

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY



BOARD

AGENDA

Thursday, February 6, 2014
10:00 A.M.

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

BOARD MEMBERS

DAVID ALVAREZ
LAURIE BERMAN*
BRUCE R. BOLAND
GREG COX
JIM DESMOND
COL. JOHN FARNAM*
ROBERT H. GLEASON
LLOYD B. HUBBS
ERAINA ORTEGA*
PAUL ROBINSON
MARY SESSOM
TOM SMSEK

* EX OFFICIO BOARD MEMBERS

***Live webcasts of Authority Board meetings can be accessed at
http://www.san.org/airport_authority/boardmeetings.asp.***

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. ***Please note that agenda items may be taken out of order.*** If comments are made to the Board without prior notice or are not listed on the Agenda, no specific answers or responses should be expected at this meeting, pursuant to State law.

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

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

BOARD BUSINESS:

- **APPOINTMENT OF EXECUTIVE COMMITTEE MEMBERS AND ELECTION OF THE VICE CHAIR OF THE BOARD:**

PRESENTATIONS:

A. PRESENTATION OF THE DISTINGUISHED BUDGET AWARD FOR THE FISCAL YEAR BEGINNING JULY 1, 2013:

Presented to the San Diego County Regional Airport Authority and Vernon Evans, Vice President, Finance/Treasurer by Lakshmi Kommi, Director of Debt Management, City of San Diego

B. FINANCIAL UPDATE OF THE UNAUDITED FINANCIAL STATEMENTS FOR THE SIX MONTHS ENDED DECEMBER 31, 2013 AND 2012:

Presented by Vernon Evans, Vice President, Finance/Treasurer

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

STANDING BOARD COMMITTEES

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

ADVISORY COMMITTEES

- **AUTHORITY ADVISORY COMMITTEE:**
Liaison: Smisek

- **ART ADVISORY COMMITTEE:**
Committee Member: Gleason

LIAISONS

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

BOARD REPRESENTATIVES (EXTERNAL)

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

CHAIR'S REPORT:

PRESIDENT/CEO'S REPORT:

NON-AGENDA PUBLIC COMMENT:

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

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

CONSENT AGENDA (Items 1-13):

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

1. APPROVAL OF MINUTES:

The Board is requested to approve minutes of prior meetings.

RECOMMENDATION: Approve the minutes of the January 6, 2014, Special meeting.

2. ACCEPTANCE OF BOARD AND COMMITTEE MEMBERS WRITTEN REPORTS ON THEIR ATTENDANCE AT APPROVED MEETINGS AND PRE-APPROVAL OF ATTENDANCE AT OTHER MEETINGS NOT COVERED BY THE CURRENT RESOLUTION:

The Board is requested to accept the reports.

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

(Corporate Services: Tony Russell, Director/Authority Clerk)

3. AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM DECEMBER 9, 2013, THROUGH JANUARY 12, 2014, AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM DECEMBER 9, 2013 THROUGH JANUARY 12, 2014:

The Board is requested to receive the report.

RECOMMENDATION: Receive the report.

(Procurement: Jana Vargas, Director)

4. FEBRUARY 2014 LEGISLATIVE REPORT:

The Board is requested to approve the report.

RECOMMENDATION: Adopt Resolution No. 2014-0004, approving the February 2014 Legislative Report.

(Inter-Governmental Relations: Michael Kulis, Director)

5. APPOINTMENTS TO BOARD COMMITTEES, LIAISON POSITIONS, OTHER REPRESENTATIVE AND ALTERNATE POSITIONS:

The Board is requested to make appointments.

RECOMMENDATION: Adopt Resolution No. 2014-0005, making appointments to Board committees, liaison positions, the SANDAG Transportation Committee, and the World Trade Center Board.

(Corporate Services: Tony R. Russell, Director/Authority Clerk)

CLAIMS

6. REJECT THE CLAIM OF JOANNA MCKIM:

The Board is requested to reject the claim.

RECOMMENDATION: Adopt Resolution No. 2014-0006, rejecting the claim of Joanna McKim.

(Legal: Breton Lobner, General Counsel)

7. DENY THE APPLICATION FOR LEAVE TO PRESENT A LATE CLAIM OF GUADALUPE VALENZUELA:

The Board is requested to reject the application.

RECOMMENDATION: Adopt Resolution No. 2014-0007, denying the application for Leave to Present a Late Claim by Guadalupe Valenzuela.

(Legal: Breton Lobner, General Counsel)

8. REJECT THE CLAIM OF DENNIS ROMERO:

The Board is requested to reject the claim.

RECOMMENDATION: Adopt Resolution No. 2014-0008, rejecting the claim of Dennis Romero.

(Legal: Breton Lobner, General Counsel)

COMMITTEE RECOMMENDATIONS

9. ACCEPT THE UNAUDITED FINANCIAL STATEMENTS FOR THE SIX MONTHS ENDED DECEMBER 31, 2013 AND 2012:

The Board is requested to accept the report.

RECOMMENDATION: The Finance Committee recommends that the Board accept the report.

(Finance: Vernon Evans, Vice President/Treasurer)

10. ACCEPT THE AUTHORITY'S INVESTMENT REPORT AS OF DECEMBER 31, 2013:

The Board is requested to accept the report.

RECOMMENDATION: The Finance Committee recommends that the Board accept the report.

(Finance: Vernon Evans, Vice President/Treasurer)

CONTRACTS AND AGREEMENTS

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

11. AUTHORIZE THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH GENERAL NETWORKS CORPORATION FOR THE PURCHASE AND IMPLEMENTATION OF AN ENTERPRISE CONTENT MANAGEMENT SYSTEM ("ECMS"):

The Board is requested to authorize the agreement.

RECOMMENDATION: Adopt Resolution No. 2014-0009, authorizing the President/CEO to negotiate and execute an agreement with General Networks Corporation in an amount not-to-exceed \$1,500,000 for a three (3) year term, with an option for two (2) one-year extensions, which may be exercised at the sole discretion of the President/CEO, for the purchase and implementation of an ECMS.

(Corporate Services: Tony Russell, Director/Authority Clerk)

12. AWARD A CONTRACT TO S&L SPECIALTY CONTRACTING, INC. FOR QUIETER HOME PROGRAM PHASE 7, GROUP 9 (1 NON-HISTORIC AND 11 HISTORIC SINGLE FAMILY RESIDENCES, AND 27 UNITS IN 1 HISTORIC MULTI-FAMILY BUILDING LOCATED BOTH EAST AND WEST OF THE AIRPORT):

The Board is requested to award a contract.

RECOMMENDATION: Adopt Resolution No. 2014-0010, awarding a contract to S&L Specialty Contracting, Inc., in the amount of \$1,238,550, for Phase 7, Group 9, Project No. 380709, of the San Diego County Regional Airport Authority's ("Authority's") Quieter Home Program.

(Airport Planning: Keith Wilschetz, Director)

13. AUTHORIZE THE PRESIDENT/CEO TO AWARD A CONTRACT TO RICONDO & ASSOCIATES, AND TO URS, INC. TO PROVIDE ON-CALL PROFESSIONAL AIRPORT PLANNING CONSULTING SERVICES:

The Board is requested to authorize the President/CEO to award contracts.

RECOMMENDATION:

Adopt Resolution No. 2014-0011, authorizing the President/CEO to award a three-year contract to Ricondo & Associates in an amount not-to-exceed \$3,000,000, to provide on-call professional consulting services in Airport Planning; and

Adopt Resolution No. 2014-0012, authorizing the President/CEO to award URS, Inc. a three-year contract in an amount not-to-exceed \$500,000, to provide on-call professional consulting services in Airport Planning.

(Airport Planning: Keith Wilschetz, Director)

PUBLIC HEARINGS:

OLD BUSINESS:

NEW BUSINESS:

WORKSHOP:

- 14. UPDATE ON GROUND TRANSPORTATION REGULATORY FRAMEWORK:**
RECOMMENDATION: Receive the update.
(Operations: Angela Shafer-Payne, Vice President)

CLOSED SESSION:

- 15. CONFERENCE WITH REAL PROPERTY NEGOTIATORS:**
Real property negotiations pursuant to Cal. Gov. Code §54954.5(b) and §54956.8:
Property: Salt Plant – 17 acre parcel located at 1470 Bay Boulevard, San Diego
Agency Negotiators: Vernon D. Evans, Vice President, Finance/Treasurer
Negotiating Parties: San Diego Gas & Electric, United States Fish and Wildlife Service, GGTW, LLC (current tenant) and/or other interested parties
Under Negotiation: Sale – terms and conditions
- 16. CONFERENCE WITH REAL PROPERTY NEGOTIATORS:**
Real Property negotiations pursuant to Cal. Gov. Code §54954.5(b) and §54956.8:
Property: 2980 Pacific Highway, San Diego, California
Agency Negotiators: Vernon D. Evans, Vice President, Finance/Treasurer and Troy Ann Leech, Director, Aviation & Commercial Business
Negotiating Party: President/CEO, San Diego World Trade Center
Under Negotiation: New or amended lease.
- 17. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**
(Cal. Gov. Code Section 54956.9(A))
Diego Concession Group, Inc. v. San Diego County Regional Airport Authority
S.D.S.C Case No. 37-2012-00088083-CU-BT-CTL
- 18. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**
(Cal. Gov. Code §54956.9(A))
Melvin R. McFarlin v. San Diego County Regional Airport Authority, et al.,
San Diego Superior Court Case No. 37-2013-00066152-CU-OE-CTL
- 19. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
Initiation of litigation pursuant to subdivision (c) of §54956.9: (1 case)

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

Significant exposure to litigation pursuant to Cal. Gov. Code §54956.9(b) and Cal. Gov. Code § 54956.9(A): Jay A. Bass, et al v. San Diego City Employees' Retirement System, et al., San Diego Sup. Court Case No. 37-2013-00077566-CU-OE-CTL

Number of cases: 1

21. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:

Significant exposure to litigation (Cal. Gov. Code §§ 54956.9 (b) and 54954.5)
Number of potential cases: 1

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

REPORT ON CLOSED SESSION:

NON-AGENDA PUBLIC COMMENT:

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

GENERAL COUNSEL REPORT:

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

BOARD COMMENT:

ADJOURNMENT:

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

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

Additional Meeting Information

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

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

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

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

UPCOMING MEETING SCHEDULE

<i>Date</i>	<i>Day</i>	<i>Time</i>	<i>Meeting Type</i>	<i>Location</i>
March 6	Thursday	9:00 a.m.	Regular	Board Room
April 3	Thursday	9:00 a.m.	Regular	Board Room

San Diego County Regional Airport Authority



Financial Update of the Unaudited Financial Statements for the Six Months Ended December 31, 2013 and 2012

Presented by:

Vernon D. Evans, CPA

Vice President, Finance / Treasurer & CFO

Kathy Kiefer

Director, Accounting

February 6, 2014

Revenues & Expenses (Unaudited)
For the Six Months Ended
December 31, 2013 and 2012

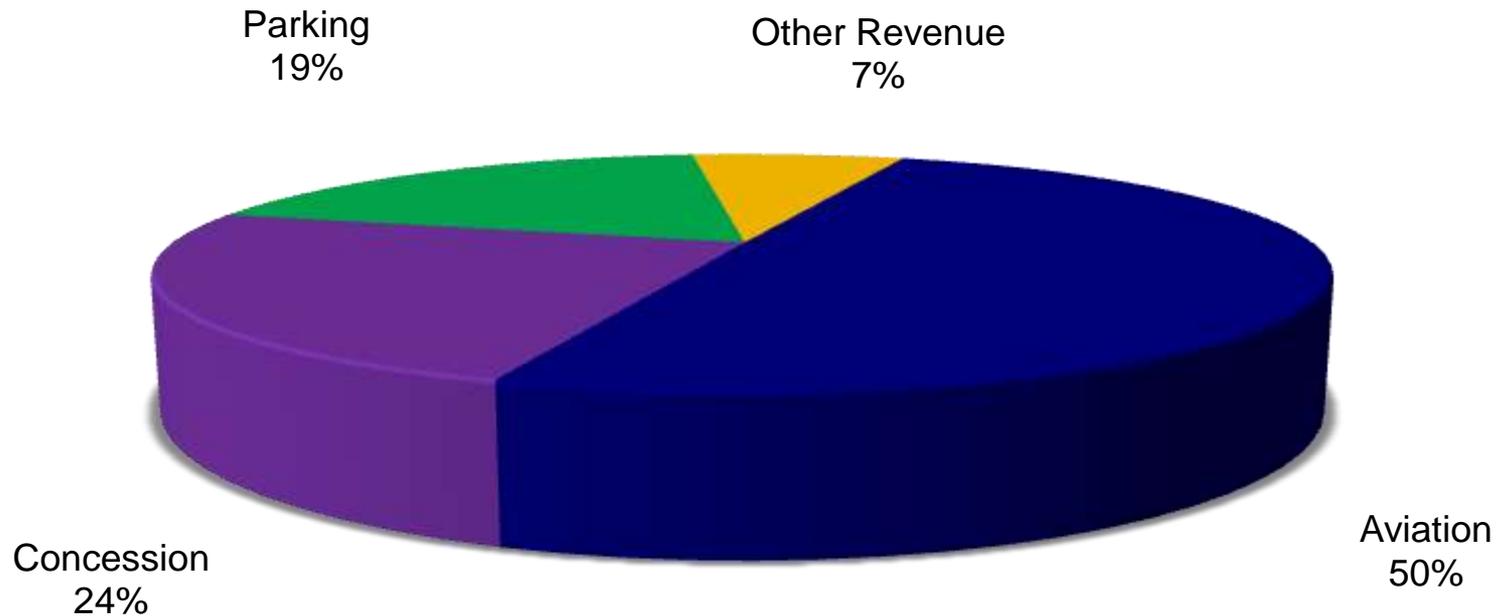




Operating Revenues by Percentage for Six Months Ended December 31, 2013 (Unaudited) (\$ in thousands)



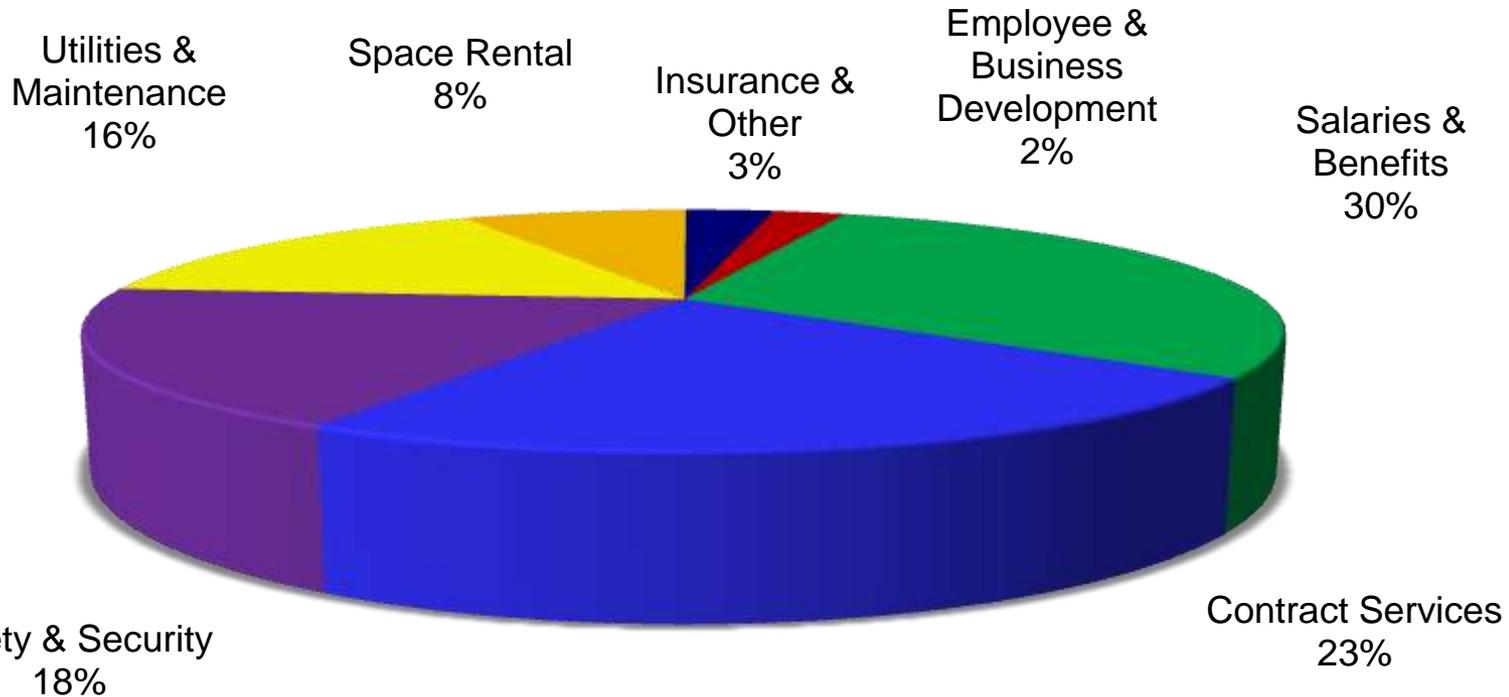
Actual Operating Revenues by Percentage



	Aviation Revenue	Concession Revenue	Parking Revenue	Other Revenue	Total Revenue
Prior Year	\$ 45,188	\$ 21,195	\$ 16,953	\$ 5,861	\$ 89,197
Budget	48,862	23,091	17,181	6,222	95,356
Actual	48,868	23,460	18,503	7,240	98,071
Variance	6	369	1,322	1,018	2,715

Operating Expenses by Percentage for Six Months Ended December 31, 2013 (Unaudited) (\$ in thousands)

Actual Operating Expenses by Percentage

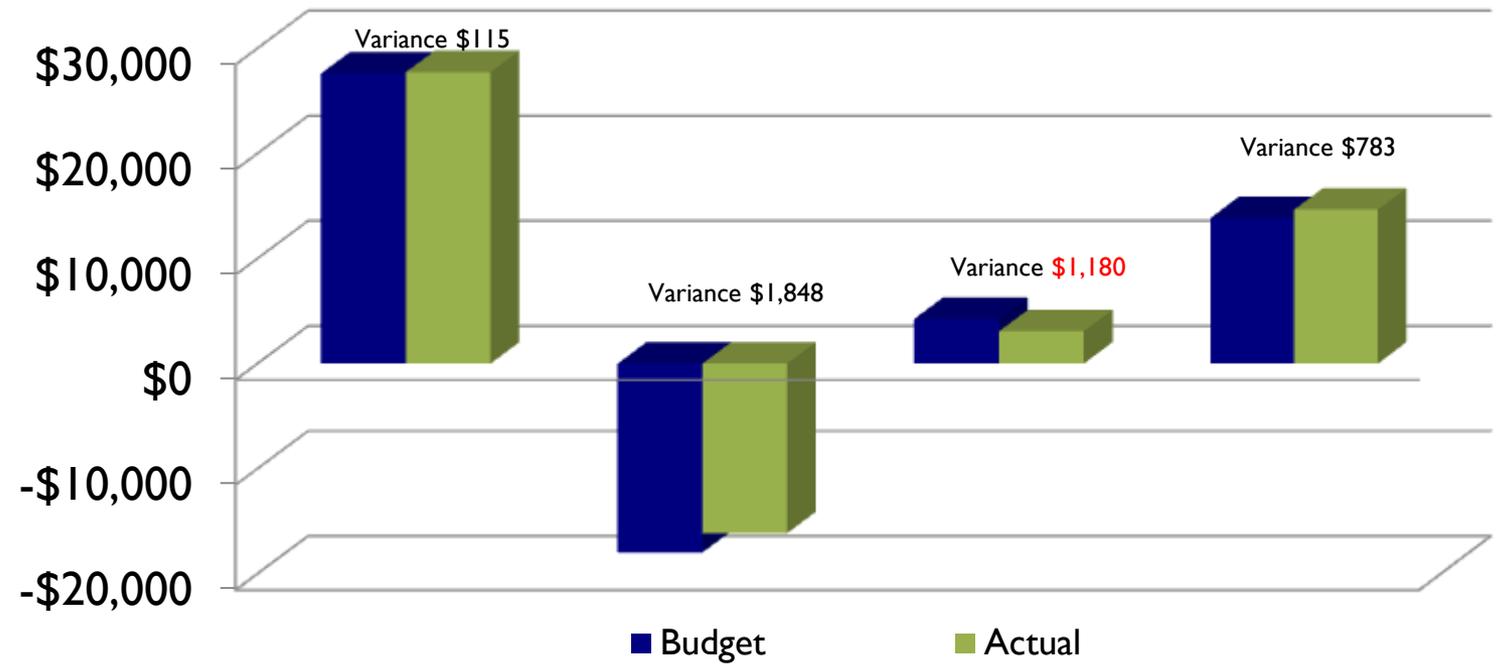


	Salaries & Benefits	Contract Services	Safety & Security	Utilities & Maintenance	Space Rental	Insurance & Other	Employee & Business Dev	Total Operating Expenses
Prior Year	\$ 18,576	\$ 13,167	\$ 11,203	\$ 7,850	\$ 5,707	\$ 1,371	\$ 1,775	\$ 59,649
Budget	20,472	17,379	12,428	10,211	5,192	2,619	2,219	70,520
Actual	19,791	15,308	12,260	10,526	5,190	2,051	1,631	66,757
Variance	681	2,071	168	(315)	2	568	587	3,763

Non-operating Revenue & Expenses (Unaudited)

(\$in thousands)

For Six Months Ended December 31, 2013

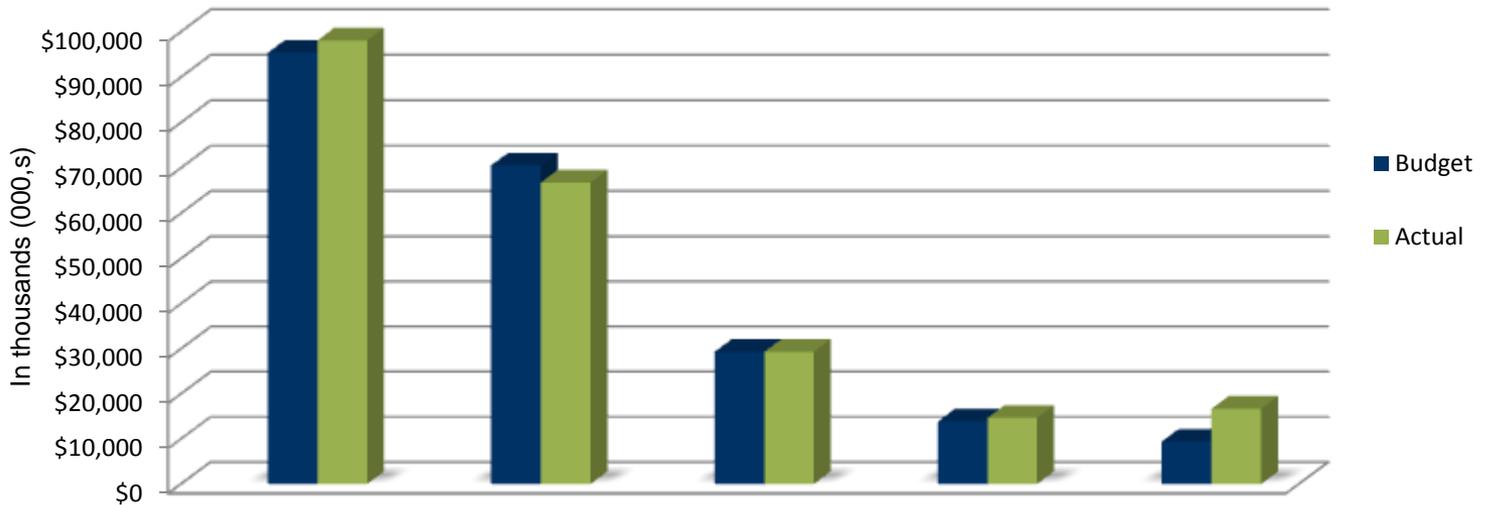


	Passenger Facility Charge, Customer Facility Charge, & Quieter Home Program	Interest expense, interest income, capitalized interest (net)	Capital grant contributions & other	Total non-operating revenue, (net)
Prior Year	\$ 23,402	\$ 5,103	\$ 8,350	\$ 36,855
Budget	27,599	(17,988)	4,250	13,861
Actual	27,714	(16,140)	3,070	14,644
Variance	115	1,848	(1,180)	783



Financial Summary

For the Six Months Ended December 31, 2013 and 2012 (unaudited)



	Total operating revenues	Total operating expenses	Depreciation	Total nonoperating revenues, (net)	Net Position
Prior Year	\$ 89,198	\$ 59,649	20,521	\$ 36,855	\$ 45,883
Budget	95,355	70,521	29,290	13,864	9,408
Actual	98,071	66,759	29,290	14,644	16,666
Variance	2,717	3,761	0	780	7,258

Statement of Net Position, as of December 31, 2013 (Unaudited) (\$ in thousands)



Assets

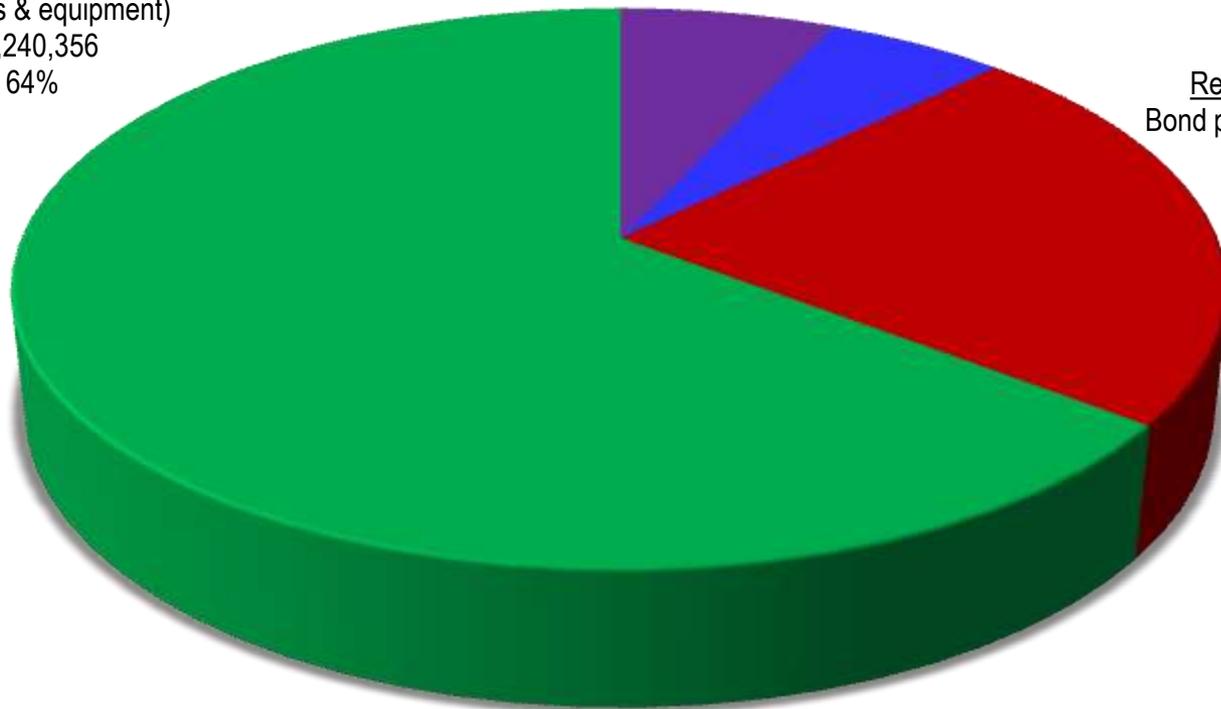
Total: \$1,925,622

Capital Assets, net
(Land, building, runway,
roadways & equipment)
\$1,240,356
64%

Other Assets
Long-term investments &
note receivable
\$109,326
6%

Current Assets
Cash, investments &
receivables
\$130,680
7%

Restricted Assets
Bond proceeds/reserves,
PFC & CFC
\$445,260
23%





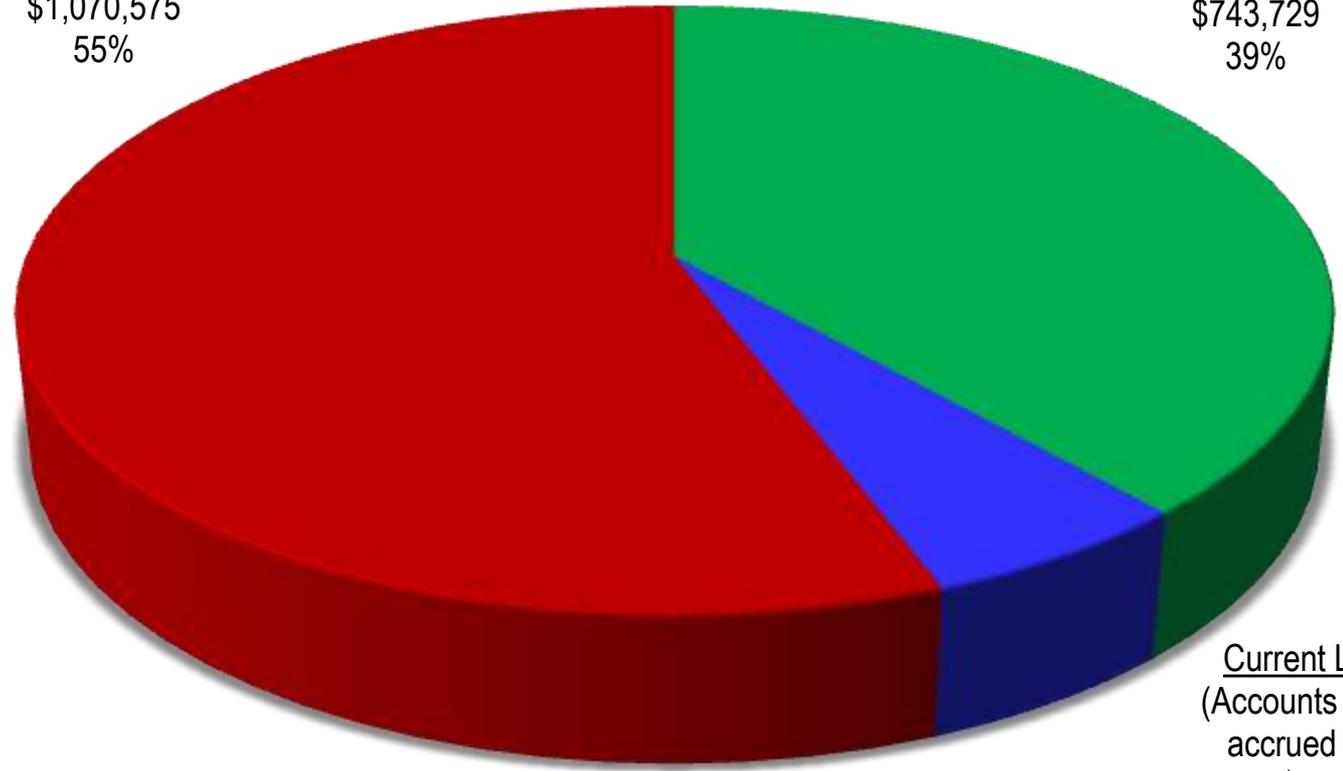
Statement of Net Position (Unaudited), as of December 31, 2013 (\$ in thousands)



Liabilities & Net Position Total: \$1,925,622

Long-term Liabilities
Commercial paper &
long-term debt)
\$1,070,575
55%

Net Position
Net worth
\$743,729
39%



Current Liabilities
(Accounts payable &
accrued interest)
\$111,318
6%



Authority's Investments

Total Portfolio Summary



		Current Period	Prior Period	Change From Prior
		December 31, 2013	September 30, 2013	
Book Value	(1)	\$329,224,000	\$334,264,000	(\$5,040,000)
Market Value	(1)	\$328,866,000	\$333,758,000	(\$4,892,000)
Market Value%		99.96%	99.90%	0.06%
Unrealized Gain / (Loss)		(\$358,000)	(\$506,000)	\$148,000
Weighted Average Maturity (Days)		306 days	299 days	7
Weighted Average Yield as of Period End		0.44%	0.43%	0.01%
Cash Interest Received- Year-to-Date		\$731,000	\$356,000	\$375,000
Accrued Interest		\$291,000	\$265,000	\$26,000

Notes:

(1) Decrease in cash balance was predominantly due to capital disbursements exceeding capital receipts.



