition as an illicit discharge is implemented. The Airport Authority's SWMP is being updated to clearly outline how the prohibition of over-irrigation is enforced.</i>
<i>Does the Copermittee actively coordinate its over-irrigation prohibition program with local water district programs?</i>	No		<i>The Airport Authority is updating our program and procedures to include active coordination with the City of San Diego Water Department, when and if necessary.</i>
<i>Does the Copermittee specifically identify enforcement of the over-irrigation prohibition in its JRMP?</i>	No		<i>The Airport Authority's SWMP is being updated to clearly outline the enforcement of the prohibition of over-irrigation.</i>
<i>Does the Copermittee identify IDDE and enforcement of prohibited discharges in its JRMP and Enforcement Response Plan?</i>	Yes		
<b>WQIP HPWQC, PWQC, or Persistent Dry Weather Outfall Flow Numeric Goals or Strategies Rely on Over-Irrigation Prohibition</b>	No	Potentially No	<i>See below</i>

Program Element Required by Regional MS4 Permit	San Diego Water Board Audit Finding of Permit Compliance	San Diego Water Board Audit Finding of Program Implementation	Corrective Action Taken to Address Audit Finding
<i>Does the Copermittee identify strategies for over-irrigation prohibition in the WQIP?</i>	Yes		
<i>Does the Copermittee have a numeric goal or strategy in the accepted Water Quality Improvement Plan(s) to address pollutant reduction through prohibition of over- irrigation?</i>	Yes		
<i>Does the Copermittee identify over-irrigation strategies to address the High Priority Water Quality Conditions (HPWQC), Priority Water Quality Conditions (PWQC) or persistent dry weather flow from the MS4?</i>	Yes		
<i>Does the Copermittee actively and effectively implement the over-irrigation strategies to address the High Priority Water Quality Conditions (HPWQC), Priority Water Quality Conditions (PWQC) or persistent dry weather flow from the MS4?</i>	No		<i>The audit noted that the Airport Authority's jurisdictional strategies are identified in Table I.1.2 of the San Diego Bay WQIP and that strategies AA-4 and AA-9 require implementation of minimum BMPs to address the Focused Priority Water Quality Conditions. However, the audit found that the Airport Authority's minimum BMPs (SWMP BMP Fact Sheets SCO1 and SCO9) did not prohibit over-irrigation. The Airport Authority's SWMP, and the BMP Fact Sheets contained therein, are being updated to clearly outline the prohibition of over-irrigation.</i>
<b>JRMP Strategies/Minimum BMPs Identify Over-Irrigation Prohibition</b>	<b>Potentially No</b>	<b>Potentially No</b>	<b>See below</b>
<i>Did the Copermittee update the JRMP in accordance with II.F.2.a?</i>	Yes		

Program Element Required by Regional MS4 Permit	San Diego Water Board Audit Finding of Permit Compliance	San Diego Water Board Audit Finding of Program Implementation	Corrective Action Taken to Address Audit Finding
<i>Does the Copermittee identify minimum BMPs for over-irrigation prohibition in the JRMP?</i>	No		<i>The Airport Authority's SWMP is being updated to clearly identify the minimum BMPs required to prevent over-irrigation.</i>
<i>Did the Copermittee identify and implement the WQIP strategies in the JRMP to address persistent dry weather flow and the over-irrigation prohibition?</i>	No		<i>Again, the audit noted that the Airport Authority's jurisdictional strategies identified minimum BMPs to address dry weather flows and IDDE, yet BMP Fact Sheets SCO1 and SCO9 did not specifically prohibit over-irrigation. The Airport Authority's SWMP, and the BMP Fact Sheets contained therein, are being updated to clearly outline the prohibition of over-irrigation. Additionally, the Airport Authority jurisdiction's major outfalls have been observed to have no persistent dry weather flow during the transitional and the WQIP implementation periods of the current MS4 Permit.</i>
<b>WATER BOARD RECOMMENDATIONS</b>			
<p><i>1. The Airport should re-evaluate and adapt its jurisdictional program elements to specifically implement the over-irrigation prohibition based on this audit. The Airport shall provide an update to the San Diego Water Board in the Airport's next Jurisdictional Program Annual Report. The San Diego Water Board expects the Airport to include in the Jurisdictional Program Annual Report documentation that demonstrates program changes were made and that the MS4 Permit provisions are being adequately and actively implemented.</i></p>	<p><i>The Airport Authority has re-evaluated and updated jurisdictional stormwater management program elements to specifically implement the over-irrigation prohibition. Those updates are noted above as part of the Airport Authority's Fiscal-Year 2016-2017 Jurisdictional Program Annual Report. The references to our web page included above, and links below, are provided to demonstrate the program changes we've made to adequately and actively implement the provisions of the MS4 Permit.</i></p>		
<p><i>2. The Airport should take this opportunity to review the other components of its storm water program to ensure they meet the requirements of the Regional MS4 Permit prior to additional audits by the San Diego Water Board and update its JRMP accordingly.</i></p>	<p><i>Agreed. The Airport Authority has taken the opportunity to review the components of our stormwater management programs and will continue to review the components of our program on a regular basis.</i></p>		

As noted in Table 2, the Airport Authority has updated or is updating the Airport Authority's code, rules and regulations, web pages, SWMP, and minimum BMPs to address the San Diego Water Board's audit findings.

Our web pages have been revised to highlight the Airport Authority's prohibition of over-irrigation and the actions we take to prevent or address it at the airport – see over-irrigation prohibition on our stormwater web page - <http://www.san.org/Airport-Projects/Environmental-Affairs#124539-stormwater>.

The public, airline passengers, those working at the airport, tenants, contractors, and Airport Authority staff can report incidents of over-irrigation via a hotline or our web page – see the drop-down list for “subject” on our Contact Us webpage - <http://www.san.org/Travel-Info/Contact-Us>.

The SWMP has been updated to reflect the prohibition of over-irrigation, to detail the minimum BMPs that should be implemented to prevent over-irrigation, and to outline the enforcement processes in place to implement the prohibition – see the SWMP on our stormwater web page - <http://www.san.org/Airport-Projects/Environmental-Affairs#124539-stormwater>.

The Airport Authority engages employees, tenants, and contractors to prevent and report over-irrigation. All those working at the airport and Airport Authority staff are informed of the over-irrigation prohibition and how to report incidents at outreach events, all-hands meetings, and through email and tenant information notices. Staff in the Airport Communication Center, the Airport Operations Department, the Facilities Management Department, and the Planning and Environmental Affairs Department are trained to respond to over-irrigation and enforce the prohibition.

Finally, the Airport Authority works diligently to prevent over-irrigation and the potential discharge of pollutants associated with over-irrigation. While we have a limited amount of landscaping around the airport, much of that is xeriscape which features drought-tolerant plants and drip irrigation watering systems that both cut down on water usage and reduce the likelihood of over-irrigation. We don't irrigate the landscaping when we don't have to. The Airport Authority has installed a state-of-the-art weather track system that collects and analyzes data from multiple weather stations to determine the actual watering needs. The system shuts off irrigation when we have rainfall. This saves approximately 9 million gallons of water in unnecessary irrigation each year and helps prevent overwatering and over-irrigation. Finally, the Airport Authority Facilities Management Department (FMD) has designated personnel to ensure our irrigation system is working properly. A certified irrigation technician performs inspections throughout the day to assure all systems are functioning as designed and there is no over-irrigation. FMD staff are available 24/7 to respond to incidents of over-irrigation. If there is an incident involving excess water that cannot be easily fixed, FMD staff will shut down the entire system within an hour. FMD flags all issues related to over-watering and over-irrigation and performs corrective actions within 12 to 24 hours.

The Airport Authority appreciates the audit performed by the San Diego Water Board and the opportunity to improve our stormwater management program and the implementation of those program elements meant to address the MS4 Permit prohibition of over-irrigation.



## **San Diego County Regional Airport Authority - Expanded FY16-17 Jurisdictional Runoff Management Program Annual Report**

### **I. Introduction**

The San Diego County Regional Airport Authority (Authority) submits the fiscal-year 2016-2017 (FY16-17) Jurisdictional Runoff Management Program Annual Report in compliance with California Regional Water Quality Control Board, San Diego Region (San Diego Water Board), Order No. R9-2013-0001, as amended by Order No. R9-2015-0001, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS0109266, the NPDES Permit and Waste Discharge Requirements for Discharges from the Municipal Separate Storm Sewer Systems (MS4s) Draining the Watersheds within the San Diego Region (Municipal Permit). The FY16-17 Annual Report describes all the stormwater management activities conducted by the Authority between July 1, 2016 and June 30, 2017 to ensure compliance with the Municipal Permit.

This expanded Jurisdictional Runoff Monitoring Program Annual Report for FY16-17 is intended to supplement the 2-page Annual Report Form found in Municipal Permit Attachment D, which was submitted as part of the Water Quality Improvement Plan (WQIP) Annual Report. This Expanded Annual Report provides the background to the information provided on the Annual Report Form. Except for this Introduction, the Expanded Annual Report provides information in a manner that follows the Roman numeral subject headings of the Annual Report Form. Although the Expanded Annual Report provides background to the information provided on the Annual Report Form, it does not provide a full accounting of the Authority's jurisdictional runoff management program. Instead, the WQIP AR describes the strategies implemented and progress towards goals during fiscal year (FY) 17.

