

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE and SPECIAL BOARD MEETING

AGENDA

Thursday, July 14, 2016
9:00 A.M.

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

Board Members

C. April Boling
Board Chair

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

Ex-Officio Board Members

Laurie Berman
Eraina Ortega
Col. Jason Woodworth

President / CEO

Thella F. Bowens

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

Staff Reports and documentation relating to each item of business on the Agenda are on file in Corporate & Information Governance and are available for public inspection.

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

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

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

CALL TO ORDER:

PLEDGE OF ALLEGIANCE:

ROLL CALL:

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

NON-AGENDA PUBLIC COMMENT:

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

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

NEW BUSINESS:

1. **APPROVAL OF MINUTES:**
RECOMMENDATION: Approve the minutes of the April 28, 2016 regular meeting.
2. **STRATEGIC ENERGY PLAN:**
(Environmental Affairs: Brendan Reed, Director)
3. **STORM WATER BEST MANAGEMENT PRACTICES DESIGN MANUAL:**
(Environmental Affairs: Richard Gilb, Manager)
4. **TERMINAL 2 PARKING PLAZA UPDATE:**
(Airport Design and Construction: Bob Bolton, Director)
5. **PUBLIC ART UPDATE:**
(Vision, Voice & Engagement: Lauren Lockhart, Art Program Manager)
6. **RENTAL CAR CENTER UPDATE:**
(Airport Design and Construction: Bob Bolton, Director)
7. **RENTAL CAR CENTER AND PARKING PLAZA FINANCIAL UPDATE:**
(Business & Financial Management: Geoff Bryant, Manager)
8. **SMALL BUSINESS DEVELOPMENT REPORT:**
(Small Business Development: Regina Brown, Manager)

NON-AGENDA PUBLIC COMMENT:

COMMITTEE MEMBER COMMENTS:

ADJOURNMENT:

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

- 1) Persons wishing to address the Board, ALUC, and Committees shall complete a "Request to Speak" form prior to the initiation of the portion of the agenda containing the item to be addressed (e.g., Public Comment and General Items). Failure to complete a form shall not preclude testimony, if permission to address the Board is granted by the Chair.
- 2) The Public Comment Section at the beginning of the agenda is limited to eighteen (18) minutes and is reserved for persons wishing to address the Board, ALUC, and Committees on any matter for which another opportunity to speak is not provided on the Agenda, and on matters that are within the jurisdiction of the Board. A second Public Comment period is reserved for general public comment later in the meeting for those who could not be heard during the first Public Comment period.
- 3) Persons wishing to speak on specific items listed on the agenda will be afforded an opportunity to speak during the presentation of individual items. Persons wishing to speak on specific items should reserve their comments until the specific item is taken up by the Board, ALUC and Committees. Public comment on specific items is limited to twenty (20) minutes – ten (10) minutes for those in favor and ten (10) minutes for those in opposition of an item. Each individual speaker will be allowed three (3) minutes, and applicants and groups will be allowed five (5) minutes.
- 4) If many persons have indicated a desire to address the Board, ALUC and Committees on the same issue, then the Chair may suggest that these persons consolidate their respective testimonies. Testimony by members of the public on any item shall be limited to **three (3) minutes per individual speaker and five (5) minutes for applicants, groups and referring jurisdictions.**
- 5) Pursuant to Authority Policy 1.33 (8), recognized groups must register with the Authority Clerk prior to the meeting.
- 6) After a public hearing or the public comment portion of the meeting has been closed, no person shall address the Board, ALUC, and Committees without first obtaining permission to do so.

Additional Meeting Information

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

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

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

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

UPCOMING MEETING SCHEDULE

<i>Date</i>	<i>Day</i>	<i>Time</i>	<i>Meeting Type</i>	<i>Location</i>
October 27	Thursday	9:00 a.m.	Regular	Board Room

ACTION: Moved by Board Member Alvarez and seconded by Board Member Robinson to approve staff's recommendation. Motion carried unanimously, noting Board Member Hubbs' ABSTENTION and Board Member Gleason as ABSENT.

2. TERMINAL 2 PARKING PLAZA UPDATE:

Bob Bolton, Director, Airport Design & Construction; Regina Brown, Manager, Small Business Development; and Scott Brickner, Vice President, Finance and Asset Management/Treasurer, provided a presentation on the Terminal 2 Parking Plaza, which included Parking Plaza Site, T2 Close-in Parking, Parking Plaza Existing Utilities, Unique Features, Parking Plaza North Elevation, 2 Public Art Opportunities, Program Evolution, Validated Program Budget, Parking Structure Construction Cost Comparison (Benchmark), Parking Structure Comparative Metrics, Local & Small Business Participation, Financial Analysis, Parking Plaza Cost Trend, Recommendations, and Next Steps.

Board Member Gleason arrived at 9:15 a.m.

Board Member Gleason expressed concern regarding the increase in budget from the approved amount in 2014.

Moved by Board Member Robinson and seconded by Board Member Hubbs to approve staff's recommendation.

Board Member Janney stated he did not support the motion at this time expressing concern regarding the escalation of cost.

In response to Board Member Alvarez regarding whether adding another story or other alternatives were considered for the Parking Plaza, Mr. Bolton stated that adding an additional story to the building would change the project entirely.

Ms. Bowens stated that a fourth story had been considered; however, raising the height of the Parking Plaza would require going back to the Coastal Commission for approval. She concurred with the Board's concerns regarding the increase in cost and stated that moving forward she has asked staff to tighten up the review process of any future capital projects.

Board Member Alvarez made a substitute motion to forward the Terminal 2 Parking Plaza Update to the Board without a recommendation, and requested that when the item is presented at the May meeting, the Board be provided information on the changes in the assumed costs from the 2014 approval date to now; and to include the cost increases due to: 1) Customer service technology has advanced, 2) Site impacts were not fully evaluated, 3) Enabling works were not included, 4) Any other items listed, or not, [in slide 14 "Program Evolution" - Basic Parking Structure section) and to what extent they contributed to the cost increase.

Board Member Gleason stated that it would be helpful for the Board to understand what was already considered in terms of getting to this point and what was done to reach the current cost of the project.

Board Member Boling requested that staff also include information that places this project in context with all of the capital improvement needs for the airport; and assess if the parking garage, with the incremental increase in dollars, still make sense to build, or, are there other parts of the Airport Development Plan that should be considered.

Board Member Robinson stated that he has been a proponent of the Parking Plaza for a long time because San Diego International Airport (SAN) is the only major airport in the country that he is familiar with that doesn't have a parking structure and this may be the only one that SAN builds. He stated that the Authority has done so well with Terminal 2 West and the Rental Car Center, and shouldn't cut corners or eliminate customer service items from the Parking Plaza.

Board Member Hubbs stated that this is a valuable project and that within time, it will pay for itself and generate revenue. He also stated that he doesn't see that there are any significant changes that can be made to it that would be meaningful.

ACTION: Moved by Board Member Alvarez and seconded by Board Member Gleason to forward the item to the Board without a recommendation and suggested that when the item is presented at the May Board meeting that the Board receive information on the changes in the assumed costs from the 2014 approval date to current and to what extent is the cost increase due to 1) customer service technology advance, 2) site impacts were not fully evaluated, 3) enabling works were not included, and any other items listed, or not, and to what extent they contributed to the cost increase. Motion carried with Board Members Hubbs and Robinson voting NO.

Board Member Gleason requested that the Staff Report for the recommendations being forwarded to the Board in May include the committee member's view points as to explain the no votes in the motion.

3. TERMINAL 2 PARKING PLAZA PUBLIC OUTREACH UPDATE:

Jon Graves, Senior Manager, Vision, Voice & Engagement, provided a presentation on the Terminal 2 Parking Plaza Public Outreach which included the Parking Plaza Marketing & Public Outreach Plan, Marketing Plan Elements, Campaign Timeline, Public Outreach Elements, and Public Outreach Sustained Program.

4. RENTAL CAR CENTER FINANCE UPDATE:

Geoff Bryant, Manager, Airport Finance, provided a presentation on the Rental Car Center Finance which included, RCC Program Enabling Projects Summary, RCC Program and Customer Facility Charge (CFC) Balances.

BOARD BUSINESS:

5. BUDGET WORKSHOP – FISCAL YEAR 2017-2021 CAPITAL PROGRAM:

Jeffrey Woodson, Vice President, Development, provided a presentation on the Fiscal Year 2017-2021 Capital Program which included Capital Improvement Program Overview, CIP Project Development Process, Current CIP Projects – Project Status, Current/Proposed CIP Program – Project Location, Capital Program Budget Summary, Proposed New FY2017-2021 CIP Projects, Proposed FY2017-2021 Capital Project Adjustments, Proposed New FY2017-2021 ADP Projects, Prioritization Criteria, and Proposed FY2017-2021 CIP Projects Estimated Cost and Duration.

Chair Gleason expressed concerns regarding the proposed new FY2017-2021 CIP projects overlapping with ADP projects and requested that information regarding the overlap be presented to the Board when an update of ADP projects is provided.

NON-AGENDA PUBLIC COMMENT: None.

COMMITTEE MEMBER COMMENTS: None.

ADJOURNMENT: The meeting adjourned at 11:31 a.m.

APPROVED BY A MOTION OF THE CAPITAL IMPROVEMENT PROGRAM
OVERSIGHT COMMITTEE THIS 14th DAY OF JULY, 2016.

LINDA GEHLKEN
ASSISTANT AUTHORITY CLERK I,
CORPORATE & INFORMATION
GOVERNANCE

ATTEST:

BRETON K. LOBNER
GENERAL COUNSEL



Strategic Energy Plan

Capital Improvement Project Oversight Committee

July 14, 2016

Brendan Reed, Airport Authority Env. Affairs
Calum Thompson, AECOM

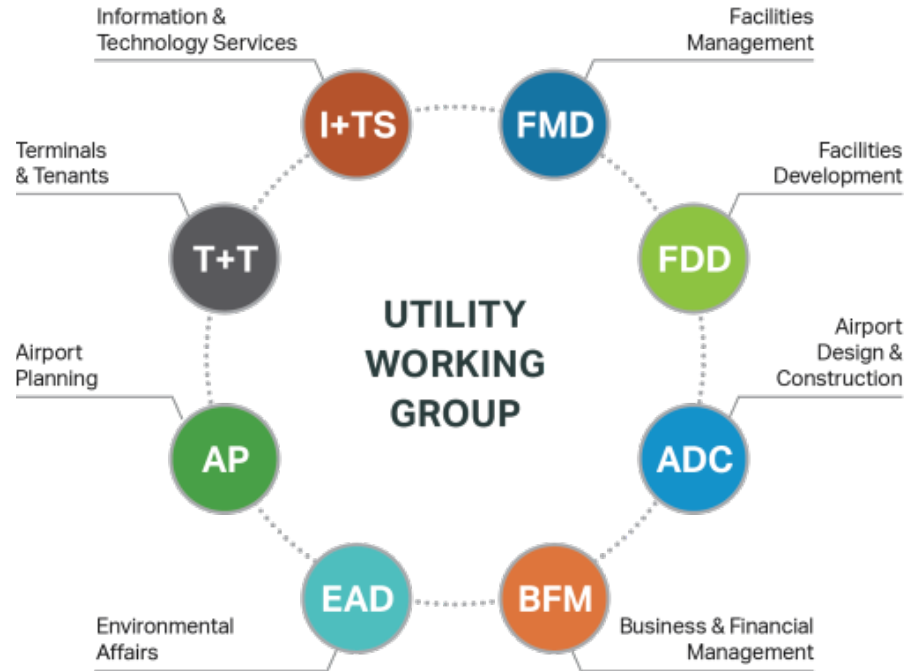
PURPOSE

The Strategic Energy Plan (STEP) establishes the Airport Authority's approach to:

- Being a world-class **thought leader**
- Implementing **cost-effective energy resiliency strategies**
- Being **environmentally responsible**
- Aligning fully with **Airport operations & development**



UTILITY WORKING GROUP



STEP PROCESS



STEP PROCESS



STEP PROCESS



STEP PROCESS



STEP PROCESS



DRAFT GOALS



**CONSERVATION
& EFFICIENCY**



CARBON NEUTRALITY



**INTERDEPENDENCE
& RESILIENCY**








COST CONTAINMENT



**REGIONAL &
INDUSTRY LEADERSHIP**

DRAFT GOALS

	CONSERVATION & EFFICIENCY	Reduce energy use intensity by 30% by 2030
	CARBON NEUTRALITY	Achieve 100% renewable energy by 2030
	INTERDEPENDENCE & RESILIENCY	Ensure all critical facilities are resilient for 24-hours
	COST CONTAINMENT	Reduce energy costs per passenger by 30% by 2030
	REGIONAL & INDUSTRY LEADERSHIP	Deploy a robust, innovative, & cost-effective energy program

1 Conservation and Efficiency

- A. Sub-Monitoring
- B. Energy Auditing
- C. Retro-Commissioning
- D. Monitoring Strategy
- E. Provide Incentives to Promote Energy Conservation & Stewardship
- F. Integrate Energy Conservation & Resilient Design in Tenant Improvement Guidelines
- G. Engagement & Education

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2 Carbon Neutrality

- A. Install renewable energy generation in a cost effective manner
- B. Green Energy Procurement
- C. Maximize synergies between systems transportation
- D. Complete a Climate Action Plan and participate in Airport carbon accreditation

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3 Interdependence and Resiliency

- A. Install on-site energy generation and storage capacity
- B. Prioritize Airport critical systems to ensure continued operations
- C. Provide redundant systems to minimize disruptions to operations
- D. Balance cost of resilience measures with benefit of undisrupted operations

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4 Cost Containment

- A. Demand side management
- B. Funding mechanisms
- C. Identify the most effective metrics
- D. Project assessment, implementation, and evaluation
- E. Energy as a service

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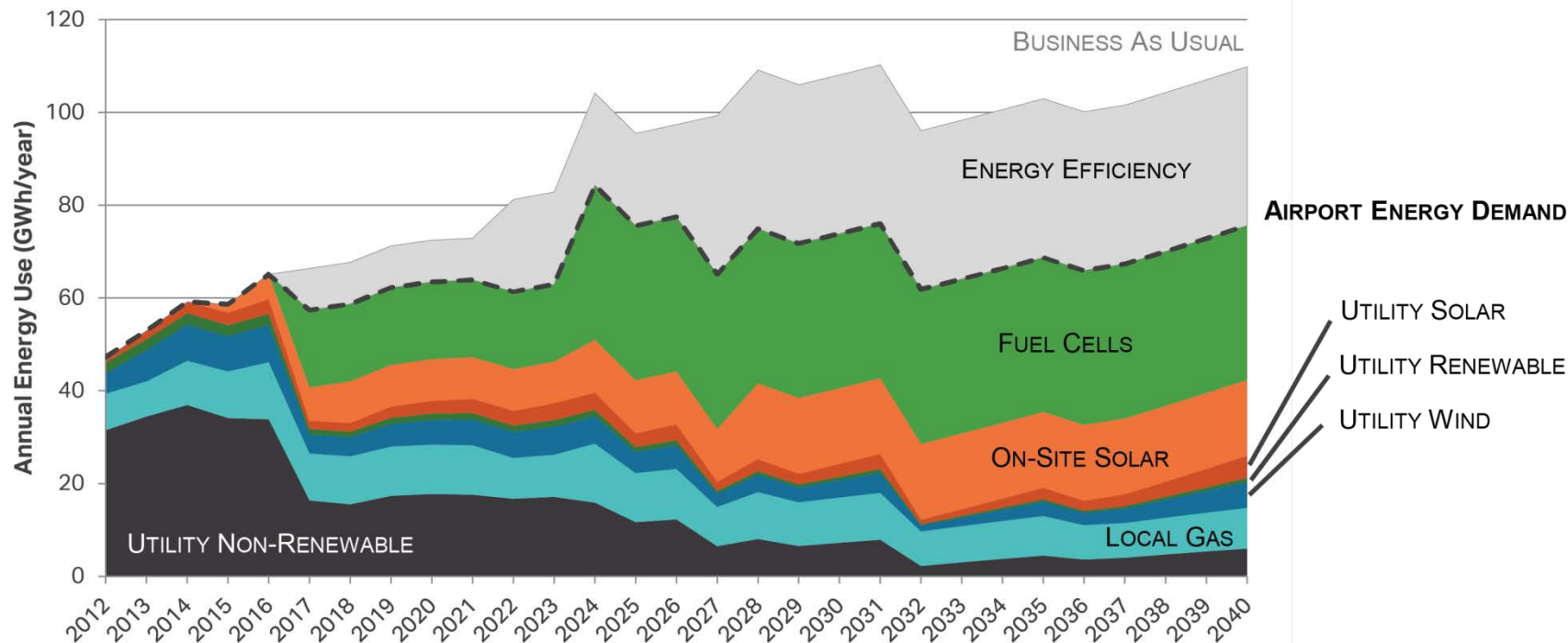
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5 Regional and Industry Leadership

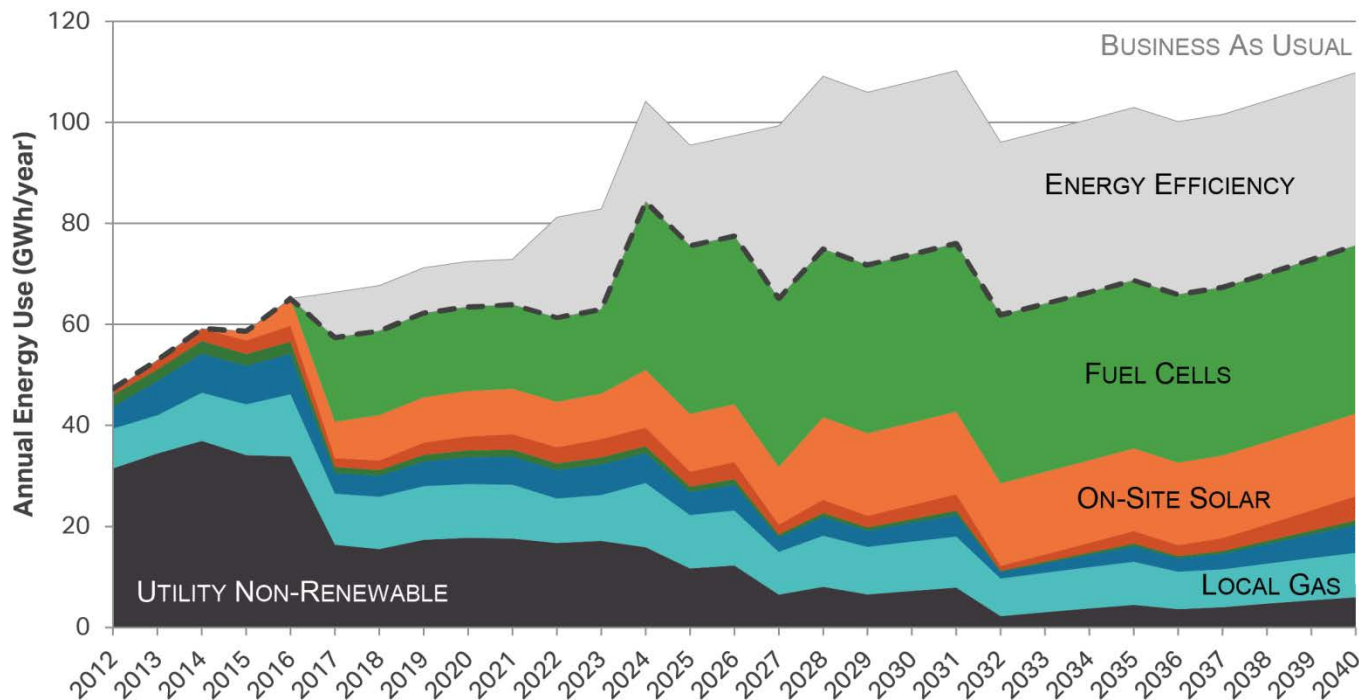
- A. Third party certification
- B. Share knowledge and best practices to build industry and regional momentum
- C. Engage business partners in energy and sustainability goals
- D. Innovation through Big Data
- E. Periodic Strategic Energy Plan validation
- F. New and Emerging Technology