Authority's Bond Proceeds



Bond Proceeds Summary



As of: December 31, 2013

(in thousands)

	Bonds 2010		Bonds 2013		Total	Yield	Rating
<u>Project Fund</u>							
LAIF ⁽¹⁾	\$	-	\$	14,251	\$ 14,251	0.26%	N/R
SDCIP ⁽²⁾		282		156,092	156,374	0.42%	AAAf
	\$	282	\$	170,343	\$ 170,625		
<u>Capitalized Interest</u>							
SDCIP ⁽²⁾	\$	-	\$	2,278	\$ 2,278	0.42%	AAAf
	\$	-	\$	2,278	\$ 2,278		
<u>Debt Service Reserve Fund</u>							
East West Bank CD	\$	20,539	\$	-	\$ 20,539	0.75%	
Bank of the West DDA		16,135		-	16,135	0.29%	
SDCIP ⁽²⁾		14,642		32,970	47,612	0.42%	AAAf
	\$	51,316	\$	32,970	\$ 84,286		
	\$	51,598	\$	205,591	\$ 257,189	0.43%	

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

(1) LAIF Yield as of 11/30/2013

(2) SDCIP Yield as of 11/30/2013



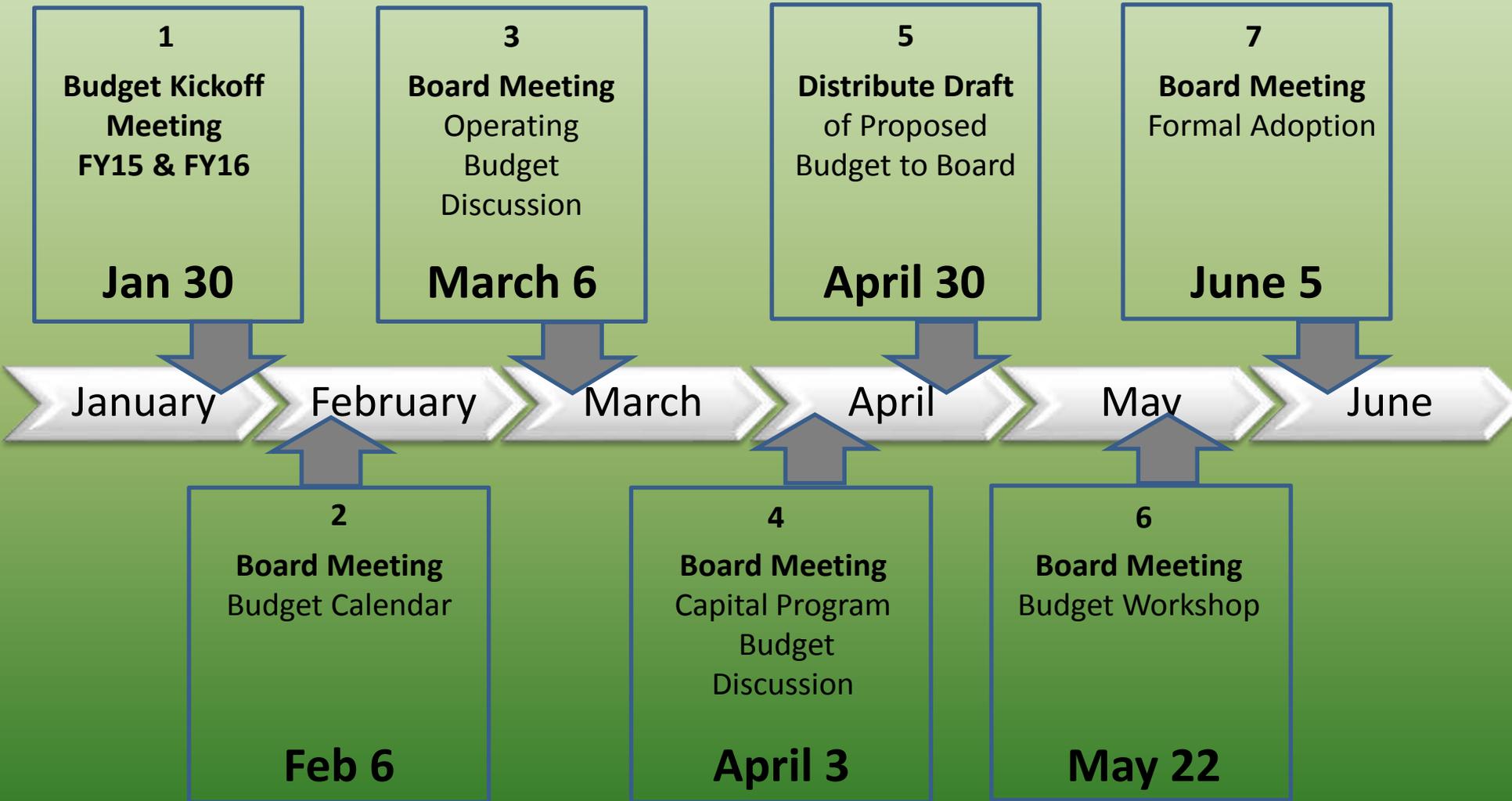
Questions





FY2015- FY2016 Budget Calendar

Timeline of Key Dates



**DRAFT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD
MINUTES
MONDAY, JANUARY 6, 2014
SAN DIEGO INTERNATIONAL AIRPORT
BOARD ROOM**

CALL TO ORDER: Chair Gleason called the special meeting of the San Diego County Regional Airport Authority Board to order at 9:05 a.m. on Monday, January 6, 2014, in the Board Room at the San Diego International Airport, Commuter Terminal, 3225 North Harbor Drive, San Diego, CA 92101.

ROLL CALL:

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

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

ALSO PRESENT: Thella F. Bowens, President/CEO; Breton K. Lobner, General Counsel; Tony R. Russell, Director, Corporate Services/Authority Clerk; Lorraine Bennett, Assistant Authority Clerk II

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

The Board recognized and thanked Authority retirees, Bryan Enarson and Bob Silvas for their service to the Authority.

PRESENTATION: None.

Chair Gleason announced that the Consent Agenda would be heard at this time.

CONSENT AGENDA (Items 1-6):

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

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the minutes of the December 12, 2013 Special meeting.

2. **ACCEPTANCE OF BOARD AND COMMITTEE MEMBERS WRITTEN REPORTS ON THEIR ATTENDANCE AT APPROVED MEETINGS AND PRE-APPROVAL OF ATTENDANCE AT OTHER MEETINGS NOT COVERED BY THE CURRENT RESOLUTION:**
RECOMMENDATION: Accept the reports and pre-approve Board member attendance at other meetings, trainings and events not covered by the current resolution.
3. **AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM NOVEMBER 8, 2013, THROUGH DECEMBER 8, 2013, AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM NOVEMBER 8, 2013 THROUGH DECEMBER 8, 2013:**
RECOMMENDATION: Receive the report.
4. **JANUARY 2014 LEGISLATIVE REPORT:**
RECOMMENDATION: Adopt Resolution No. 2014-0001, approving the January 2014 Legislative Report.

CLAIMS

5. **REJECT THE CLAIM OF DONNA WILSON AND JOHN WILSON:**
RECOMMENDATION: Adopt Resolution No. 2014-0002, rejecting the claim of Donna Wilson and John Wilson.

COMMITTEE RECOMMENDATIONS

CONTRACTS AND AGREEMENTS

6. **GRANT AN EASEMENT FOR WATER SERVICE TO THE CITY OF SAN DIEGO:**
RECOMMENDATION: Adopt Resolution No. 2014-0003, authorizing the President/CEO to negotiate and execute an easement for water service with the City of San Diego in support of the Rental Car Center.

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

The Board recessed at 9:31 a.m. and reconvened at 9:32 a.m.

Chair Gleason announced that Closed Session would be heard at this time.

CLOSED SESSION: The Board recessed in to Closed Session at 9:33 a.m. to discuss Item 17.

- 8. CONFERENCE WITH REAL PROPERTY NEGOTIATORS:**
Real property negotiations pursuant to Cal. Gov. Code §54954.5(b) and §54956.8:
Property: Salt Plant – 17 acre parcel located at 1470 Bay Boulevard, San Diego
Agency Negotiators: Vernon D. Evans, Vice President, Finance/Treasurer
Negotiating Parties: San Diego Gas & Electric, United States Fish and Wildlife Service, GGTW, LLC (current tenant) and/or other interested parties
Under Negotiation: Sale – terms and conditions
- 9. CONFERENCE WITH REAL PROPERTY NEGOTIATORS:**
Real Property negotiations pursuant to Cal. Gov. Code §54954.5(b) and §54956.8:
Property: 2980 Pacific Highway, San Diego, California
Agency Negotiators: Vernon D. Evans, Vice President, Finance/Treasurer and Troy Ann Leech, Director, Aviation & Commercial Business
Negotiating Party: President/CEO, San Diego World Trade Center
Under Negotiation: New or amended lease.
- 10. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**
(Cal. Gov. Code Section 54956.9(A))
Diego Concession Group, Inc. v. San Diego County Regional Airport Authority S.D.S.C Case No. 37-2012-00088083-CU-BT-CTL
- 11. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**
(Cal. Gov. Code §54956.9(A))
Melvin R. McFarlin v. San Diego County Regional Airport Authority, et al., San Diego Superior Court Case No. 37-2013-00066152-CU-OE-CTL
- 12. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
Cal. Gov. Code § 54956.9(A)
American Association of Airport Executives, et al v. Transportation Security Administration, U.S. Court of Appeals, Dist. Of Columbia, Case No. 13-1297, filed December 4, 2013.
Number of cases: 1
- 13. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
Initiation of litigation pursuant to subdivision (c) of §54956.9: (1 case)

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

Significant exposure to litigation pursuant to Cal. Gov. Code §54956.9(b) and Cal. Gov. Code § 54956.9(A); Jay A. Bass, et al v. San Diego City Employees' Retirement System, et al., San Diego Sup. Court Case No. 37-2013-00077566-CU-OE-CTL
Number of cases: 1

15. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:

Significant exposure to litigation (Cal. Gov. Code §§ 54956.9 (b) and 54954.5)
Number of potential cases: 1
Re: Investigative Order No. R9-2012-0009 by the California Regional Water Quality Control Board regarding submission of technical reports pertaining to an investigation of bay sediments at the Downtown Anchorage Area in San Diego

16. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION:

Significant exposure to litigation (Cal. Gov. Code §54956.9(d))
Number of Cases: 1
Individual Members Adan Topete, Derrick Phillips, Manuel Aguilar, Jose Topete, Alexander Weir, Candido Bautista, Francisco Arrendondo, Juan Murillo and Laborers' International Union of North America Local Union No. 89, Applicants – Application to Stay Implementation of the September 5, 2013 FONSI/ROD for San Diego International Airport Master Plan Northside Improvements Project- Application to the United States Department of Transportation, Federal Aviation Administration

17. THREAT TO PUBLIC SERVICES OR FACILITIES:

Cal. Gov. Code §54957
Consultation with: Transportation Security Administration (TSA)
Mr. B.C. Bell, Federal Security Director

REPORT ON CLOSED SESSION: The Board reconvened into Open Session at 10:20 a.m. There was no reportable action.

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

STANDING BOARD COMMITTEES

- **AUDIT COMMITTEE:** None.
- **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:** Board Member Hubbs reported that the Committee will meet on January 21, 2014.

- **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:**
Board Member Desmond reported that the Committee will meet on January 15, 2014.
- **FINANCE COMMITTEE:** None.

ADVISORY COMMITTEES

- **AUTHORITY ADVISORY COMMITTEE:** None.
- **ART ADVISORY COMMITTEE:**
Chair Gleason reported that the Artist Residency Project is currently under evaluation by Authority Staff. He reported that the 2014 temporary and rotating exhibits installations will commence in February. He reported that the unveiling of the Commuter Terminal East Exterior Wall Art Project is scheduled for January 16, 2014. He announced the upcoming Art and Culture Symposium on March 7th through 9th, titled "Aesthetics and Authenticity" to be held at the new Central Library, and he requested that staff provide information to the Board regarding the symposium.

LIAISONS

- **AIRPORT LAND USE COMPATIBILITY PLAN FOR SAN DIEGO INTERNATIONAL AIRPORT:**
Board Member Robinson reported that the SDIA Land Use Plan will be presented to the Board in February.
- **CALTRANS:** None.
- **INTER-GOVERNMENTAL AFFAIRS:** None.
- **MILITARY AFFAIRS:** None.
- **PORT:**
Chair Gleason reported that meetings are ongoing with the Port.

Board Member Smisek reported that Garry Bonelli is the newly appointed Port Commissioner representative for the City of Coronado.

Chair Gleason noted that the installation of the new Board of Port Commissioner Officers will take place this month, with Bob Nelson as the Chair.

BOARD REPRESENTATIVES (EXTERNAL)

- **SANDAG TRANSPORTATION COMMITTEE:**
Board Member Smisek reported that as the new operator of State Route 125, SANDAG is reporting positive revenues. He also reported that the San Ysidro Intermodal Transportation Center concepts were approved by the Transportation Committee and forwarded to the SANDAG Board.
- **WORLD TRADE CENTER:**
Chair Gleason reported that discussions are ongoing with the World Trade Center regarding the use of the building on Pacific Highway.

CHAIR'S REPORT:

Chair Gleason reported that Board Member Boland was recently honored with a lifetime achievement award by the San Diego Military Advisory Council. He reported that his term on the Authority Board, as well as the terms for Board Members Hubbs and Robinson, will expire in February 2014, and that letters for reappointments have been submitted to the area Mayor's for consideration. He noted that the Board Retreat is scheduled for February 28, 2014 and March 1, 2014. He reported that the appointment of the Executive Committee Members and Election of the Vice Chair of the Board will be scheduled for the February 6, 2014 Board Meeting.

PRESIDENT/CEO'S REPORT:

Thella F. Bowens, President/CEO, reported that the Authority's United Way Campaign exceeded its \$80k goal. She also reported that the Facilities Maintenance Department "Toys for Tots" campaign resulted in the collection of over 150 new toys that went to the Marine Corps. She stated that a report would be sent to the Board regarding Volunteer hours provided by Authority staff throughout the past year. She reported that Alaska and Southwest Airlines will commence new service.

NON-AGENDA PUBLIC COMMENT: None.

PUBLIC HEARINGS: None.

OLD BUSINESS: None.

NEW BUSINESS: None.

BOARD WORKSHOP:

7. DISCUSSION REGARDING FISCAL YEAR 2015 ORGANIZATIONAL GOALS:

Thella F. Bowens, President/CEO, provided an overview of the Authority's Strategies and Initiatives for Fiscal Year 2015.

Scott Brickner, Director, Financial Planning and Budget, provided a presentation of the Fiscal Year 2015 Organization Goals which included, Vision, Mission, Values, Strategies, Initiatives - including Revenue Enhancement, Strategic Engagement, Airport Development Plan, Facility and Service Enhancements, Goals - including Community, Customer, Employee, Financial, and Operational.

In regards to the Airport Development Plan Initiative, Chair Gleason suggested that staff look into involving the Authority's planning efforts with other regional planning efforts.

In regards to the Revenue Enhancement Initiative, Board Member Cox recommended looking at other ways to reduce expenses for operations of the Airport, such as energy efficiencies and the cost of Harbor Police services.

In regards to the Revenue Enhancements Initiative, Chair Gleason requested a modification to include cost savings, and looking for efficiencies.

In response to Board Member Sessom regarding the Community Goal, and how the Authority will identify those stakeholders impacted by the San Diego International Airport versus the Authority, and by what digital means, Ms. Bowens responded that separate measures will have to be implemented to identify the different categories and tools necessary to accomplish the goal.

In regards to the Community Goal and other aspects of the regional airport system, Board Member Hubbs stated that he would be in favor of scheduling a joint public meeting with City, County, and Oceanside policy makers for an update and discussion regarding the San Diego County Regional Aviation Strategic Plan (RASP).

In response to Board Member Sessom regarding the Customer Goal and concerns about whether the Board would have time to address priorities with its goals and strategies, Ms. Bowens responded that staff will identify items based upon the various Authority strategies, and any enhancements to the 2015 budget will be rolled out to the Board during the budget cycle.

In response to Board Member Hubbs regarding coordination with the international border connection with the Rodriguez Airport, Ms. Bowens explained that the Authority is not permitted to utilize funds to support anything that is not generating revenues for the San Diego International Airport.

In regards to the Authority's position as a trusted and highly responsive regional Agency, Board Member Desmond requested that in addition to conducting polls, that there be ongoing open lines of communication between the Authority and local agencies on an annual basis, and to coordinate structured communications between the Board and Staff.

Board Member Alvarez left the meeting at 11:17 a.m.

Board Member Sessom questioned why we are not surveying Public Transit. She suggested that it should be added.

Board Member Hubbs requested that for future goals, to look at ways to generate revenue to accomplish future development of the airport.

RECOMMENDATION: Discuss the Fiscal Year 2015 organizational goals.

ACTION: No action taken.

NON-AGENDA PUBLIC COMMENT: None.

GENERAL COUNSEL REPORT: None.

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

BOARD COMMENT: None.

ADJOURNMENT: The meeting was adjourned at 11:30 a.m.

APPROVED BY A MOTION OF THE SAN DIEGO COUNTY REGIONAL
AIRPORT AUTHORITY BOARD THIS 6th DAY OF FEBRUARY, 2014.

TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
2

Meeting Date: FEBRUARY 6, 2014

Subject:

Acceptance of Board and Committee Members' Written Reports on Their Attendance at Approved Meetings and Pre-Approval of Attendance at other Meetings not Covered by the Current Resolution

Recommendation:

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

Background/Justification:

Authority Policy 1.10 defines a "day of service" for Board Member compensation and outlines the requirements for Board Member attendance at meetings.

Pursuant to Authority Policy 1.10, Board Members are required to deliver to the Board a written report regarding their participation in meetings for which they are compensated. Their report is to be delivered at the next Board meeting following the specific meeting and/or training attended. The reports (Attachment A) were reviewed pursuant to Authority Policy 1.10 Section 5 (g), which defines a "day of service". The reports were also reviewed pursuant to Board Resolution No. 2009-0149R, which granted approval of Board Member representation for attending events and meetings.

The attached reports are being presented to comply with the requirements of Policy 1.10 and the Authority Act.

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

Fiscal Impact:

Board and Committee Member Compensation is included in the FY 2014 Budget.

000010

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

- A. This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act (CEQA), as amended. 14 Cal. Code Regs. Section 15378. This Board action is not a "project" subject to CEQA. Pub. Res. Code Section 21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act, Pub. Res. Code Section 30106.

Application of Inclusionary Policies:

Not applicable.

Prepared by:

TONY RUSSELL
DIRECTOR, CORPORATE SERVICES/AUTHORITY CLERK

DAVID ALVAREZ

SDCRAA

JAN 29 2014

Corporate Services

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

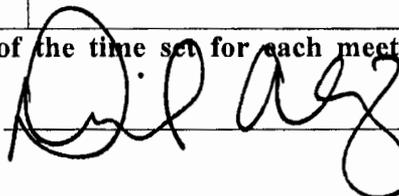
Period Covered: January 2014

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0149R. Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
David Alvarez		1-28-14
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 1-6-14 Time: 9AM Location: SDCAA	Board Meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: _____



GREG COX

SDCRAA

JAN 24 2014

Corporate Services

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

Period Covered: JAN 1 - 31, 2014

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0149R. Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
GREG COX		JANUARY 24, 2014
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: JAN. 6, 2014 Time: 9am Location: SDIA	SPECIAL BOARD MEETING ALUC COMMISSION MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: JAN. 15, 2014 Time: 10am Location: SDIA	EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE MEETING SPECIAL BOARD MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: JAN 14, 2014 Time: 9:30am Location: SDIA	SDUPD/SDCRAA JOINT RELATIONS COMMITTEE MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: JAN 24, 2014 Time: 9am Location: SDIA	EXECUTIVE COMMITTEE MEETING FINANCE COMMITTEE MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: _____

Greg Cox

JIM DESMOND

SDCRAA

JAN 15 2014

Corporate Services

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Board Member Event/Meeting/Training Report Summary

Period Covered: DEC 13 / JAN 14

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0007. Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
J. DESMOND		1/15/14
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
Brown Act Pre-approved Res. 2009-0149R	Date: 12/12/13 Time: 9AM Location: SDIA	BOARD MEETING
Brown Act Pre-approved Res. 2009-0149R	Date: 11/6/14 Time: 9AM Location: BOARD MEETING	BOARD MEETING
Brown Act Pre-approved Res. 2009-0149R	Date: 1/15/14 Time: 10AM Location: SDIA	EPCC MEETING
Brown Act Pre-approved Res. 2009-0149R	Date: Time: Location:	

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

Signature: [Handwritten Signature]

ROBERT GLEASON

SDCRAA

JAN 29 2014

Corporate Services

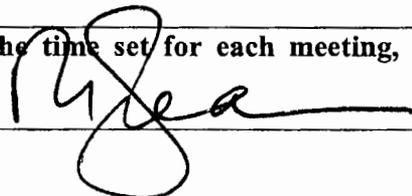
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Board Member Event/Meeting/Training Report Summary
 Period Covered: JANUARY 2014

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0149R. Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
ROBERT H. GLEASON		January 28, 2014
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: January 6, 2014 Time: 9:00 am Location: SDCRAA offices	ALUC / Board meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2009-0149R	Date: January 14, 2014 Time: 9:30 am & 11:30 am Location: SDCRAA offices & Tom Ham's Lighthouse	Port – Airport Leaders meeting Luncheon with Chair Ann Y. Moore & incoming officers for 2014
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2009-0149R	Date: January 21, 2014 Time: 8:00 am & 9:00 am Location: WTCSD & SDCRAA offices	WTCSD Executive Committee meeting Capital Improvement Program Oversight Committee meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input checked="" type="checkbox"/> Res. 2009-0149R	Date: January 22, 2014 Time: 7:00 am Location: U-Club	Downtown Breakfast Rotary Club; presentation on behalf of the Airport Authority
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: January 24, 2014 Time: 9:00 am Location: SDCRAA office	Executive / Finance Committee meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: _____



LLOYD HUBBS

SDCRAA

JAN 24 2014

Corporate Services

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

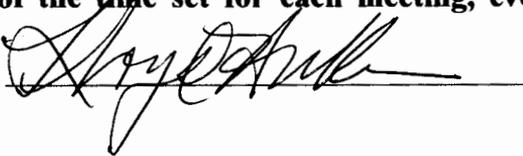
Board Member Event/Meeting/Training Report Summary

Period Covered: January 2014

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0149R. Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
LLOYD HUBBS		1-24-2014
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 1-6-2014 Time: 9:00 - 12:00 Location: BOARD RM	BOARD Mtg.
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 1-24-2014 Time: 9:00 - 10:00 Location: BOARD RM	CIPOC Mtg.
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 1-17-2014 Time: 9:00 - 11:00 Location: SANDAG	TRANSPORTATION COMM.
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 1-24-2014 Time: 9:00 - 10:00 Location: BOARD RM	Finance Comm.
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 1-15-2014 Time: 10:00 - 12:00 Location: BOARD RM	Exec. Personnel
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: 

PAUL ROBINSON

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

Period Covered: 1/31/14

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0149R. Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
Paul Robinson		
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 1/6/14 Time: 9:00 - 12:00 pm Location: SDCRAA Bd Rm	SDCRAA Bd / ALWC Mtgs.
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 1/14/14 Time: 9:30 a.m. - 11:30 a.m. Location: SDCRAA EXEC OFFICES	Mtgs of Port Chair / Bd Members
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 1/24/14 Time: 9:00 - 10:30 Location: SDCRAA Bd Rm	EXEC / Finance Comm Mtgs.
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: Paul E. Robinson

TOM SMISEK

SDCRAA

JAN 24 2014

Corporate Services

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

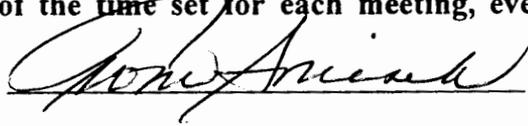
Board Member Event/Meeting/Training Report Summary

Period Covered: JAN 1-31, 2014

Directions: This Form permits Board Members to report their attendance at meetings, events, and training that qualify for "day of service" compensation pursuant to Cal. Pub. Util. Code §170017, Board Policy 1.10 and Board Resolution 2009-0007. Unless attending a meeting held pursuant to the Brown Act, attendance must be pre-approved by the Board prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Tony Russell, Authority Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT
Tom SMISEK		JAN 24, 2014
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input checked="" type="checkbox"/> Brown Act Pre-approved Res. 2009-0149R	Date: JAN 6, 2014 Time: 9:00 AM Location: SDIA	SDCRAA BOARD MEETING
<input checked="" type="checkbox"/> Brown Act Pre-approved Res. 2009-0149R	Date: JAN 15, 2014 Time: 10:00 AM Location: SDIA	SDCRAA EXECUTIVE COMP/PERS COMMITTEE MEETING
<input checked="" type="checkbox"/> Brown Act Pre-approved Res. 2009-0149R	Date: JAN 17, 2014 Time: 9:00 AM Location: SANDAG	SANDAG TRANSPORTATION COMMITTEE MEETING. SDCRAA REPRESENTATIVE.
<input checked="" type="checkbox"/> Brown Act Pre-approved Res. 2009-0149R	Date: JAN 21, 2014 Time: 9:00 AM Location: SDIA	SDCRAA CIPD COMMITTEE MTG/ SPECIAL BOARD MEETING
<input checked="" type="checkbox"/> Brown Act Pre-approved Res. 2009-0149R	Date: JAN 24, 2014 Time: 9:00 AM Location: SDIA	SDCRAA EXECUTIVE/FINANCE COMMITTEES MEETINGS.
<input type="checkbox"/> Brown Act Pre-approved Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act Pre-approved Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act Pre-approved Res. 2009-0149R	Date: Time: Location:	

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

Signature: 



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
3

Meeting Date: FEBRUARY 6, 2014

Subject:

Awarded Contracts, Approved Change Orders from December 9, 2013 through January 12, 2014 and Real Property Agreements Granted and Accepted from December 9, 2013 through January 12, 2014

Recommendation:

Receive the report.

Background/Justification:

Policy Section Nos. 5.01, Procurement of Services, Consulting, Materials, and Equipment, 5.02, Procurement of Contracts for Public Works, and 6.01, Leasing Policy, require staff to provide a list of contracts, change orders, and real property agreements that were awarded and approved by the President/CEO or her designee. Staff has compiled a list of all contracts, change orders (Attachment A) and real property agreements (Attachment B) that were awarded, granted, accepted, or approved by the President/CEO or her designee since the previous Board meeting.

Fiscal Impact:

The fiscal impact of these contracts and change orders are reflected in the individual program budget for the execution year and on the next fiscal year budget submission. Amount to vary depending upon the following factors:

1. Contracts issued on a multi-year basis; and
2. Contracts issued on a Not-to-Exceed basis.
3. General fiscal impact of lease agreements reflects market conditions.

The fiscal impact of each reported real property agreements is identified as Consideration on Attachment B.

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

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Environmental Review:

- A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

Application of Inclusionary Policies:

Inclusionary Policy requirements were included during the solicitation process prior to the contract award.