All activities at San Diego International Airport (SDIA), including development planning, review, and approval, are subject to the Authority Storm Water Management Plan (SWMP) and are required to implement or ensure the implementation of the best management practices (BMPs) described therein relative to those activities.

The Authority has owned and operated SDIA since January 1, 2003. SDIA is located on approximately 660 acres adjacent to San Diego Bay, north of downtown San Diego, in San Diego County. The entire jurisdictional area of the Authority, namely, SDIA, discharges into San Diego Bay through 15 storm drain outfalls. Airport operations include two main airline terminals, one main runway area, taxiways, fueling facilities, and ancillary support facilities.

As stated in Section 8 of the SWMP, there are no residential land uses or activity areas within the Authority's jurisdiction. For this reason and consistent with previous Annual Reports, the FY16-17 Expanded Annual Report contains no discussion of activities conducted by the Authority relative to existing residential development.

Finally, the summary of the Authority's fiscal analysis that is required by the Municipal Permit to be an attachment to the Annual Report Form is included herein and can be found in Section IX Fiscal Analysis.

## II. Legal Authority

<b>Has the Copermittee established adequate legal authority within its jurisdiction to control pollutant discharges into and from its MS4 that complies with Order No. R9-2013-0001?</b>	<b>Yes</b>
<b>A Principal Executive Officer, Ranking Elected Official, or Duly Authorized Representative has certified that the Copermittee obtained and maintains adequate legal authority?</b>	<b>Yes</b>

The Authority has established adequate legal authority within our jurisdiction to control pollutant discharges into and from the MS4 that complies with Order No. R9-2013-0001 as amended by Order No. R9-2015-0001. The legal authority is more fully described in Section 2.2 of the updated SWMP. The legal authority and required certification has been submitted as part of the WQIP Annual Report, as required by Provision E.1.b of the MS4 permit.

### III. Jurisdictional Runoff Management Program Update

<b>Was an update of the jurisdictional runoff management program document required or recommended by the San Diego Water Board?</b>	<b>Yes</b>
<b>If YES to the question above, did the Copermittee update its jurisdictional runoff management program document and make it available on the Regional Clearinghouse?</b>	<b>Yes</b>

In accordance with Provision F.2.a of Order No. R9-2013-0001, the Authority updated their jurisdictional runoff management program document in February 2017. The following amendments were made subsequent to the Annual Evaluation (August 2016) and the ERA Evaluation (September 2016): updates to the Industrial Component, Section 7, Appendix B (BMPs), Appendix D-1 (industrial monitoring/implementation plan), and tenant summary sheets and maps in Appendix E. The SWMP was modified to enhance the information for tenants Allied Aviation and ASIG and to add information for the new tenant Conrac Solutions in order to incorporate them into the Authority's program and WDID number under the IGP. Figures 3-7 were updated to reflect changes in tenant gates, sampling locations, and new TCBMPs installed, and the WQIP sweeping goal was amended slightly in Section 11 to reflect the most up-to-date information collected on the runway/taxiway sweeping program.

#### IV. Illicit Discharge Detection and Elimination Program

<b>Has the Copermittee implemented a program to actively detect and eliminate illicit discharges and connection to its MS4 that complies with Order No. R9-2013-0001</b>	<b>YES</b>
<b>Number of non-storm water discharges reported by the public</b>	<b>0</b>
<b>Number of non-storm water discharges detected by Copermittee staff or contractors</b>	<b>5</b>
<b>Number of non-storm water discharges investigated by the Copermittees</b>	<b>5</b>
<b>Number of sources of non-storm water discharges identified</b>	<b>5</b>
<b>Number of non-storm water discharges eliminated</b>	<b>5</b>
<b>Number of sources of illicit discharges or connections identified</b>	<b>5</b>
<b>Number of illicit discharges or connections eliminated</b>	<b>5</b>
<b>Number of enforcement actions issued</b>	<b>0</b>
<b>Number of escalated enforcement actions issued</b>	<b>0</b>

The Authority continues to exercise and promote the mechanisms available to staff, tenants, and the general public described in Section 3 of the SWMP for reporting complaints or concerns regarding unauthorized stormwater discharges and illicit connections. There are four primary mechanisms available for reporting complaints or concerns:

- the Airside Operations Department 24-hour telephone line (619-400-2710);
- the Environmental Affairs Department main telephone line (619-400-2782);
- the Project Clean Water regional hotline (888-846-0800), webpage ([http://www.projectcleanwater.org/html/wurmp\\_san\\_diego\\_bay.html](http://www.projectcleanwater.org/html/wurmp_san_diego_bay.html)), and email address ([watersheds@sdcounty.ca.gov](mailto:watersheds@sdcounty.ca.gov)) operated by the County of San Diego; and
- the THINKBLUE Hotline ((619)235-1000) and webpage (<http://www.sandiego.gov/thinkblue/>) operated by the City of San Diego.

In order to ensure the health and safety of the nearly 18 million members of the traveling public that pass through SDIA annually, the airport facilities are under constant visual and electronic surveillance by several different Authority Departments, including Airside Operations, Landside Operations, and Airport Security and Public Safety. The constant surveillance at SDIA includes the routine daily inspections of the airport terminals, runways, and airside operations by the Airside Operations Supervisors. These inspections are a major element of the IDDE program since any environmental issues are reported to the Environmental Affairs Department.

The Environmental Affairs Department conducts visual observations of non-stormwater discharges, the above-ground portions of the MS4 and BMP implementation every month across the entire facility, year-round. Additionally, inspections are conducted during sampled rain events. One of the goals of all of these inspections is to identify unauthorized stormwater and non-stormwater discharges. The Dry Weather Monitoring Program conducted by the Environmental Affairs Department is specifically designed to identify, characterize and eliminate unauthorized non-stormwater discharges, twice a year, in accordance with Municipal Permit requirements. And finally, the Environmental Affairs Department conducts unscheduled, as-needed (“ad hoc”) inspections of the airport throughout the year.

Taken as a whole, the hotline, surveillance, and inspection activities represent the site-wide elements of the IDDE Program at SDIA. The information in Table 1 highlights the types and dates and/or frequencies for each program element of the IDDE Program conducted by the Environmental Affairs Department during the reporting period.



**Table 1 - IDDE MS4 Inspection and Monitoring Conducted During FY16-17**

Inspection Element	Dates
"Hotline" – public reporting	Year-round
Monthly Authorized/Unauthorized Non-Stormwater Discharge Monitoring	07/27,29/2016 09/09,16,23,28/2016, 10/14,26,28/2016, 11/09,30/2016, 12/01,29/2016, 01/03,26,31/2017, 02/22,23,24/2017, 03/15,17,29/2017, 04/21,26,28/2017, 05/19,24,25,31/2017, 06/20,27,28,29,30/2017
Wet Weather Visual Observations (during sampled rain events)	11/21/2016, 12/16/2016, 01/19/2017, 02/17/2017
Dry Weather Monitoring (2017 Dry Weather Season)	05/03/2017, 06/06/2017
Ad-hoc (unscheduled, as-needed inspections)	08/03/2016, 09/23,28/2016, 12/13/2016, 02/17/2017, 03/27/2017, 05/03/2017 + Year-round observations

Table 2 presents information on the 5 IDDE events which were identified and resolved during the reporting period. No IDDE events were identified by the Dry Weather Monitoring Program during FY16-17. The Monthly Wet Weather Visual Observations did not record any new issues, only those that had already been identified and were being addressed during monthly or ad-hoc inspections. Each event identified in Table 2 was resolved with the single response or enforcement action noted in the table and there was no need to escalate enforcement.

**Table 2 – IDDE Events during FY 16-17**

Source of IDDE Information	Date	Activity Type	Compliance Issue	Resolution Method
AirOps Log	9/28/2016	SR01: Spill Prevention, Control, and Clean Up	Illicit Discharge – Approximately 10 gallons of fuel at the Terminal 1 East gate area. A small amount entered the storm drain.	Ocean Blue cleaned and contained and cleaned the spill.

AirOps Log	10/15/2016	SR01: Spill Prevention, Control, and Clean Up	Illicit Discharge – Approximately 2 gallons of fuel was spilled at Terminal 1 East gate area and some entered a slit trench.	Ocean Blue cleaned up the spill and the slit trench.
AirOps Log	11/28/2016	SR01: Spill Prevention, Control, and Clean Up	Illicit Discharge – Approximately 5 gallons of fuel was spilled at the FBO. Slit trenches were affected.	Ocean Blue cleaned up the spill and inspected the impacted vault.
AirOps Log	12/27/2016	SR01: Spill Prevention, Control, and Clean Up	Illicit Discharge – Approximately 1 gallon of sewage spilled at the Terminal 1 east gate area. A small amount entered a manhole.	The spill was cleaned up by airline personnel.
AirOps Log	4/2/2017	SR01: Spill Prevention, Control, and Clean Up	Illicit Discharge – Approximately 5 gallons of hydraulic fluid was spilled at Terminal 1 East gate area. Approximately 1 quart reached the storm drain.	Ocean Blue cleaned up the spill.