ROADMAP



Integrated & phased implementation

ROADMAP



TOTALS

20 GWh

4 MW

10 MW

+

7 MWh

BATTERY STORAGE

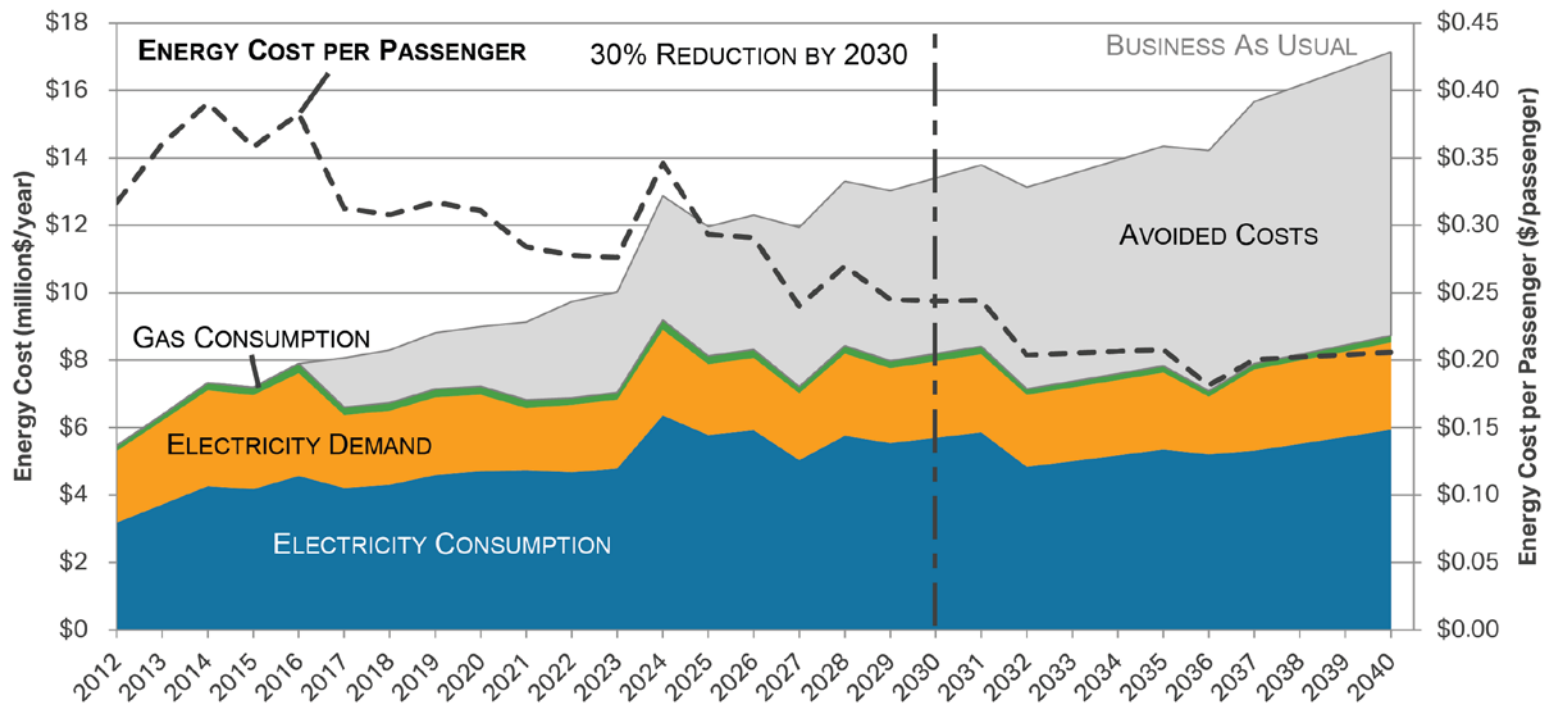
20,000 TON-HRS

THERMAL STORAGE



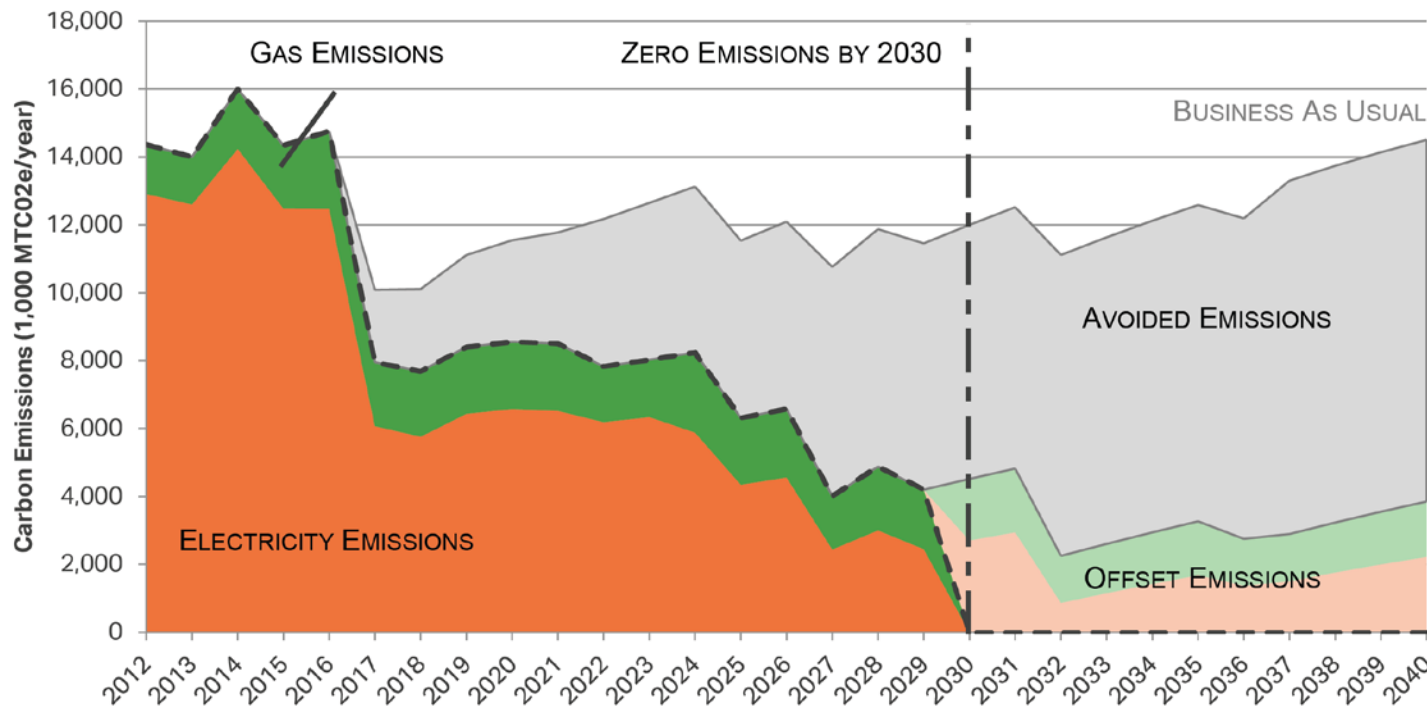
Integrated & phased implementation

ROADMAP



30% reduction in energy cost per passenger

ROADMAP



100% renewable energy through “clean” electricity & offsets

NEXT STEPS

- **Further engage stakeholders** on the draft Strategic Energy Plan
- **Incorporate feedback** into a revised version
- Integrate into **Airport Development Plan programming**
- **Pursue near-term priority actions** such as energy efficiency & battery energy storage capital projects
- **Track & report** implementation progress



Questions?



Stormwater BMP Design Manual

Capital Improvement Project Committee Meeting
July 14, 2016

Richard Gilb, Environmental Affairs Manager



Origin, History, and Application of the BMP Design Manual

Origin and History

- Provides procedures for compliance with 2013 MS4 (Municipal Stormwater) Permit
- Permit applies to all 18 Cities in San Diego County, the County of San Diego, the Port of San Diego, and the Airport Authority (the 21 Copermittees)
- Jurisdictions develop a local BMP Design Manual based on a Regional Model
- Applies to Public and Private New Development and Redevelopment Projects
- Effective Date of local BMP Design Manual: February 16, 2016
- Replaces the SUSMP (Standard Urban Stormwater Mitigation Procedures) Manual from the 2001 & 2007 Permits

Application of the BMP Design Manual

- BMP Design Manual Applies to Development and Redevelopment (Improvements) as defined by the Permit.
- Permit defines “Development Projects” as “construction, rehabilitation, redevelopment, or reconstruction of any public or private projects.”
- Copermittees consider “development” to mean a change in or replacement of site surfaces from permeable/pervious to impermeable/impervious.
- Permit makes further distinction of “Priority Development Projects” (PDPs).
- Copermittees define all other development projects as “Standard Projects.”

PDP Definition

- New development projects that create 10,000 square feet or more of impervious surfaces
- Redevelopment projects that replace 5,000 square feet or more of impervious surface (collectively over an existing site of 10,000 square feet or more of impervious surfaces).
- New and redevelopment projects that create and/or replace 5,000 square feet or more of impervious surface and support one or more of the following uses:
 - Restaurants;
 - Parking Lots;
 - Auto Repair Shops;
 - Retail Gasoline Outlets (Service Stations)
 - Streets, roads, driveways for autos, trucks, and other vehicles
- New or redevelopment projects that create and/or replace 2,500 square feet or more of impervious surface and discharge directly to an Environmentally Sensitive Area (ESA).
“Discharge directly to” includes flow conveyed overland a distance of 200 feet or less or conveyed in a pipe or channel any distance and not commingled with flows from adjacent lands.

Changes to PDP Categories

Land Use	2007 Permit (Total Project Area)	2013 Permit (Total Project Area)
Commercial	1 acre	≥ 10,000 sf
Industrial	1 acre	≥ 10,000 sf
Public Improvements	1 acre	≥ 10,000 sf
Parking	≥ 5,000 sf OR ≥ 15 parking spaces	≥ 5,000 sf

PDP Exemptions

- Replacing a roof or remodeling a interior space
- Rebuilding or restoring a structure to original design
- Exterior alterations that do not change the dimensions of the building
- Restoring pavement or other surfaces affected by trenches from utility work
- Resurfacing existing roads and parking lots, including slurry, overlay, and restriping
- Replacing damaged pavement, including full depth replacement

Note: Work that creates impervious surface outside of the existing impervious footprint is not considered routine maintenance.

CHANGE - Definition of Development

- 2001 & 2007 Permits -

Development meant the CREATION of NEW Impervious Area

- 2013 Permit -

Development means the Creation or REPLACEMENT of Impervious Area

CHANGE - Treatment Control Selection

Significant changes to the hierarchy of treatment (pollutant control)

Best Management Practice (BMP) requirements:

2001 & 2007 Permits

- Treat and release runoff
- Infiltration or bioretention preferred
- Filtration and/or extended detention also accepted

2013 Permit

- Retain the onsite 85th percentile runoff volume (infiltrate, evaporate, harvest & use)
- Biofiltrate if infeasible to retain runoff onsite
- Use Flow-thru treatment control BMPs AND mitigate (offsite) for the volume not retained onsite, if infeasible to retain or use biofiltration

CHANGE - Pre vs Post-Development

Development should be designed such that site conditions after development mimic the natural hydrology of the site prior to any development.

- Pre-development condition means runoff conditions from the project footprint based on:
 - Infiltration characteristics of the underlying soil
 - Existing grade
 - No impervious area
- Site designs should incorporate such as permeable surface as possible to minimize the impervious area created and/or replaced by the project.

Requirements for ALL Projects

Source Control BMPs - practices or structures that reduce the potential for stormwater runoff to come into contact with pollutants.

- Protect outdoor work areas, outdoor material storage areas, and outdoor trash storage areas from rainfall, run-on, runoff, and wind dispersal

Site Design BMPs - practices or structures that reduce the rate and volume of stormwater runoff and associated pollutant loads.

- Maintain natural drainage pathways and hydrologic features
- Conserve natural areas, soils, and vegetation
- Minimize soil compaction
- Minimize impervious area
- Landscape with drought tolerant species to minimize irrigation and irrigation runoff

Requirements for PDPs

Permit requires PDPs to retain onsite 85th percentile runoff volume.

The 85th percentile runoff volume defined as the Design Capture Volume (DCV)

$$DCV = C \times d \times A \times 43,560 \text{ sf/ac} \times 1/12 \text{ in/ft}$$
$$DCV = 3,630 \times C \times d \times A$$

Where:

C = Runoff factor (unitless) based on permeability of surface (concrete = 0.9)

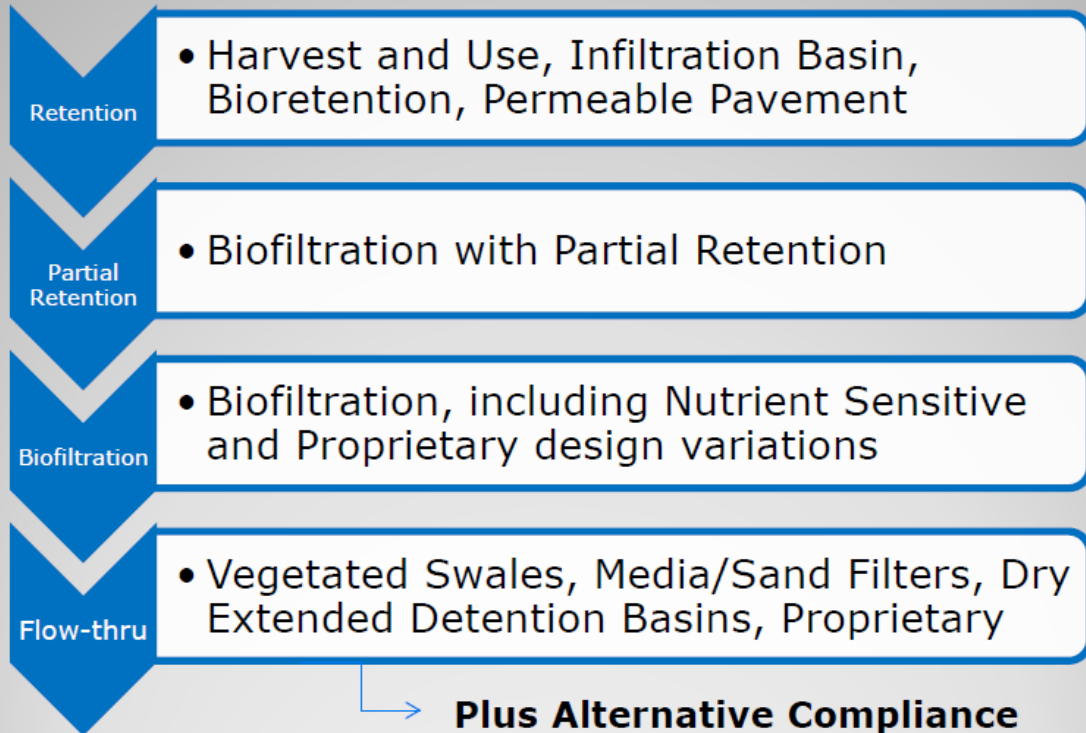
d = 85th percentile, 24-hr storm event rainfall depth (inches) (0.5 inches at SDIA)

A = Tributary area (acres)

At the Airport, the DCV is essentially 1,800 cubic feet per acre or ~13,000 gallons per acre.