Prepared by:

JANA VARGAS
DIRECTOR, PROCUREMENT

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN DECEMBER 9, 2013 - JANUARY 12, 2014

New Contracts

	Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
	12/11/13	N/A	Carahsoft Technology Corp.	The Contractor will provide continuous maintenance, support services, and web based upgrades for SAP software currently used by San Diego County Regional Airport Authority.	Informal RFP	H. Kounik	\$ 46,280.24	12/13/14
	12/20/13	N/A	Marsh Risk and Insurance Services	The Contractor will provide insurance broker services for Owner Controlled Insurance Programs (OCIP) for San Diego County Regional Airport Authority. Marsh Risk and Insurance Services currently administers four OCIPs in place for large construction projects at the Airport. Maintaining current broker services is highly efficient and cost effective due to the complexity of the Authority's current construction programs.	Single Source	C. Steele	\$ 581,000.00	12/31/15
	01/02/14	N/A	Service Tec International, Inc.	The Contractor will provide technicians to support Common Use Operations systems at San Diego International Airport.	RFP	R. Belliotti	\$ 990,000.00	12/12/16

New Contracts Approved by the Board

	Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
	11/04/13	104163B	ThyssenKrupp Airport Systems, Inc.	This contract was approved by the Board at the October 3, 2013 Board Meeting. The Contractor will complete the project entitled: VALE: Installation of Pre-Conditioned Air at Terminal 1 West and Terminal 2 East- Pre-Conditioned Air Unit at San Diego International Airport.	RFB	I. Ghaemi	\$ 2,363,890.00	06/07/14
	11/20/13	104163A	Neal Electric Corporation dba Neal Electric, Inc.	This contract was approved by the Board at the October 3, 2013 Board Meeting. The Contractor will complete the project entitled: VALE: Installation of Electrical Infrastructure at Terminal 1 West and Terminal 2 East- for Pre-Conditioned Air at San Diego International Airport.	RFB	I. Ghaemi	\$ 607,681.00	04/08/14
	01/10/14	N/A	Can-Do Electric, Inc.	This contract was approved by the Board at the September 12, 2013 Board Meeting. The Contractor is one of five pre-qualified and approved to bid on on-call electrical services at San Diego International Airport. The contract value reflects the total not-to-exceed cost for the entire pool for contractors for this service.	RFQ	J. Fejeran	\$ 3,000,000.00	10/29/16
	01/06/14	380707	S & L Specialty Contracting, Inc.	This contract was approved by the Board at the December 12, 2013 Board Meeting. The Contractor will provide sound attenuation treatment to residences included in Phase 7, Group 7 of the Quieter Home Program.	RFB	S. Knack	\$ 1,586,550.00	11/04/14

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN DECEMBER 9, 2013 - JANUARY 12, 2014

Amendments and Change Orders

Date Signed	CIP #	Company	Description of Change	Previous Contract Amount	Change Order Value (+ / -)	Change Order Value (%) (+ / -)	New Contract Value	New End Date
12/18/13	N/A	SWN Communications	The Second Amendment increases the maximum amount of compensation by \$2,000.00 for additional emergency notification capabilities through an Application Service Provider (ASP) for San Diego International Airport.	\$ 55,500.00	\$ 2,000.00	4%	\$ 57,500.00	11/30/2014
12/27/13	N/A	STMC, Inc.	The Third Amendment extends the term of the contract twelve months for EnterpriseOne ERP technical support services for the Accounting department at San Diego County Regional Airport Authority. There is no increase in compensation.	\$ 109,000.00	\$ -	0%	\$ 109,000.00	9/30/2014

Amendments and Change Orders - Approved by the Board

12/13/13	N/A	Simon Wong Engineering, Inc.	The First Amendment was approved by the Board at the October 3, 2013 Board Meeting. The First Amendment changes the Consultant's name to reflect the fact that Simon Wong Engineering, Inc. is now a wholly-owned subsidiary of Kleinfelder West, Inc.; extends the term of the contract one year and revises indemnification language in Articles 11 and 12 to provide on-call structural engineering services for Capital Improvement and Major Maintenance Projects at San Diego International Airport. There is no increase in compensation.	\$ 500,000.00	\$ -	0%	\$ 500,000.00	12/31/2014
12/18/13	N/A	Austin-Sundt Joint Venture	The Third Amendment was approved by the Board at the October 3, 2013 Board Meeting. The Third Amendment increases the maximum amount of compensation by \$44,000,000.00 to execute task and authorizations for construction work on the Rental Car Center at San Diego International Airport.	\$ 24,000,000.00	\$ 44,000,000.00	183%	\$ 68,000,000.00	12/30/2015
12/18/14	N/A	Austin-Sundt Joint Venture	The Fourth Amendment was approved by the Board at the December 12, 2013 Board Meeting. The Fourth Amendment (Guaranteed Maximum Price Amendment) increases the maximum amount of compensation by \$164,583,307.00 to allow work to proceed on a Guaranteed Maximum Price basis for the Rental Car Center at San Diego International Airport.	\$ 68,000,000.00	\$ 164,583,307.00	242%	\$ 232,583,307.00	12/30/2015

Attachment "B"

REAL PROPERTY AGREEMENTS EXECUTED FROM DECEMBER 9, 2013 TO JANUARY 12, 2014

Real Property Agreements

Begin/End Dates	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f.)	Consideration	Comments
11/11/13-11/30/2013	LE-0764	Envision Solar	Right of Entry	Cell Phone Lot	Staging, storage and operation of solar cell charging station	2 Parking spaces	N/A	N/A
7/1/2013-6/30/2018	LE-0531	Federal Express Corporation	Airline Operating and Lease Agreement	SDIA	Scheduled air cargo service	N/A	Estimated annual landing fees of \$884,121.08; Security fees \$244,798.00	N/A
7/1/2013-6/30/2018	LE-0770	West Air, Inc.	Airline Operating and Lease Agreement	SDIA	Scheduled air cargo service	N/A	Estimated annual landing fees of \$13,295.70; Security fees \$3,681.00	N/A
7/1/2013-6/30/2018	LE-0768	Seaport Airlines, Inc.	Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	596 s.f. of exclusive use space, shared bag makeup areas, joint use holdrooms and bag claim areas; Commuter Terminal	Estimated annual landing fees of \$8,674.18; Security fees \$3,542.00	N/A
7/1/2013-6/30/2018	LE-0769	Allegiant Air, LLC	Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	132 s.f. of exclusive use space, shared bag makeup areas, joint use holdrooms and bag claim areas Terminal 2 East	Estimated annual rent of \$336,000; estimated annual landings of \$24,000	N/A
7/1/2013-6/30/2018	LE-0778	British Airways PLC	Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	337 s.f. of exclusive use space, shared bag makeup areas, joint use holdrooms and bag claim areas Terminal 2 East	Estimated annual rent of \$1,100,000; estimated annual landings of \$339,000	N/A
7/1/2013-6/30/2018	LE-0773	Hawaiian Airlines, Inc.	Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	1,002 s.f. of exclusive use space, shared bag makeup areas, joint use holdrooms and bag claim areas Terminal 2 East	Estimated annual rent of \$1,050,000; estimated annual landings of \$295,000	N/A
7/1/2013-6/30/2018	LE-0772	Southwest Airlines Company	Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	28,874 s.f. of exclusive use space, shared bag makeup areas, joint use holdrooms and bag claim areas Terminal 1	Estimated annual rent of \$19.4 million; estimated annual landings of \$8 million	N/A
7/1/2013-6/30/2018	LE-0779	Spirit Airlines, Inc.	Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	216 s.f. of exclusive use space, including bag makeup areas, joint use holdrooms and bag claim areas Terminal 2 East	Estimated annual rent of \$1.6 million; estimated annual landings of \$500,000	N/A

7/1/2013-6/30/2018	LE-0744	Virgin America, inc	Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	1,304 s.f. of exclusive use space, shared bag makeup areas, joint use holdrooms and bag claim areas. Terminal 2 East	Estimated annual rent of \$1.5 million. estimated annual landings of \$470,000	N/A
1/1/14 - 12/31/17	LE-0776	Gate Gourmet, inc.	License Agreement for Ground Handling and Support Services	SDIA	inflight catering services to airlines	N/A	The greater of \$250 or 8% of gross income monthly	N/A
1/1/14 - 12/31/17	LE -0777	Flying Food Group, LLC	License Agreement for Ground Handling and Support Services	SDIA	inflight catering services to airlines	N/A	The greater of \$250 or 8% of gross income monthly	N/A
7/1/2013-6/30/2018	LE-0766	MN Airlines, dba Sun Country	Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	32 s.f. of exclusive use space, shared bag makeup areas, joint use holdrooms and bag claim areas in Terminal 2 West	Estimated annual rent of \$427,740. estimated annual landings of \$75,400	N/A
7/1/2013-6/30/2018	LE-0767	Horizon Air Industries, Inc.	Affiliate Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	0 s.f. of exclusive use space, shared bag makeup areas, joint use holdrooms and bag claim areas in Terminal 1 West	Estimated annual landings are included in Alaska's annual landings.	An affiliate airline to Alaska Airlines, Inc. No leased space; totally handled by Alaska Airlines
7/1/2013-6/30/2018	LE-0775	Alaska Airlines, Inc	Airline Operating and Lease Agreement	SDIA	Scheduled air carrier service	8,226 s.f. of exclusive use space, shared bag makeup areas, joint use holdrooms and bag claim areas. Terminal 1 West	Estimated annual rent of \$427,740. estimated annual landings of \$1,732,000.	N/A



Real Property Agreement Amendments and Assignments

Effective Date	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
11/15/2013	LE-0656	Project Horizon/InMotion Entertainment	Assignment & Assumption of Lease with Landlord Consent	SDIA	Retail Store	1,842 s.f. Terminal 2 East	N/A	Consent to Assignment and Assumption of Lease between Project Horizon and InMotion Entertainment
11/15/2013	LE-0656	InMotion Entertainment/Soundbalance	Assignment, Assumption & Admission Agreement	SDIA	Retail Store	1,842 s.f. Terminal 2 West	N/A	Consent to Assignment, Assumption & Admission between Project Horizon, InMotion Entertainment, Soundbalance and APW Holdings (Minority Member)

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SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
4

Meeting Date: **FEBRUARY 6, 2014**

Subject:

February 2014 Legislative Report

Recommendation:

Adopt Resolution No. 2014-0004, approving the February 2014 Legislative Report.

Background/Justification:

The Legislative Advocacy Program Policy adopted by the Board on November 10, 2003, requires that Authority staff present the Board with monthly reports concerning the status of legislation with potential impact to the Authority. The February 2014 Legislative Report updates Board members on legislative activities that have taken place during the month of January. The Authority Board gives direction to staff on legislative issues by adoption of a monthly Legislative Report (Attachment A).

State Legislative Action

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

On January 21, 2014, San Diego Assemblymember Toni Atkins was unanimously selected to serve as the next Speaker of the Assembly, beginning later this year.

The last day for each house to pass bills introduced in 2013 is January 31, 2014. The last day for legislators to submit bill requests to the Office of Legislative Counsel is January 24, 2014.

Federal Legislative Action

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

On January 17, President Obama signed into law the Fiscal Year 2014 Omnibus Spending Bill. Relevant provisions include full funding for the Airport Improvement Program at \$3.35 billion, additional funding for Customs and Border Protection staffing with an emphasis on mitigating international airport wait times, and \$60.2 million for continued Transportation Security Administration staffing of exit lanes.

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Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

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

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

Application of Inclusionary Policies:

Not applicable

Prepared by:

MICHAEL KULIS
DIRECTOR, INTER-GOVERNMENTAL RELATIONS

RESOLUTION NO. 2014-0004

A RESOLUTION OF THE BOARD OF THE SAN
DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
APPROVING THE FEBRUARY 2014 LEGISLATIVE
REPORT

WHEREAS, the San Diego County Regional Airport Authority (“Authority”) operates San Diego International Airport as well as plans for necessary improvements to the regional air transportation system in San Diego County, including serving as the responsible agency for airport land use planning within the County; and

WHEREAS, the Authority has a responsibility to promote public policies consistent with the Authority’s mandates and objectives; and

WHEREAS, Authority staff works locally and coordinates with legislative advocates in Sacramento and Washington, D.C. to identify and pursue legislative opportunities in defense and support of initiatives and programs of interest to the Authority; and

WHEREAS, under the Authority’s Legislative Advocacy Program Policy, the Authority Board gives direction to Authority staff on pending legislation; and

WHEREAS, the Authority Board in directing staff may adopt positions on legislation that has been determined to have a potential impact on the Authority’s operations and functions.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the February 2014 Legislative Report (Attachment A).

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 6th day of February, 2014, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY RUSSELL
DIRECTOR CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

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Attachment A

February 2014 Legislative Report

Federal Legislation

Legislation/Topic

H.R. 3484 (Johnson) – Airport Security Act of 2013

Background/Summary

This bill would require the Administrator of the Transportation Security Administration to establish and oversee a program to prohibit individuals from carrying firearms at U.S. airports. Under this legislation, persons knowingly in possession of a firearm at an airport would be subject to a fine and up to ten years imprisonment. The program would allow for exemptions for certain individuals, such as law enforcement officers.

Anticipated Impact/Discussion

Under this bill, airport operators would be required to undertake new actions such as displaying notices summarizing the program at each airport entrance. Airport operators would also be responsible for enforcing this program. Accordingly, airport personnel or contract law enforcement would be responsible for escorting exempted individuals carrying firearms while they are at the airport – whether or not they intend to travel via air carrier. As a result, this legislation is expected to lead to an increase in operational issues and costs to the Airport Authority.

Status: 11/14/13 – Introduced and referred to the House Committee on the Judiciary and the House Committee on Homeland Security.

Position: Oppose Unless Amended (12/12/13)

Legislation/Topic

H.R. 3141 (Miller) – Biometric Exit Improvement Act of 2013

Background/Summary

Approval of this bill would result in the creation and implementation of a biometric exit data system at all U.S. ports of entry. Specifically, the Secretary of Homeland Security would be required to establish a six-month pilot program to test a biometric exit system on non-pedestrian outbound traffic at three land ports of entry with significant cross-border traffic. The new biometric exit system would be expanded to all pedestrian land ports of entry within three years and expanded to all air and seaports within five years.

Anticipated Impact/Discussion

Passage of this bill would require the use of new biometric equipment and procedures for passengers departing San Diego International Airport for international destinations.

Status: 9/19/13 – Introduced and referred to the House Committee on Homeland Security

Position: Watch (10/3/13)

Legislation/Topic

S. 208/H.R. 456 (Feinstein/Schiff) – The Los Angeles Residential Helicopter Noise Relief Act of 2013

Background/Summary

This bill directs the Administrator of the FAA to create regulations for helicopter operations in Los Angeles County that include requirements for helicopter flight paths and altitudes to reduce helicopter noise pollution in residential areas, increase safety, and minimize scheduled commercial aircraft delays. Helicopter operations related to emergency, law enforcement, or military activities would be exempt.

This bill also directs the Administrator to make reasonable efforts to consult with local communities and local helicopter operators to develop regulations that meet the needs of local communities, helicopter operators, and the FAA.

Anticipated Impact/Discussion

This legislation only applies to Los Angeles County but will be monitored by Authority staff for any future impact to SDIA.

Status: 2/4/13 – S. 208 – Introduced and referred to the Senate Committee on Commerce, Science, and Transportation
2/4/2013 - H.R. 456 – Introduced and referred to the House Committee on Transportation and Infrastructure

Position: Watch (3/7/13)



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
5

Meeting Date: **FEBRUARY 6, 2014**

Subject:

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

Recommendation:

Adopt Resolution No. 2014-0005, making appointments to Board committees, liaison positions, the SANDAG Transportation Committee, and the World Trade Center Board.

Background/Justification:

Authority Policy 1.20 establishes a policy for the formation of committees of and for the Board. Authority Policy 1.50 (5)(c), "Standing Board Committees", establishes four Board standing committees.

Pursuant to California Code Regulation Section 18705.5, *Materiality Standard: Economic Interest in Personal Finances*, the Authority is now required to post on its website, an F.P.P.C. Form 806 (See Exhibit A), listing all paid appointed positions on boards, committees, or commissions of a public agency, prior to the appointments being made.

Pursuant to Authority Policy 1.50(5)(b), the Board must appoint a representative to the San Diego Association of Governments (SANDAG) Transportation Committee. The Board additionally appoints a representative and alternate to the World Trade Center Board.

Most committee terms are due to expire in February 2014. It is recommended that the Board appoint or re-appoint members to the Board's committees, liaisons positions, and representatives and alternates to the SANDAG Transportation Committee, and the World Trade Center Board for one-year terms.

The responsibilities of the SANDAG Transportation Committee and World Trade Center Board are as follows:

SANDAG Transportation Committee - The Transportation Committee advises the SANDAG Board of Directors on major policy-level matters related to transportation. This Committee assists in the preparation of the Regional Transportation Plan (RTP) and other regional transportation planning and programming efforts. It provides oversight for the major highway, transit, regional arterial, and regional bikeway projects funded under the Regional Transportation Improvement Program, including the *TransNet* Program of Projects. Areas of interest include project schedules, costs, and scope.

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World Trade Center – The San Diego World Trade Center was established in 1994 to serve the growing needs of San Diego businesses, and is an international business organization licensed by the World Trade Center Association in New York, WTCA. Members include businesses or organizations involved in world trade. The World Trade Center San Diego is a private-public partnership, with the City of San Diego, the San Diego Unified Port District and the San Diego County Regional Airport Authority co-holding the license to operate.

Fiscal Impact:

Legislation limits compensation for Board Members to \$200 per day of service, with a maximum of eight (8) days per month. Adequate funds for Board Member compensation are included in the Authority Board Department adopted FY 2014 and conceptually approved FY 2015 Operating Expense Budgets.

Authority Strategies:

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

Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

- A. This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act (CEQA), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Pub. Res. Code §30106.

Application of Inclusionary Policies:

Not Applicable.

Prepared by:

TONY RUSSELL
DIRECTOR, CORPORATE SERVICES/AUTHORITY CLERK

Agency Report of:
Public Official Appointments

A Public Document

1. Agency Name San Diego County Regional Airport Authority Division, Department, or Region (if Applicable)		California Form 806 For Official Use Only
Designated Agency Contact (Name, Title) Tony R. Russell, Director, Corporate Services/Authority Clerk		
Area Code/Phone Number 619-400-2550	E-mail trussell@san.org	Date Posted: 01/31/14 (Month, Day, Year)
Page <u>1</u> of <u>2</u>		

2. Appointments

Agency Boards and Commissions	Name of Appointed Person	Appt Date and Length of Term	Per Meeting/Annual Salary/Stipend
See Attached	Name <u>Boland, Bruce R.</u> <small>(Last, First)</small> Alternate, if any <u>See Attached</u> <small>(Last, First)</small>	Appt Date <u>02 / 06 / 14</u> Length of Term <u>1 Year</u>	Per Day of Service <u>\$200.00</u> Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input checked="" type="checkbox"/> <u>\$19,200</u> <small>Other</small>
See Attached	Name <u>Cox, Greg</u> <small>(Last, First)</small> Alternate, if any <u>See Attached</u> <small>(Last, First)</small>	Appt Date <u>02 / 06 / 14</u> Length of Term <u>1 Year</u>	Per Day of Service <u>\$200.00</u> Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input checked="" type="checkbox"/> <u>\$19,200</u> <small>Other</small>
See Attached	Name <u>Desmond, Jim</u> <small>(Last, First)</small> Alternate, if any <u>See Attached</u> <small>(Last, First)</small>	Appt Date <u>02 / 06 / 14</u> Length of Term <u>1 Year</u>	Per Day of Service <u>\$200.00</u> Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input checked="" type="checkbox"/> <u>\$19,200</u> <small>Other</small>
See Attached	Name <u>Gleason, Robert H.</u> <small>(Last, First)</small> Alternate, if any <u>See Attached</u> <small>(Last, First)</small>	Appt Date <u>02 / 06 / 14</u> Length of Term <u>1 Year</u>	Per Day of Service <u>\$200.00</u> Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input checked="" type="checkbox"/> <u>\$19,200</u> <small>Other</small>

3. Verification

I have read and understand FPPC Regulation 18705.5. I have verified that the appointment and information identified above is true to the best of my information and belief.

T. Russell Tony R Russell Authority Clerk 2/6/14
Signature of Agency Head or Designee Print Name Title (Month, Day, Year)

Comment: _____

Agency Report of:
Public Official Appointments
Continuation Sheet

1. Agency Name
San Diego County Regional Airport Authority
Date Posted: 01/31/14
(Month, Day, Year)

2. Appointments

Agency Boards and Commissions	Name of Appointed Person	Appt Date and Length of Term	Per Meeting/Annual Salary/Stipend
See Attached	Name <u>Hubbs, Lloyd</u> (Last, First) Alternate, if any <u>See Attached</u> (Last, First)	<u>02 / 06 / 14</u> Appt Date <u>1 Year</u> Length of Term	Per Day of Service <u>\$200.00</u> Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input checked="" type="checkbox"/> <u>\$19,200</u> Other
See Attached	Name <u>Robinson, Paul</u> (Last, First) Alternate, if any <u>See Attached</u> (Last, First)	<u>02 / 06 / 14</u> Appt Date <u>1 Year</u> Length of Term	Per Day of Service <u>\$200.00</u> Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input checked="" type="checkbox"/> <u>\$19,200</u> Other
See Attached	Name <u>Smisek, Tom</u> (Last, First) Alternate, if any <u>See Attached</u> (Last, First)	<u>02 / 06 / 14</u> Appt Date <u>1 Year</u> Length of Term	Per Day of Service <u>\$200.00</u> Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input checked="" type="checkbox"/> <u>\$19,200</u> Other
See Attached	Name <u>Alvarez, David</u> (Last, First) Alternate, if any <u>See Attached</u> (Last, First)	<u>02 / 06 / 14</u> Appt Date <u>1 Year</u> Length of Term	Per Day of Service <u>\$200.00</u> Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input checked="" type="checkbox"/> <u>\$19,200</u> Other
See Attached	Name <u>Sessom, Mary</u> (Last, First) Alternate, if any <u>See Attached</u> (Last, First)	<u>02 / 06 / 14</u> Appt Date <u>1 Year</u> Length of Term	Per Day of Service <u>\$200.00</u> Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input checked="" type="checkbox"/> <u>\$19,200</u> Other
	Name _____ (Last, First) Alternate, if any _____ (Last, First)	_____/_____/_____ Appt Date _____ Length of Term	Per Meeting: \$ _____ Estimated Annual: <input type="checkbox"/> \$0-\$1,000 <input type="checkbox"/> \$2,001-\$3,000 <input type="checkbox"/> \$1,001-\$2,000 <input type="checkbox"/> _____ Other

RESOLUTION NO. 2014-0005

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

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

WHEREAS, the Board wishes to appoint or re-appoint members to Board committees, liaison positions, and representatives and alternates to the SANDAG Transportation Committee and the San Diego World Trade Center Board; and

WHEREAS, pursuant to California Code Regulation Section 18705.5, *Materiality Standard: Economic Interest in Personal Finances*, the Authority is now required to post on its website F.P.P.C. Form 806, listing all the paid appointed positions on boards, committees, or commissions of a public agency; and

WHEREAS, in accordance with the requirements of the California Code of Regulations §18705.5, F.P.P.C. Form 806 outlining the appointments to boards, commissions, and committees, was posted on the Authority website with the staff report; and

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the appointments listed in "Attachment A" to the Board's standing committees, liaison positions, and representatives and alternates to the SANDAG Transportation Committee and the World Trade Center Board.

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 6th day of February, 2014, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

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

STANDING COMMITTEES

Executive Committee		
<i>Hold Monthly Meetings</i>		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Robert H. Gleason (Chair)	February 2012	
Paul Robinson	February 2014	February 2016
Tom Smisek (Vice Chair)	February 2014	February 2016
Finance Committee		
Greg Cox (Chair)	February 2014	February 2015
Paul Robinson (Vice Chair)	February 2014	February 2015
David Alvarez	February 2014	February 2015
Lloyd Hubbs	February 2014	February 2015
Mary Sessom	February 2014	February 2015
Audit Committee		
<i>Hold Quarterly Meetings</i>		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Tom Smisek (Chair)	February 2014	February 2015
Lloyd Hubbs (Vice Chair)	February 2014	February 2015
Robert H. Gleason	February 2014	February 2015
Mary Sessom	February 2014	February 2015
Andrew Hollingworth*	July 2013	June 2016
Jack Van Sambeek*	July 2012	June 2015
Don Tartre*	July 2011	June 2014
<small>*Public Members Added Pursuant to SB 10</small>		
Executive Personnel and Compensation Committee		
<i>Hold Quarterly Meetings</i>		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Jim Desmond (Chair)	February 2014	February 2015
Bruce Boland (Vice Chair)	February 2014	February 2015
Greg Cox	February 2014	February 2015
Lloyd Hubbs	February 2014	February 2015
Tom Smisek	February 2014	February 2015
Capital Improvement Program Oversight Committee		
<i>Hold Quarterly Meetings</i>		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Bruce Boland (Chair)	February 2014	February 2015
Lloyd Hubbs (Vice Chair)	February 2014	February 2015
David Alvarez	February 2014	February 2015
Robert Gleason	February 2014	February 2015
Paul Robinson	February 2014	February 2015

REPRESENTATIVES (EXTERNAL)

SANDAG Transportation Committee		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Tom Smisek (Primary)	February 2014	February 2015
Lloyd Hubbs (Alternate)	February 2014	February 2015
World Trade Center		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Robert Gleason (Primary)	February 2014	February 2015
David Alvarez (Alternate)	February 2014	February 2015

REPRESENTATIVES (INTERNAL)

Authority Advisory Committee		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Tom Smisek	February 2014	February 2015
Paul Robinson	February 2014	February 2015
Art Advisory Committee		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Robert Gleason	February 2014	February 2015

LIAISONS

Military Affairs		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Bruce Boland (Primary)	February 2014	February 2015
Port		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Robert Gleason	February 2014	February 2015
Greg Cox	February 2014	February 2015
Paul Robinson	February 2014	February 2015
Caltrans		
<u>Name</u>		
Laurie Berman		
Inter-Governmental Affairs		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Greg Cox	February 2014	February 2015
Airport Land Use Compatibility Plan for San Diego International Airport		
<u>Name</u>	<u>Appointed</u>	<u>Term Expiration</u>
Paul Robinson	February 2014	February 2015

000031



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
6

Meeting Date: **FEBRUARY 6, 2014**

Subject:

Reject the Claim of Joanna McKim

Recommendation:

Adopt Resolution No. 2014-0006, rejecting the Claim of Joanna McKim.

Background/Justification:

On December 26, 2013, Joanna McKim ("McKim") filed a claim (Attachment A) for damages in the amount of \$1,450.42, including emergency veterinarian fees for her two dogs, medication and taxi fare.

McKim's claim alleges that on December 12, 2013, prior to her departing flight, she visited the Authority's pet relief area with her two dogs. The pet relief area is located at the far west end of the transportation island across from Terminal Two at San Diego International Airport. After exiting the pet relief area and gathering her dogs and luggage, her two dogs pulled on their leash towards an object she discovered was a marked pest control bait station. McKim believed her dogs may have come in close contact with the bait station.

McKim stated to the investigating Harbor Police officers that she "did not know if the dogs had ingested any poison" and "did not see the dogs ingest any poison". McKim apparently made several calls after the incident and ultimately decided, "not wanting to take any chances", to take her dogs to an emergency veterinarian who treated them for possible poisoning. She returned to the airport a short while later and took the next available flight with her dogs.

The claim was investigated and all the reports in connection with the incident were reviewed. While it is clear that a pest control bait station is located in an area adjacent to the Authority's pet relief area, it is not in the pet relief area or accessible from inside the pet relief area. The following facts justify rejection of McKim's claim: (1) the pest control bait station was properly labeled and clearly marked in readable letters stating "Poison", (2) there is no evidence to support the conclusion that the dogs ever put their faces inside in the pest control bait station, (3) McKim admits that she did not see her dogs go into the pest control bait station, (4) an inspection of the bait station at the time of the alleged incident reflected that the bait trap had not been tampered with and the poison inside had not been disturbed, (5) all pest control protocols were followed by

000032

the Authority and its contractor during this incident, and (6) the Authority has not breached its duty of care to McKim or her animals.

Fiscal Impact:

Not applicable.

Authority Strategies:

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

Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

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

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

Application of Inclusionary Policies:

Not applicable.

Prepared by:

SUZIE JOHNSON
PARALEGAL, GENERAL COUNSEL

ATTACHMENT A

Joanna McKim

Attorney at Law

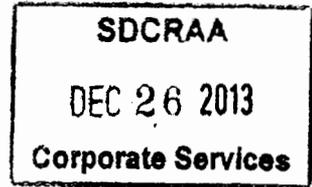
P.O. Box 19493
San Diego, CA 92159

619-303-6897

joannamckim@cox.net



Joanna McKim
P.O. Box 19493
San Diego, CA 92159
December 20, 2013
619-303-6897
619-823-2966, cell



Re: Claim for Reimbursement for Loss On December 12, 2013 at San Diego Airport Due To Rat Bait Station At Dog Relief Station/Attachment to Claim Form.

Item 5: Description of Incident Resulting in Claim:

I was at the airport on December 12, 2013 with my two dogs at the West Terminal, prior to taking a flight on United Airlines. I allowed my dogs to use the dog relief station near the elevators which is gated and has artificial turf. Upon gathering the dogs and my luggage, we walked a few steps on the cement by the wall of the dog relief station. The dogs pulled on the leash towards a black object on the ground by the wall. I could not tell what it was. The dogs were able to put part of their faces inside. I then investigated what it was. I saw upon bending down it was a rat bait station, something I never would have expected by an area where dogs are directed to relieve themselves. I immediately called an emergency vet I have used before in East County who advised to call Poison Control, a charge-based advice hotline, and to get them to an emergency vet quickly. I called the hotline and they were unable to assist me due to the bait station not identifying the type of poison. I went inside the airport and tried to find help. A volunteer in the West Terminal assisted me in gathering my dogs and luggage, and getting a taxi. I took the dogs to the nearest emergency vet, VCA Emergency Animal Hospital and Referral Hospital who treated them for rat bait poison ingestion. The total charge for the two dogs was \$1074.86, and follow up treatment is required after the 28 day Vitamin K is exhausted to recheck the dogs' PIVKA levels. There was no way around this treatment because if bait had been ingested, it would have been fatal to the dogs. I ended up missing my flight and catching a later flight, extending the flight time and delaying my arrival at my destination by several hours. One of my dogs was especially lethargic and unlike herself extending into the following day. The total amount of fees requested for reimbursement optimistically assumes there will be no continuing health issues following the vet's secondary check of the dogs' PIVKA levels after the current 28 day treatment.

Item 7: Persons having Firsthand Knowledge of Incident:

VCA Emergency Animal Hospital, Krista Welsh, DVM; phone: 619-299-2400
2317 Hotel Circle South
San Diego, CA 92108

Item 8: Describe Property Damage Or Personal Injury Claimed

See Item 5 explanation – Costs are: vet costs, taxi costs to get to emergency vet, cost for calling poison control. Total is \$1450.42 and is itemized on page 2 of the claim form with records attached.