## V. Development Planning Program

<b>Has the Copermittee implemented a development planning program that complies with Order No. R9-2013-0001</b>	<b>YES</b>
<b>Was an update to the BMP Design Manual required or recommended by the San Diego Water Board?</b>	<b>NO</b>
<b>If YES to the question above, did the Copermittee update its BMP Design Manual and make it available on the Regional Clearinghouse?</b>	<b>N/A</b>
<b>Number of proposed development projects in review</b>	<b>6</b>
<b>Number of Priority Development Projects in review</b>	<b>4</b>
<b>Number of Priority Development Projects approved</b>	<b>0</b>
<b>Number of approved Priority Development Projects exempt from any BMP requirements</b>	<b>0</b>
<b>Number of approved Priority Development Projects allowed alternative compliance</b>	<b>0</b>
<b>Number of Priority Development Projects granted occupancy</b>	<b>0</b>
<b>Number of completed Priority Development in inventory</b>	<b>19</b>
<b>Number of high priority Priority Development Projects structural BMP inspections</b>	<b>19</b>
<b>Number of Priority Development Projects structural BMP violations</b>	<b>0</b>
<b>Number of enforcement actions issued</b>	<b>0</b>
<b>Number of escalated enforcement actions issued</b>	<b>0</b>

The Authority has implemented policies, principles, programs, and practices that ensure land-use development, planning, environmental review, and project approval decisions consistently apply effective water quality and watershed protection measures to avoid, minimize, and mitigate the short and long-term impacts of land development activities on runoff and receiving water quality. The Authority's environmental review and approval processes for both land use development and specific improvements is described in Section 4 of the SWMP.

All development projects proposed at SDIA during FY16-17 were required to go through the Authority's development review and approval process and to meet any applicable or imposed project requirements and conditions. The review and approval process ensured that all applicable BMP Design Manual BMP requirements were indeed applied to all applicable development projects. All proposed development projects within the Authority's jurisdiction are deemed exempt from hydromodification requirements. The Environmental Affairs Department verified that required post-construction BMPs for all Priority Development Projects were in-place prior to occupancy.

In June of 2015, the San Diego County Copermittees developed a Model BMP Design Manual for the San Diego Region to conform to new development requirements of Order No. R9-2013-0001. The Model BMP Design Manual replaced the SUSMP. The Model BMP Design Manual renews, modifies or replaces the procedures outlined in the Model SUSMP document for planning, selecting, and designing on site structural BMPs for new development and significant redevelopment projects. In accordance with Provision E.3 of Order No. R9-2013-0001, the Authority's own BMP Design Manual was issued in February 2016 and updated in May 2016.

During FY16-17, there were 6 development projects reviewed. The Authority's development project review process determined that four (4) of these 6 projects were Priority Development Projects (PDPs), but all are subject to the Authority's BMP Design Manual requirements. The 6 projects were the Clear Object Free Area Taxiway B, Rehabilitate Runway 9-27, Replace T2W Sidewalk, North Side VSR, North Side Cargo Facilities, and Federal Inspection Facility. None of these projects had exemptions to the Authority's BMP Design Manual requirements.

Only 1 of the 6 development projects reviewed began construction during the reporting period. All 6 projects were Authority improvement projects.

Table 3 provides information on those development projects under review during FY16-17, including: the project name and number, and which of those projects were found to be subject to the PDP BMP Design Manual requirements, which were a PDP or Standard Project, what exceptions were they subject to, and the construction status of each during FY16-17.

**Table 3 - Development Projects Reviewed during FY16-17**

#	Project Name and Number	BMP Design Manual Required? <sup>1</sup>	PDP or Standard Project? <sup>1</sup>	Alternative Compliance or other Exceptions?	Disturbing more than 50 acres	Construction Status during FY16-17
1	Clear Object Free Area Taxiway B 104129	Yes	PDP	No	No	Not Begun
2	Rehabilitate Runway 9-27 104219 & 104220	Yes	Standard	No	No	Not Begun
3	Replace T2W Sidewalk 104226	Yes	Standard	No	No	Not Begun
4	North Side VSR Replacement & Drainage 104227	Yes	PDP	No	No	Not Begun
5	North Side Cargo Facilities 104231	Yes	PDP	No	No	Not Begun
6	Federal Inspection Facility 412001	Yes	PDP	No	No	5/15/17

Notes:

1. BMP Design Manual requirements and designation of non-PDP projects as "Standard" projects only came into effect in February 2016. Prior to that, the SUSMP was in effect.

In addition to verifying that structural treatment control BMPs are properly installed prior to occupancy, the Authority maintains an inventory of structural BMPs installed to date and annually inspects the BMPs on the inventory for proper functionality and maintenance. The inventory must indicate the watershed in which the project is located – all these projects (and the entire jurisdictional boundary of the Authority) lie in the Pueblo San Diego hydrologic unit, San Diego Mesa hydrologic area, Lindbergh hydrologic subarea (908.21). Table 4 presents the details of the Authority’s structural treatment control BMP inventory at the end of FY16-17. Table 4 lists each development project found to be subject to SUSMP or BMP Design Manual requirements, the BMPs proposed for each, the verification date for the installation of those BMPs, and the dates of the annual inspection, along with an indication of any functional or maintenance issues identified during inspection.

**Table 4 - Inventory of SUSMP or BMP Design Manual-Required Structural Treatment Control BMPs, including Dates of Inspection during FY16-17**

#	Project Name & Brief Description	BMP Design Manual BMPs Required per Project Approval	Date Installation Verified	Date of Annual Inspection/ Issues Identified
1	EMAS Project 103057 Installation of an Engineered Materials Arrest System at West End of the Runway	Approximately 50% of pervious site surface (gravel)  2 Storm Drain Inlet Filters	Nov 2006	6/14/2017: Maintenance required
2	Green Build – Contract 2 - (landside) 201401  Terminal 2 West roadway and parking lot expansion and ancillary support facilities	Approx 2.5% of pervious site surface (installation of approx 1 acre of pavers and swales)  1 Trash Rack/Hydrodynamic Device (Contech CDS Treatment System)  1 High Rate Media Filter 1 OldCastle/Kristar perfilter)	August 2013	6/14/2017: Maintenance required
3	Green Build – Contract 1 - (airside) 201201  Terminal 2 West airside improvements and ancillary support facilities	Approx 5% of pervious site surface (artificial turf) and  1 High Rate Media Filter (Contech StormFilter)	March 2013	6/14/2017: Maintenance required
4	Washington Street Access Improvements 104124 Realign street intersection	1 Bio Clean Round Curb Inlet Skimmer Boxes. 2 <sup>nd</sup> box at on-ramp of Pacific Hwy in City of San Diego jurisdiction	April 2013	6/6/2017: Maintenance required

#	Project Name & Brief Description	BMP Design Manual BMPs Required per Project Approval	Date Installation Verified	Date of Annual Inspection/ Issues Identified
5	CRDC 104119 Construct Central Receiving and Distribution Center for materials and goods delivered to and from the terminals	Approx 12% of pervious site surface (0.08 acres landscaping + 0.11 acres pervious pavement)  7 High-rate media filters (4 Bio Clean Grate Inlet Skimmer Boxes and 3 Bio Clean Trench Drain Filters) + 1 catch basin box inside vegetated area	Nov 2012	6/14/2017: Maintenance required
6	Rehabilitate Lot 8 104127 Reconstruct Public Parking Lot	1 hydrodynamic separator system	March 2013	6/14/2017: Maintenance required
7	South Side Interim Parking 104125 Construct Public Parking Lot	Infiltration through 4 permeable asphalt strips that total 1,500 feet of length that is 3 ft wide, 3.5 in thick over 9-in of asphalt treated permeable base, on 36-in of granular drain material with an 8-in. perforated pipe underdrain draining to the conveyance system and through 1 high-rate media filter system (Contech StormFilter).	June 2012	6/14/2017: Maintenance required
8	North Side Interior Road 104135	11 High Rate Media Filters (ClearWater BMP Filters)  2 Clearwater inlet blue bag grate BMPs	March 2016	6/6/2017: Maintenance required
9	Relocate Parking Lot 6 104145 Construct Employee Parking Lot	Infiltration through 4 permeable asphalt strips that total 1,700 feet of length that is 3 ft wide, 3.5 in thick over 9-in of asphalt treated permeable base, on 36-in of granular drain material with an 8-in. perforated pipe underdrain draining to the conveyance system and through 1 hydrodynamic separator system	March 2013	6/14/2017: Maintenance required
10	Washington Street Parking Lot (SANPark II) 104146  Construct Public Parking Lot	12 Modular Wetland Systems and  1 Detention Basin (for flow control – not a SUSMP BMP)	June 2014	6/6/2017: Maintenance required