Requirements for PDPs

Regulatory BMP Hierarchy

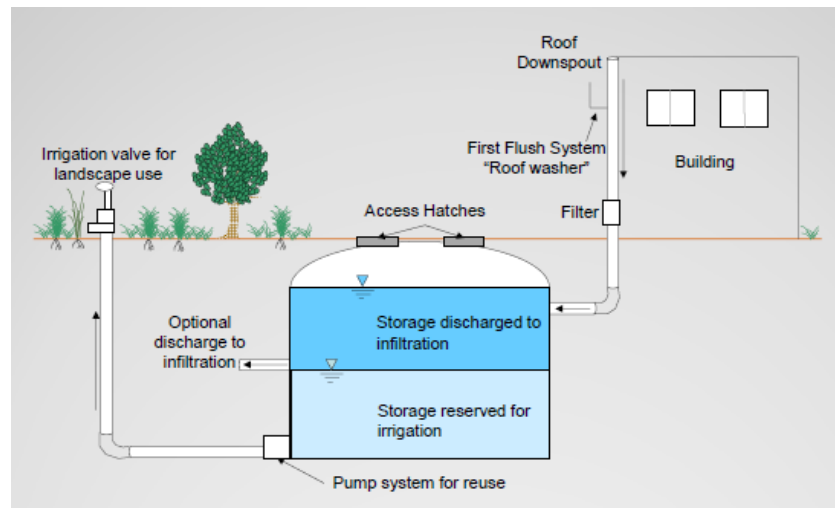


Harvest and Use Feasibility

Harvest and Use BMPs allow captured runoff to be used on-site, if there is sufficient demand.

Possible sources of demand:

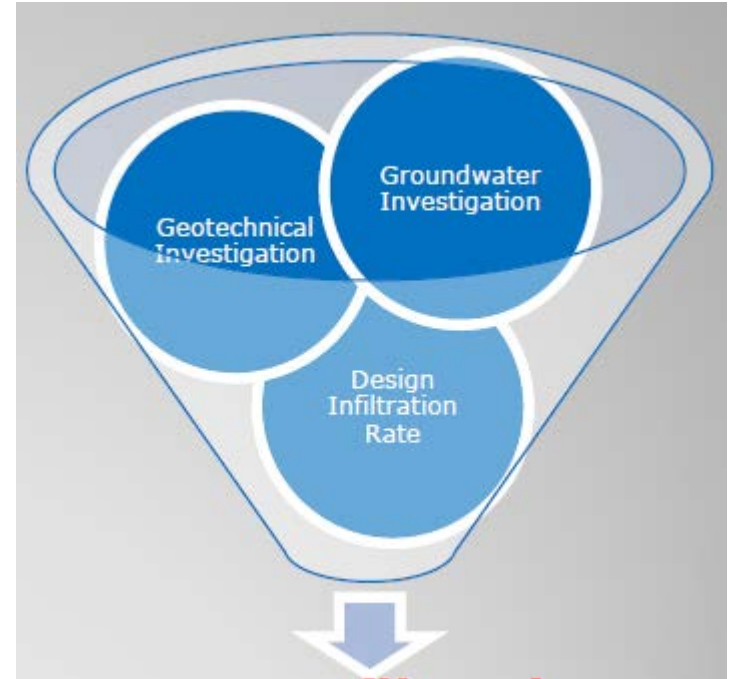
- Irrigation
- Evaporative Cooling
- Vehicle Washing
- Toilet/Urinal Flushing
- Dilution (recycled water)
- Industrial processes



Infiltration Feasibility

Factors affecting Feasibility and Desirability

- Geotechnical considerations
 - Soil types
 - Retaining walls and foundations
- Infiltration rate
- Utilities
- Soil contamination
- Groundwater quality and beneficial uses
- Set-back requirements



Biofiltration Criteria

Biofiltration BMPs must meet the following criteria:

1. Selected according to BMP hierarchy
2. Properly sized
3. Maximize infiltration and evapotranspiration
4. Maximize pollutant retention/control/sequestration
5. Promote biological activity to support/maintain treatment
6. Include O&M and planning considerations to maintain effectiveness

Proprietary Biofiltration BMPs

Proprietary Biofiltration BMPs (“black boxes”) must meet the following criteria:

1. Project must demonstrate a lack of space for standard biofiltration
2. Be “Certified” to address the pollutants of concern.
2. Support robust biological process (typically vegetation)
3. Be properly sized.
4. Ensure maintenance agreement/plan in place.

Offsite Alternative Compliance Option

- Permit allows for this, but the process is completely undefined and has to be negotiated with the RWQCB. Not one of the 21 jurisdictions has proposed or established such a procedure.
- “Offsite” means “off the project site.”
- Similar to wildlife habitat “banking.” Could earn or buy “credits.”
- Environmental Affairs, Airport Design and Construction, and Facilities Development Department have discussed the usefulness of such a “banking” system to manage development at the airport.
- The North Side Storm Drain Force Main Project and the T2 Parking Plaza Project, together, provide insight into how a “bank” could be established.



Questions





Capital Improvement Program Oversight Committee

Terminal 2 Parking Plaza
Update

July 14, 2016

Presented by:
Bob Bolton
Director, Airport Design & Construction



Presentation Topics

Terminal 2 Parking Plaza



Key Project Milestones



Site Phasing



Unique Features



Public Art



Public Outreach



Construction Progress



Program Budget

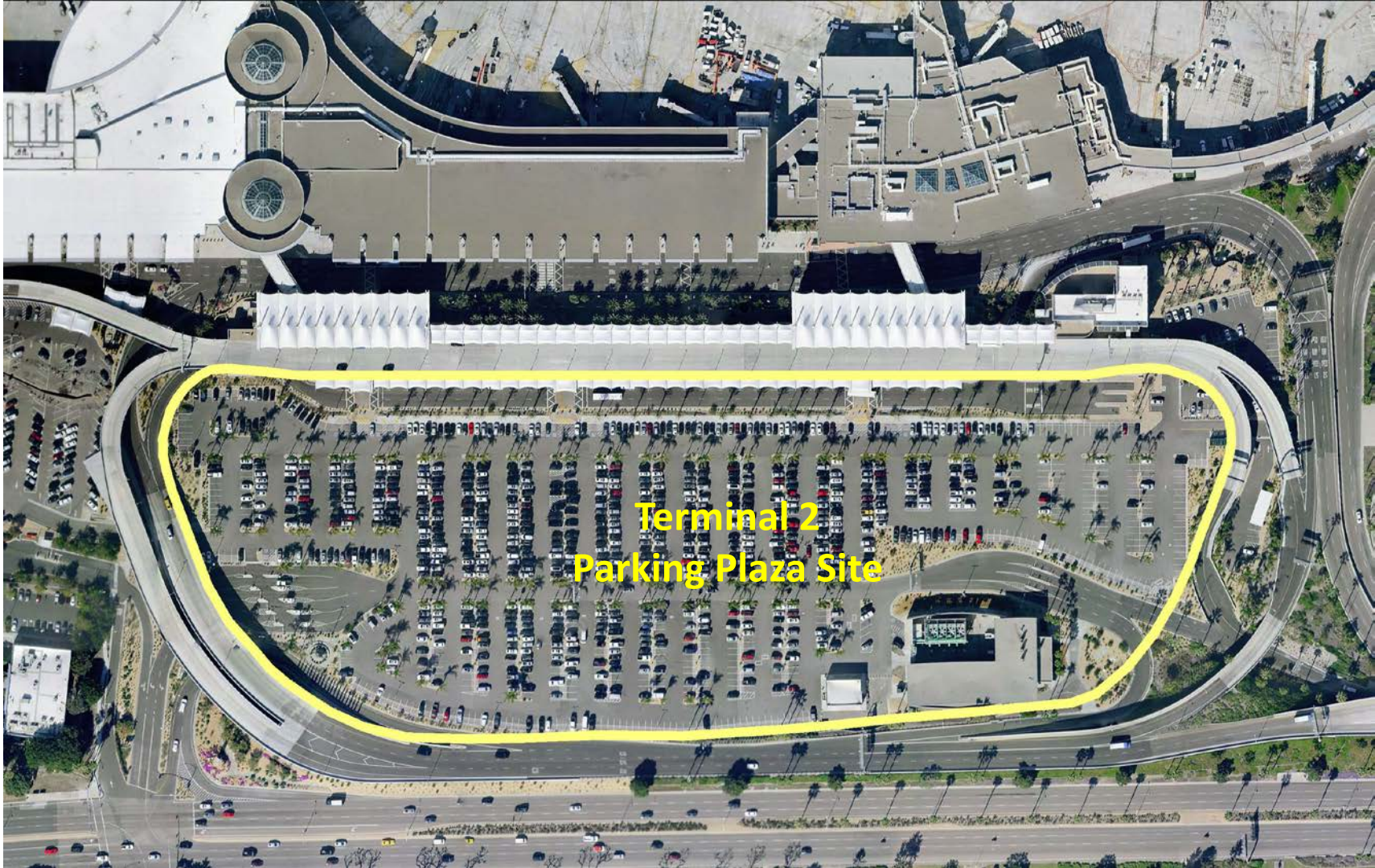


Next Steps

Key Project Milestones

Anticipated Milestone Events	Planned Dates
Schematic Design	Complete
Request Board Approval of Full Program Budget & Maximum Project Budget for Design-Builder	Complete
Enabling Work	Jun 2016 – Sep 2016
Coastal Development Permit to be Issued	July 2016
T2 Parking Lot Closure Start	August 6, 2016
Construction Start	September 2016
Construction Substantial Completion	Summer 2018
Parking Plaza Operational	Summer 2018

Parking Plaza Site



Terminal 2
Parking Plaza Site

T2 Close-in Parking



**Terminal 2
Remaining Parking
August 2016: 1,112 Spaces**

**Terminal 2
Parking Lot Closed
August 2016: 1,244 Spaces**

**Terminal 2
Surface Parking**

**Terminal 2
Parking Plaza Open
Summer 2018: 2,901 Spaces**

The image is an aerial photograph of an airport terminal complex. A large, irregularly shaped parking area on the left is outlined in green. A black arrow points from the text 'Terminal 2 Surface Parking' to this area. To the right of the terminal building, a large, rectangular parking plaza is outlined in green. A black arrow points from the text 'Terminal 2 Parking Plaza Open Summer 2018: 2,901 Spaces' to this plaza. The plaza is divided into several sections by blue and purple lines. A red circle highlights a specific section of the plaza on the right side. The terminal building is visible in the center, with various wings and structures. The surrounding area includes roads, trees, and other airport infrastructure.