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SDCRAA ATTACHMENT A
DEC 26 2013
Corporate Services

FOR AUTHORITY CLERK USE ONLY
Document No.: <u>CL-217</u>
Filed: <u>12/26/2013</u>

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

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

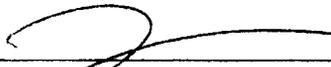
1) Claimant Name: <u>JOANNA MCKIM</u>	
2) Address to which correspondence regarding this claim should be sent: <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <u>Post Office Box 19493</u> <u>SAN Diego, CA 92159</u> </div> <div style="width: 45%;"> <u>Home address - 7586 Rowena St</u> <u>SAN Diego CA 92119</u> </div> </div>	
Telephone No.: <u>619 823 2966 - CELL</u>	Date: <u>12/20/13</u>
3) Date and time of incident: <u>Dec. 12, 2013</u>	
4) Location of incident: <u>SAN DIEGO Airport</u>	
5) Description of incident resulting in claim: <u>See Attachment</u>	
6) Name(s) of the Authority employee(s) causing the injury, damage or loss, if known: <u>My understanding is the Airport used A contractor for the RAT BAIT STATIONS</u>	
7) Persons having firsthand knowledge of incident: <u>See Attachment</u>	
Witness (es) Name:	Physician(s): Name:
Address:	Address:
Phone:	Phone:

ATTACHMENT A

8) Describe property damage or personal injury claimed:
See Attachment
9) Owner and location of damaged property or name/address of person injured:
Dogs owned by JOANNA MCKIM
POB 19493
San Diego CA 92159
10) Detailed list and amount of damages claimed as of date of presentation of claim, including prospective damages. If amount exceeds \$10,000.00, a specific amount need not be included.
Vet Bill 12/12/13 - \$1074.86
Taxi Fees 12/12/13 to get transportation to and from Vet Emergency - \$66.36
Poison Control Hotline # - \$39.00
Estimated Follow up Vet Recheck of 2 dogs As Per VFA Quote: Evans +
PVKA level check - \$270.20 Total - \$1450.42

Dated: 12/20/13

Claimant:


(Signature)

Notice to Claimant:

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

Return completed form to:

Tony Russell, Director, Corporate Services/Authority Clerk
 Corporate Services Department
 P.O. Box 82776
 San Diego, CA 92138-2776



VCA Emergency Animal Hospital & Referral
 2317 Hotel Circle South
 San Diego, CA 92108
 (619)299-2400

Doctor: Krista Welsh DVM • Date: 12/12/2013 at 10:00AM • Invoice Number: 368629

Client		Patient		
Name: Joanna McKim	Acct. No: 76268	Name: Lizzie	No: 103541	Sex: Female Neut.
Address: 7586 Rowena St. San Diego, CA 92119		Species: Canine	Birth: 04/14/2006	Weight: 0.0 lbs
		Breed: Corgi, Welsh Cardigan		
		Color: Black And White		

Detailed Visit Information					
Date	Description	Quantity	Price	Tax	Total Price
12/12/2013	Exam Addl Pet	1	71.85		71.85
	Emesis, Induce	1	114.85		114.85
	Activated Charcoal	1	166.50		166.50
	Patient Care Injections	1	26.75		26.75
	Cerenia 10mg/ml/ml	2	47.10		47.10
	PIVKA	1	50.75		50.75
	Vitamin K1 50mg Cap chewable	35	55.70		55.70
Subtotal:					\$533.50

Invoice Summary			
Patient Name	Total Price	Total Tax	Total Due
Marzi	541.36		541.36
Lizzie	533.50		533.50

Cash:	0.00	Prev. Balance:	0.00
Check:	0.00	Total Due:	1,074.86
Discover:	1,074.86	Amount Paid:	1,074.86
		Amount Due:	0.00

Thank You: Abby L.

Thank you for trusting us with your pet's care • Your friends at VCA Emergency Animal Hospital & Referral

ATTACHMENT A

VCA Emergency Animal Hospital & Referral
 2317 Hotel Circle South
 San Diego, CA 92108
 (619)299-2400



Doctor: Krista Welsh DVM • Date: 12/12/2013 at 10:00AM • Invoice Number: 368629

Client		Patient		
Name: Joanna McKim	Acct. No: 76268	Name: Marzi	No: 103540	Sex: Female Neut.
Address: 7586 Rowena St. San Diego, CA 92119		Species: Canine	Birth: 03/12/2009	Weight: 0.0 lbs
		Breed: Corgi, Welsh Cardigan		
		Color: Black And White		

Detailed Visit Information					
Date	Description	Quantity	Price	Tax	Total Price
12/12/2013	Exam Medical Condition	1	96.85		96.85
	Emesis, Induce	1	114.85		114.85
	Activated Charcoal	1	166.50		166.50
	Patient Care Injections	1	26.75		26.75
	Cerenia 10mg/ml/ml	1	36.40		36.40
	PIVKA	1	50.75		50.75
	Vitamin K1 50mg Cap chewable	28	49.26		49.26
Subtotal:					\$541.36

Thank you for trusting us with your pet's care • Your friends at VCA Emergency Animal Hospital & Referral

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VCA Emergency Animal Hospital & Referral Hospital
 Tel: 619-299-2400 Fax 619-299-9068



- 1 -

Client: McKim	Number: 76268	Patient: Lizzie
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Date: December 12, 2013
Time: 9:00 am
Contact Phone Number: (619) 823-2966

Signalment: 7 year old F/S Cardigan Welsh Corgi

Presenting Complaint: Possible rat bait ingestion

History: Adopted as puppy. No medical hx. Competing agility dog. Nutrimax supplement once daily, Heartguard and flea preventative. No other meds/ supplements.

Within the last 2-3 hours, O was in the airport with them and they got their nose in one of the black plastic containers containing rat poison – no signs on box that say the type of rat bait. O not sure if they ingested any of it. No clinical signs or abnormalities since potential ingestion. Otherwise very healthy.

No V/D/C/S/PU/PD

Physical Exam:

Wt: 26.6 lbs	T: 101.3	P: 170	R: 40	MM: pink	CRT: 1s
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GEN: BARH

BCS: 4/9

EENT: good dentition, mild to moderate dental tartar & gingivitis, no oculonasal discharge, normal gag, ext. ears clean

PLN: no palpable lymphadenopathy

CV: NSR, no murmurs or arrhythmias ausculted, SSP

RESP: eupneic, normal BV sounds in all lung fields, no crackles or wheezes on auscultation

ABD: soft & non-painful on palpation, no masses or organomegaly palpated

UROGEN: F/S

MS/I: ambul x 4, good hair coat, no ectoparasites noted

Problem List:

1. Possible rat bait ingestion

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VCA Emergency Animal Hospital & Referral Hospital

Tel: 619-299-2400

Fax 619-299-9068



- 2 -

Client: McKim	Number: 76268	Patient: Lizzie
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Plan: emesis, cerenia inj, AC, PIVKA, meds tgh

Client Communication/ Progress Notes:

TTO- Discussed above PE with O, recommended above dx and tx plan. Discussed PIVKA being a baseline value, as vitamin K changes are not usually noted until 48 hours later. Discussed continuing vitamin K for 4 weeks and rechecking PIVKA 2 days after the last dose – if prolonged then will continue vitamin K therapy. Discussed monitoring for evidence of bleeding – urine, feces, bruising, ocular hemorrhage, coughing. Discussed monitoring for neurologic abnormalities. If any signs are seen, bring to veterinarian immediately for tx.

Apomorphine 0.5 mg IV

Cerenia 12 mg SQ

Activated Charcoal w/ Sorbitol 40 cc PO

PIVKA: 15 seconds

Krista Welsh, DVM

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VCA Emergency Animal Hospital & Referral Hospital

Tel: 619-299-2400

Fax 619-299-9068



- 3 -

Client: McKim	Number: 76268	Patient: Lizzie
---------------	---------------	-----------------

Diagnosis: Possible rat bait ingestion

Medications:

1. Vitamin K (50 mg) – Please give ½ tablet by mouth in the AM and ¾ tablet in the PM for 28 days. #35

Instructions:**RODENTICIDE TOXICITY**

Many common baits meant to kill rats and mice contain chemicals that interfere with blood clotting. D-con is one common brand. These rodenticides may contain the chemicals bromadiolone, diphacinone, chlorophacinone or brodifacoum. All these chemicals interfere with Vitamin K metabolism and the blood clotting factors that depend upon it. Clinical signs may include bleeding from any site, such as into the urinary bladder (hematuria), nose bleeds (epistaxis), bleeding in the colon (hematochezia) as well as internal bleeding, which may be harder to detect. Bleeding into the chest may impair breathing and bleeding into the abdomen may cause bloating and/or weakness, anorexia, vomiting or lethargy.

Recent ingestions are treated by decontaminating the gastrointestinal tract. This is accomplished by inducing vomiting to empty the stomach, followed by administering activated charcoal to absorb the toxin and a purgative to hasten elimination. The immediate treatment for active bleeding would be a plasma transfusion to replace the damaged clotting factors. Then Vitamin K is given orally to overcome the toxin and allow formation of new clotting factors in your pet's liver. Since these toxins may last up to 4 weeks or longer, it is important to take all the medication that has been prescribed, even if your pet seems completely recovered. **This medication is absorbed best with food containing a bit of fat.**

Charcoal will stain most fabrics and carpeting.

Exercise Restriction

At the time of discharge, your pet's condition should be stable. However, we recommend you limit activities for the first 3-5 days.

Recheck

It is important that you recheck Lizzie either with us or your regular veterinarian 48 hours after the last prescribed dose of the Vitamin K to recheck clotting times. If it is normal, no further treatment is needed. If the clotting test is prolonged, additional Vitamin K therapy will be needed.

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ATTACHMENT A

VCA Emergency Animal Hospital & Referral Hospital
Tel: 619-299-2400

Fax 619-299-9068



- 4 -

Client: McKim	Number: 76268	Patient: Lizzie
---------------	---------------	-----------------

Monitoring: Please monitor Lizzie for any signs of bleeding or weakness. Also monitor for neurologic signs, as we do not know what type of rat bait they may have gotten into. If you notice these, or any other concerning signs, please call or have her re-evaluated by a veterinarian.

Thank you for entrusting us with Lizzie's care. Please do not hesitate to call with any questions or concerns.

The Emergency and Critical Care Service

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ATTACHMENT A

12/12/13	12/12/13	+ PETPOISONHELPLINE 8668231588 MN	\$	39.00	Services
12/12/13	12/12/13	+ TAXI CAB SERVICE DALLAS TX	\$	29.28	Travel/ Entertainment
12/12/13	12/12/13	+ TAXI CAB SERVICE DALLAS TX	\$	37.08	Travel/ Entertainment
12/12/13	12/12/13	+ VCA EMERGENCY #366 SAN DIEGO CA	\$	1,074.86	Services

RESOLUTION NO. 2014-0006

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY REJECTING THE CLAIM OF JOANNA
MCKIM

WHEREAS, on December 26, 2013, Joanna McKim filed a claim with the San Diego County Regional Airport Authority for damages she alleges were the result of her dogs getting too close to pest control bait stations near the pet relief area at the transportation island in front of Terminal Two at San Diego International Airport; and

WHEREAS, at its regular meeting on February 6, 2014, the Board considered the claim filed by Joanna McKim and the report submitted to the Board, and found that the claim should be rejected.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby rejects the claim of Joanna McKim; and

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 6th day of February, 2014, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000644



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
7

Meeting Date: **FEBRUARY 6, 2014**

Subject:

Deny the Application for Leave to Present a Late Claim of Guadalupe Valenzuela

Recommendation:

Adopt Resolution No. 2014-0007, Denying the Application for Leave to Present a Late Claim of Guadalupe Valenzuela.

Background/Justification:

On December 11, 2013, Guadalupe Valenzuela ("Valenzuela") filed a claim (Attachment A) with The San Diego County Regional Airport Authority ("Authority") alleging that she suffered "multiple sprains and contusions on various body parts" as a result of falling as she crossed a construction platform in front of Terminal Two at San Diego International Airport. Valenzuela claimed damages in an unknown amount to cover her medical expenses to date and ongoing care. Valenzuela's claim was returned to her without action on January 6, 2014, because it was not presented to the Authority within the time limit required by California Government Code Section 911.2, which is not later than six months (180 Days) from the date of the occurrence of the incident.

California Government Code Section 911.4 allows a person who fails to file a timely claim to present an application for leave to present a late claim. The application must be presented within a reasonable time not to exceed one year after the date of the occurrence of the incident and must contain the reason for the delay. A late claim may be allowed if the reason for failure to present a timely claim was through mistake, inadvertence, surprise or excusable neglect and the public entity would not be prejudiced in its defense.

On January 11, 2014, Valenzuela presented an application for leave to present a late claim (Attachment B) alleging that her first attempt to submit the claim on October 22, 2013, "somehow inadvertently got shuffled and misplaced and/or lost in the mail." No verification or certification of mailing was presented, nor was there a proof of service.

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Page 2 of 2

Valenzuela's application should be denied. Valenzuela is represented by legal counsel through whom she filed her original claim and the instant application. Valenzuela has failed to state facts or present evidence under which relief may be granted under California Government Code Section 911.6.(b). Valenzuela's legal counsel has failed to present any facts that the claim was late due to a specific mistake, inadvertance, surprise or excusable neglect. Late claim relief under such circumstances would prejudice the Authority in its defense of any future litigation.

Fiscal Impact:

Not applicable.

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

- A. CEQA: This Board action, as an administrative action, is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

Application of Inclusionary Policies:

Not applicable.

Prepared by:

SUZIE JOHNSON
PARALEGAL, GENERAL COUNSEL

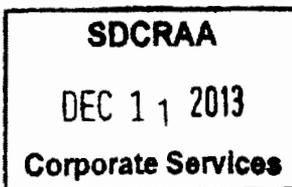
ATTACHMENT A

MOTLAGH LAW FIRM
18662 MacArthur Blvd., Suite 380
Irvine, CA 92612
Telephone (949) 222-2272
Facsimile (949) 222-1213

San Diego County Regional Airport Authority

Document No. CL-214

Filed 12/11/13



F A X C O V E R S H E E T

CONFIDENTIAL DISCLOSURE: *This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, they are hereby notified that any dissemination, distribution, or copying of this communication, is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and return the original message to us, at the address above-referenced address via the U.S. Postal Service.*

ATTENTION : Ms. Susie Johnson/Clerk's Office

FAX NO. : 6194002549

FROM : **AL MOTLAGH**

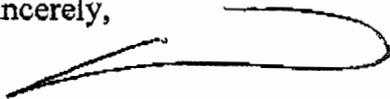
DATE & TIME : Dec 12, 2013

REGARDING : **My client Guadalupe Valenzuela (slip & fall incident)**

NO OF PAGES : 8 (including fax cover)

COMMENTS : Per our telephone conversation, I am **re-submitting** the claim form and my Representation letter pertaining to my above mentioned client. On October 22, 2013 I had mailed these documents to Mr. Tony Russell at P.O. Box 82776, San Diego, CA 92138. You confirmed that you should have received my documents by now and that you actually **have not** received the documents; therefore, per our conversation I'm faxing them to you now. Enclosed are copies of color photos of the location of the incident, which I had placed into the envelope along with the packet sent on October 22, 2013. If need be I can mail them again or email those to you since I assume they might not come in clear in a fax. Please confirm upon receiving this fax transmission.

Sincerely,



Al Motlagh, Esq.

000047

ATTACHMENT A



SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
ACCIDENT OR DAMAGE CLAIM FORM

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

FOR AUTHORITY CLERK USE
ONLY

Document No.: CL-214

Filed: 12-11-13

SDCRAA

DEC 11 2013

Corporate Services

1) Claimant Name: <u>Guadalupe Valenzuela</u>	
2) Address to which correspondence regarding this claim should be sent: <u>18662 MacArthur Blv #380</u> <u>Irvine CA 92677</u> <u>Att: Attorney AL. Mot Lugh</u>	
Telephone No.: <u>949 742-2227</u>	Date: <u>10-22-13</u>
3) Date and time of incident: <u>5-4-13</u>	
4) Location of incident: <u>Near Shuttle pick up area</u>	
5) Description of incident resulting in claim: <u>My clients foot tripped on a crack in the platform</u> <u>that was laid on the ground due to construction.</u> <u>My client fell to the ground and was injured.</u> <u>Please see enclosed photos. ★</u>	
6) Name(s) of the Authority employee(s) causing the injury, damage or loss, if known:	
7) Persons having firsthand knowledge of incident:	
Witness (es) <u>Airport Officer</u>	Physician(s):
Name: <u>Mario Agnasco</u>	Name:
Address:	Address:
Phone:	Phone:

ATTACHMENT A

8) Describe property damage or personal injury claimed:
Multiple sprains and contusions on various body parts
9) Owner and location of damaged property or name/address of person injured:
Guadalupe Valenzuela 2160 Tocayo Ave, San Diego CA 92154
10) Detailed list and amount of damages claimed as of date of presentation of claim, including prospective damages. If amount exceeds \$10,000.00, a specific amount need not be included.
Amount undetermined at this time. Still receiving medical treatment.

Dated: 10-22-13 Claimant: Al Moflach, Esq for claimant
(Signature)

Notice to Claimant:

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

Return completed form to:

Tony Russell, Director, Corporate Services/Authority Clerk
Corporate Services Department
P.O. Box 82776
San Diego, CA 92138-2776

MOTLAGH LAW FIRM
18662 MacArthur Blvd., Suite 380
Irvine, CA 92612
Telephone (949) 222-2272
Facsimile (949) 222-1213

October 22, 2013

Tony Russell, Director
Corporate Services/Authority Clerk
P.O. Box 82776
San Diego, CA 92138

Re: Our Client : Guadalupe Valenzuela
 Your Insured : San Diego Airport
 Date of Loss : May 4, 2013

Dear Corporate Services Department:

Please be advised that this law firm has been retained by the above-referenced individual in connection with the personal injuries sustained as a result of the above-referenced incident. Enclosed please find a Declaration of Representation signed by our client.

The salient facts are as follows: On May 4, 2013 as our client Ms. Valenzuela was crossing the street to the shuttle area in your San Diego Airport located at 3225 N Harbor Drive in the city of San Diego. As our client crossed the street to shuttle area she tripped and fell on a crack in a construction platform that was laid on the ground, and fell violently to the floor.

As a result, our client was injured and is currently seeking treatment for her injuries. The following shall serve as our client's index information:

000050

ATTACHMENT A

Re: Valenzuela, Guadalupe
October 22, 2013
Page 2

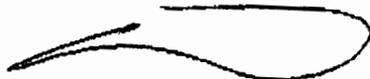
Name : Guadalupe Valenzuela
Date of Birth : August 18, 1941
Address : 2160 Tocayo Avenue, San Diego, CA 92154

Please confirm coverage and acceptance of liability for this claim. **Also, we are requesting your insured's policy limits and/or any relevant umbrella policies.** In the interim please be advised that we have a lien on our client's cause of action and any recovery thereunder should have our firm's name included on all drafts for settlement or satisfaction of judgment. Also, please acknowledge receipt of this letter in writing and contact this office at your earliest convenience.

Thank you for your anticipated courtesy and cooperation in this matter.

Very truly yours,

MOTLAGH LAW FIRM



AL MOTLAGH, ESQ.
Attorney at Law

000051

RESOLUTION NO. 2014-0007

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY DENYING THE APPLICATION FOR
LEAVE TO PRESENT A LATE CLAIM OF
GUADALUPE VALENZUELA

WHEREAS, on December 11, 2013, Guadalupe Valenzuela filed a claim with The San Diego County Regional Airport Authority for damages she alleges were the result of a fall in a crosswalk in front of Terminal Two at San Diego International Airport on May 4, 2013 (221 days after the occurrence); and

WHEREAS, California Government Code Section 911.2 requires claims filed with government entities to be presented not later than six months (180 days) of the date of occurrence; and

WHEREAS, on January 6, 2014, the San Diego County Regional Airport Authority sent a NOTICE OF LATE CLAIM to Guadalupe Valenzuela; and

WHEREAS, on January 10, 2014, Guadalupe Valenzuela filed an Application for Leave to Present a Late Claim with the San Diego County Regional Airport Authority; and

WHEREAS, at a regular meeting on February 6, 2014, the Board considered the Application for Leave to Present a Late Claim of Guadalupe Valenzuela and determined that the applicant failed to state sufficient facts for relief and that the Authority would be prejudiced in its defense of the claim if it were granted.

WHEREAS, at its regular meeting on February 6, 2014, the Board considered the claim filed by Guadalupe Valenzuela and the report submitted to the Board, and found that the claim should be rejected; and

NOW, THEREFORE, BE IT RESOLVED that the Board hereby denies the application for Leave to Present a Late Claim of Guadalupe Valenzuela.

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 6th day of February, 2014, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000053



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
8

Meeting Date: **FEBRUARY 6, 2014**

Subject:

Reject the Claim of Dennis Romero

Recommendation:

Adopt Resolution No. 2014-0008, rejecting the Claim of Dennis Romero.

Background/Justification:

On January 15, 2014, Dennis Romero ("Romero") filed a claim (Attachment A) with the Authority alleging that on January 4, 2014, he drove his 2007 Hyundai over a piece of metal on the roadway in front of Terminal One at San Diego International Airport. Romero claims damages in the amount of \$368.85, including a portion of the cost of a new tire and estimated costs to repair the "camber and ball joint."

The claim alleges that on January 4, 2014, Dennis Romero was picking up a passenger arriving on Southwest Airlines when his car struck a piece of metal on the road leading to Terminal One. He says he was flagged down by airport security and advised to pull over to the curb so he could call for roadside assistance. He claims the object caused the blow-out of his tire and the need for repairs.

Romero's claim should be denied. An investigation into the incident revealed no notice of an unsafe or dangerous condition. Claimant stated via telephone interview he didn't really see the object but noticed the car in front of him swerving into the next lane and thought he saw something shiny. He could not describe the object nor could he guess its approximate size. He said he traveled approximately 200 to 300 yards before officers flagged him down and motioned for him to park curbside. At the time of the alleged incident, Romero's vehicle had more than 130,000 miles on it. Romero never filed an accident or incident report concerning this matter and waited more than 9 days before filing his claim with the Authority.

Fiscal Impact:

Not applicable.

000054

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

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

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

Application of Inclusionary Policies:

Not applicable.

Prepared by:

SUZIE JOHNSON
PARALEGAL, GENERAL COUNSEL



SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
ACCIDENT OR DAMAGE CLAIM FORM

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

FOR AUTHORITY CLERK USE ONLY
Document No.: <u>CL-218</u>
Filed: <u>1-15-14</u>
SDCRAA
JAN 15 2014
Corporate Services

1) Claimant Name: <u>DENNIS ROMERO</u>	
2) Address to which correspondence regarding this claim should be sent: <u>15838 GANTRY WAY</u> <u>RANONA, CA. 92065</u>	
Telephone No.: <u>(760) 788 9899</u>	Date: <u>JAN 10, 2014</u>
3) Date and time of incident: <u>JAN. 4, 2014 9:30 P.M.</u>	
4) Location of incident: <u>TERMINAL 1 SAN DIEGO AIR PORT</u>	
5) Description of incident resulting in claim: <u>RAN OVER A PIECE OF METAL ON THE ENTRY TO TERMINAL 1. WAS FLAGGED DOWN BY AIRPORT SECURITY TO PARK IN THE BUS PARKING AREA, BECAUSE OF A TIRE BLOW-OUT ON THE FRONT PASSENGER SIDE OF OUR CAR. NEEDED TO CALL AAA INSURANCE TO TRANSPORT OUR CAR TO RANONA DURING THE WEEK AFTER TOOK CAR IN TO REPLACE TIRE & FOUND ADDITIONAL DAMAGE TO RIGHT FRONT CAMBER & BALL JOINT</u>	
<u>"PLEASE SEE ATTACHMENTS"</u>	
6) Name(s) of the Authority employee(s) causing the injury, damage or loss, if known:	
7) Persons having firsthand knowledge of incident:	
Witness (es)	Physician(s):
Name: <u>AAA</u>	Name:
Address:	Address:
Phone: <u>800 400-4222</u>	Phone:
<u>"PLEASE SEE ATTACHMENTS"</u>	

ATTACHMENT A

8) Describe property damage or personal injury claimed:
Replace tire, Damage to right front CAMBER & Ball joint
PLEASE SEE ATTACHMENTS
9) Owner and location of damaged property or name/address of person injured:
DENNIS ROMERO
15838 GARTLEY WAY
RANONA CA 92065
10) Detailed list and amount of damages claimed as of date of presentation of claim, including prospective damages. If amount exceeds \$10,000.00, a specific amount need not be included.
TIRE: \$23.95
CAMBER & Ball joint \$344.90

Dated: JAN 13, 2014 Claimant: DENNERO
(Signature)

Notice to Claimant:

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

Return completed form to:

Tony Russell, Director, Corporate Services/Authority Clerk
Corporate Services Department
P.O. Box 82776
San Diego, CA 92138-2776



ATTACHMENT A

CASH SALE

Customer Service (760) 741-4044 Ext. 114
 Or take our survey at www.expresstire.com
 ALL PARTS ARE NEW UNLESS OTHERWISE DESIGNATED.
 WARRANTIES ARE STATED ON REVERSE SIDE.
 NO OTHER WARRANTIES OFFERED OR IMPLIED.
 EXPRESS TIRE.....89
 12619 POWAY RD.
 POWAY, CA 92064
 Phone: (858) 748-6330

Invoice Date	Cust No.	Order No.	Page	Invoice No.
01/09/2014	1	168170	1 / 1	217755
License: 6ADN891 Mileage: 130021				Time in 7:24 AM
2007 HYUNDAI AZERA				Time out 8:44 AM

BAR# ARD13217 EPA CAL00067242 ERIC WALLER, MANAGER

Sold To:
 DENNIS ROMERO
 15838 JANTY WAY
 RAMONA, CA 92065

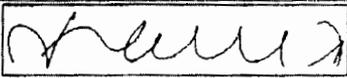
Ship To:

Purchase Ord. No.	Sales Person	Main Phone	Other Phone	Ship Via	CASH Entered: EW		
	35G	(760) 803-4679	Cell: (760) 803-4609 Alt: (760) 788-9897				
Item No.	Description	Qty Ordered	Qty Shipped	F.E.T.	Price	Net Extension	
22838	22838 3 YR. EXTENDED ALIGN RECHECK	1	1		25.00	25.00	
3YR CHECK	3 YR ALIGNMENT RECHECK	1	1		25.00	25.00	
PMA	COURTESY INSPECTION	1	1		0.00	0.00	
AIR	FRONT35 REAR 35 PSI	0	0		0.00	0.00	
EXPR1	YOUR CUSTOMER EXPERIENCE? TELL US	0	0		0.00	0.00	
EXPR2	AT WWW.EXPRESSTIRE.COM/REVIEWS	0	0		0.00	0.00	
	*CUSTOMER WAS ADVISED THAT R/FRONT						
	*CAMBER IS OUT OF SPECBALL JOIN						
	*REPLACEMENT \$344.99 PLUS TAX..						
	*MAY CAUSE TIRE WEAR ...						

Estimate	Total	Description	Contact (Ph)	Date	Time	Authorized By
Original	0.00	0.00	In Person	01/09/14	7:23 AM	

ACKNOWLEDGE NOTICE AND ORAL APPROVAL OF AN INCREASE IN THE ORIGINAL ESTIMATED PRICE

X _____



X _____

Customer Authorization for Total

Non-Taxable Amount: 0.00
 Taxable Amount: 0.00
COD
Total: 0.00

*ALL REQUESTED TIRES & WHEELS MUST BE PICKED UP THE DAY OF THE TRANSACTION OR THEY WILL BE SCRAPPED. *ALL LUG NUTS ON CUSTOM OR ALLOY WHEELS MUST BE RE-TORQUED AFTER 25 MILES AND CHECKED PERIODICALLY

	Performed	Verified		Performed	Verified
Drain Plug:			Air Pressure:		
Oil Filter:			Lugs Torqued:		
Oil Fluid:			Test Drive:		
Oil Sticker:			Additional Repair:		

000058

DISCOUNT TIRE

discounttire.com

1654745

LAYAWAY ACCT #1074044590
DATE: 01-08-2014 TIME: 9:27 AM

CUSTOMER INFORMATION		VEHICLE INFORMATION	STORE LOCATION
DEPT'S 13088 GENTRY WY RAMONA (H) 760-788-9697 (W) 760-803-4509	NOV800 CA 92065	2007 HYUNDAI AZERA 17-INCH LIMITED CARRY OUT TORQUE SPECS: 080	CBS 10 12851 POWAY RD POWAY CA 92064 PHONE: 951-485-3800 007 GARY S WELCH II

CODE	CC	QTY	SIZE	DESCRIPTION	F.E.T.	PRICE	AMOUNT
***** THIS IS NOT A SALES INVOICE!-LAYAWAY DEPOSIT *****							
43300	RHZ	-1	235/55R17 95H BW	YOK YK580	.00	155.00	-155.00
COMMENT: BOLT PATTERN: 5-114.3							
43300	NRM	1	235/55R17 95H BW	YOK YK580	.00	155.00	155.00
WARRANTY: MILEAGE- 20,000 SEE REVERSE SIDE FOR WARRANTY DETAILS							
COMMENT: INFLATION F:30 R:30							
30017	NRM	1	CERTIFICATES	FOR FREE REPLACEMENT	.00	22.20	22.20
30075	NRM	1	STATE REQUIRED	ENVIRONMENTAL FEE	.00	1.75	1.75
30402	NRM	1	VALVES, ROTATIONS &	LIFETIME REPAIRS INCLUDED	.00	.00	.00
COMMENT: one tire loose hyundai wheel							

The tire and/or wheel you have chosen is different from the original equipment provided with your vehicle and may change its handling or stability characteristics. Further information is available from your Discount Tire salesperson.

TOTAL OF ALL DEPOSITS:	23.95	SUBTOTAL:	23.95
BALANCE DUE:	.00	TAX:	12.40
		TAX (REFUND):	-12.40
		TOTAL:	23.95
		AMOUNT THIS DEPOSIT:	23.95
		AMER EXPR:	23.95
		TENDERED:	23.95

XXXXXXXXXXXX 2000

Signature on file



000053
100% recycled paper

RESOLUTION NO. 2014-0008

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY REJECTING THE CLAIM OF DENNIS
ROMERO

WHEREAS, on January 15, 2014, Dennis Romero filed a claim with the San Diego County Regional Airport Authority for damages he alleges were the result of running over a piece of metal with his car on the roadway in front of Terminal One at San Diego International Airport; and

WHEREAS, at its regular meeting on February 6, 2014, the Board considered the claim filed by Dennis Romero and the report submitted to the Board, and found that the claim should be rejected.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby rejects the claim of Dennis Romero; and

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 6th day of February, 2014, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

000060



SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Board Communication

Date: February 6, 2014

To: Board Members

Via: Thella F. Bowens, President/CEO

From: Vernon D. Evans, Vice President, Finance/Treasurer

Subject: Accept the Unaudited Financial Statements for the Six Months Ended December 31, 2013 and 2012:

RECOMMENDATION: The Finance Committee recommends that the Board accept the report.