#	Project Name & Brief Description	BMP Design Manual BMPs Required per Project Approval	Date Installation Verified	Date of Annual Inspection/ Issues Identified
11	FBO-Landmark Aviation 016-003-11043 New Fixed Based Operator facility and ramp area	8 infiltration basins below permeable surfaces and asphalt strips, 5 bioswales, and 1 High Rate Media Filter (Contech StormFilter)	July 2014	6/6,14/2017: Permeable pavement surfaces need sweeping
12	Terminal Link Road 104134	5 Clearwater Solutions BMP Units, 1 BioClean Inlet Skimmer Box, and 2 Curb Inlet Boxes	February 2016	6/6,14/2017: Maintenance required
13	Rental Car Center 104151	6 Bioretention Basins	February 2016	6/6/2017: No issues
14	Construct FBO Taxiway 104128/Northside Bypass Taxiway 104176	1 Contech Jellyfish filter	February 2016	6/14/2017: Could not inspect, area locked
15	Relocate Cell Phone Lot 104174	1 Clearwater Inlet BMP, 4 curb sidewalk inlets, pervious pavement	August 2014	6/14/2017: No issues
16	Construct RCC Bus Parking Facility 104181	7 Clearwater BMPs, 1 underground detention basin (in taxi hold lot), and 2 Modular Wetland Systems 1 Curb Inlet Box	March 2016	6/6/2017: Maintenance Required
17	Federal Express Sort Facility 012-1-100-14015	1 Clearwater Inlet BMP	February 2016	6/14/2017: No Issues
18	Employee Parking Lot 6 Expansion 104185	4 permeable pavement/stone reservoir beds each approximately 20,000 SF and 3 Clearwater Inlet BMPs	March 2016	6/14/2017: Maintenance Required
19	Construct Taxi Hold Lot 104190	1 Clearwater Solutions BMP unit (BMP 01), 1 modified infiltration trench (13ft wide x 145 ft long), and 1 reservoir bed/permeable pavement	June 2016	6/6/2017: No Issues

The development project approval process, the structural BMP installation verification process, and the treatment control inspection activities conducted by the Authority during FY16-17 did not identify any

violations, and therefore, no enforcement actions were initiated during the reporting period. However, maintenance is required at several TCBMPs, as indicated in the table above.

## VI. Construction Management Program

<b>Has the Copermittee implemented a construction management program that complies with Order No. R9-2013-0001</b>	<b>YES</b>
<b>Number of Construction sites in inventory</b>	<b>10</b>
<b>Number of active construction sites in inventory</b>	<b>3</b>
<b>Number of inactive construction sites in inventory</b>	<b>0</b>
<b>Number of construction sites closed/completed during reporting period</b>	<b>7</b>
<b>Number of construction site inspections</b>	<b>163</b>
<b>Number of construction site violations</b>	<b>0</b>
<b>Number of enforcement actions issued</b>	<b>0</b>
<b>Number of escalated enforcement actions issued</b>	<b>0</b>

As outlined in Section 5 of the SWMP, all construction projects proposed by the Authority itself or airport tenants are required to undergo the Authority's construction approval process and meet the applicable construction site control requirements. The process leads to the identification and imposition of any required construction and post-construction BMPs. None of the construction projects reviewed and approved in FY16-17 were required to implement advanced treatment BMPs. In general, written notice of project approval and conditions is provided to the project proponent by the Facilities Development Department and the Airport Design & Construction Department. These conditions of approval typically require the project sponsor/manager/contractor/tenant to prepare a construction site-specific stormwater pollution prevention plan (SWPPP). The SWPPP is reviewed and approved in writing by the Environmental Affairs Department. Smaller projects may be required to prepare an abbreviated SWPPP outlining specific BMPs identified by the Authority and approved in writing by the Environmental Affairs Department. Small projects that are determined by the Environmental Affairs Department to have no anticipated impact to the environment are still required to implement BMPs as identified by the Authority.

The intake process for project review applications also generates information that is used by the Facilities Development Department and Airport Design & Construction Department to populate a database for construction projects – including the project description, location, purpose, and project start and end dates. The Environmental Affairs Department accesses the database to create and maintain a continuously updated inventory of construction projects.

The Environmental Affairs Department inspects all construction sites to monitor for compliance with the Authority's ordinances, approvals, and permits, including the Municipal Permit and the Construction General Permit (if applicable). It is the Authority's goal to inspect all construction sites, whether high, or low priority, on a weekly basis for proper BMP maintenance. While staffing and work-load issues often impact attainment of these goals, the Authority maintains a construction site inspection frequency that, at a minimum, complies with the Municipal Permit. Finally, all construction project inspections were conducted in a manner that ensured all the required steps were taken to maintain full compliance with the SWMP and the Municipal Permit.

Table 5 presents both the inventory and inspection history for construction projects underway at SDIA during the FY16-17 reporting period. There were 10 construction projects that required the implementation of storm water management controls. All other construction activities at SDIA during

the reporting period were conducted either entirely indoors or without elements that required the implementation of BMPs. The Authority initiated 8 of these projects, and the airport tenant ACE initiated 2 others. The Authority determined that 1 of these projects were high priority sites, and 9 were low priority sites in accordance with the Municipal Permit.

Table 5 presents the project name/project number, the project sponsor, a brief description of the project, the water-quality threat priority, indication of the project's status (start date, end date, as applicable, which is generally comparable to a monthly inventory), and the dates that inspections were conducted. There were a total of 163 construction site inspections conducted during FY16-17: 47 inspections were completed during the dry season and 117 inspections were completed during the wet season.

**Table 5 Construction Project Inventory and Inspection History during FY 16-17**

#	Project Name and Number	Sponsor	Project Description	Priority	Status During FY16-17	Inspection Dates - Dry Season	Inspection Dates - Wet Season
1	Terminal 2 Parking Plaza 104187	Authority	Construct multi-level parking lot. Installation of a 2917 stall parking garage with a water reuse system that will recycle rainwater for use in the central plant reducing reliance on potable water.	High	Started September 2016 and expected to end in April 2018	9/9/16, 9/20/16, 9/30/16, 6/1/17, 6/9/17, 6/16/17, 6/23/17, 6/30/17.	10/5/16, 10/12/16, 10/21/16, 10/26/16, 11/1/16, 11/22/16, 11/30/16, 12/8/16, 12/15/16, 12/22/16, 12/29/16, 1/5/17, 1/10/17, 1/18/17, 1/26/17, 2/2/17, 2/9/17, 2/16/17, 2/23/17, 3/2/17, 3/9/17, 3/17/17, 3/29/17, 4/6/17, 4/12/17, 4/20/17, 4/25/17, 5/2/17, 5/10/17, 5/26/17.

#	Project Name and Number	Sponsor	Project Description	Priority	Status During FY16-17	Inspection Dates - Dry Season	Inspection Dates - Wet Season
2	Federal Inspection Service Facility 412001	Authority	Demo work and construction activity to build a new Federal Inspection Service facility.	Low	Started May 2017 and expected to continue beyond June 2017	6/30/17, 6/23/17, 6/16/17, 6/9/17, 6/2/17.	5/26/17
3	Solid Waste Disposal and Recycling Facility 104193	Authority	Address regulatory requirement, upgrade security and utility systems serving the facility, and install fencing for FOD control. Project includes a grease interceptor and re-plumb drain lines to ensure compliance with storm water permit requirements.	Low	Started February 2017 and completed May 2017	N/A	3/23/17, 3/30/17, 4/6/17, 4/11/17, 4/28/17, 5/11/17, 5/18/17, 5/16/17.

#	Project Name and Number	Sponsor	Project Description	Priority	Status During FY16-17	Inspection Dates - Dry Season	Inspection Dates - Wet Season
4	12 kV Duct Bank 104187-A	Authority	Swinerton to provide all necessary demolition, trenching, electrical, communications, wet utilities, construction roads and patch back work to move the existing 12 kV duct Bank from under the footprint of the future Terminal 2 Parking Plaza and provide separated A and B loops which are currently ran together.	Low	Started September 2016 and completed February 2017.	9/9/16.	10/3/16, 10/5/16, 10/25/16, 10/26/16, 11/22/16, 11/30/16, 12/8/16, 12/15/16 12/22/16, 12/29/16, 1/5/17, 1/10/17, 1/18/17, 1/26/17, 2/2/17, 2/9/17, 2/16/17, 2/23/17.

#	Project Name and Number	Sponsor	Project Description	Priority	Status During FY16-17	Inspection Dates - Dry Season	Inspection Dates - Wet Season
5	Demolition of World Trade Center 104215	ACE	Demolish World Trade Center Building with abatement of asbestos and lead based paint, handling of lighting ballasts and lamps containing PCBs and Mercury, disconnection of utility services, pavement removal, grading, BMP installation, and all other items as shown on the drawings and specified in the specs.	Low	Started December 2016 and completed February 2017	N/A	12/13/16, 12/21/16, 12/28/16, 1/4/17, 1/11/17, 1/18/17, 1/27/17, 2/1/17, 2/9/17, 2/17/17.
6	Borrego Solar Systems, Inc. 601201	Authority	Install Solar Panels	Low	Started August 2015 and completed January 2017	7/20/16, 7/29/16, 8/3/16, 8/10/16, 8/17/16, 9/1/16, 9/7/16, 9/15/16, 9/21/16, 9/28/16.	10/4/16, 10/14/16, 10/19/16, 10/26/16, 11/1/16, 11/17/16, 11/23/16, 11/29/16, 12/6/16, 12/14/16, 12/20/16, 12/28/16, 1/4/17, 1/10/17, 1/17/17, 1/24/17.