Terminal 2 Surface Parking

**Terminal 2
Parking Plaza Open
Summer 2018: 2,901 Spaces**



Glass Elevators



Parking Access & Revenue Control System



Parking Guidance System

Unique Features

Unique Features



Wayfinding

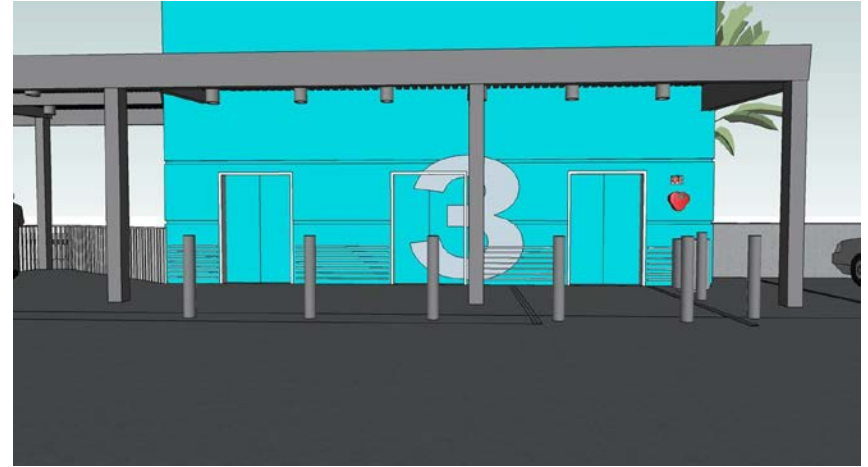


Vending

Unique Features



Elevator Lobby 1st Floor



Elevator Lobby 3rd Floor

2 Public Art Opportunities



3 Elevator Lobbies
(3 Art Locations)



3 Light Wells
(3 Art Locations)

Parking Plaza - North Elevation



Harbor Drive View



Unique Features - Landscaping & Balcony

An aerial photograph of the San Diego International Airport. The image shows the large terminal building, a vast parking lot filled with cars, and the surrounding landscape including a marina with many sailboats and a city skyline in the distance under a clear blue sky.

Public Outreach Sustained Program (September-ongoing)

- Communication plan
- Construction hotline
- Construction alert system
- Milestone media relations

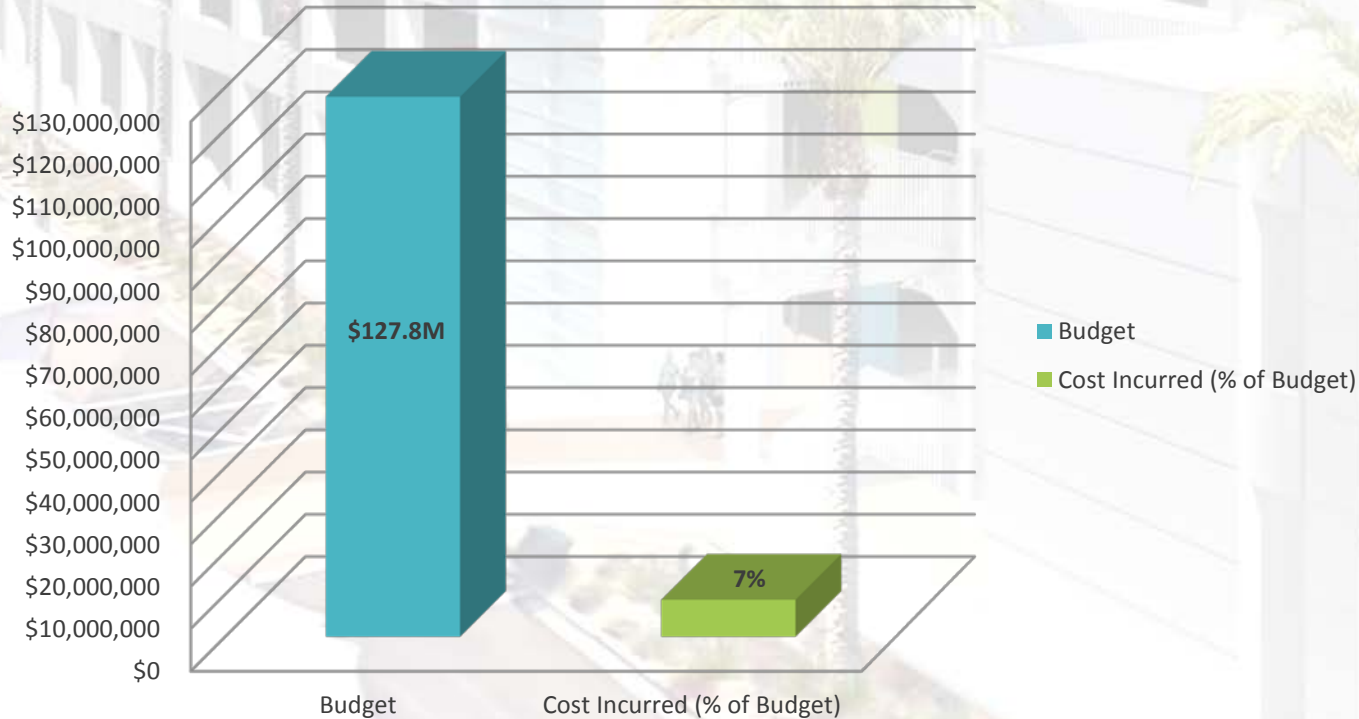
Construction Progress



Trenching & Conduit Electronic Vehicle Chargers

Program Budget

T2 Parking Plaza
Cost through May 31, 2016



Next Steps





ITEM 5



ARRIVE, DEPART,
BE INSPIRED.

Public Art Update

Lauren Lockhart

Art Program Manager

July 14, 2016



Public Art



Photo by Pablo Mason



Title: *Dazzle* (rendering)

Artist: Ueberall International

Anticipated completion: Late 2016

DAZZLE INSPIRATION



E-PAPER TECHNOLOGY



Ueberall is collaborating with **Eink Corporation**, the leading developer and provider of electronic paper displays. Dazzle will be the first-ever application of this technology on an architectural scale.





Palm Street Park Public Art Project Site

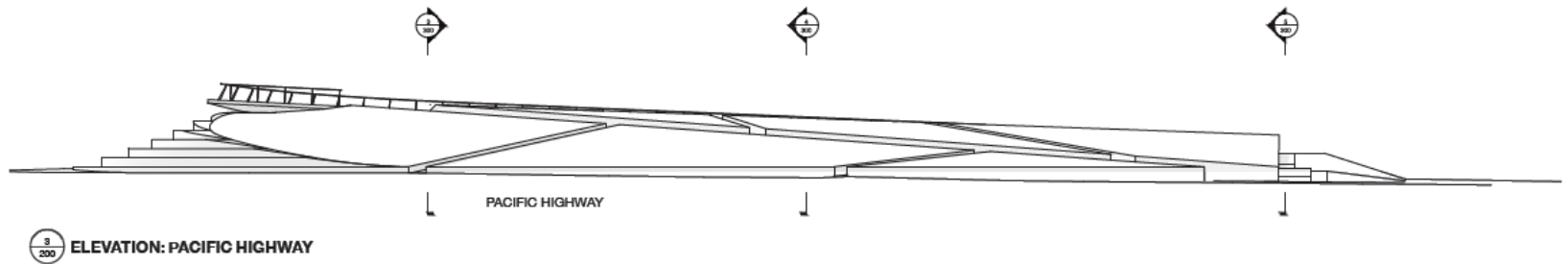
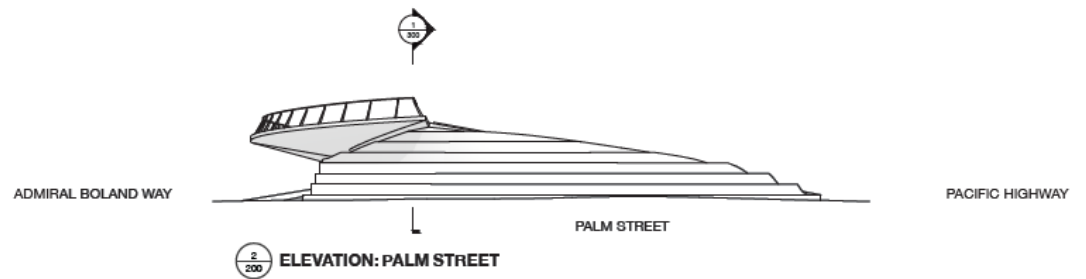
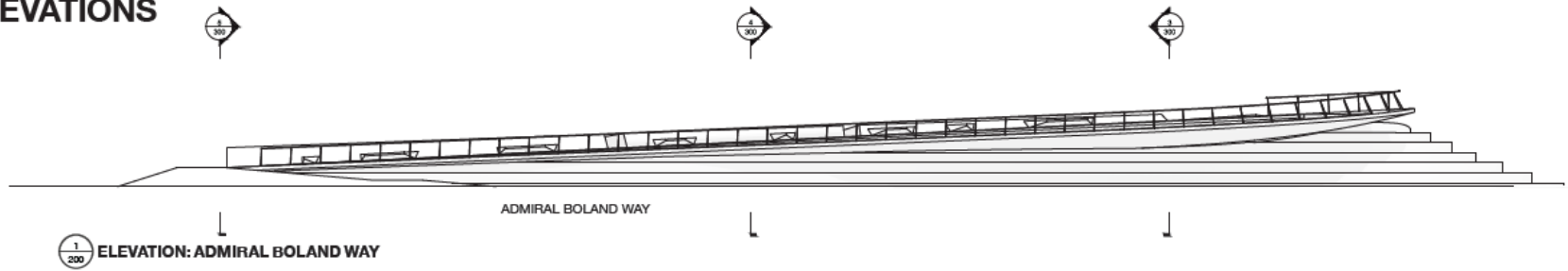