San Diego County Regional Airport Authority



Review of the Unaudited Financial Statements for the Six Months Ended December 31, 2013 and 2012

Presented by:

Vernon D. Evans, CPA

Vice President, Finance / Treasurer & CFO

Kathy Kiefer

Director, Accounting

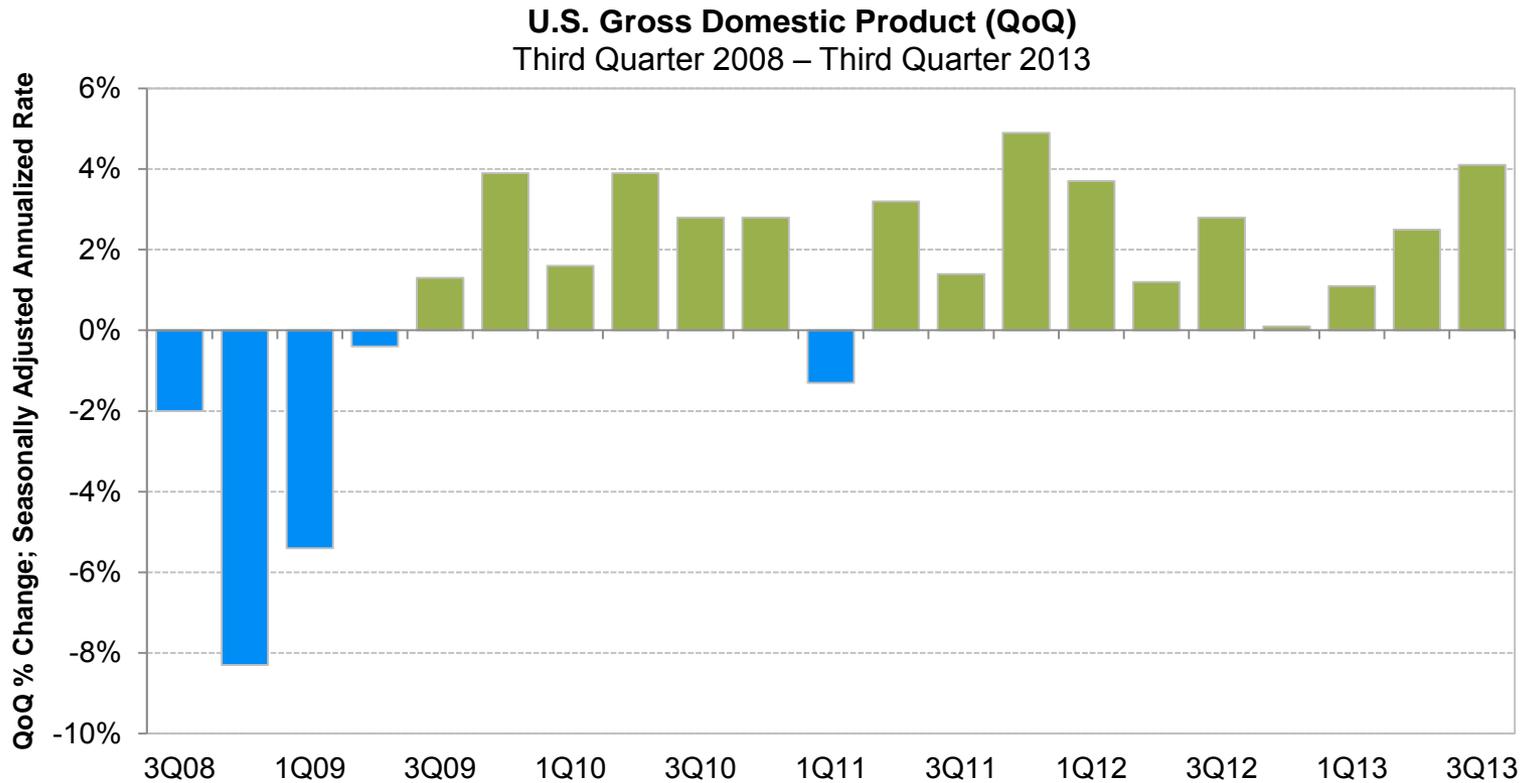
February 6, 2014



Third Quarter GDP Revised Upward



- Third Quarter 2013 GDP was restated upward to show that the economy grew at a 4.1% annualized pace; a significant increase from the prior reading of 3.6%. While the previous reading was driven largely by inventory build-up, the latest release showed a significant contribution from Consumer Spending.





Initial Claims For Unemployment Down



- For the week ending January 4th, seasonally adjusted initial claims for unemployment were down by 15,000 to 330,000. The 4-week moving average, which helps smooth out some of the weekly volatility, was down by 9,750 to 349,000. Both the weekly and 4-week average numbers were below the 350,000 level that many economists think indicates strong job growth.

Initial Jobless Claims and 4-Week Moving Average
January 2009 – January 2014



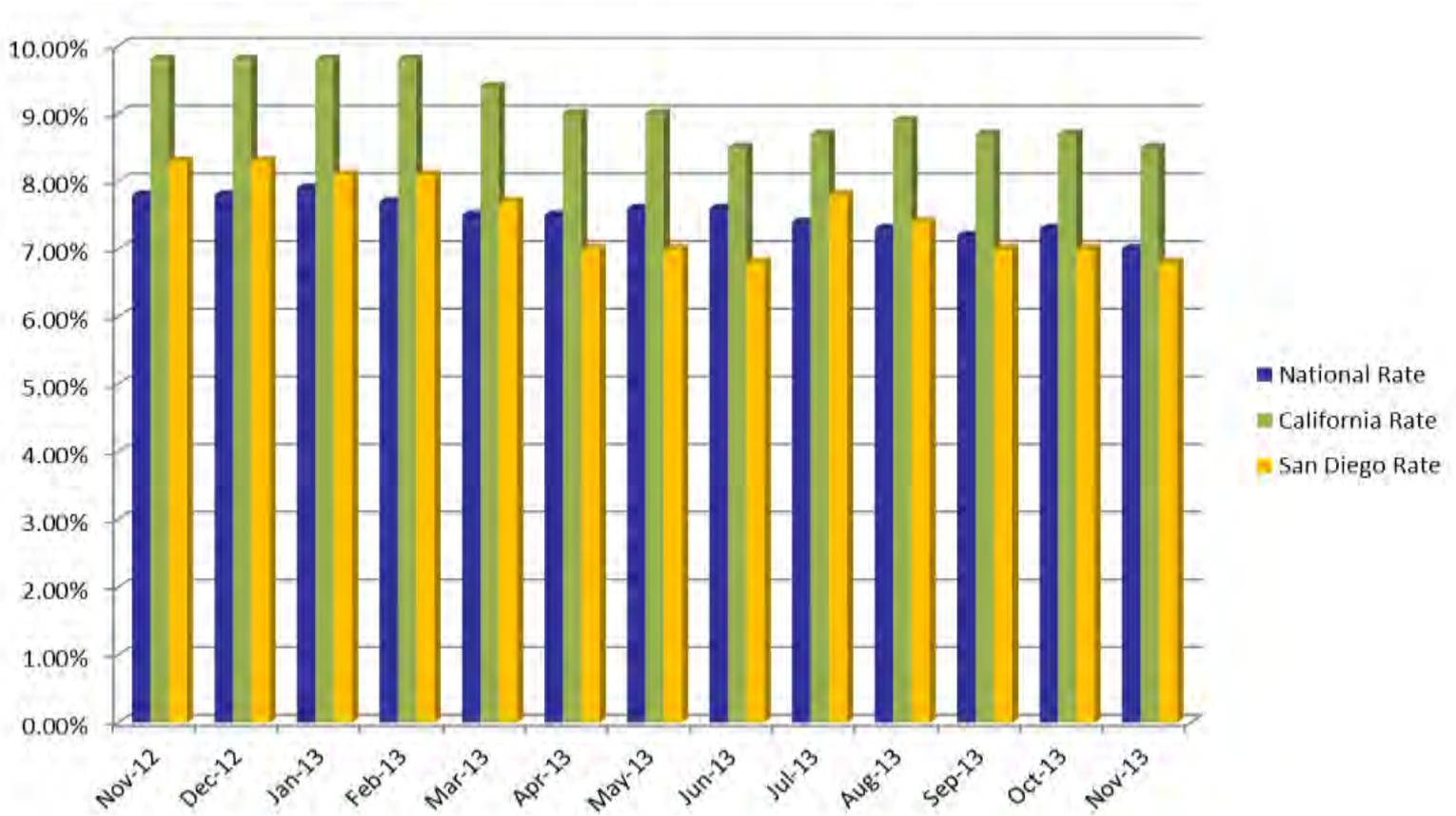


December Unemployment Rate Declines TO BE UPDATED



The Federal unemployment declined from 7.0 percent to 6.7 percent in December 2013. The National U-6 rate remained at 13.1 percent. In California, the State unemployment rate was 8.5 percent in November, down 0.2 percentage point from October. Locally, San Diego's unemployment was 6.8 percent in November 2013, down .02 percentage point from October.

Unemployment Rates





Consumer Confidence Up in December



- The Consumer Confidence Index, which fell sharply in October, has improved over the past two months and it is now close to pre-government shutdown levels. The Consumer Confidence Index was 78.1 in December compared to 72.0 in October. Although the Consumer Confidence Index is below its high for the year of 82.1 in June, it is well above the 58.4 level it started at in January 2013.

Consumer Confidence Index
December 2008 – December 2013



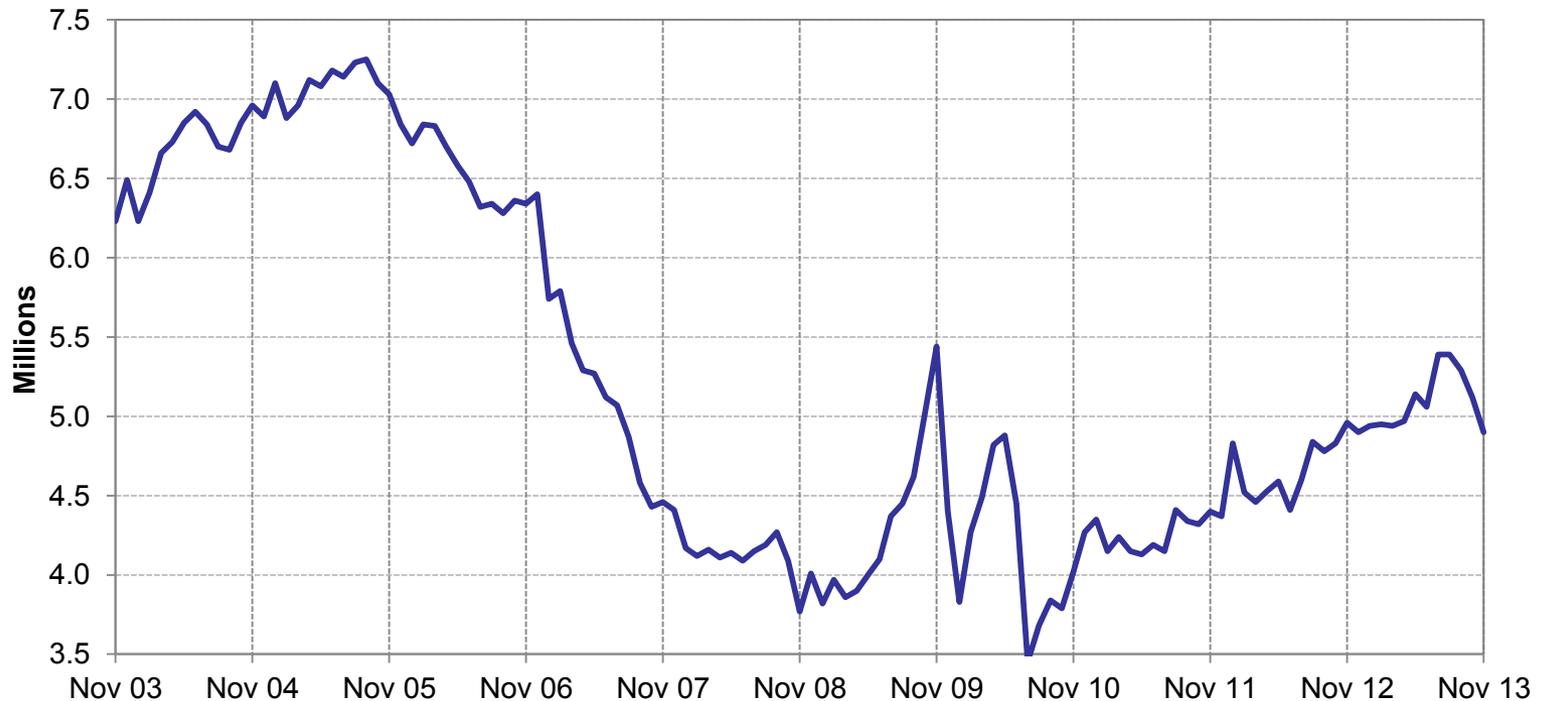


Existing Home Sales Fall in November



- Existing home sales fell for the third straight month in November and are down 4.3% from October and down 1.2% from November 2012. This was the first month since June 2011 that existing home sales were below their prior year levels. Rising mortgage rates, tight credit, rising prices, and constrained inventory all appear to have impacted home sales in recent months.

U.S. Existing Home Sales (MoM)
November 2003 – November 2013





Oil Prices Range Bound Recently



- Oil (WTI spot) closed at \$93.12 on January 6th. Oil prices have been trading in a range recently, as upside pressures have been offset by increased stockpiles.

West Texas Intermediate Oil Price Per Barrel (WTI Spot)
January 1, 2009 – January 6, 2014





Jet Fuel Prices Range Bound



- Jet fuel (U.S. Gulf Coast Spot Price) closed at \$2.91 on January 6th. Jet fuel prices have been range bound in recent months. Jet fuel has averages \$2.89 over the past three months.

U.S. Gulf Coast Kerosene-Type Jet Fuel Spot Price FOB
January 1, 2009 – January 6, 2014





Equity Markets Up Sharply in 2013



- The equity markets trended steadily upward during 2013 reaching multiple new all-time highs driven by generally favorable economic news and the Federal Reserve's highly accommodative monetary posture. For 2013, the DJIA was up 26.5% and the S&P 500 was up 29.6%. However, the equity markets have dropped slightly to begin 2014.

Dow Jones Industrial Average and S&P 500 Indices
January 1, 2009 – January 10, 2014





Treasury Yields Trending Higher



- Longer-term Treasury yields have trended upwards since the December FOMC meeting when the FOMC announced that it would begin tapering its asset purchases. Although the pace of the tapering is dependent on economic conditions, many economist expect the Federal Reserve to end the asset purchase program during the second half of 2014. Short-term Treasury yields remain low tied to the Federal Funds Target Rate, which the FOMC indicated that it will keep it at its current target level well beyond the time that the unemployment rate reaches 6.5%.

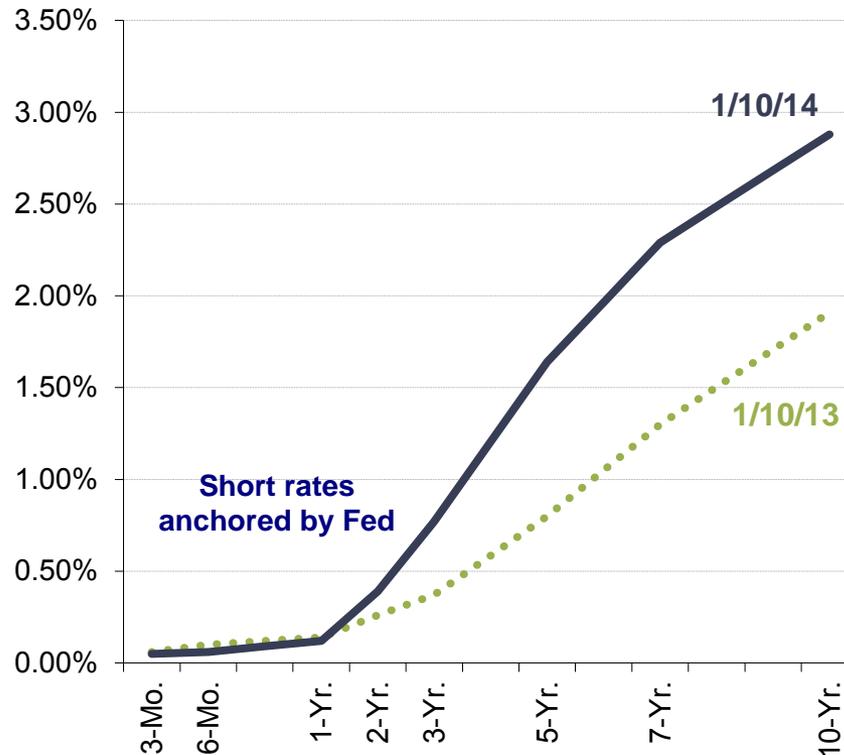
2- and 5-year U.S. Treasury Yields
December 31, 2012 – January 8, 2014



U.S. Treasury Yield Curve Steepens

- The yield curve remains steepened with the recent rise in longer-term yields while short-term rates remain low tied to the Federal Reserve's fed funds target rate policy.

U.S. Treasury Yield Curve
January 10, 2013 versus January 10, 2014



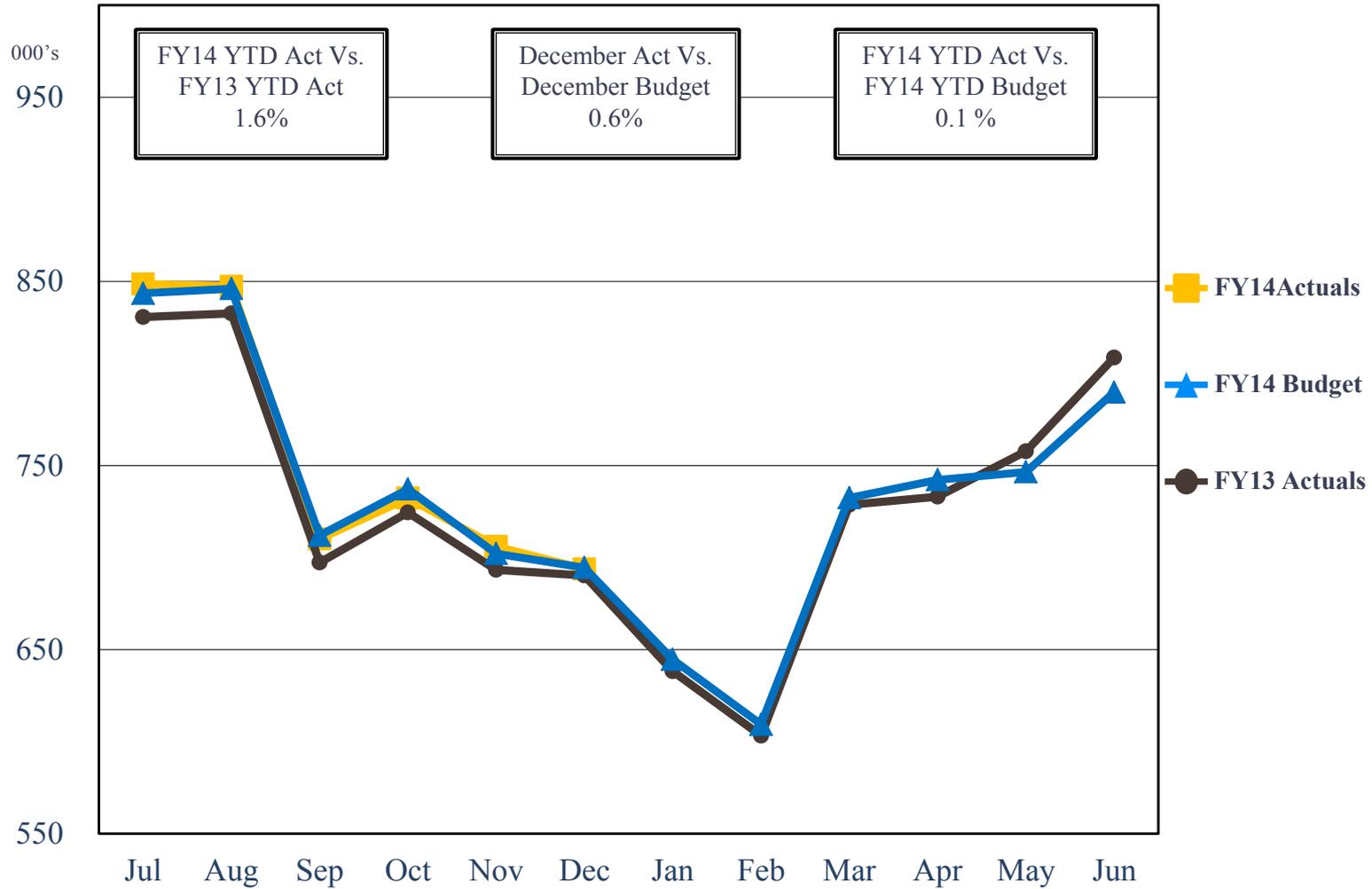
	1/10/13	1/10/14	Change
3-Mo.	0.06%	0.05%	(0.01%)
6-Mo.	0.10%	0.06%	(0.04%)
1-Yr.	0.14%	0.12%	(0.02%)
2-Yr.	0.26%	0.39%	0.13%
3-Yr.	0.37%	0.77%	0.40%
5-Yr.	0.80%	1.64%	0.84%
10-Yr.	1.91%	2.88%	0.97%
20-Yr.	2.68%	3.54%	0.86%
30-Yr.	3.08%	3.80%	0.72%

Unaudited Financial Statements
For the Month Ended
December 31, 2013



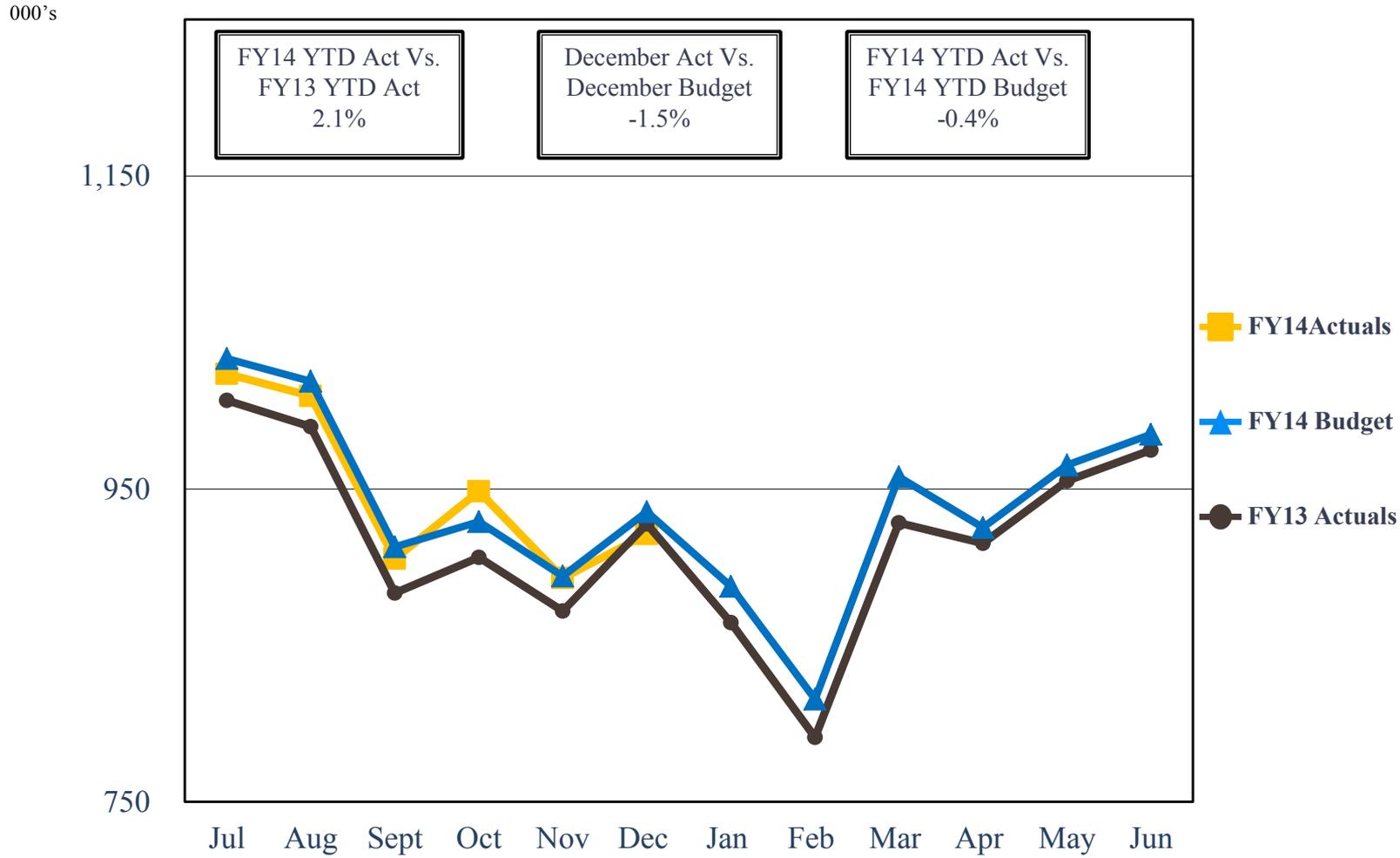


Enplanements





Gross Landing Weight Units (000 lbs)

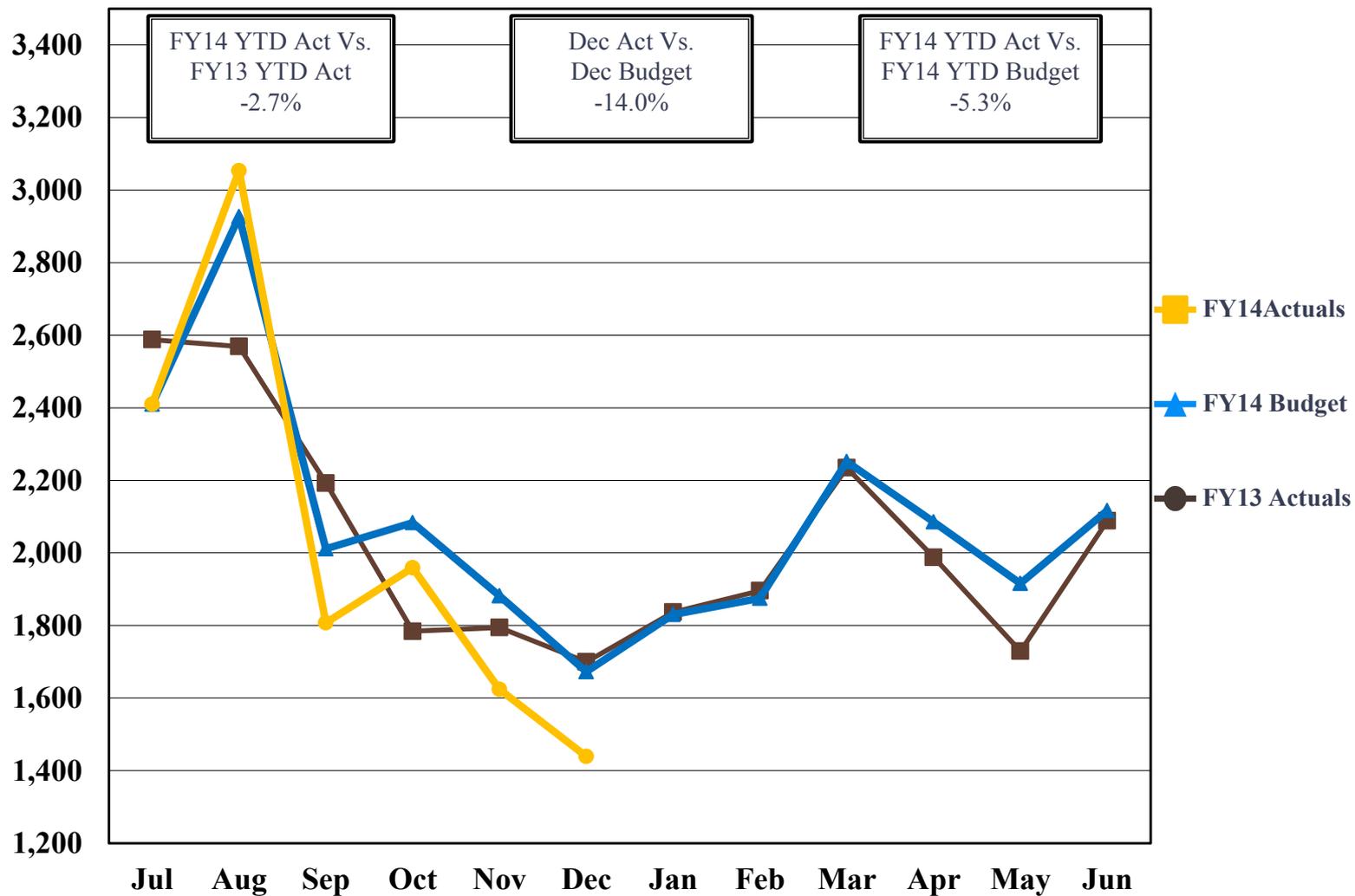




Car Rental License Fees

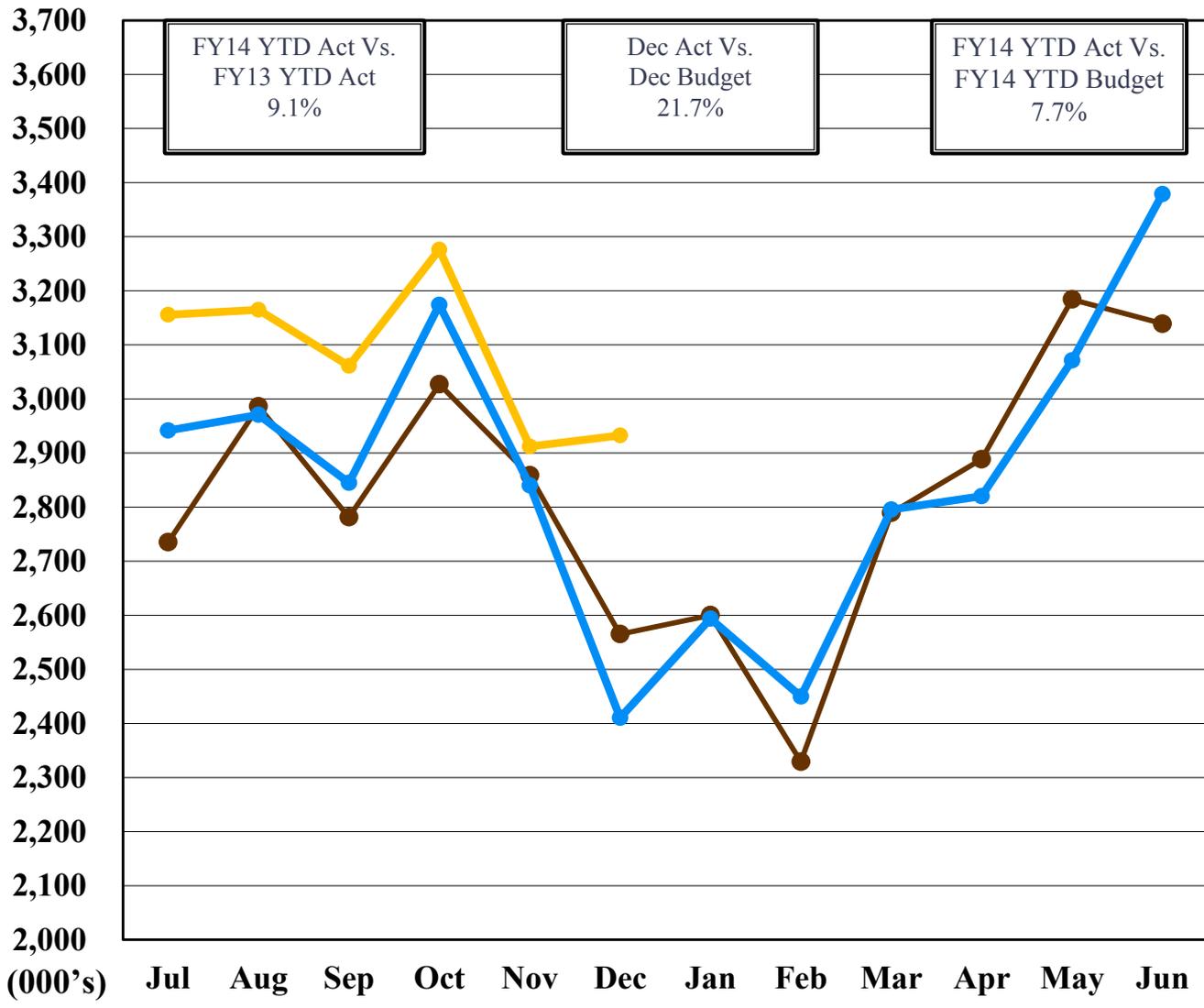


(000's)