#	Project Name and Number	Sponsor	Project Description	Priority	Status During FY16-17	Inspection Dates - Dry Season	Inspection Dates - Wet Season
7	Airfreight Cargo 104191	Authority	Roof work	Low	Began September 2016 and completed September 2016	9/9/16, 9/16/16, 9/27/16	10/4/16
8	NTC Parking Lot Modifications 4187-02	ACE	Parking lot modifications	Low	Started June 2016 and completed August 2016	7/15/16, 7/21/16, 7/26/16, 8/3/16.	N/A
9	Interim Waste Storage Facility 104192	Authority	Procurement and installation of a Pre-Fabricated storage unit and a pre-fabricated raised metal platform with ramp to consolidate, store and manage hazardous waste being processed for disposal.	Low	Completed July 2016	7/6/16.	N/A

#	Project Name and Number	Sponsor	Project Description	Priority	Status During FY16-17	Inspection Dates - Dry Season	Inspection Dates - Wet Season
10	Palm Street Observation Area 104212	Authority	Build a Public "Observation Area". Currently, soil stockpile is located awaiting project commencement.	Low	Started June 2016 and expected to continue beyond June 2017	7/6/16, 7/15/16, 7/20/16, 7/26/16, 8/3/16, 8/10/16, 8/16/16, 8/30/16, 9/7/16, 9/16/16, 9/22/16, 9/27/16, 6/8/17, 6/20/17, 6/29/17.	10/4/16, 10/13/16, 10/18/16, 10/28/16, 11/2/16, 11/16/16, 11/21/16, 11/30/16, 12/7/16, 12/13/16, 12/21/16, 12/28/16, 1/3/17, 1/9/17, 1/18/17, 1/27/17, 2/1/17, 2/9/17, 2/17/17, 3/10/17, 3/17/17, 3/23/17, 3/30/17, 4/6/17, 4/14/17, 4/20/17, 4/25/17, 5/3/17, 5/10/17, 5/18/17, 5/25/17, 5/26/17, 5/31/17.

In terms of inspections and violations, the inspection program is designed to evaluate whether the appropriate BMPs are being implemented and whether those BMPs are being implemented properly. The SWMP states that the construction BMPs required for use are those listed in the Authority's SWMP Section 5 and Appendix B, and in the California Stormwater Quality Association (CASQA) Best Management Practice Handbook for Construction Activity.

Each failure to implement the appropriate BMPs or to properly implement them is an issue of concern and requires corrective actions. The issues of concern identified during inspections were generally resolved through verbal and/or written communication with the construction contract site supervisor in the field at the time of inspection or at weekly progress meetings. As such, most issues of concern required no escalation of enforcement. There were a total of 0 notices of violations issued during FY16-17 and therefore no violations were issued.

## VII. Existing Development Management Program

Has the Copermittee implemented an existing development management program that complies with Order No. R9-2013-0001?	YES			
	Municipal	Commercial	Industrial	Residential
<b>Number of facilities or areas in inventory</b>	<b>45</b>	<b>6</b>	<b>28</b>	<b>0</b>
<b>Number of existing development inspections</b>	<b>45</b>	<b>6</b>	<b>28</b>	<b>0</b>
<b>Number of follow-up inspections</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Number of violations</b>	<b>8</b>	<b>8</b>	<b>32</b>	<b>0</b>
<b>Number of enforcement actions issued</b>	<b>8</b>	<b>8</b>	<b>32</b>	<b>0</b>
<b>Number of escalated enforcement actions issued</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

The means and methods used to ensure compliance with the requirements of the Municipal Permit for the management of existing developments are outlined in Sections 6, 7, and 8 of the SWMP. Existing developments at SDIA include municipal, commercial, and industrial activities and areas. Existing developments are required to implement those BMPs outlined in the SWMP that are relevant to their operations, including the generally applicable site-wide BMPs and pollution prevention measures. The inventory of Authority municipal activities and areas includes 45 separate elements, including: MS4 (1 element), roads (1 element), the airside operations area (1 element), the grounds/landscaping (1 element), maintenance and storage areas (2 elements), solid waste operational areas (4 elements), structural treatment control BMPs (10 elements), 11 individual buildings (11 elements), and 14 individual parking lots (14 elements).

In addition to the Authority's own municipal activities, the Authority and a number of airport tenants conduct industrial activities as defined by the Municipal Permit and the Industrial General Stormwater Permit. There are 28 tenants conducting industrial activities, plus the ARFF Facility and the Authority itself as operator of the Airport, for a total of 30 entities conducting industrial activities. There are 6 tenants conducting commercial activities at SDIA. All other airport operators are either a) subtenants to and/or operate as integral parts of the 36 industrial/ commercial tenants/facilities or b) not considered to be sources of significant pollutant loads to the storm drain system.

As stated in the Introduction to this Annual Report, and more specifically in Section 8.0 of the SWMP, there are no residential land uses or activity areas within the Authority's jurisdiction. For this reason and consistent with previous Annual Reports, the FY16-17 Annual Report contains no discussion of activities conducted by the Authority relative to the existing residential development. It should be noted, however, that both the SWMP and this Annual Report discuss issues relative to the general public under the heading of Public Education and Participation.

Table 6 presents the inventory and prioritization for existing development at SDIA as of June 30, 2017. All of these developments are considered stationary sources. There are no "mobile" sites/sources within the Authority's jurisdiction.

**Table 6 – Inventory of Existing Developments**

<b>Type of Development</b>	<b>Principal Activity</b>	<b>Facility/Element/Company Name or Description</b>	<b>Priority Level</b>
Municipal	MS4	1 element (550+ inlets and 192,000+ feet of pipe)	High
Municipal	Roads	1 element (6 miles total)	High
Municipal	Parking Lots	14 elements (14 individual parking lots)	High
Municipal	Airside Operations Area	1 element (Ramp/Runway)	High
Municipal	Construction Activities	(approximately 15 acres)	High
Municipal	Grounds/Landscape	1 element (approximately 18 acres)	Low
Municipal	Maintenance Storage Areas	Corporate Yard – “Bone Yard”	High
Municipal	Maintenance Storage Areas	Runway Generator Shop	High
Municipal	Solid Waste Operation	Trash and Recycling Compactor Area	High
Municipal	Solid Waste Operation	Terminal 2 East Trash Compactor	High
Municipal	Solid Waste Operation	North Ramp Airside Sweeping and Scrubbing Waste Accumulation Area	High
Municipal	Solid Waste Operation	Landscape Waste Dumpsters	High
Municipal	Structural Treatment Controls	Below Grade Box Structures	High
Municipal	Structural Treatment Controls	Drain Inserts	High
Municipal	Structural Treatment Controls	Curb Inlet Screen Covers	High
Municipal	Structural Treatment Controls	Trench Drain Filters	High
Municipal	Structural Treatment Controls	Oil-Water Separators	High
Municipal	Structural Treatment Controls	High Rate Media Filters	High
Municipal	Structural Treatment Controls	Hydrodynamic Separators	High
Municipal	Structural Treatment Controls	Pervious Surfaces	High
Municipal	Structural Treatment Controls	Bioswales	High
Municipal	Structural Treatment Controls	Modular Wetland Treatment Systems	High
Municipal	Building	Commuter Terminal	Low
Municipal	Building	Terminal 1	Low
Municipal	Building	Terminal 2	Low
Municipal	Building	West Wing (Offices)	Low
Municipal	Building	Truxton Road Offices	Low
Municipal	Building	Central Plant (HVAC and Power Plant)	Low
Municipal	Building	FMD (Offices)	Low
Municipal	Building	FMD Shops (Maintenance Shops)	Low
Municipal	Building	Procurement Office and Storage Building	Low

Type of Development	Principal Activity	Facility/Element/Company Name or Description	Priority Level
Municipal	Building	Terminal Development Project (Offices)	Low
Municipal	Building	USO / Parking Management Office	Low
Commercial	Parking Lot Management	ACE	High
Commercial	Janitorial	Flagship	High
Commercial	Food & Beverage	High Flying Foods	Low
Commercial	Food & Beverage	HMS Host	Low
Commercial	Food & Beverage	Mission Yogurt	Low
	Facility Maintenance	Authority	High
Commercial	Food & Beverage	SSP	Low
Industrial	Passenger Carrier	Air Canada	High
Industrial	Passenger Carrier	Alaska Airlines	High
Industrial	Passenger Carrier	Allegiant Air	High
Industrial	Passenger Carrier / Aircraft and General Services Equipment and Maintenance	American Airlines	High
Industrial	Passenger Carrier	British Airways Airlines	High
Industrial	Passenger Carrier	Delta Airlines	High
Industrial	Passenger Carrier	Frontier Airlines	High
Industrial	Passenger Carrier	Hawaiian Airlines	High
Industrial	Passenger Carrier	Japan Airlines (JAL)	High
Industrial	Passenger Carrier	JetBlue Airways	High
Industrial	Passenger Carrier	Southwest Airlines	High
Industrial	Passenger Carrier	Spirit Airlines	High
Industrial	Passenger Carrier	Sun Country Airlines	High
Industrial	Passenger Carrier/ Aircraft General Services Equipment and Maintenance	United Airlines	High
Industrial	Passenger Carrier	Virgin America Airlines	High
Industrial	Passenger Carrier	WestJet Airlines	High
Industrial	Cargo Carrier	DHL Airways	High
Industrial	Cargo Carrier	Federal Express (FedEx) Corporation	High
Industrial	Cargo Carrier	Unit Parcel Service Co. (UPS)	High
Industrial	Cargo Handling	Bradford	High
Industrial	Corporate General Aviation/ Fixed-Base Operations/Fuel Vendor/Aircraft Fueler	Signature	High
Industrial	Fuel Vendor	Allied Aviation Services	High
Industrial	Aircraft Fueler	Aircraft Service International Group, Inc. (ASIG)	High
Industrial	Jetway and Baggage Maintenance	Siemens	High
Industrial	Airport Terminal Services	Flagship	High
Industrial	Fire Fighting	Aircraft Rescue and Firefighting Facility (ARFF)	High
Industrial	Airport	San Diego County Regional Airport Authority (SDCRAA)	High