Palm Street Park Public Art Conceptual Rendering

Artist: Legge Lewis Legge

Anticipated completion: Spring 2017

ELEVATIONS

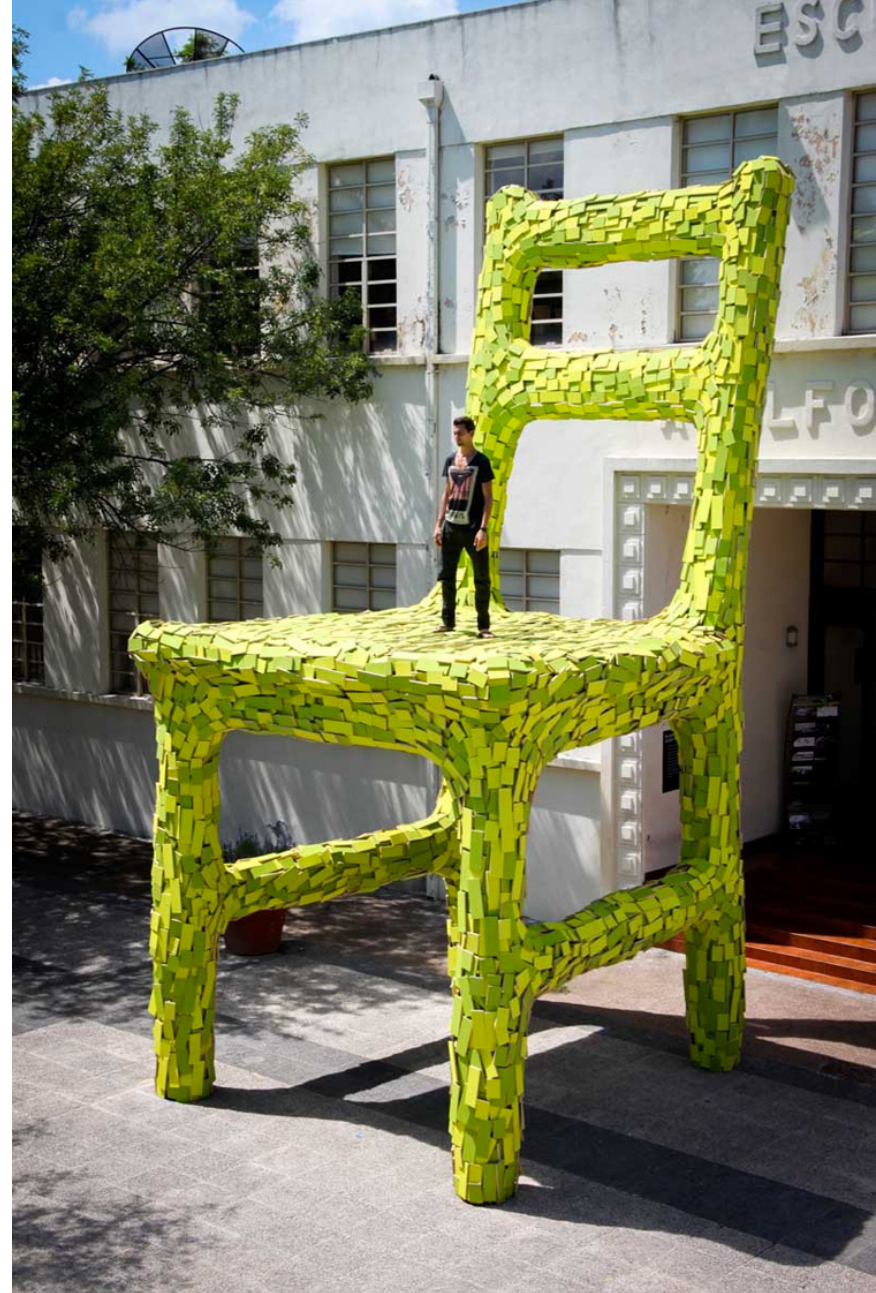


Palm Street Park Public Art Elevation Drawings
Artist: Legge Lewis Legge
Anticipated completion: Spring 2017



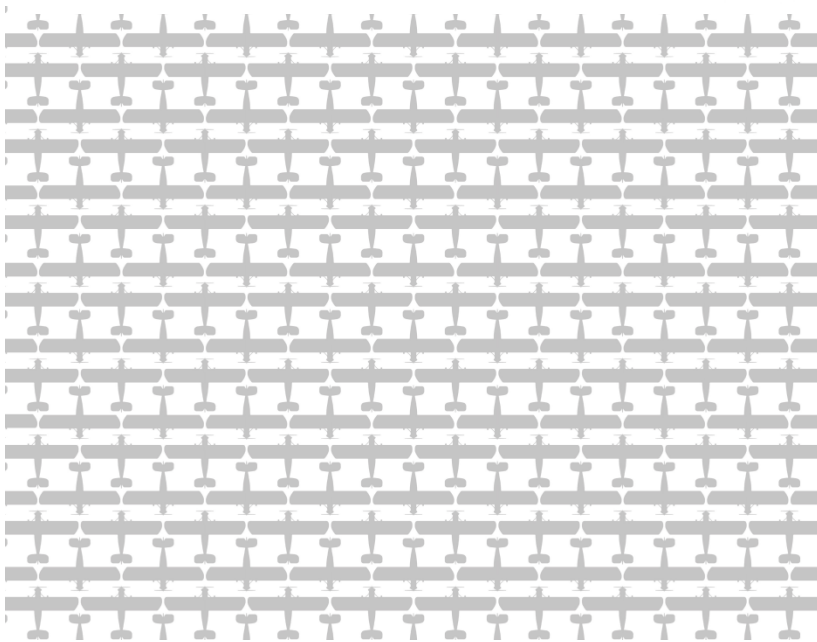
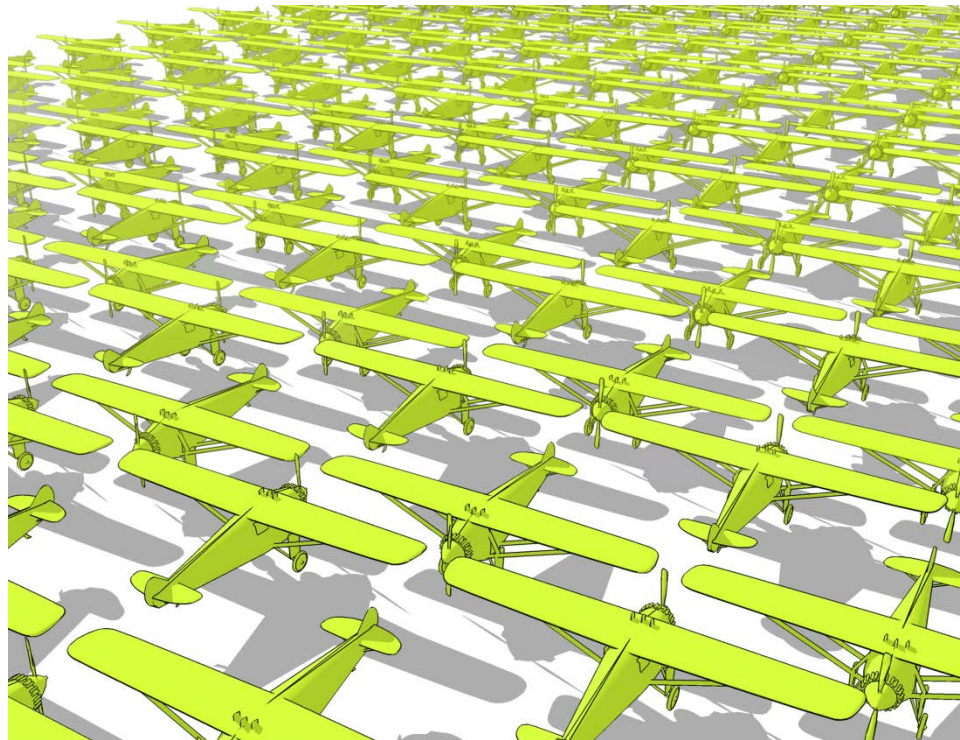
Palm Street Park Public Art Stockpiling Progress
Artist: Legge Lewis Legge
Anticipated completion: Spring 2017





Parking Plaza Lobby Stair Artist: Mark Reigelman II
Sample work







Parking Plaza Lobby Stair Public Art Conceptual Rendering

Artist: Mark Reigelman II

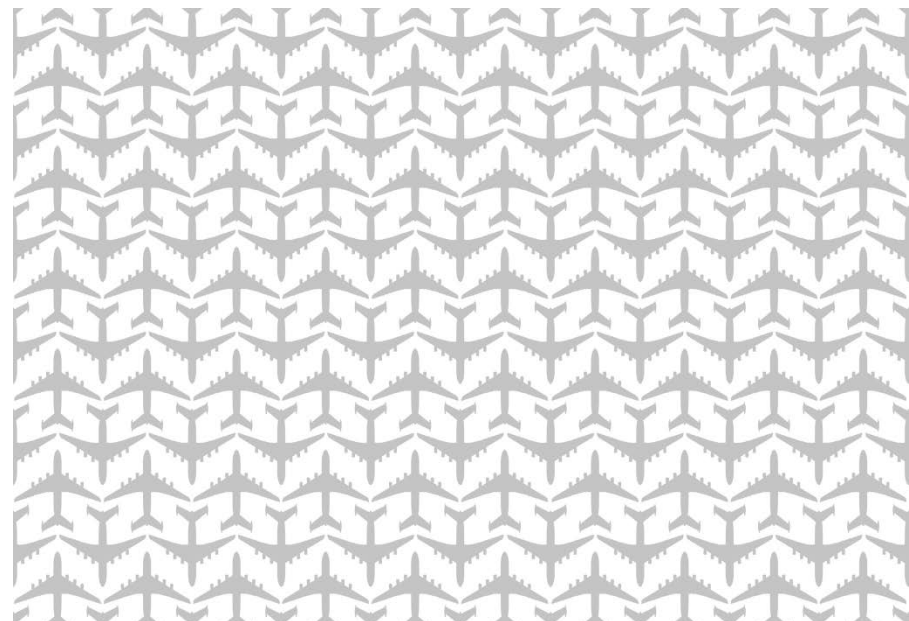
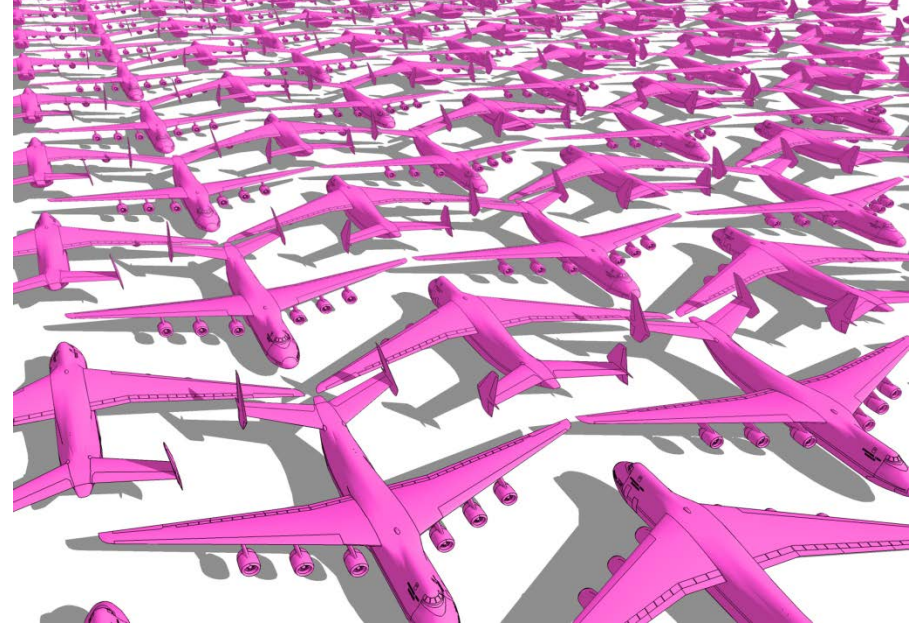
Anticipated completion: Spring 2018