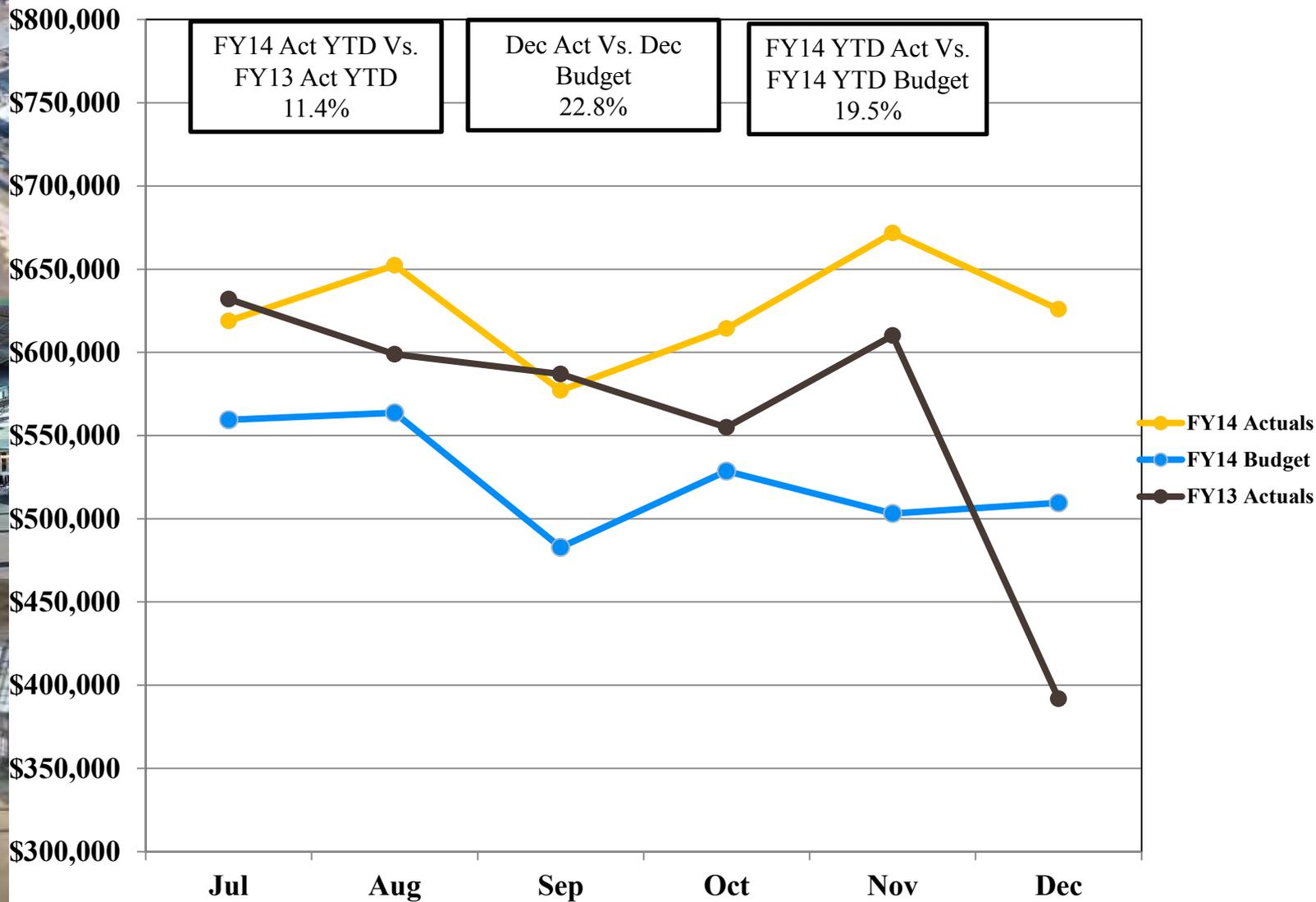


Parking Revenue



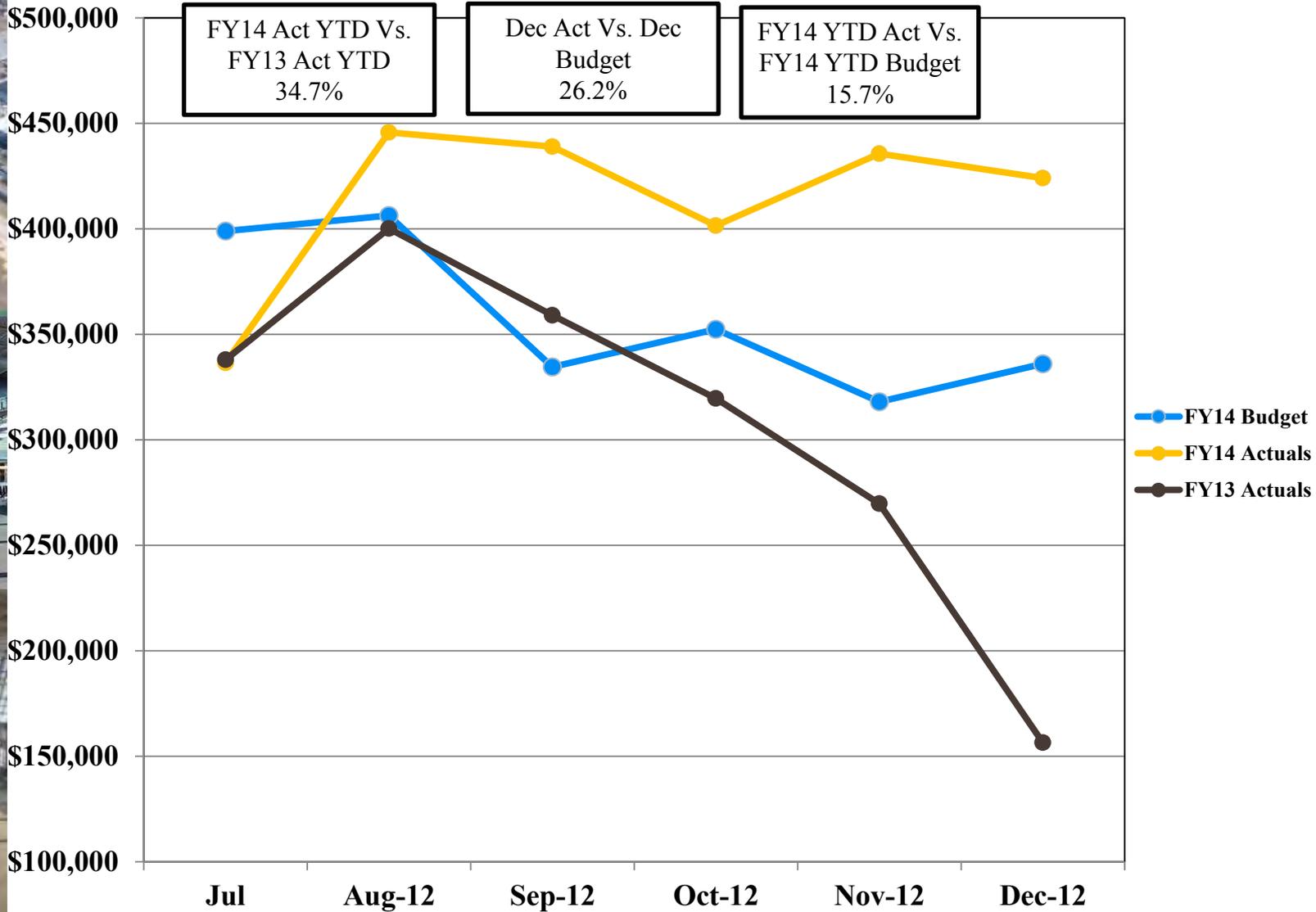


Food & Beverage Concession Revenue



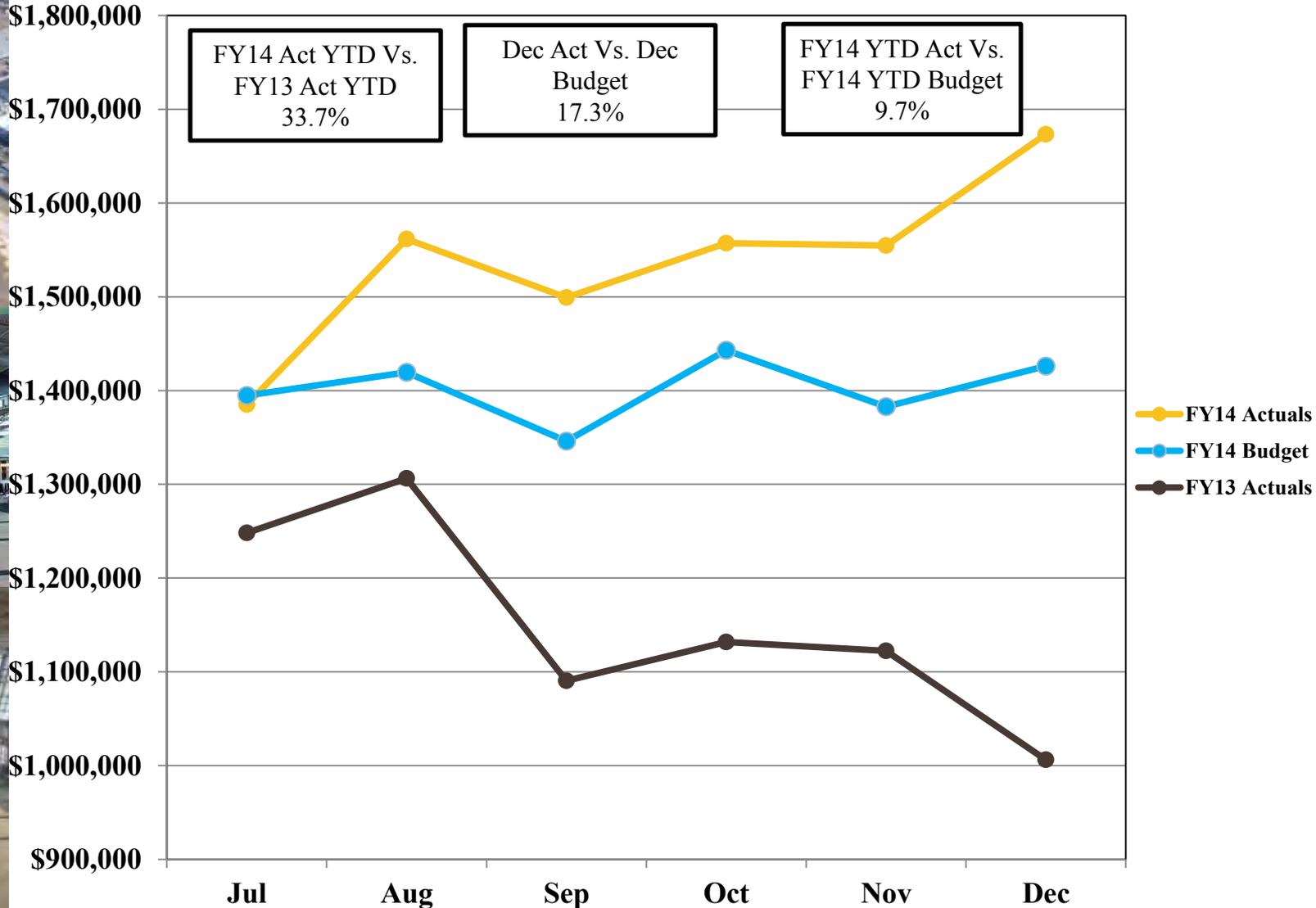


Retail Concession Revenue





Total Terminal Concession Revenue





Operating Revenues

for the Month Ended December 31, 2013 (Unaudited)



(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Aviation revenue:					
Landing fees	\$ 1,808	\$ 1,801	\$ (7)	-	\$ 1,719
Aircraft parking fees	213	221	8	4%	265
Building rentals	3,785	3,767	(18)	-	3,638
Security surcharge	2,081	2,081	(0)	-	1,732
CUPPS Support Charges	93	93	(0)	-	-
Other aviation revenue	132	132	(0)	-	131
Total aviation revenue	\$ 8,112	\$ 8,095	\$ (17)	-	\$ 7,485



Operating Revenues

for the Month Ended December 31, 2013 (Unaudited)



(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Terminal rent non-airline	\$ 86	\$ 89	\$ 3	3%	\$ 94
Concession revenue:					
Terminal concession revenue:					
Food and beverage	510	626	116	23%	392
Gifts and news	336	424	88	26%	156
Space storage	63	161	98	156%	51
Cost recovery	250	179	(71)	(28)%	146
Other (Primarily advertising)	268	283	15	6%	261
Total terminal concession revenue	1,427	1,673	246	17%	1,006
Car rental and license fee revenue:					
Rental car and license fees	1,673	1,439	(234)	(14)%	1,700
License fees-other	262	321	59	23%	297
Total rental car and license fees	1,935	1,760	(175)	(9)%	1,997
Total concession revenue	\$ 3,362	\$ 3,433	\$ 71	2%	\$ 3,003

Operating Revenues

for the Month Ended December 31, 2013 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Parking revenue:					
Short-term parking revenue	\$ 1,551	\$ 1,876	\$ 325	21%	\$ 1,433
Long-term parking revenue	860	1,057	197	23%	1,132
Total parking revenue	2,411	2,933	522	22%	2,565
Ground transportation permits and citations	142	171	29	20%	132
Ground rentals	681	1,013	332	49%	693
Grant reimbursements	19	144	125	658%	16
Other operating revenue	37	92	55	149%	54
Subtotal	3,290	4,353	1,063	32%	3,460
Total operating revenues	\$ 14,850	\$ 15,970	\$ 1,120	8%	\$ 14,042

Operating Expenses

for the Month Ended December 31, 2013 (Unaudited)



(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Operating expenses:					
Salaries and benefits	\$ 3,249	\$ 3,095	\$ 154	5%	\$ 2,956
Contractual services	2,967	2,417	550	19%	2,151
Safety and security	2,008	1,994	14	1%	1,718
Space rental	866	866	(0)	-	952
Utilities	697	730	(33)	(5)%	405
Maintenance	1,045	754	291	28%	935
Equipment and systems	37	3	34	92%	12
Materials and supplies	30	25	5	17%	34
Insurance	104	82	22	21%	67
Employee development and support	92	41	51	55%	134
Business development	182	316	(134)	(74)%	199
Equipment rental and repairs	307	124	183	60%	126
Total operating expenses	\$ 11,584	\$ 10,447	\$ 1,137	10%	\$ 9,689

Financial Summary

for the Month Ended December 31, 2013 (Unaudited)



(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Total operating revenues	14,850	15,970	\$ 1,120	8%	\$ 14,042
Total operating expenses	11,584	10,447	1,137	10%	9,689
Income from operations	3,266	5,523	2,257	69%	4,353
Depreciation	4,839	4,839	-	-	3,312
Operating income (loss)	\$ (1,573)	\$ 684	\$ 2,257	143%	\$ 1,041

Nonoperating Revenues & Expenses for the Month Ended December 31, 2013 (Unaudited)

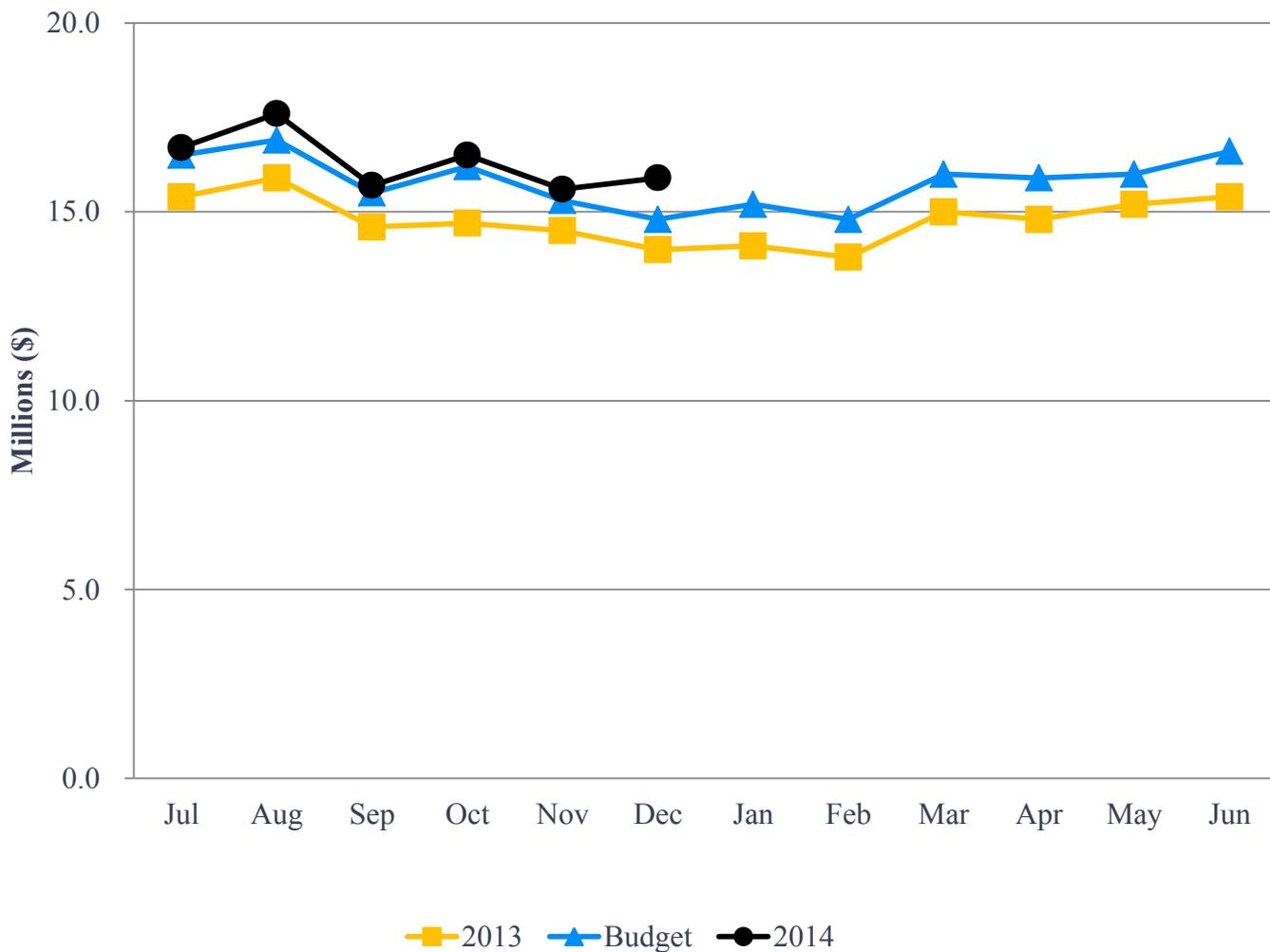
(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Nonoperating revenues (expenses):					
Passenger facility charges	\$ 2,470	\$ 2,162	\$ (308)	(12)%	\$ 2,666
Customer facility charges (Rental Car Center)	1,601	1,612	11	1%	1,330
Quieter Home Program, net	(347)	(113)	234	67%	(169)
Interest income	441	403	(38)	(9)%	400
BAB interest rebate	395	343	(52)	(13)%	416
Interest expense bonds and commercial paper	(4,235)	(4,189)	46	1%	(2,750)
Interest expense centralized receiving building purchase agreement	(60)	(60)	0	-	-
Amortization of bond and commercial paper fees	(26)	(24)	2	8%	(36)
2005 Bond defeasance	-	(323)	(323)	-	-
Capitalized interest expense from bonds and commercial paper	153	724	571	373%	2,541
Bond amortization	334	365	31	9%	91
Other nonoperating revenue (expenses)	(2)	(280)	(278)	-	511
Nonoperating revenue, net	724	620	(104)	(14)%	5,000
Change in net position before grant contributions	(849)	1,304	2,153	254%	6,041
Capital grant contributions	1,114	190	(924)	(83)%	2,068
Change in net position	\$ 265	\$ 1,494	\$ 1,229	464%	\$ 8,109

Revenues & Expenses (Unaudited)
For the Six Months Ended
December 31, 2013 and 2012





Monthly Operating Revenue, FY 2014 (Unaudited)





Operating Revenues

for the Six Months Ended December 31, 2013 (Unaudited)



(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Aviation revenue:					
Landing fees	\$ 11,032	\$ 11,022	\$ (10)	-	\$ 10,682
Aircraft parking fees	1,280	1,256	(24)	(2)%	1,629
Building rentals	22,708	22,753	45	-	21,751
Security surcharge	12,485	12,485	(0)	-	10,327
CUPPS Support Charges	558	558	(0)	-	-
Other aviation revenue	799	794	(5)	(1)%	799
Total aviation revenue	\$ 48,862	\$ 48,868	\$ 6	-	\$ 45,188

Operating Revenues

for the Six Months Ended December 31, 2013 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Terminal rent non-airline	\$ 509	\$ 538	\$ 29	6%	\$ 483
Concession revenue:					
Terminal concession revenue:					
Food and beverage	3,147	3,760	613	19%	3,375
Retail	2,146	2,483	337	16%	1,843
Space storage	375	451	76	20%	51
Cost recovery	1,291	1,031	(260)	(20)%	146
Other (Primarily advertising)	1,453	1,506	53	4%	1,490
Total terminal concession revenue	8,412	9,231	819	10%	6,905
Car rental and license fee revenue:					
Rental car license fees	12,986	12,292	(694)	(5)%	12,628
License fees-other	1,693	1,937	244	14%	1,662
Total rental car and license fees	14,679	14,229	(450)	(3)%	14,290
Total concession revenue	\$ 23,091	\$ 23,460	\$ 369	2%	\$ 21,195

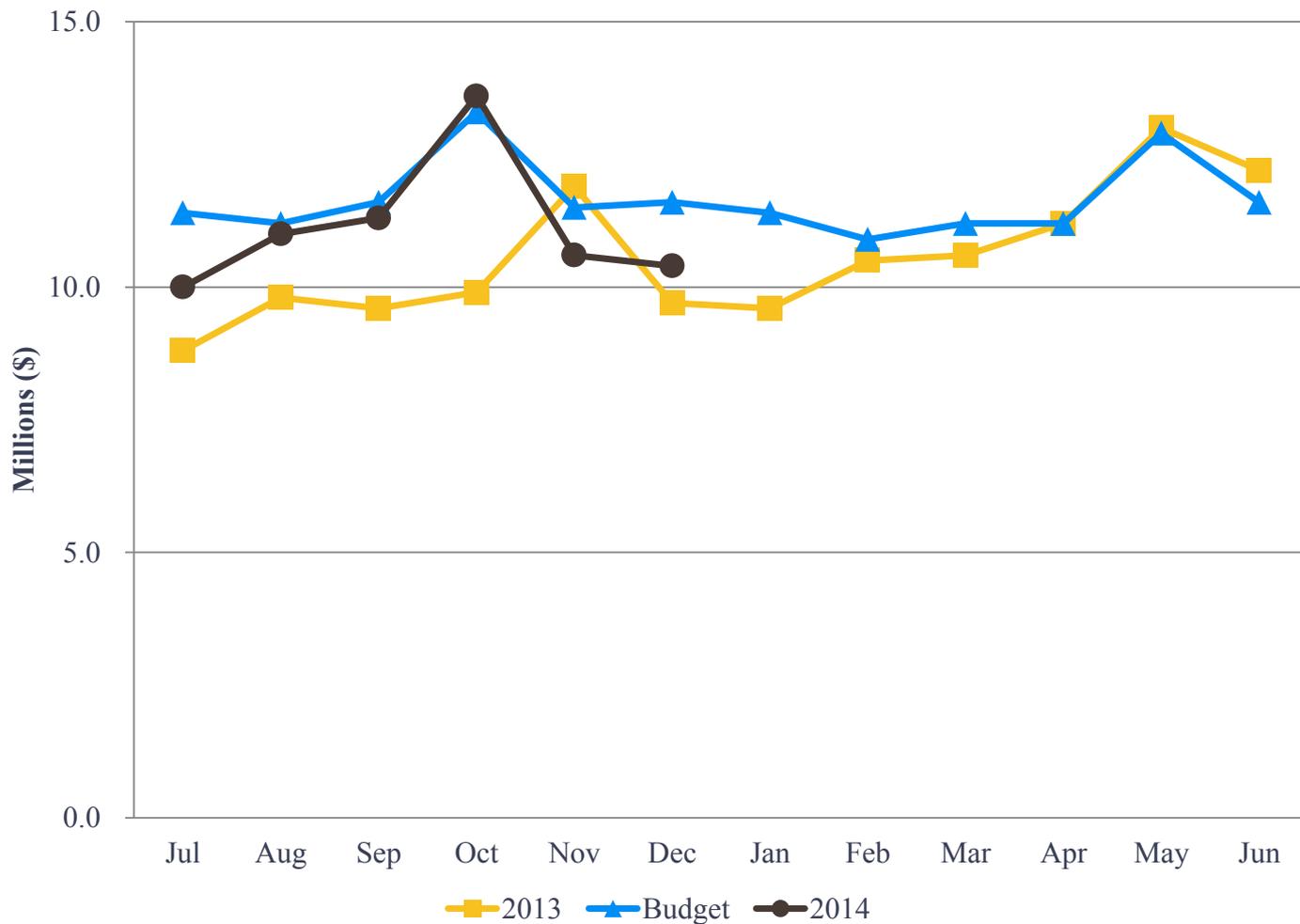
Operating Revenues

for the Six Months Ended December 31, 2013 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Parking revenue:					
Short-term parking revenue	\$ 11,011	\$ 11,560	\$ 549	5%	\$ 8,723
Long-term parking revenue	6,170	6,943	773	13%	8,230
Total parking revenue	17,181	18,503	1,322	8%	16,953
Ground transportation permits and citations	1,272	1,417	145	11%	691
Ground rentals	4,107	4,272	165	4%	4,171
Grant reimbursements	113	224	111	98%	95
Other operating revenue	221	789	568	257%	421
Subtotal	22,894	25,205	2,311	10%	22,331
Total operating revenues	\$ 95,356	\$ 98,071	\$ 2,715	3%	\$ 89,197



Monthly Operating Expenses, FY 2014 (Unaudited)





Operating Expenses

for the Six Months Ended December 31, 2013 (Unaudited)



(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Operating expenses:					
Salaries and benefits	\$ 20,472	\$ 19,791	\$ 681	3%	\$ 18,576
Contractual services	17,379	15,308	2,071	12%	13,167
Safety and security	12,428	12,260	168	1%	11,203
Space rental	5,192	5,190	2	-	5,707
Utilities	4,348	4,192	156	4%	3,389
Maintenance	5,863	6,333	(470)	(8)%	4,461
Equipment and systems	228	124	104	46%	85
Materials and supplies	187	160	27	14%	155
Insurance	627	494	133	21%	406
Employee development and support	618	501	117	19%	497
Business development	1,600	1,130	470	29%	1,278
Equipment rental and repairs	1,578	1,274	304	19%	725
Total operating expenses	\$ 70,520	\$ 66,757	\$ 3,763	5%	\$ 59,649



Financial Summary

for the Six Months Ended December 31, 2013 (Unaudited)



(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Total operating revenues	\$ 95,356	\$ 98,071	\$ 2,715	3%	\$ 89,197
Total operating expenses	70,520	66,757	3,763	5%	59,649
Income from operations	24,836	31,314	6,478	26%	29,548
Depreciation	29,290	29,290	0	-	20,521
Operating income (loss)	\$ (4,454)	\$ 2,024	\$ 6,478	145%	\$ 9,027

Nonoperating Revenues & Expenses for the Six Months Ended December 31, 2013 (Unaudited)