Type of Development	Principal Activity	Facility/Element/Company Name or Description	Priority Level
Industrial	Terminal and Service Facilities for Motor Vehicle Passenger Transportation	Conrac Solutions	High

The Environmental Affairs Department inspects all existing developments at SDIA. There are various types of inspections, including: 1) monthly inspections of existing developments; 2) ad hoc or unscheduled, as-needed inspections; 3) observations during sampled rain events; and 4) a comprehensive annual inspection for all existing developments. All inspections are designed to confirm that site specific BMPs are properly implemented and unauthorized non-storm water discharges are eliminated. The program includes timely follow-up inspections whenever BMP deficiencies are found.

The Facilities Management Department performs or contracts for regular inspection and maintenance of the MS4 and structural controls. On an as-needed- basis, the Facilities Development Department may also perform inspections of various components of the MS4. The Environmental Affairs Department generally assists with these type of inspections. A comprehensive MS4 inspection is conducted annually during the period from May 1 through September 30, to identify areas that need cleaning or maintenance. In addition, the Authority contracts with professional services that perform inspections and cleaning of those portions of the MS4 that are known to need routine maintenance.

Table 7 presents the types and dates of regularly scheduled existing development inspections conducted by the Authority during FY16-17. Inspections of the MS4 found these municipal areas/ activities to be in general compliance with the Municipal Permit. Any MS4 maintenance requirements identified during such inspections were addressed. Similarly, the site-specific inspections associated with our 1 special event found the site to be in compliance.

**TABLE 7 - Existing Development Inspections Conducted During FY16-17**

Inspection Type	Date
MS4 Inspection – Inlets and Slit Trenches	2/2017
Site-specific Inspection – Special Event Employee Appreciation BBQ (Commuter Terminal)	9/8+9/2016
Annual Comprehensive Site Inspection All Existing Developments	8/8,9,10,11,12,15,16,17,18,19,22,23,24, 26/2016, 9/2/2016
Annual Structural Treatment Control Inspection	6/6/17 and 6/14/17

The FY16-17 annual comprehensive stormwater site inspection found that overall, the BMPs required for existing development, as listed in the SWMP, were adequate and properly implemented. The inspections found that existing developments were generally in compliance with the Municipal Permit. Table 8 presents the results of the annual comprehensive site inspection, listing the types of concerns/violations that were identified, the type of enforcement actions taken, and the dates that confirmation of compliance was achieved.

**TABLE 8 – Results of Annual Comprehensive Site Inspection Conducted During FY16-17**

Facility/Element/Company Name or Description and Development Type	Date of Inspection	Issue of Concern/Violation	Enforcement Mechanism	Date of Corrective Action
SDCRAA (Authority) (Municipal)	9/13/2016, 9/14/2016	Staining from leaking Buses was observed at the RCC. Maintain equipment in good condition to prevent leaks and clean stains.	Email notification	9/30/2016-12/1/2016
		Inoperable equipment is stored in the Boneyard. Properly dispose of materials and equipment.		
		Drip pan was provided to catch excess fuel from over fueling. Pan is too shallow to collect excess fuel. FMD is in the process to install a device that will prevent over fueling.		
		Materials in the boneyard are stored without overhead cover. Cover required for outdoor material storage. Cover or remove materials. Also, material stockpiles in the Boneyard are not covered or contained.		
		Collected water was observed in containers in the boneyard. Properly dispose of ponded water to prevent habitat for vector breeding.		
		Waste container was observed without cover. Cover required for all outdoor waste containers. Cover or remove waste container.		
		Overflowing waste container was observed in the Shuttle Hold Lot. Prevent overflow of waste containers by scheduling timely pickup/service and removal.		



		Cleaner/degreaser concentrate in the runway generator area requires a larger spill container and cover or secondary containment.		
<b>Total Number of Municipal Violations</b>		8		
ACE (Commercial)	9/2/2016	Jordan Auto Spa was observed using water to wash wheels instead of using dry methods. Follow dry method techniques that are outlined in the approved wash plan.	E-mail notification	9/10/2016
		Excess water was observed flowing from the wash area.		
		Cleaning materials for washing cars at the Valet lot were observed without cover. Cover required for all outdoor material storage. Provide proper cover and secondary containment.		
ARFF (Industrial)	9/16/2016	Materials were stored outside without cover. Cover required for outdoor material storage. Cover or remove materials.	E-mail notification	10/14/2016-3/27/2017
		Accumulation of sediment was observed in the ARFF area. Sweep operations at least once per week to prevent accumulation.		
		Unpaved area next to the ARFF storage shed was eroded and sediment was covering the surrounding paved areas. It appears as through a pipe burst. Maintain perimeter controls so that the dirt from unpaved areas is stabilized.		
Flagship (Commercial)	9/13/2016	Tipper near Gate 11C was observed as having evidence of a discharge from containment. Recommended patching	E-mail notification	11/2/2016

		holes or exchanging tipper for one that doesn't leak.		
SSP (Commercial)	9/16/2016	Tires awaiting disposal were observed next to golf cart parking. Tenant indicated they would be removed and disposed using proper methods the next day.	E-mail notification	11/4/2016
<b>Total Number of Commercial Violations</b>		8		
Allied Aviation (Industrial)	8/30/2016	Absorbent pad under diesel fueling area is saturated. Recommend replacing absorbent pad.	E-mail notification	9/19/2016
		Stockpile of wood pallets was observed to be uncovered. Wood pallets should be covered when not in use or disposed of.		
		Drainage inlet west of main fueling area was observed to contain a high volume of sediment. Recommended cleaning out drain inlets before the wet season.		
American Airlines (Industrial)	8/30/2016	Obsolete items were observed next to the American Maintenance building and previous "American Wash Rack." Properly dispose of obsolete equipment using proper methods.	E-mail notification	9/6/2016 – 9/14/2016
		Current hose fitting and storage container within the lavatory truck allow for leaks of the clean blue juice to occur if the hose is not put away correctly.		
		Sediment and FOD were observed in American operational areas. Sweep areas at least once per week and remove FOD.		
Bradford (Industrial)	8/25/2016	Buckets with grill scrapings were observed next to the grease dumpster. Cover required for all waste containers.	E-mail notification	9/8/2016

		<p>Provide cover to prevent water from collecting in the grease buckets.</p> <p>Grill scrapings dumpster area was observed with saturated cardboard boxes as secondary containment. Clean current grease spills and provide secondary containment under waste containers.</p>		
Delta Airlines (Industrial)	8/25/2016	<p>Spilled fluid was observed beneath vehicle undergoing maintenance adjacent to drip pans. Clean and properly dispose of spilled fluid. Increase number of drip pans used during maintenance activity, and properly dispose of accumulated waste.</p> <p>Stockpile of wood pallets was observed to be uncovered. Wood pallets should be covered when not in use or disposed of.</p>	E-mail notification.	8/30/2016
DHL (Industrial)	9/8/2016	<p>Stains were observed throughout the DHL operational area. Maintain equipment in good condition to prevent leaks and clean stains. CAS stated during the walk through that equipment would be checked that week to address all leaks.</p> <p>Obsolete and rusting loading equipment was observed in the DHL area. Remove rusting equipment and dispose of properly.</p> <p>Wood pallets were observed to be uncovered. Wood pallets should be covered when not in use or awaiting to be properly disposed.</p>	E-mail notification.	9/20/2016 – 12/5/2016

		Employees receive hazardous materials training, should also be trained to properly handle and dispose of waste materials including recycling. Staining was observed outside of the significant material storage containers next to the DHL building. Train employees on proper handling and disposal to prevent future spills and clean stains.		
FedEx (Industrial)	9/2/2016	Leaks were observed in the FedEx operational area. Use drip pans as needed until equipment can be maintained. Leaking equipment was observed in the FedEx area. Maintain equipment in good condition to prevent leaks and clean stains. Accumulation of sediment and asphalt aggregate was observed throughout the FedEx area. Sweep weekly and continue to monitor area.	E-mail notification and Resolved on site.	9/8/2016 – 9/17/2016
Hawaiian Airlines (Industrial)	9/15/2016	Inoperable equipment owned by APS observed near Commuter Terminal. Recommend disposing of inoperable equipment.	E-mail notification.	12/3/2016
Japan Airlines (Industrial)	8/25/2016	Leaking CAS equipment was observed in the Commuter Terminal area. Maintain equipment in good condition to prevent leaks and clean stains.	E-mail notification.	9/12/2016
Menzies Aviation (Industrial)	9/8/2016	Leaking equipment was observed throughout the ASIG area. Maintain equipment in good condition to prevent leaks and clean stains.	E-mail notification	10/14/2016 – 1/20/2017