Parking Plaza Lobby Stair Public Art Conceptual Rendering

Artist: Mark Reigelman II

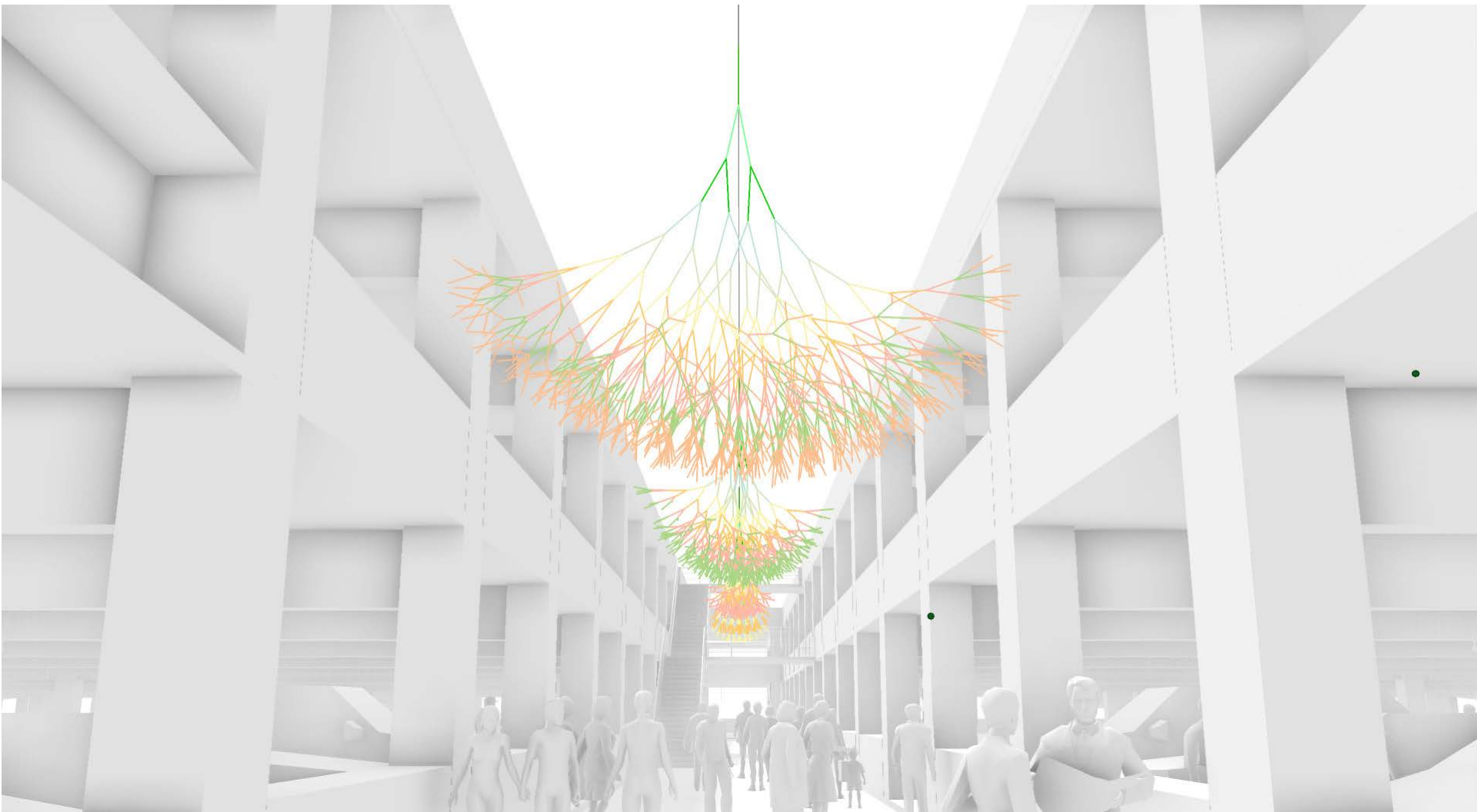
Anticipated completion: Spring 2018



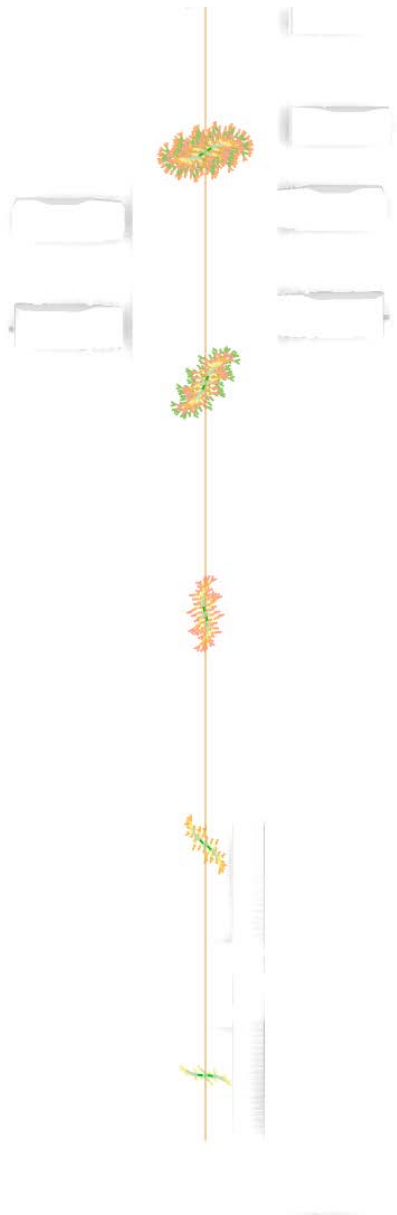
Parking Plaza Lobby Stair Public Art Conceptual Rendering

Artist: Mark Reigelman II

Anticipated completion: Spring 2018



Parking Plaza Public Art Conceptual Rendering
Artist: Ball-Nogues Studio, LLC
Anticipated completion: Spring 2018



Parking Plaza Public Art Conceptual Rendering
Artist: Ball-Nogues Studio, LLC
Anticipated completion: Spring 2018

Conservation & Maintenance



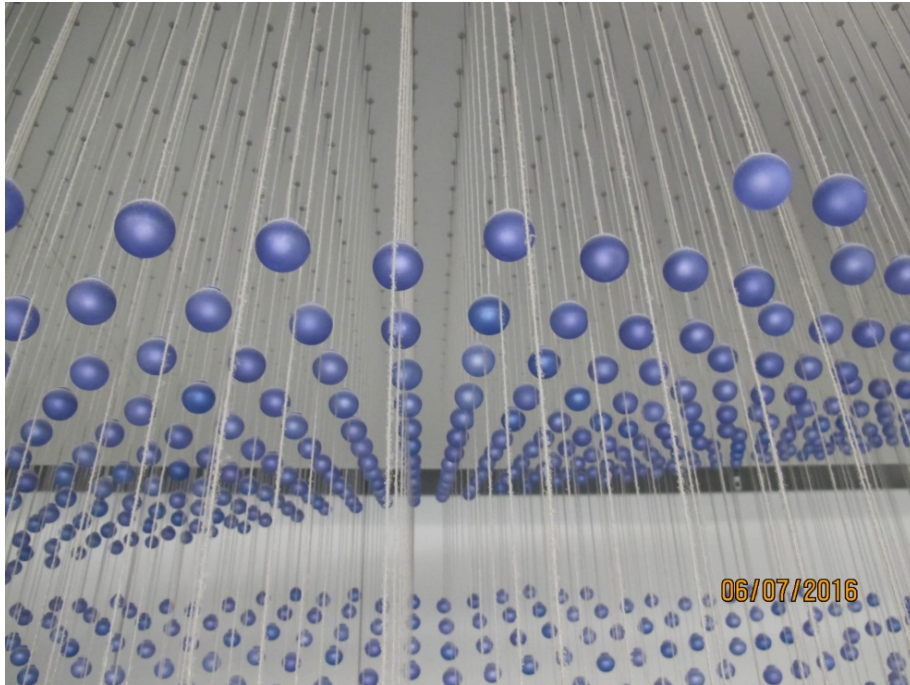
Taxonomy of a Cloud
Before cleaning

Conservation & Maintenance



Taxonomy of a Cloud
After cleaning

Conservation & Maintenance



The Journey
Before cleaning

Conservation & Maintenance





Questions?



Capital Improvement Program Oversight Committee

Rental Car Center Update

July 14, 2016

Presented by:

Bob Bolton

Director, Airport Design & Construction



Presentation Topics

Rental Car Center

Schedule & Construction Update (Closeout)

Added Construction

Additional Busses

Environmental

Commissioning

Building Operational Performance

Budget Update

Key Construction Milestones

Milestone Event	Planned Date	Status
Ground Breaking Ceremony	October 2013	Complete
Turnover of RAC Tenant Spaces	June 2015	Complete
RCC Construction Substantial Completion	October 2015	Complete
Pacific Highway Landscape Completion	November 2015	Complete
Certificate of Occupancy/Tenant Work Complete	January 2016	Complete
RCC Operational	January 2016	Complete
All Punchlist & Final Construction	June 2016	Complete
Admiral Boland Way Striping and Signage Improvements	July 2016	In process
Document Lessons Learned	August 2016	In process
Prepare for AAAE Rental Car Conference in San Diego	October 2016	In process
Project Financial Close-out	December 2016	In Process

Punchlist Complete

A Punchlist is a listing of minor construction or installation details not fully complete at the time of Substantial Completion & that do not materially effect use of the facility.

- Total Items: 5,000
- Closed Items: 5,000
- Open Items: 0

Planned Need for Added Signage

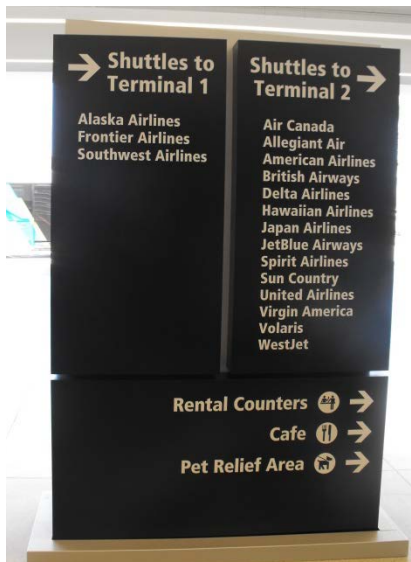
- Lesson Learned from RCCs in Austin, Burbank, and Seattle
- Actual building operations studied
- Customer movements and behaviors identified
- Signage additions and modifications implemented



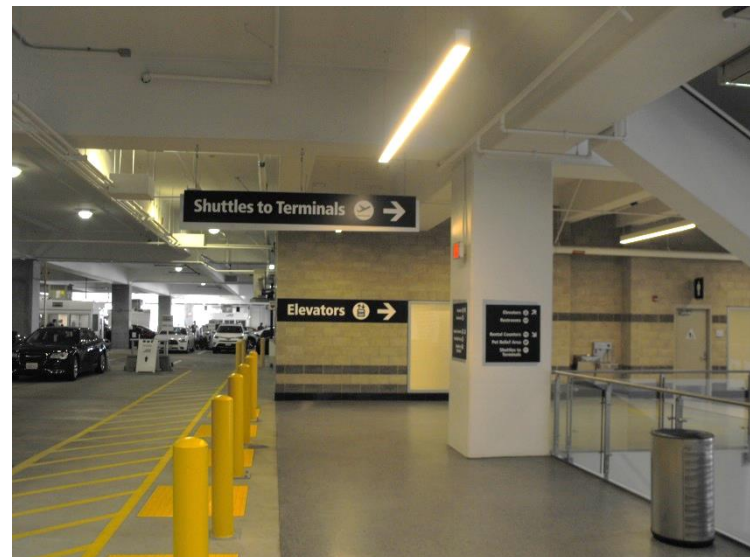
Additional Entry Signage at Sassafras Street and Pacific Highway



Added signs at 1st level



Added signs at 1st level



Added signs at 2nd and 3rd levels

Additional Buses



- 9 additional temporary buses acquired by 3rd party operator utilizing B20 fuel (a recognized alternative fuel)
- Peak period maximum customer wait times have been significantly reduced.
- New permanent buses will be acquired as needed based on demand.