(In thousands)	Budget	Actual	Variance Favorable (Unfavorable)	% Change	Prior Year
Nonoperating revenues (expenses):					
Passenger facility charges	\$ 17,239	\$ 16,532	\$ (707)	(4)%	\$ 17,057
Customer facility charges (Rental Car Center)	11,696	12,122	426	4%	6,371
Quieter Home Program, net	(1,336)	(940)	396	30%	(26)
Interest income	2,645	2,369	(276)	(10)%	2,253
BAB interest rebate	2,371	2,318	(53)	(2)%	2,498
Interest expense bonds and commercial paper	(25,409)	(25,137)	272	1%	(16,726)
Interest expense centralized receiving building purchase agreement	(362)	(423)	(61)	(17)%	-
Amortization of bond and commercial paper fees	(158)	(150)	8	5%	(139)
2005 Bond defeasance	-	(646)	(646)	-	-
Capitalized interest expense from bonds and commercial paper	915	3,326	2,411	265%	16,677
Bond amortization	2,011	2,202	191	9%	541
Other nonoperating revenue (expenses)	(11)	1,924	1,935	-	(237)
Nonoperating revenue, net	9,601	13,497	3,896	41%	28,270
Change in Net Position before grant contributions	5,147	15,521	10,374	202%	37,297
Capital grant contributions	4,261	1,145	(3,116)	(73)%	8,586
Change in Net Position	\$ 9,408	\$ 16,666	\$ 7,258	77%	\$ 45,883

Statements of Net Position (Unaudited)



(In thousands)

December

2013

2012

Current assets:

Cash and investments	\$ 97,079	\$ 91,441
Tenant lease receivable, net of allowance of 2013: (\$52,704) and 2012: (\$72,147)	8,968	6,143
Grants receivable	2,771	5,164
Notes receivable-current portion	1,447	1,370
Prepaid expenses and other current assets	5,912	8,804
Total current assets	116,177	112,922

Cash designated for capital projects and other	\$ 14,504	\$ 9,089
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Statements of Net Position (Unaudited)



(In thousands)

December

2013

2012

Restricted assets:

Cash and investments:

Bonds reserve	\$ 57,286	\$ 47,829
Passenger facility charges and interest unapplied	50,135	63,509
Customer facility charges and interest applied*	39,856	34,820
Commercial paper reserve	59	51
SBD bond guarantee	4,000	4,000
Bond proceeds held by trustee	283,644	86,770
Commercial paper interest held by trustee	13	13
Passenger facility charges receivable	3,133	4,683
Customer facility charges receivable*	1,826	1,105
OCIP insurance reserve	5,308	5,944
Total restricted assets	\$ 445,260	\$ 248,724

Statements of Net Position (Unaudited)



(In thousands)

December

2013

2012

Noncurrent assets:

Capital assets:

Land and land improvements	\$ 71,294	\$ 24,487
Runways, roads and parking lots	535,063	270,344
Buildings and structures	714,712	471,082
Machinery and equipment	13,669	13,065
Vehicles	5,582	5,389
Office furniture and equipment	31,689	31,279
Works of art	2,284	2,350
Construction-in-progress	477,048	780,043
Total capital assets	1,851,341	1,598,039
Less: accumulated depreciation	(610,985)	(561,069)
Total capital assets, net	\$ 1,240,356	\$ 1,036,970

Statements of Net Position (Unaudited)



(In thousands)

December

Other assets:

Notes receivable - long-term portion

\$ 39,182 \$ 40,669

Investments - long-term portion

63,272 7,383

Deferred costs - bonds (net)

1 4,202

Net pension asset

6,370 6,926

Security deposit

500 616

Total other assets

109,325 59,796

Total noncurrent assets

1,349,681 1,096,766

TOTAL ASSETS

\$ 1,925,622 \$ 1,467,501

Statements of Net Position (Unaudited)



(In thousands)

December

2013

2012

Current liabilities:

Accounts payable and accrued liabilities

\$ 71,136 \$ 84,724

Deposits and other current liabilities

3,247 2,844

Total current liabilities

74,383 87,568

Current liabilities - payable from restricted assets:

Current portion of long-term debt

11,835 6,172

Accrued interest on bonds

and commercial paper

25,100 15,935

Total liabilities payable from restricted assets

\$ 36,935 \$ 22,107

Statements of Net Position (Unaudited)



(In thousands)

December

2013

2012

Long-term liabilities - other:

Commercial paper notes payable

\$ 44,919 \$ 50,969

Other long-term liabilities

9,809 9,351

Long-term debt - bonds net of amortized premium

1,015,847 586,079

Total long-term liabilities

1,070,575 646,399

Total liabilities

\$ 1,181,893 \$ 756,074

Statements of Net Position (Unaudited)



(In thousands)

December

2013

2012

Net Position:

Invested in capital assets, net of related debt

\$ 443,336

\$ 476,800

Other restricted

161,633

168,081

Unrestricted:

Designated

20,874

16,015

Undesignated

117,886

50,531

Total net position

743,729

711,427

TOTAL LIABILITIES AND NET POSITION

\$ 1,925,622

\$ 1,467,501

UPDATE ON PRINCIPAL BOND COVENANTS

DESCRIPTION

COMPLIANT

Debt Service payments are made on a bi-annual basis



Net Revenue exceeds Aggregate Annual Debt service by 125% on Senior Debt and 110% on Subordinate Debt



Aggregate Debt Service per Board Policy is a minimum of 1.5x

2.61x
December
2013

Annual Continuing Disclosure report completed and filed not later than 181 days after the close of the fiscal year



UPDATE ON PRINCIPAL BOND COVENANTS

DESCRIPTION

COMPLIANT

Financial statements are independently audited and the Audit Report received within 210 days from close of fiscal year



Insurance is maintained and an insurance certificate is annually placed on file with Trustee.



The GARB Bond Indentures require funding of:

- Debt Service Reserves
- Debt Service Fund
- Operations and Maintenance Reserves and
- Renewal and Replacement Reserves



As at December 2013 all funds and reserves are adequately funded



Questions





SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Board Communication

Date: February 6, 2014

To: Board Members

Via: Thella F. Bowens, President/CEO

From: Vernon D. Evans, Vice President, Finance/Treasurer

Subject: Accept the Authority's Investment Report as of December 31, 2013:

RECOMMENDATION: The Finance Committee recommends that the Board accept the report.



San Diego County Regional Airport Authority

Review of the Authority's Investment Report
As of December 31, 2013



Presented by:
Vernon D. Evans, CPA
Vice President, Finance / Treasurer & CFO
Scott Brickner, CPA
Director, Financial Planning and Budget
February 6, 2014



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

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

A handwritten signature in black ink that reads "Vernon D. Evans". The signature is written in a cursive style and is positioned above a horizontal line.

Vernon D. Evans
Chief Financial Officer/Treasurer
San Diego County Regional Airport Authority



Total Portfolio Summary



		Current Period	Prior Period	Change From Prior
		December 31, 2013	September 30, 2013	
Book Value	(1)	\$329,224,000	\$334,264,000	(\$5,040,000)
Market Value	(1)	\$328,866,000	\$333,758,000	(\$4,892,000)
Market Value%		99.96%	99.90%	0.06%
Unrealized Gain / (Loss)		(\$358,000)	(\$506,000)	\$148,000
Weighted Average Maturity (Days)		306 days	299 days	7
Weighted Average Yield as of Period End		0.44%	0.43%	0.01%
Cash Interest Received- Year-to-Date		\$731,000	\$356,000	\$375,000
Accrued Interest		\$291,000	\$265,000	\$26,000

Notes:

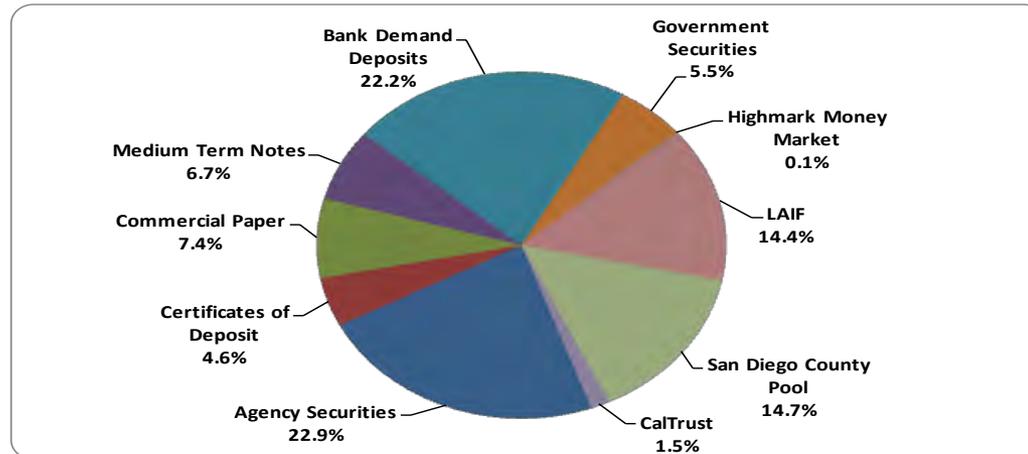
(1) Decrease in cash balance was predominantly due to capital disbursements exceeding capital receipts.



Portfolio Composition by Security Type



	December 31, 2013		September 30, 2013		Permitted by Policy
	Market Value	Percent of Portfolio	Market Value	Percent of Portfolio	
Agency Securities	\$ 75,241,000	22.9%	\$ 70,231,000	21.0%	100%
Certificates of Deposit	15,168,000	4.6%	15,149,000	4.5%	30%
Commercial Paper	24,491,000	7.4%	34,472,000	10.3%	25%
Medium Term Notes	22,039,000	6.7%	16,205,000	4.9%	15%
Bank Demand Deposits	72,668,000	22.2%	78,086,000	23.6%	100%
Government Securities	17,999,000	5.5%	18,795,000	5.6%	100%
Highmark Money Market	304,000	0.1%	138,000	0.0%	20%
LAIF	47,496,000	14.4%	47,454,000	14.2%	\$50 million ⁽¹⁾
San Diego County Pool	48,442,000	14.7%	48,220,000	14.4%	\$50 million ⁽²⁾
CalTrust	5,018,000	1.5%	5,008,000	1.5%	\$50 million ⁽³⁾
Total:	\$ 328,866,000	100.0%	\$ 333,758,000	100.0%	



Notes:

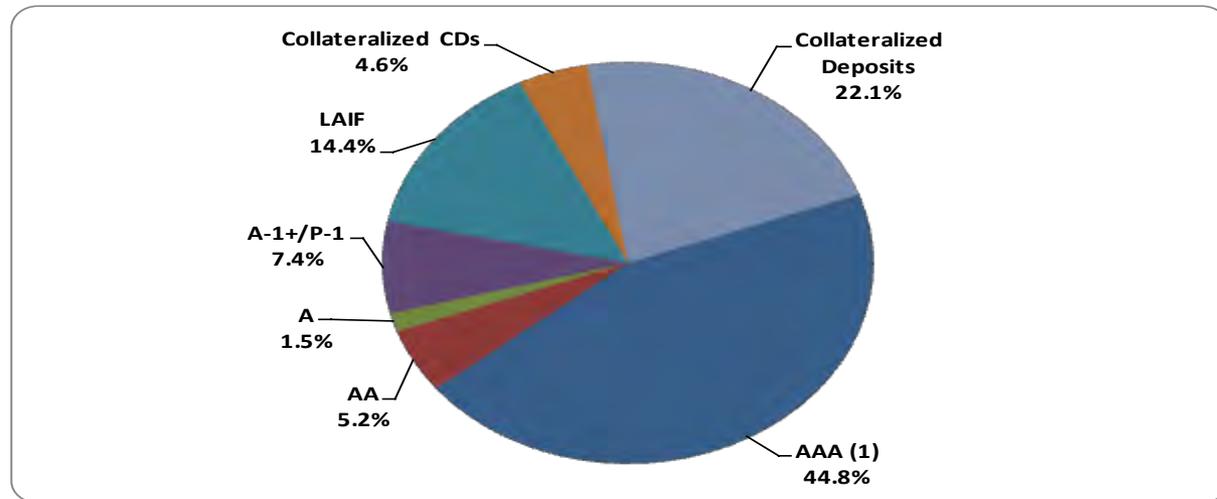
- 1.) The \$50 million limit on LAIF is a non-statutory LAIF internal limit. It does not apply to bond proceeds.
- 2.) The San Diego County Investment Pool mirrors the LAIF internal limit and does not apply to bond proceeds.
- 3.) The CalTrust mirrors the LAIF internal limit and does not apply to bond proceeds.



Portfolio Composition by Credit Rating



	December 31, 2013		September 30, 2013	
	Market Value	Percent of Portfolio	Market Value	Percent of Portfolio
AAA ⁽¹⁾	\$ 147,004,000	44.8%	\$ 142,392,000	42.7%
AA	17,034,000	5.2%	\$ 11,207,000	3.4%
A	5,005,000	1.5%	\$ 4,998,000	1.5%
A-1+/P-1	24,491,000	7.4%	34,472,000	10.3%
LAIF	47,496,000	14.4%	47,454,000	14.2%
Collateralized CDs	15,168,000	4.6%	15,149,000	4.5%
Collateralized Deposits	72,668,000	22.1%	78,086,000	23.4%
Total:	\$ 328,866,000	100.0%	\$ 333,758,000	100.0%



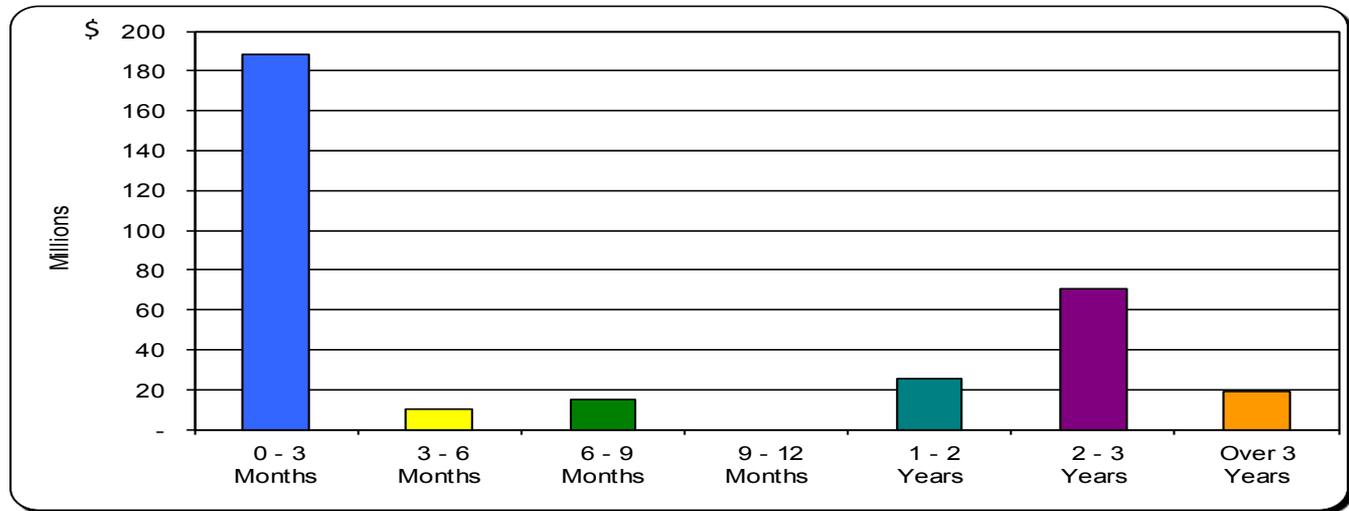
Notes:

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

Portfolio Composition by Maturity Distribution⁽¹⁾



	December 31, 2013		September 30, 2013	
	Market Value	Percent of Portfolio	Market Value	Percent of Portfolio
0 - 3 Months	\$ 188,426,000	57.3%	\$ 193,901,000	58.3%
3 - 6 Month	9,993,000	3.0%	14,487,000	4.3%
6 - 9 Months	15,168,000	4.6%	4,989,000	1.5%
9 - 12 Months	-	0.0%	15,149,000	4.5%
1 - 2 Years	25,568,000	7.8%	12,504,000	3.7%
2 - 3 Years	70,922,000	21.6%	73,916,000	22.1%
Over 3 Years	18,789,000	5.7%	18,812,000	5.6%
Total:	\$ 328,866,000	100.0%	\$ 333,758,000	100.0%

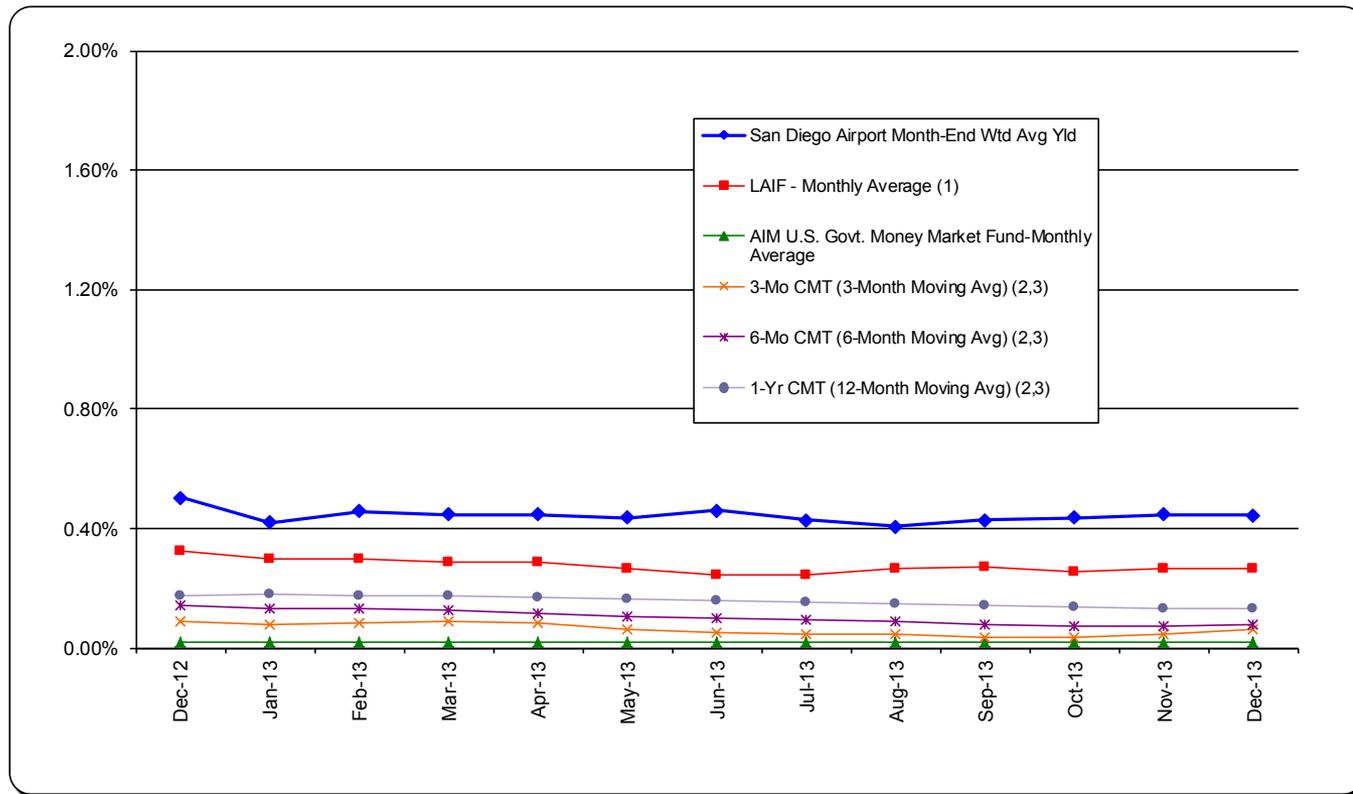


Notes:

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



Benchmark Comparison



Notes:

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



Detail of Security Holdings

As of December 31, 2013



Settlement Date	Security Description	Coupon	Maturity Date	Next Call Date	Par Value	Purchase Price	Book Value	Market Price	Market Value	Days to Maturity	Yield to Maturity
02/10/12	FHLMC	1000	02/10/16	02/10/14	3,000,000	100.475	3,014,250	100.076	3,002,280	771	0.879
02/24/12	FNMA	0.800	02/24/16	02/24/14	3,000,000	99.785	2,993,550	100.085	3,002,550	785	0.855
10/29/12	FNMA	0.550	04/29/16	01/29/14	6,000,000	99.863	5,991,750	99.868	5,992,080	850	0.592
01/27/12	FHLMC	2.250	01/23/17	01/23/14	2,500,000	102.885	2,572,125	100.122	2,503,050	119	1.645
12/28/12	FNMA	0.006	06/27/16	03/27/14	5,000,000	99.875	4,993,750	99.655	4,982,750	909	0.596
09/21/12	FNMA	1.125	06/28/17	03/28/14	3,000,000	100.368	3,011,040	99.896	2,996,880	1275	1.050
07/26/12	FNMA	0.750	07/26/17	01/26/14	2,000,000	99.875	1,997,500	98.962	1,979,240	1303	1.220
09/21/12	FHLMC	1000	09/12/17	03/12/14	3,000,000	99.975	2,999,250	98.707	2,961,210	1351	1.000
01/16/13	FHLMC	1050	01/16/18	01/16/14	3,000,000	99.970	2,999,100	97.973	2,939,190	1477	1.056
01/09/13	FHLMC	1375	01/09/18	01/09/15	2,000,000	101.440	2,028,800	99.283	1,985,660	1470	1.080
01/30/13	FNMA	1030	01/30/18	01/30/14	3,500,000	99.990	3,499,650	97.808	3,423,280	1491	1.032
06/13/13	FHLB	0.375	06/24/16	06/24/16	5,000,000	99.023	4,951,150	99.661	4,983,050	906	0.701
02/13/13	FHLB	0.250	02/20/15	02/20/15	5,000,000	99.870	4,993,500	100.021	5,001,050	416	0.316
02/14/13	FNMA	0.500	05/27/15	05/27/15	2,500,000	100.349	2,508,725	100.265	2,506,625	512	0.347
02/13/13	FHLB	0.500	11/20/15	11/20/15	5,000,000	100.172	5,008,600	100.126	5,006,300	689	0.437
02/13/13	FNMA	0.375	12/21/15	12/21/15	5,000,000	99.772	4,988,600	99.847	4,992,350	720	0.455
10/10/13	FHLMC	0.875	10/14/16	10/14/16	4,000,000	100.180	4,007,200	100.346	4,013,840	1018	0.814
12/10/13	FHLB	0.625	12/28/16	12/28/16	5,000,000	99.816	4,990,800	99.581	4,979,050	1093	0.438
06/12/13	FHLMC	0.500	05/13/16	05/13/16	8,000,000	99.707	7,976,568	99.879	7,990,320	864	0.601
Agency Total					75,500,000		75,525,908		75,240,755	948	0.717
07/02/13	East West Bk CD	0.500	07/02/14		10,161,695	100.000	10,161,695	100.000	10,161,695	183	0.500
09/05/13	Torrey Pines Bank CD	0.500	09/04/14		5,000,000	100.000	5,006,237	100.125	5,006,237	247	0.500
CD's Total					15,161,695		15,167,932		15,167,932	204	0.500

Detail of Security Holdings

As of December 31, 2013



Settlement Date	Security Description	Coupon	Maturity Date	Next Call Date	Par Value	Purchase Price	Book Value	Market Price	Market Value	Days to Maturity	Yield to Maturity
09/04/13	BNP PARIBAS CP	0.340	03/03/14		4,000,000	99.830	3,993,200	99.970	3,998,800	62	0.341
07/12/13	BANK OF TOKYO-MITSUBISHI CP	0.250	01/15/14		3,500,000	99.870	3,495,455	99.995	3,499,825	15	0.250
08/06/13	BANK OF TOKYO-MITSUBISHI CP	0.250	02/06/14		3,000,000	99.872	2,996,167	99.983	2,999,490	37	0.250
08/12/13	RABUSA CP	0.260	05/09/14		5,000,000	99.805	4,990,250	99.919	4,995,950	129	0.260
10/07/13	J.P. MORGAN SEC CP	0.250	04/07/14		5,000,000	99.874	4,993,681	99.945	4,997,250	97	0.250
07/18/13	UBS FINANCE	0.220	01/17/14		4,000,000	99.888	3,995,527	99.994	3,999,760	17	0.220
Commercial Paper Total					24,500,000		24,464,279		24,491,075	66	0.262
05/09/13	Apple Inc Notes	0.450	05/03/16		4,000,000	99.944	3,997,760	99.274	3,970,960	854	0.469
06/03/13	Toyota Motor Corp Notes	2.800	01/11/16		4,000,000	105.114	4,204,560	104.501	4,180,040	741	0.812
08/30/13	Caterpillar Financial	0.409	08/28/15		5,000,000	100.000	5,000,000	100.101	5,005,050	605	0.409
10/10/13	GE CAP CORP	0.896	01/08/16		5,000,000	100.452	5,022,600	100.601	5,030,050	738	0.695
11/01/13	COCA COLA CORP NOTE	0.750	11/01/16		800,000	100.080	799,080	99.458	795,664	1036	0.789
07/08/13	WALMART STORES INC	1.500	10/25/16		3,000,000	102.028	3,060,836	101.903	3,057,090	663	0.617
Medium Term Notes					21,800,000		22,084,836		22,038,854	730	0.604
02/13/13	U.S. Treasury	0.375	01/15/16		5,000,000	99.926	4,996,289	99.961	4,998,050	745	0.401
06/03/13	U.S. Treasury	0.250	05/15/16		6,850,000	99.234	6,797,555	99.383	6,807,736	866	0.512
07/08/13	U.S. Treasury	0.500	06/15/16		6,197,856	99.602	6,175,297	99.933	6,193,676	897	0.637
Government Total					18,047,856		17,969,141		17,999,462	843	0.524
	US Bank General Acct				13,376,383	100.000	13,376,383	100.000	13,376,383	1	0.035
US Bank Accounts Total					13,376,383		13,376,383		13,376,383	1	0.035
	Highmark US Govt MMF				303,604	100.000	303,604	100.000	303,604	1	0.000
Highmark Money Market Total					303,604		303,604		303,604	1	0.000
	Torrey Pines Bank MM				5,007,679	100.000	5,007,679	100.000	5,007,679	1	0.500
	Local Agency Invstmnt Fd				47,463,342	100.000	47,463,342	100.069	47,496,041	1	0.263
	San Diego County Inv Pool				48,559,302	100.000	48,559,302	99.759	48,442,263	1	0.420
	CalTrust				5,017,616	100.000	5,017,616	100.000	5,017,616	1	0.340
	Bank of the West				18,733,444	100.000	18,733,444	100.000	18,733,444	1	0.290
	Wells Fargo Bank				4,049,412	100.000	4,049,412	100.000	4,049,412	1	0.250
	East West Bank				103,156	100.000	103,156	100.000	103,156	1	0.350
	East West Bank				31,398,059	100.000	31,398,059	100.000	31,398,059	1	0.350
East West Bank Total					31,501,215		31,501,215	100.000	31,501,215	1	0.350
Grand Total					\$ 329,021,547	89.04	\$ 329,224,091	99.96	\$ 328,865,734	306	0.443

Portfolio Investment Transactions

From October 1st, 2013 – December 31st, 2013



Settle Date	Security Description	Security Type	CUSIP	Coupon	Mature Date	Call Date	Unit Price	Amount
PURCHASES								
10/07/13	J.P. MORGAN SEC CP	CP - DISC	46640QD73	0.250	04/07/14	--	99.874	\$ 4,993,681
10/10/13	FHLMC	AGCY	3137EADS5	0.875	10/14/16	--	100.180	4,007,200
10/10/13	GE CAPITAL CORP	MTN	36962G6Q2	0.896	01/08/16	--	100.452	5,022,600
11/01/13	COCA COLA CORP NOTES	MTN	191216BD1	0.750	11/01/16	--	99.885	799,080
12/10/14	FHLMC NTS	AGCY	3130A0C65	0.625	12/28/16	--	99.816	4,990,800
								\$ 19,813,361
CALLS								
10/19/12	FHLMC	AGCY CALL	3134G3P20	0.500	10/09/15	10/09/13		\$ 4,000,000
								\$ 4,000,000
MATURITIES								
01/08/13	FCAR Owner Trust CP	CP - DISC	3024A0X42	0.480	10/04/13	--	100.015	\$ 4,982,067
08/12/13	BNP PARIBAS CP	CP - DISC	0556N0ZA6	0.250	12/10/13	--	0.999	\$ 5,000,000
								\$ 9,982,067
DEPOSITS								
								\$ -
WITHDRAWALS/SALES								
02/13/13	GE CAPITAL CORP CP	CP - DISC	36959HY84	0.240	11/08/13	--	99.993	\$ 4,991,067
11/01/13	US TREASURY NOTE	U.S. Treasury	912828VG2	0.500	06/15/16	--	100.078	\$ 802,144
								\$ 5,793,211



Bond Proceeds Summary



As of: December 31, 2013

(in thousands)

	Bonds 2010		Bonds 2013		Total	Yield	Rating
<u>Project Fund</u>							
LAIF ⁽¹⁾	\$	-	\$	14,251	\$ 14,251	0.26%	N/R
SDCIP ⁽²⁾		282		156,092	156,374	0.42%	AAAf
	\$	282	\$	170,343	\$ 170,625		
<u>Capitalized Interest</u>							
SDCIP ⁽²⁾	\$	-	\$	2,278	\$ 2,278	0.42%	AAAf
	\$	-	\$	2,278	\$ 2,278		
<u>Debt Service Reserve Fund</u>							
East West Bank CD	\$	20,539	\$	-	\$ 20,539	0.75%	
Bank of the West DDA		16,135		-	16,135	0.29%	
SDCIP ⁽²⁾		14,642		32,970	47,612	0.42%	AAAf
	\$	51,316	\$	32,970	\$ 84,286		
	\$	51,598	\$	205,591	\$ 257,189	0.43%	

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

(1) LAIF Yield as of 11/30/2013

(2) SDCIP Yield as of 11/30/2013



Bond Proceeds Investment Transactions

From October 1st, 2013 – December 31st, 2013



Settle Date	Security Description	Security Type	CUSIP	Coupon	Mature Date	Call Date	Unit Price	Amount
PURCHASES								
							\$	-
CALLS								
							\$	-
MATURITIES								
							\$	-
DEPOSITS								
							\$	-
WITHDRAWALS / SALES								
10/30/2013	LAIF (2013 Bonds)	LAIF		0.26			1.000	\$ 5,873,948
12/2/2013	LAIF (2013 Bonds)	LAIF		0.26			1.000	\$ 14,211,715
12/20/2013	San Diego County Investment Pool (2010 Bonds)	SDCIP		0.42			1.000	\$ 2,467,686
							\$	22,553,349



Questions





SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
11

Meeting Date: FEBRUARY 6, 2014

Subject:

Authorize the President/CEO to Negotiate and Execute an Agreement with General Networks Corporation for the Purchase and Implementation of an Enterprise Content Management System ("ECMS")

Recommendation:

Adopt Resolution No. 2014-0009, authorizing the President/CEO to negotiate and execute an agreement with General Networks Corporation in an amount not-to-exceed \$1,500,000 for a three (3) year term, with an option for two (2) one-year extensions, which may be exercised at the sole discretion of the President/CEO for the purchase and implementation of an ECMS.