		<p>Inoperable vehicle was observed in the ASIG area. Fresh stains from leaks were observed under the vehicle. Remove fluids and properly dispose of equipment.</p> <p>Sediment and debris were observed in the ASIG area. Facility is swept monthly or as-needed. Recommended to sweep weekly to prevent accumulation of sediments, debris, and contaminants.</p>		
Siemens (Industrial)	9/14/2016	Spill kits are present at tenant facility but one is being used as trash receptacle. Recommended properly maintaining spill kit.	E-mail notification	9/28/2016
Signature (Industrial)	8/30/2016	<p>Stockpile of wood pallets was observed to be uncovered. Stockpile of wood pallets should be covered with tarps, placed indoors, or disposed of.</p> <p>Erosion was observed within one of the bioswales. Recommended adding rock to stabilize slope.</p> <p>Parking lots contain debris from permeable pavement. Recommended increased sweeping of loose debris.</p> <p>Trash was observed in western portion of parking lot at west entrance. Recommended increasing trash collection efforts.</p> <p>Contech StormFilter was observed to be emitting fuel smell. Recommend servicing TCBMP as soon as possible.</p>	E-mail notification	9/14/2016 – 9/23/16
Southwest Airlines (Industrial)	9/8/2016	Leaking Executive Air equipment/ vehicles were observed at the Commuter Terminal and	E-mail notification.	9/23/2016

		<p>near UPS at the north ramp. Recommend repairs and place drip pans in meantime.</p> <p>Stockpile of wood pallets was observed to be uncovered. Wood pallets should be covered when not in use or disposed of.</p>		
Sun Country Airlines (Industrial)	9/22/2016,11/2/2016	<p>Abandoned APS equipment was observed in the former Commuter Terminal area. Dispose of inoperable properly. Confirmed with the Authority real estate office that APS is not an independent tenant. Therefore, it is Hawaiian's responsibility to ensure APS removes the equipment and it is disposed of properly in a prompt manner.</p>	E-mail notification	8/24/2017
United Airlines (Industrial)	9/14/2016	<p>Equipment located on ramp and near maintenance shop was observed to be leaking. Leaking equipment should be serviced and a drip pan placed underneath in the meantime.</p>	E-mail notification.	9/27/2016
<b>Total Number of Industrial Violations</b>		<b>32</b>		

As shown in Table 8, there were 8 violations related to municipal activities, 8 violations related to commercial activities, and 32 violations related to industrial activities. Those responsible for correcting these violations were notified via email and each violation was corrected in a timely manner. Although the Environmental Affairs Department confirmed that corrective action had been taken, such confirmation activities were not considered to be follow-up inspections. There was no need to escalate enforcement for any issues identified in FY16-17.

## VIII. Public Education and Participation

Has the Copermittee implemented a public education program component that complies with Order No. R9-2013-0001?	YES
Has the Copermittee implemented a public participation program component that complies with Order No. R9-2013-0001?	YES

The Authority's stormwater education and outreach program is designed to increase the awareness of target populations with respect to the storm drain system, the impacts of urban runoff on receiving waters, and the variety of BMPs required for use at the airport that are intended to help prevent and/or eliminate stormwater quality problems. Section 9 of the SWMP has been prepared, in part, to outline the means and methods used to increase understanding of stormwater management issues and to help promote behavioral changes that will reduce stormwater pollution, and thereby lead to a reduction in pollution draining to the storm drain system and San Diego Bay.

Each element of the education program is designed to present the appropriate "agenda" message to a particular audience. The education programs emphasize the consistent presentation of readily understandable information about the causes and effects of stormwater pollution, laws and regulations, and the proper use of BMPs. The education program seeks to partner with other Copermittees, airport tenants, non-profit organizations, and other stakeholders to ensure cost-effective use of resources.

Table 9 summarizes the education efforts conducted by the Authority during the reporting period. There are several instances where one education mechanism has been applied to several target audiences. For example, the Authority webpage, airport storm drain stenciling, and the airport recycling brochure were each developed to address all the target audiences. The table presents information relative to the education efforts directed at the following audiences during FY16-17: a) "high-risk, allowable behavior audience" (namely, airport industrial and commercial tenants); b) Authority departments and personnel (approximately 350 people); c) new development and construction communities; and d) residents, the general public, and school children.

The Authority has established two main goals in seeking the public's participation in our stormwater management program. As noted in Section 9 of the SWMP, the first goal is to develop mechanisms to facilitate public participation in the implementation of the SWMP. The second is to then gain the participation of the community in helping to sustain and improve the Authority's stormwater management efforts. An educated public generally makes for a more effective partner in preventing stormwater pollution. As such, there is some overlap between the Authority's public education efforts described above and the public participation efforts described here. Public participation is garnered in two primary ways: participation in implementation of SWMP programs and public feedback on SWMP programs. Feedback is used to improve the SWMP itself and to improve the implementation of the SWMP.

The Authority's public participation program is directed primarily at airport tenants and Authority staff, while also addressing the general public to the extent possible. The mechanisms used to facilitate public participation on the part of these groups differ slightly. For Authority staff and the airport tenants, public participation mechanisms include: a) regular meetings of the San Diego County Regional Airport Authority Board; b) monthly meetings of the Lindbergh Airport Managers Committee; c) monthly meetings of the Tenant Safety Committee; d) the 24-hour telephone line (Airport Hotline); e) the

Authority's webpages; and f) various outreach events. Mechanisms developed to address the general public include a) regular meetings of the San Diego County Regional Airport Authority Board; b) regular meetings of the Municipal Permit Copermittees; c) the Authority's webpage; d) the Project Clean Water webpage; e) the Airport Hotline; f) the Copermittee's regional hotline telephone numbers; and g) outreach events for the General Public.

**TABLE 9 - Description of the Education Efforts Conducted during FY16-17**

<b>Program Element</b>	<b>Estimated Audience Size</b>	<b>“High-risk, allowable behavior audience”</b>	<b>Authority departments and personnel</b>	<b>New Development and Construction Communities</b>	<b>General Public and School Children</b>
Authority Webpage:	1,000s	X	X	X	X
Environmental Affairs’ webpage includes information on the Authority’s stormwater program and the SWMP <a href="http://www.san.org/environmental">www.san.org/environmental</a>	1,000s	X	X	X	
Storm Drain Stenciling	1,000s	X	X	X	X
Media News Releases:  October 3, 2016 December 29, 2016 February 27, 2017 April 28, 2017 June 29, 2017	1,000s	X	X	X	X
Environmental Affairs Department presented stormwater management program updates at Tenant Safety & Security Committee Meetings:  July 20, 2016 August 17, 2016 September 21, 2016 October 19, 2016 November 16, 2016 December 14, 2016 January 18, 2017 February 15, 2017 March 15, 2017 April 19, 2017 May 17, 2017 June 21, 2017	~300	X			



Program Element	Estimated Audience Size	“High-risk, allowable behavior audience”	Authority departments and personnel	New Development and Construction Communities	General Public and School Children
<p>Environmental Affairs Department presented stormwater management program updates to airline station managers at monthly Lindbergh Airport Managers Committee (LAMC) Meetings:</p> <p>July 20, 2016                      August 17, 2016                      September 21, 2016                      October 19, 2016                      November 16, 2016                      December 14, 2016                      January 18, 2017                      February 15, 2017                      March 15, 2017                      April 19, 2017                      May 17, 2017                      June 21, 2017</p>	~300	X			
<p>Environmental Affairs and Facilities Management Departments - Quarterly Status Meetings:</p> <p>August 11, 2016                      December 12, 2016                      March 8, 2017</p>	Up to 50		X		
<p>Environmental Affairs Department provided Training/Presentations for Specific Authority and Tenant Groups:</p> <p>August 9, 2016                      November 10, 16,22, 2016                      January 17,18,19,25,27,2017                      February 6,8,9,2017                      June 18,30, 2017                      July 7, 2017</p>	Up to 350	X			

Program Element	Estimated Audience Size	“High-risk, allowable behavior audience”	Authority departments and personnel	New Development and Construction Communities	General Public and School Children
Posters/ Banners/ Signage in Terminals and Parking Lots:  July 2016—June 2017	1,000s	X	X	X	X
Email Announcements/ Tenant Advisories:  July 1, 2016 August 1, 2016 September 1, 2016 October 1, 2016 November 1, 2016 December 1, 2016 January 1, 2017 February 1, 2017 March 1, 2017 April 1, 2017 May 1, 2017 June 1, 2017	1000s	X	X		
Environmental Affairs staff participated in the Monthly Ramp Walks along with Airport Tenants:  August 2, 2016 September 6, 2016 October 4, 2016 November 1, 2016 December 6, 2016 January 10, 2017 February 7, 2017 March 7, 2017 April 4, 2017 May 2, 2017 June 6, 2017	100s	X	X		

Program Element	Estimated Audience Size	“High-risk, allowable behavior audience”	Authority departments and personnel	New Development and Construction Communities	General Public and School Children
Employee Internal Webpage <i>SANformation Online:</i>  July 1, 2016 August 1, 2016 September 1, 2016 October 3, 2016 November 1, 2016 December 1, 2016 January 3, 2017 February 1, 2017 March 1, 2017 April 3, 2017 May 1, 2017 June 1, 2017	Up to 350		X		
Environmental Affairs Department Staff Attendance at External Professional Training/Workshops:  August 22-25, 2016 September 13-14, 2016 October 5-6, 2016 April 19, 2017 May 15, 2017 May 25, 2017 June 6, 2017 June 29, 2017	Up to 6		X		
Direct Contact through Project Meetings and Inspections	500			X	
Collaborative Efforts:  September 17, 2016 April 22, 2017	Not Applicable				X

Table 10 summarizes the public participation mechanisms/opportunities available for Authority staff, airport tenants, and the general public during the FY16-17. As noted above, there are instances where a particular public participation mechanism/opportunity has been available to Authority staff, airport tenants, and the general public. For example, Airport Authority Board Meetings, the webpages, and the hotlines provide public participation opportunities for each of these 3 groups.