Admiral Boland Way Signage and Striping



- Red paint striping at curbs & supplemental vehicle signage
- Work expected to be complete in mid-July

Public Art Dedication - April 28, 2016

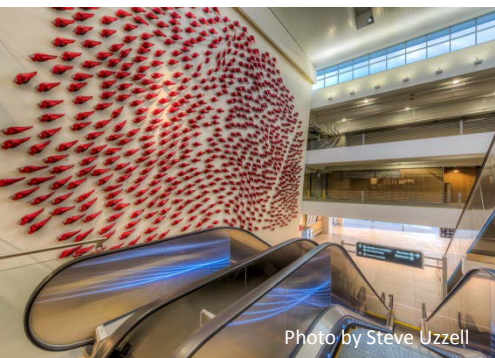


Photo by Steve Uzzell



Photo by Pablo Mason

Environmental Features

- Energy-saving LED lights
- Bio-swales to capture rainwater
- Drought-tolerant plants
- Buses powered by natural gas
- LEED Silver Certification (Pending)
 - Potential for LEED Gold



Commissioning Complete!

"The process of verifying and documenting that all of the building systems and features meet the project requirements as intended by the building owner and as designed by the building architects and engineers."

78 Equipment Types

1167 Checklists Used

256 Equipment/System Tests Required

1723 Issues Tracked

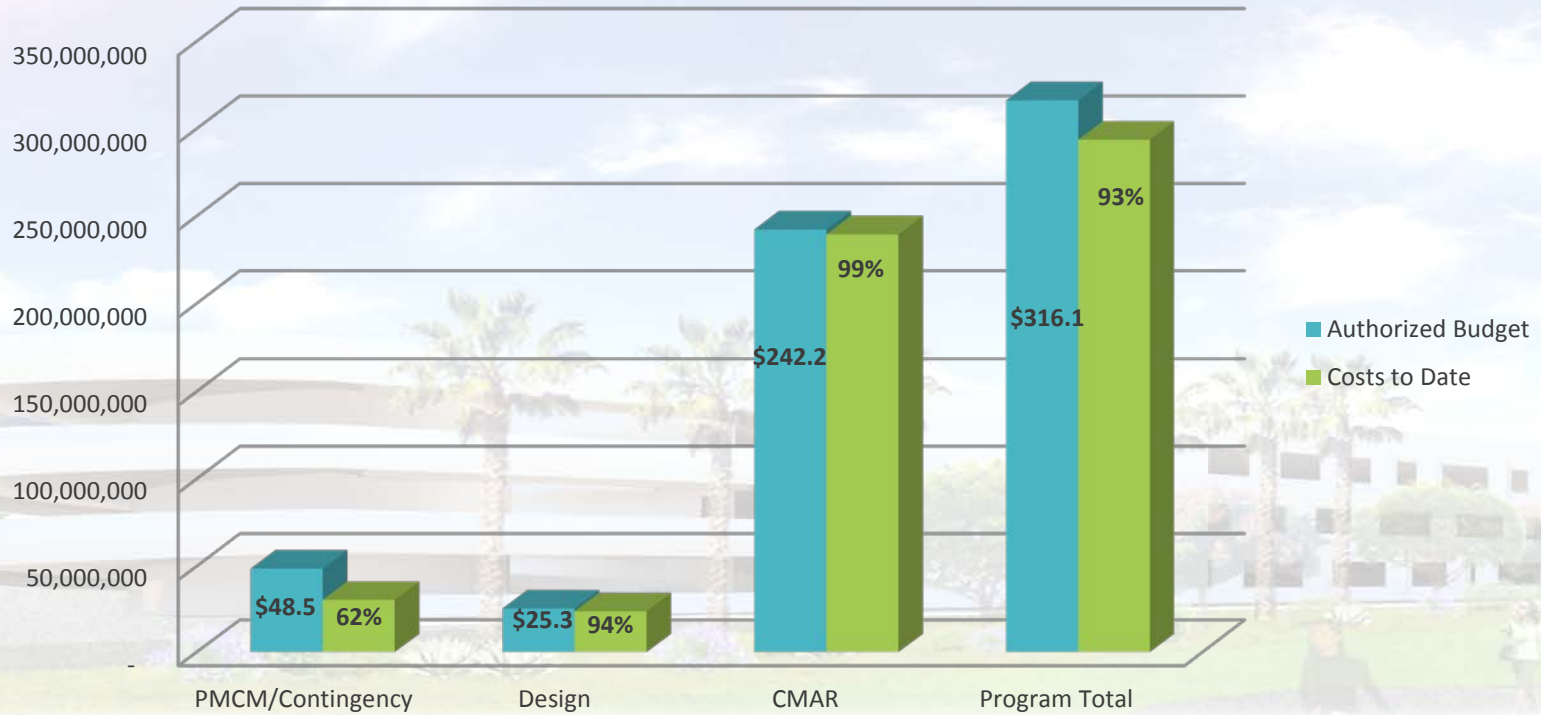
11 Critical Systems Tracked

- Emergency Power
- Fueling
- Car Wash
- Maintenance Equipment
- Fire Alarm
- Lighting
- FIDS
- Security
- Conveyance
- HVAC
- Grease Interceptor/Oil-Water Separator

Building Operational Performance

Approximate average number of cars rented per day	3,800
Car washes from January 20, 2016—June 29, 2016	620,790
Fuel used per day	10,000 Gallons
Trash removed from January 20, 2016-June 29, 2016	65 Tons
Traffic Reduction on Harbor Drive since RCC Opened	15%

Rental Car Center Budget Update Cost Through May 2016





Questions?

ITEM 7



Capital Improvement Program Oversight Committee

RCC and Parking Plaza
Finance Update

July 14, 2016

Presented by:

Geoff Bryant

Manager, Airport Finance



Rental Car Center (RCC) Financial Overview

RCC Program Enabling Projects Summary

Projects <i>(all numbers in \$000's)</i>	Total	Sources of Funds	
		CFC	Other Funding*
Interior North Side Road and Utilities	\$ 17,815	\$ 8,010	\$ 9,805
Sassafrass Street Widening	6,000	6,000	0
North Side Utility Infrastructure - Storm Drain Trunk	15,865	2,856	13,009
Terminal Link Road	16,597	14,292	2,305
Airport Electrical Distribution System	28,382	5,297	23,085
Northside Additional Landscaping	3,854	1,965	1,889
	\$ 88,513	\$ 38,420	\$ 50,093

** Other Funding includes previously issued GARB bonds , grants and airport cash*

RCC Program

*Actual costs as of May 31, 2016
(amounts expressed in thousands)*

RCC and Enabling Projects	Project Costs as budgeted	Actual Costs to date	Remaining
Enabling Projects ¹	\$ 38,420	\$ 32,287	\$ 6,133
RCC project	316,124	293,995	22,129
Bus Acquisition and Staging Area ¹	21,580	15,906	5,674
SDIA Wayfinding Signage/Directories - RCC ¹	2,210	1,683	527
N. Side Access Improvements and Security gates ¹	2,605	0	2,605
Grand Total	\$ 380,939	\$ 343,871	\$ 37,069

- Includes projects approved in the FY 17 - FY 21 capital plan:
 - Bus Acquisition
 - North Side Access Improvements and Security Gates

¹Depicts portion of projects that are estimated to be eligible for CFC funding



Parking Plaza Overview

Parking Plaza

Actual costs as of May 31, 2016

(amounts expressed in thousands)

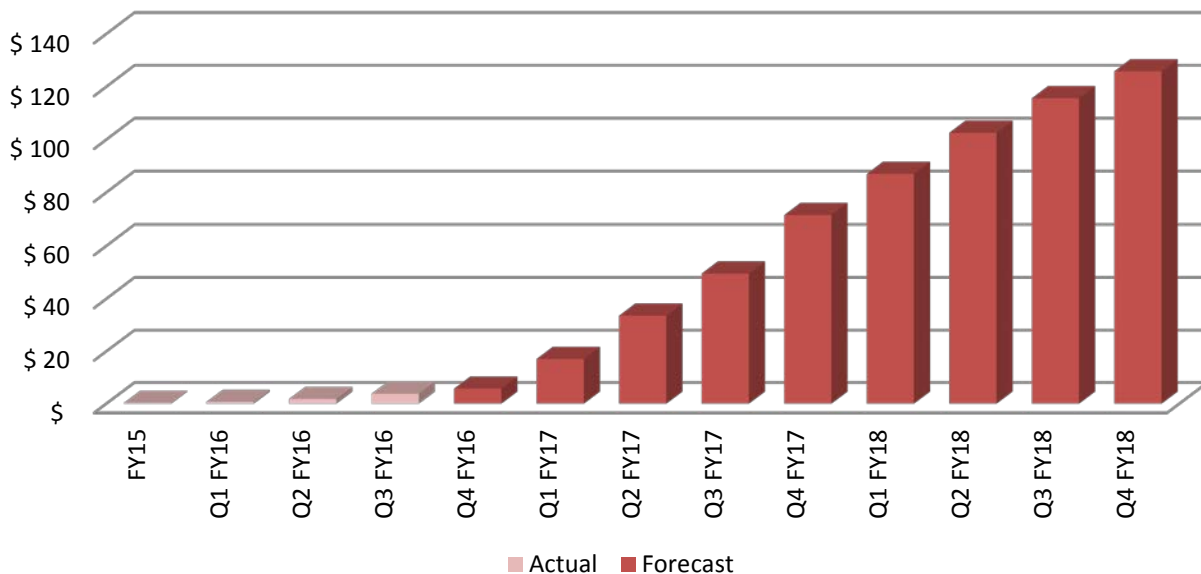
Parking Plaza Project	Proposed Project Costs	Actual Costs	Remaining unspent
Totals	\$ 127,800	\$ 8,950	\$ 118,850
Grand Total	\$ 127,800	\$ 8,950	\$ 118,850

Parking Plaza Cost Trend

As of May 31, 2016

(amounts expressed in millions)

Parking Plaza Cost Trend



Questions





Small Business Development Report

Regina Brown

Manager, Small Business Development

July 14, 2016



Overview

- Parking Plaza Update
- Opportunity Awareness
- Education and Training



Parking Plaza

Opportunity Awareness

- Regional Events
- Partnering Events
- Training Workshops

Parking Plaza

(Dollars Awarded)

Overall	Dollars
Total Dollars Awarded to Subcontractors:	\$4.7 million
Total Dollars Awarded that are ineligible for SB participation	0.0 million
Small Business Opportunity	\$4.7 million
Local Business Participation	\$3.1 million
SBE/SDVOSB Participation	\$2.5 million
HUBE Participation	\$0.4 million

SBD Opportunity Awareness Events



Meet the Buyers
Escondido Public Library



Contracting Connections
Balboa Park



**DVBA SoCal Construction
Expo**
Camp Pendleton

Total Contacts = 500+

Education and Training



Bonding & Contract Financing Assistance Program

- Employee Expo
- QHP & Ready Service
- Contractors Panel
- How to do Business w/the Airport
- Construction Law



Turner School of Construction Management
32 graduates