There were 2 outreach events during FY16-17 that provided opportunities for public participation by Authority staff and airport tenants and their families. Specifically, the Authority promoted the following local watershed cleanup events: a) the 32nd Annual California Coastal Cleanup Day on September 17, 2016; and b) the 15th Annual Creek to Bay Cleanup, on April 22, 2017.

**TABLE 10—Public Participation Opportunities Available to Authority Staff, Airport Tenants, and the General Public During FY16-17**

<b>Public Participation Mechanism / Opportunity</b>	<b>Authority Staff</b>	<b>Airport Tenants</b>	<b>General Public</b>
Airport Authority Board Meetings	24	24	24
Lindbergh Airport Managers Committee Meetings	12	12	
Tenant Safety Committee Meetings	12	12	
Municipal Permit Copermittee Meetings	13		13
Authority Webpage	continuously available, 24 hrs/day, 7 days/wk		
Project Clean Water Webpage	continuously available, 24 hrs/day, 7 days/wk		
THINK BLUE Webpage	continuously available, 24 hrs/day, 7 days/wk		
Authority 24-Hour Telephone Line/Airport Hotline	continuously available, 24 hrs/day, 7 days/wk		
THINK BLUE Hotline	continuously available, 24 hrs/day, 7 days/wk		
Outreach Events	2	2	2

## IX. Fiscal Analysis

<p><b>Has the Copermittee attached to this form a summary of its fiscal analysis that complies with Order No. R9-2013-0001?</b></p>	<p><b>YES</b></p>
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The fiscal analysis presented here identifies the various categories of expenditures attributable to the urban runoff management program for FY16-17 and includes a description of the source(s) of the funds that are used to support the program and any legal restrictions on the use of the funds. In late 2008, the Copermittees collaboratively developed and adopted a standardized method of fiscal analysis in accordance with the 2008 Municipal Permit Sections G, J.1.a(3)(l), and J.1.c(1)(d). This Standardized Fiscal Analysis Method and Format (Fiscal Analysis Method) was submitted to the San Diego Water Board in January of 2009 as Attachment 1 of the Regional Urban Runoff Management Plan (RURMP) Annual Report for FY08-09. The Fiscal Analysis Method was prescribed for use by the Copermittees no later than January 31, 2010. The fiscal analysis presented also meets the requirements of the 2013 Municipal Permit Provision E.8.

The San Diego County Regional Airport Authority Act, the Authority’s enabling legislation, outlines the financial parameters of the Authority. As a financially self-sufficient agency, the Airport Authority does not rely on taxpayer dollars or any city or county funds to operate. The Authority has four sources of revenue: 1) airline revenue; 2) non-airline revenue; 3) non-operating revenue; and 4) investment earnings. Airline revenue is primarily from landing fees, terminal rents, and security related fees. Non-airline revenue comprises public parking fees, terminal and other concessions, rental car fees, and ground rents. Non-operating revenue is primarily passenger facility charges (PFCs), Federal Aviation Administration (FAA) Airport Improvement Program (AIP) grants, airport revenue bonds, and short-term borrowing using commercial paper.

There are “revenue diversion” restrictions imposed by federal laws and regulations on the use of Authority funds. The expenditure of Authority funds off airport property may violate federal law. Penalties for violation of the federal “revenue diversion” restrictions are severe and include withholding of current and future grant funds, withholding of other FAA approvals, and other civil penalties.

To ensure that the budget is adequately funded, the Finance Division prepares a revenue budget that incorporates budget expenditure requests into a rate-setting formula to determine projected rates, fees and charges to the airlines and other tenants. Funding sources for the Capital Improvement Program projects include FAA AIP grants, PFCs, airport operating revenues, airport revenue bonds, and short-term borrowing using commercial paper.

The Authority operates on a fiscal year that runs from July 1 through June 30. The expense budget comprises costs for salaries, wages, benefits, operating equipment and systems, safety and security, maintenance, utilities, contractual services, business development costs (include advertising and promotional activities), various property lease payments, debt service, and capital improvements.

The bulk of expenditures related to the implementation of the SWMP pass through the Environmental Affairs Department and the Facilities Management Department. The Environmental Affairs Department is responsible for administrative functions within the Stormwater Management Program, including fiscal analysis. The Environmental Affairs Department staff carries out the administrative activities for the program, including: 1) general program budget analysis and planning; 2) inspections and enforcement; 3) monitoring and reporting; 4) coordination and involvement with the Municipal Permit Copermittees and agencies; 5) assistance to other groups outside the department; 6) internal and external training, workshops, and public events; and 7) helping to secure the materials and equipment necessary to perform required tasks. The Facilities Management Department is generally responsible for the operation and maintenance (O&M) aspects of the program, including: 1) inspection and maintenance of storm drain systems; 2) maintenance of facilities and grounds; 3) securing the materials, equipment, and vehicles necessary to perform required tasks; and 4) supporting the management of the Authority's wastes.

The remaining expenditures flow through the Authority's Capital Improvement Program. The Capital Improvement Program is a rolling 3 to 5 year program that provides for critical improvements and asset preservation, including environmental pollution prevention needs.

For FY16-17, the financial resources expended by the Authority to implement the SWMP are presented in the three categories outlined in the Fiscal Analysis Method, namely, Jurisdictional, Watershed, and Regional. The total expenditures for FY16-17 are presented in Table 11 and equal \$2,994,235.

**Jurisdictional Expenditures** - The annual costs to implement the jurisdictional elements of the SWMP include the overall program administration and the costs incurred for staff, contract services, and materials and equipment for each of the program components listed in Table 11. The bulk of the jurisdictional costs are associated with staff and contract services associated with the IDDE, Development Planning, Construction Management, and Existing Development Management components of the urban runoff management program. These costs generally represent the efforts expended by the Environmental Affairs and Facilities Management Departments. The costs associated with the IDDE program include contract services costs for the sampling and monitoring that is part of the dry weather monitoring program. In addition to the expenditures required to ensure compliance with the Municipal Permit, the Existing Development Management component listed in Table 11 also includes contract services costs for sampling and monitoring required to ensure compliance with the Industrial General Stormwater Permit. All Capital Improvement Program costs associated with the Authority's stormwater management program are included in the Special Investigations Component presented in Table 11.

**Watershed Expenditures** - The annual costs to implement the Watershed elements of the San Diego Bay Water Quality Improvement Plan (WQIP) and for development/implementation of the WQIP during FY16-17 generally fall into the categories of administration, planning, and the Authority's share of the cost for watershed planning. Administration costs include Authority staff time at meetings, communication and coordination with the Watershed Copermittees, and data compilation and

reporting. The costs incurred for watershed activities include staff, contract services, and materials and equipment for those watershed activities implemented by the Authority.

Regional Expenditures - The annual costs to implement the Regional elements of the San Diego Bay WQIP during FY16-17 generally fall only into the categories of administration and the Authority's share of the cost for regional activities. Administration costs include Authority staff time at meetings, communication and coordination with the Copermittees, and data compilation and reporting. The shared costs represent the Authority's obligations to support Copermittee staff, contract services, and materials and equipment for regional activities such as regional workgroups, wet weather monitoring, and public education and outreach.

**TABLE 11—Storm Water Management Program Expenditure Summary for FY16-17**

Description	Costs
A. Jurisdictional Components	
1. Administration	\$64,595
2. Development Planning	\$51,130
3. Construction	\$143,345
4. Municipal	\$1,457,645
5. Industrial	\$783,200
6. Residential	\$0
7. IDDE	\$131,140
8. Education	\$58,255
9. Public Participation	\$9,635
10. Special Investigations	\$160,100
11. Non-emergency Firefighting	\$13,240
<b>Jurisdictional Total</b>	<b>\$2,872,285</b>
B. Watershed – San Diego Bay Watershed	
1. Administration	\$2,335
2. Planning	\$25,210
3. Copermittee Cost Share	\$11,385

4. Watershed Activities	\$29,170
<b>Watershed Total</b>	<b>\$68,100</b>
C. Regional	
1. Administration	\$1,630
2. Copermittee Cost Share	\$2,220
<b>Regional Total</b>	<b>\$3,850</b>
<b>GRAND TOTAL COSTS</b>	<b>\$2,994,235</b>