Background/Justification:

The Authority is developing a long-term information management strategy that includes an integrated document management, records management, e-mail management, and workflow solution. An ECMS will help ensure compliance with the Authority's Records & Information Management Program and reduce the Authority's overall information management costs through tracking and managing paper and electronic records and information, improving workplace efficiencies, while addressing a variety of information related risk management issues.

The Authority will continue to face significant challenges in the effective management of information that significantly impede organizational efficiencies, information access and retrieval, knowledge management, records retention and discovery, including:

- Non-compliance with State and local laws and the approved Authority RIM Program
- Multiple copies of documents maintained throughout the organization
- Departmental information silos
- Lack of tools to manage inter-departmental documents
- Proliferation of record formats
- Multiple filing conventions/systems
- Lack of consistent e-mail management

An ECMS addresses these issues and creates a strategic and focused approach that could substantially reduce the Authority's cost in managing its information.

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As the Authority moves to even more electronic-based business processes, an ECMS will become an absolute necessity to support information access and retrieval, manage discovery, mitigate risk, and advance organizational objectives and decision-making through faster, more accurate access to critical business information Authority-wide.

An Authority Evaluation Panel ("Panel") was comprised of representatives from the Accounting, Aviation & Commercial Business, Corporate Services, Facilities Development, Information Technology and Procurement Departments.

The weighted scoring criteria used by the Panel to short-list qualified firms and to select the finalist were small business preference, cost/fees, software, customer support, firm/project team, work plan, and financial information.

On June 21, 2013, the Authority issued the above subject RFP. Notice of the RFP was advertised in the *San Diego Daily Transcript* and on the Authority's Website.

On July 23, 2013, the Authority received 13 proposals. One proposal was rejected as late and 4 proposals were considered to be non-responsive as determined by General Counsel and the Procurement Department. The remaining 8 proposals were evaluated and the panel's shortlisted scoring and rankings were as follows:

Shortlisted Combined Scoring

Firms	SB Preference	Cost / Fees	Software	Customer Support	Firm/Project Team	Work Plan	Financial Information	Total
3Di	350	0	680	300	300	460	245	2335
Capital Image	Determined to be non-responsive.							
DataBank IMX	0	525	1480	330	410	680	175	3600
Dell	0	0	800	270	150	620	315	2155
EMC Corporation	0	0	2160	500	490	960	350	4460
General Networks	350	945	2360	530	570	1160	280	6195
Privia LLC	0	1050	1120	250	270	480	105	3275
Stellar Services	350	945	2240	470	520	940	280	5745
TechStrata	Determined to be non-responsive.							
URSA Navigation	Determined to be non-responsive.							
Questys	Proposal rejected as late.							
Wave Technology	350	315	2160	390	430	900	175	4720
Zia Consulting	Determined to be non-responsive.							

Shortlisted Rankings

Firms	Panelist 1	Panelist 2	Panelist 3	Panelist 4	Panelist 5	Panelist 6	Panelist 7	Total	Final Rank
3Di	8	8	7	7	7	8	7	52	7
Capital Image	Determined to be non-responsive.								
DataBank IMX	6	4	4	5	6	5	5	35	5
Dell	7	6	8	8	8	7	8	52	7
EMC Corporation	3	5	6	4	4	4	3	29	4
General Networks	1	1	2	1	1	1	1	8	1
Privia LLC	5	7	5	6	5	6	6	40	6
Stellar Services	2	2	1	2	1	2	2	12	2
TechStrata	Determined to be non-responsive.								
URSA Navigation	Determined to be non-responsive.								
Questys	Proposal rejected as late.								
Wave Technology	4	3	3	3	3	3	3	22	3
Zia Consulting	Determined to be non-responsive.								

The three highest ranked firms were invited to interview on October 11 and 14, 2013. The Respondents were asked to provide responses to a specific list of questions, prepared by the evaluation panel that targeted the evaluation criteria presented in the RFP. The panelist's final rankings were as follows:

Firms	Panelist 1	Panelist 2	Panelist 3	Panelist 4	Panelist 5	Panelist 6	Panelist 7	Total	Final Rank
General Networks	1	1	1	1	1	1	1	7	1
Stellar Services	2	2	3	3	2	3	3	18	3
Wave Technology	3	3	2	2	3	2	2	17	2

Based on the Panel's evaluation of the three firms and its finding that General Networks Corporation was the best qualified overall, staff recommends that the Authority award an agreement to General Networks Corporation in an amount not-to-exceed \$1,500,000 for a three (3) year term with an option for two (2) one-year extensions, which may be exercised at the sole discretion of the Authority's CEO/President. The \$1,500,000 covers the initial three (3) year term and the two (2) one-year options.

Staff is currently in negotiations with the recommended firm and will also request that, should the negotiations be unsuccessful, the Board authorize the President/CEO to negotiate and execute an agreement with the second ranked firm.

Fiscal Impact:

Adequate funds for Enterprise Content Management System are included within the Board approved FY2014 - FY2018 Capital Program Budget as Project No. 104161A/B. Sources of funding for this project include Airport Cash.

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Authority Strategies:

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

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Environmental Review:

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

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

Application of Inclusionary Policies:

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

This contract does not utilize federal funds and provides limited opportunities for sub-contractor participation; therefore; at the option of the Authority, Policy 5.12 was applied to promote the participation of qualified small businesses. Policy 5.12 provides a preference of up to five percent (5%) to small businesses in the award of selected Authority contracts. When bid price is the primary selection criteria, the maximum amount of the preference cannot exceed \$100,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid.

In accordance to Policy 5.12, General Networks Corporation, a certified small business, received 5% small business preference.

Prepared by:

HOWARD KOURIK
DIRECTOR, INFORMATION TECHNOLOGY

TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/AUTHORITY CLERK

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RESOLUTION NO. 2014-0009

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY AUTHORIZING THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE AN AGREEMENT WITH GENERAL NETWORKS CORPORATION IN AN AMOUNT NOT-TO-EXCEED \$1,500,000 FOR A THREE (3) YEAR TERM WITH AN OPTION FOR TWO (2) ONE-YEAR EXTENSIONS, WHICH MAY BE EXERCISED AT THE SOLE DISCRETION OF THE PRESIDENT/CEO, FOR THE PURCHASE AND IMPLEMENTATION OF AN ENTERPRISE CONTENT MANAGEMENT SYSTEM

WHEREAS, the San Diego County Regional Airport Authority ("Authority") is developing a long-term strategy that includes an integrated document management, records management, e-mail management and workflow solution; and

WHEREAS, it has been determined that the Authority will continue to face significant challenges in the effective management of records and information in today's fast-paced and changing business and technology landscape in the areas of organizational efficiencies, information access and retrieval, knowledge management, records retention and discovery; and

WHEREAS, an enterprise content management system will help ensure compliance with the Authority's Records and Information Management Policy and reduce the Authority's overall information management costs through tracking and managing paper and electronic records and information, improving workplace efficiencies, while addressing a variety of risk management issues; and

WHEREAS, the selected firm will design, implement and provide technical support for an enterprise content management system for the Authority; and

WHEREAS, on June 21, 2013, the Authority issued a Request for Proposal ("RFP") soliciting proposals for the purchase and implementation of an enterprise content management system; and

WHEREAS, on July 23, 2013, the Authority received 13 proposals in response to the RFP and one of the proposals was rejected as late and 4 proposals were considered to be non-responsive as determined by General Counsel and the Procurement Departments; and

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WHEREAS, the Authority Evaluation Panel ("Panel") was comprised of representatives of the Accounting, Aviation & Commercial Business, Corporate Services, Facilities Development, Information Technology, and Procurement Departments; and

WHEREAS, the firms were evaluated on their cost/fees, customer support, financial information, firm/project team, small business preference, software and work plan; and

WHEREAS, on October 11 and 14, 2013, the Panel interviewed the three shortlisted firms and following deliberations, the Panel determined that General Networks Corporation was the best qualified firm to design, implement and provide technical support for an enterprise content management system for the Authority.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the President/CEO to negotiate and execute an agreement with General Networks Corporation in an amount not-to-exceed \$1,500,000 for a three (3) year term, with an option for two (2) one-year extensions, which may be exercised at the sole discretion of the President/CEO, for the purchase and implementation of an Enterprise Content Management System.

BE IT FURTHER RESOLVED that, in the event that negotiations are unsuccessful with the recommended firm, the Board authorizes the President/CEO to negotiate and execute an agreement with the second ranked firm for the purchase and implementation of an Enterprise Content Management System; and

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 6th day of February, 2014, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

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SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
12

Meeting Date: FEBRUARY 6, 2014

Subject:

Award a Contract to S&L Specialty Contracting, Inc. for Quieter Home Program Phase 7, Group 9 (1 Non-Historic and 11 Historic Single Family Residences, and 27 Units in 1 Historic Multi-Family Building Located Both East and West of the Airport)

Recommendation:

Adopt Resolution No. 2014-0010, awarding a contract to S&L Specialty Contracting, Inc., in the amount of \$1,238,550, for Phase 7, Group 9, Project No. 380709, of the San Diego County Regional Airport Authority's ("Authority's") Quieter Home Program.

Background/Justification:

The Quieter Home Program ("Program") provides sound attenuation treatment to residences within the highest noise-impacted neighborhoods surrounding San Diego International Airport ("SDIA"). The Phase 7, Group 9, project includes installation of new acoustical windows, doors, insulation, and ventilation improvements to reduce aircraft-related noise levels inside the homes. This project will provide sound attenuation to 1 non-historic and 11 historic single family residences, and 27 units in 1 historic multi-family building located both east and west of the airport (refer to Attachment A).

To date, the Program has completed 2,669 residences, of which 689 are historic and 1,980 are non-historic; 1724 residences are located west of SDIA and 945 are located east of SDIA.

Project No. 380709 was advertised on December 3, 2013, and bids were opened on January 9, 2014. The following bids were received (refer to Attachment B):

Company	Total Bid
S&L Specialty Contracting, Inc.	\$1,238,550
G&G Specialty Contractors, Inc.	\$1,604,826

The Engineer's estimate is \$1,200,000.

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The low bid of \$1,238,550, is considered responsive, and S&L Specialty Contracting, Inc. is considered responsible. Award to S&L Specialty Contracting, Inc. is, therefore, recommended in the amount of \$1,238,550.

Fiscal Impact:

Adequate funds for FY2014 expenditures, under the S&L Specialty Contracting, Inc. contract, are included within the adopted FY2014 operating budget in the Authority's Quieter Home Program. Sources of funding include federal Airport Improvement Program grants and Passenger Facility Charges.

Authority Strategies:

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

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Environmental Review:

- A. This Board action is a "project" subject to the California Environmental Quality Act ("CEQA"), Pub. Res. Code Section 21065. The individual projects under the Quieter Home Program are part of a class of projects that are categorically exempt from CEQA: 14 Cal. Code Regs. Section 15301 – "Existing Facilities: Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination."
- B. This Board action is a "development" as defined by the California Coastal Act, Pub. Res. Code Section 30106. The individual projects under the Quieter Home Program will consist of treatments to single-family and multi-family dwellings. Improvements to single-family homes are exempt from coastal permit requirements under Pub. Res. Code Section 30610(a) and 14 Cal. Code Regs. Section 13250 – "Improvements to Single-Family Residences." The proposed improvements to multi-family residences are exempt from coastal permit requirements under Pub. Res. Code Section 30610(b) and 14 Cal. Code Regs. Section 13253 – "Improvements to Structures Other than Single-Family Residences and Public Works Facilities that Require Permits."

Application of Inclusionary Policies:

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

The Authority's DBE Program, as required by the U.S. Department of Transportation, 49 Code of Federal Regulations (CFR) Part 26, calls for the Authority to submit a triennial overall goal for DBE participation on all federally funded projects. When federal funds are utilized, the Authority is prohibited from using a program that provides a preference such as those used in Policies 5.12 and 5.14. Therefore, the Authority must utilize other means as provided in the DBE Plan to achieve participation.

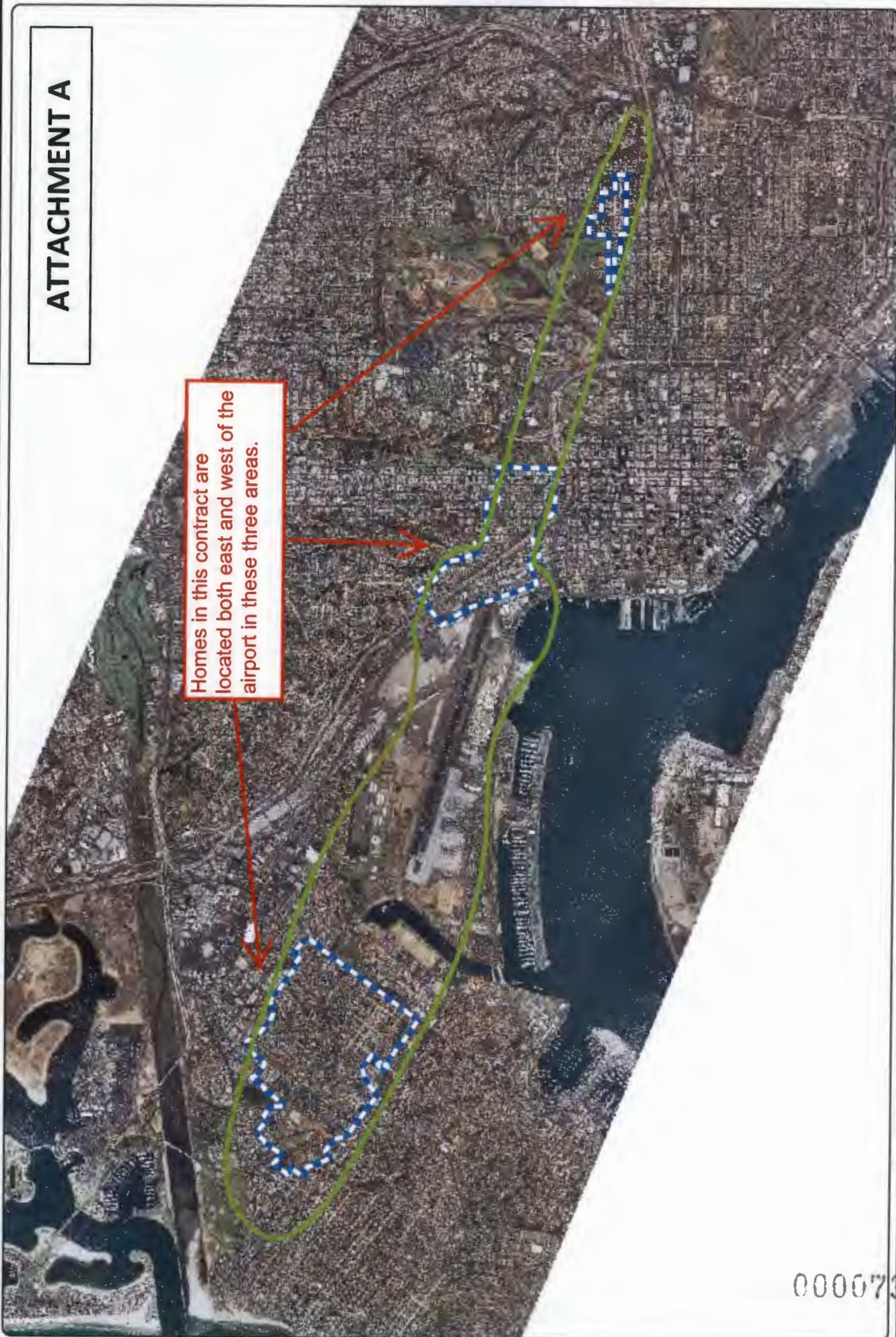
This project utilizes federal funds; therefore, it will be applied toward the Authority's overall DBE goal. S&L Specialty Contracting, Inc. is proposing 5.5% DBE participation on QHP Phase 7, Group 9.

Prepared by:

KEITH WILSCHETZ
DIRECTOR, AIRPORT PLANNING

ATTACHMENT A

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



San Diego County Regional Airport Authority
Quieter Home Program
Project 380709

67 dB Boundary
65 dB CNEL Contour
Address Point

QHP Completed
QHP Ineligible
County Parcel

Land Use - SanGIS 2/07
Single-Family Residential
Multi-Family Residential
Condominiums

1 inch = 4,154 feet

Map Notes:

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TITLE: QUIETER HOME PROGRAM PROJECT NO. 380709
 BIDS OPENED: January 9, 2014, 2:00 p.m.
 ENGINEER'S ESTIMATE: \$1,200,000.00

CONTRACTOR:		S & L Specialty Contracting, Inc		G & G Specialty Contractors, Inc							
ADDRESS:		315 S. Franklin Street, Syracuse, NY 13202		4633 S. 36th Street, Phoenix, AZ 85040							
GUARANTEE OF GOOD FAITH:		Hartford Casualty Insurance Company		Hartford Fire Insurance Company							
Res No	Bid Item Number	Dwelling Units	Unit of Measure	General Construction (In Figures)	HVAC Construction (In Figures)	Electrical Construction (In Figures)	TOTAL (In Figures)	General Construction (In Figures)	HVAC Construction (In Figures)	Electrical Construction (In Figures)	TOTAL (In Figures)
380709.01	Allen	1	Lump Sum	79,000.00	9,000.00	6,000.00	94,000.00	90,143.00	8,652.00	4,905.00	103,700.00
380709.02	3320 Browning Street	1	Lump Sum	48,000.00	8,000.00	2,000.00	58,000.00	65,829.00	7,717.00	3,670.00	77,216.00
380709.04	2328 Brant Street	1	Lump Sum	25,000.00	6,000.00	2,000.00	33,000.00	35,790.00	8,652.00	3,330.00	47,772.00
380709.06	Battaglia	1	Lump Sum	52,000.00	14,000.00	4,000.00	70,000.00	78,405.00	15,433.00	4,460.00	98,298.00
380709.07	3719 Amariyllis Drive	1	Lump Sum	106,000.00	18,000.00	2,000.00	126,000.00	115,127.00	17,098.00	3,190.00	135,415.00
380709.08	Kline	1	Lump Sum	40,000.00	7,000.00	3,000.00	50,000.00	54,741.00	8,652.00	3,690.00	67,083.00
380709.09	Moses	1	Lump Sum	23,000.00	6,000.00	2,000.00	31,000.00	34,370.00	5,768.00	2,140.00	42,278.00
380709.09	Moses	1	Lump Sum	17,000.00	3,000.00	2,000.00	22,000.00	24,978.00	2,884.00	1,340.00	29,202.00
380709.09	Moses	1	Lump Sum	13,000.00	3,000.00	2,000.00	18,000.00	20,907.00	2,884.00	1,440.00	25,231.00
380709.09	Moses	1	Lump Sum	7,000.00	3,000.00	2,000.00	12,000.00	15,373.00	2,884.00	1,340.00	19,597.00
380709.09	Moses	1	Lump Sum	5,000.00	3,000.00	2,000.00	10,000.00	13,789.00	2,884.00	1,340.00	18,013.00
380709.09	Moses	1	Lump Sum	6,000.00	3,000.00	2,000.00	11,000.00	14,737.00	2,884.00	1,340.00	18,961.00
380709.09	Moses	1	Lump Sum	6,000.00	3,000.00	2,000.00	11,000.00	14,771.00	2,884.00	1,340.00	18,995.00
380709.09	Moses	1	Lump Sum	4,000.00	3,000.00	2,000.00	9,000.00	13,564.00	2,884.00	1,340.00	17,808.00
380709.09	Moses	1	Lump Sum	10,000.00	3,000.00	1,000.00	14,000.00	18,253.00	2,884.00	840.00	21,977.00
380709.09	Moses	1	Lump Sum	19,000.00	3,000.00	2,000.00	24,000.00	26,980.00	2,884.00	1,620.00	31,484.00
380709.09	Moses	1	Lump Sum	6,000.00	3,000.00	2,000.00	11,000.00	15,301.00	2,884.00	1,280.00	19,465.00
380709.09	Moses	1	Lump Sum	6,000.00	3,000.00	2,000.00	11,000.00	15,301.00	2,884.00	1,280.00	19,465.00
380709.09	Moses	1	Lump Sum	6,000.00	3,000.00	2,000.00	11,000.00	15,301.00	2,884.00	1,280.00	19,465.00
380709.09	Moses	1	Lump Sum	6,000.00	3,000.00	2,000.00	11,000.00	15,301.00	2,884.00	1,280.00	19,465.00
380709.09	Moses	1	Lump Sum	7,000.00	3,000.00	2,000.00	12,000.00	15,854.00	2,884.00	1,360.00	20,116.00
380709.09	Moses	1	Lump Sum	12,000.00	3,000.00	2,000.00	17,000.00	20,408.00	2,884.00	1,280.00	24,572.00
380709.09	Moses	1	Lump Sum	19,000.00	3,000.00	2,000.00	24,000.00	22,330.00	2,884.00	1,340.00	26,554.00
380709.09	Moses	1	Lump Sum	6,000.00	3,000.00	2,000.00	11,000.00	14,699.00	2,884.00	1,280.00	18,863.00
380709.09	Moses	1	Lump Sum	7,000.00	3,000.00	2,000.00	12,000.00	14,933.00	2,884.00	1,280.00	19,097.00
380709.09	Moses	1	Lump Sum	5,000.00	3,000.00	2,000.00	10,000.00	13,819.00	2,884.00	1,280.00	17,983.00
380709.09	Moses	1	Lump Sum	14,000.00	3,000.00	2,000.00	19,000.00	21,535.00	2,884.00	1,360.00	25,799.00
380709.09	Moses	1	Lump Sum	7,000.00	3,000.00	2,000.00	12,000.00	16,642.00	2,884.00	1,980.00	21,506.00
380709.09	Moses	1	Lump Sum	7,000.00	3,000.00	2,000.00	12,000.00	16,343.00	2,884.00	1,980.00	21,207.00
380709.09	Moses	1	Lump Sum	10,000.00	3,000.00	1,000.00	14,000.00	19,842.00	2,884.00	1,860.00	24,406.00
380709.09	Moses	1	Lump Sum	16,000.00	3,000.00	2,000.00	21,000.00	24,334.00	2,884.00	1,980.00	29,196.00
380709.09	Moses	1	Lump Sum	10,000.00	3,000.00	2,000.00	15,000.00	19,281.00	2,884.00	1,580.00	23,745.00
380709.09	Moses	1	Lump Sum	65,000.00	15,000.00	6,000.00	86,000.00	70,878.00	15,433.00	4,810.00	91,121.00
380709.12	Rutherford	1	Lump Sum	71,000.00	10,000.00	5,000.00	86,000.00	92,603.00	9,170.00	3,690.00	105,463.00
380709.13	Mueller	1	Lump Sum	71,000.00	9,000.00	1,000.00	81,000.00	77,631.00	6,652.00	1,360.00	87,673.00
380709.14	Schwartz	1	Lump Sum	55,000.00	15,000.00	4,000.00	74,000.00	79,652.00	16,369.00	5,060.00	101,081.00
380709.18	Wong	1	Lump Sum								
				Subtotal	\$1,143,000.00	Subtotal	\$1,509,276.00	Subtotal	\$1,604,826.00	Subtotal	\$1,604,826.00
				Allowance for Structural, HVAC, Electrical Repairs	66,000.00	Allowance for Structural, HVAC, Electrical Repairs	66,000.00	Allowance for Structural, HVAC, Electrical Repairs	66,000.00	66,000.00	66,000.00
				Building and Utility Permits and Fees	27,000.00	Building and Utility Permits and Fees	27,000.00	Building and Utility Permits and Fees	27,000.00	27,000.00	27,000.00
				Allowance for 150 Required T-Shirts	2,550.00	Allowance for 150 Required T-Shirts	2,550.00	Allowance for 150 Required T-Shirts	2,550.00	2,550.00	2,550.00
				TOTAL BID	\$1,238,550.00	TOTAL BID	\$1,604,826.00	TOTAL BID	\$1,604,826.00	TOTAL BID	\$1,604,826.00

Addenda noted (2)

Addenda noted (2)

RESOLUTION NO. 2014-0010

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY AWARDING A CONTRACT TO S&L SPECIALTY CONTRACTING, INC. IN THE AMOUNT OF \$1,238,550, FOR PHASE 7, GROUP 9, PROJECT NO. 380709, OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY'S QUIETER HOME PROGRAM

WHEREAS, the San Diego County Regional Airport Authority ("Authority") has established a residential sound insulation program, known as the Quieter Home Program ("Program") to reduce aircraft noise levels in the homes of residents living within the highest noise-impacted neighborhoods surrounding San Diego International Airport; and

WHEREAS, Phase 7, Group 9, of the Program will include installation of new acoustical windows, doors, insulation, and ventilation improvements to reduce aircraft-related noise levels inside the homes; and

WHEREAS, Phase 7, Group 9, of the Program provides sound attenuation to 1 non-historic and 11 historic single family residences, and 27 units in 1 historic multi-family building located both east and west of the airport; and

WHEREAS, the Authority issued a Bid Solicitation Package for Phase 7, Group 9, on December 3, 2013; and

WHEREAS, on January 9, 2014, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, the apparent low bidder, S&L Specialty Contracting, Inc., submitted a bid of \$1,238,550; and the Authority's staff has duly considered the bid and has determined S&L Specialty Contracting, Inc. is responsible and that its bid is responsive in all material respects; and

WHEREAS, the San Diego County Regional Airport Authority Board ("Board") believes that it is in the best interest of the Authority and the public that it serves to award S&L Specialty Contracting, Inc., the lowest bidder, the contract for Phase 7, Group 9, upon the terms and conditions set forth in the Bid Solicitation Package.

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NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards a contract to S&L Specialty Contracting, Inc., in the amount of \$1,238,550, for Phase 7, Group 9, Project No. 380709, of the Authority's Quieter Home Program.

BE IT FURTHER RESOLVED that the Authority's President/CEO or designee is hereby authorized to execute and deliver such contract to S&L Specialty Contracting, Inc.; and

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

BE IT FURTHER RESOLVED that the Board of the San Diego County Regional Airport Authority finds that this is a "project" as defined by the California Environmental Quality Act ("CEQA"), Pub. Res. Code Section 21065; and is a "development," as defined by the California Coastal Act, Pub. Res. Code Section 30106, and that the individual Quieter Home Program projects are categorically exempt from the CEQA under Cal. Code Regs. Section 15301(f), "Existing Facilities," and are exempt from coastal permit requirements under Pub. Res. Code Sections 30610(a) and 30610(b) and 14 Cal. Code Regs. Section 13250 and 13253.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 6th day of February, 2014, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
13

Meeting Date: **FEBRUARY 6, 2014**

Subject:

Authorize the President/CEO to Award a Contract to Ricondo & Associates, and to URS, Inc. to Provide On-Call Professional Consulting Airport Planning Services

Recommendation:

Adopt Resolution No. 2014-0011, authorizing the President/CEO to award a three-year contract to Ricondo & Associates in an amount not-to-exceed \$3,000,000, and

Adopt Resolution No. 2014-0012, authorizing the President/CEO to award URS, Inc. a three-year contract in an amount not-to-exceed \$500,000, to provide on-call professional Airport Planning consulting services.

Background/Justification:

The on-call planning services contract provides necessary on-call technical airport planning consultant services. These services are typically needed to address unanticipated planning issues that are of a relatively small contract value and do not justify a stand-alone contract. Below are examples of work done under the previous contract:

Airside

- Air Traffic Control Tower Line of Sight Shadow Analysis
- Cargo Layout Seismic Impact Analysis
- Cargo Parking Position Assessments (FedEx, UPS, DHL)
- Gate Use Capability Analysis (B787-800 to T2 East Gates, Hawaiian Airlines, Spirit Airlines)
- Northside Cargo and General Aviation Layout Concept Development
- Northside Parking Plans for B747
- Receiving and Distribution Center Planning
- Runway Protection Zones and Declared Distance Assessment
- Airport Layout Plan Review and Evaluation
- Terminal Apron Striping Plan
- Traffic Analysis for Fixed Base Operator
- Triturator Facility and Recycling Area Planning

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Page 2 of 4**Airspace**

- Critical Obstruction Analysis
- Airspace Analysis for New General Aviation and Cargo Area
- Airspace Desktop Application
- Balboa Park Garage Obstruction Height Analysis
- FAA Form 7460 Support for Terminal Link Road
- Part 77 Terrain Penetrations Analysis
- Point Loma School Airspace Obstructions Analysis

Environmental

- California Least Tern Relocation Feasibility Study
- Northside Improvements Environmental Assessment
- Runway 9 Displaced Threshold Environmental Assessment
- Master Plan Supplemental Initial Study and Environmental Impact Report

Ground Access

- Ground Transportation Cost Recovery Trip and Data Analysis
- Northside Access Intersection Analysis
- Parking Benchmark Data Analysis
- Taxi/Shuttle Hold Lot and Data Analysis
- T1 Parking Lot Restriping and Covered Parking Analysis
- Taxi Trip Fees Benchmarking Assessment

Terminal

- Americans with Disability Act (ADA) Assessment
- Cross Border Terminal Data Analysis
- Federal Inspection Services Assessment and Concept Development

On November 8, 2013, a Request for Proposals (RFP) was released seeking proposals from firms to provide on-call planning services. The RFP was available for 31 days, closing on December 10, 2013. A non-mandatory, pre-submittal web conference was held on November 19, 2013 to respond to questions from potential proposers. The responses to questions were posted as an addendum to the RFP.

The Authority received two proposals in response to the RFP. The respondents were:

- Ricondo & Associates
- URS, Inc.

The submissions were reviewed by the following panel:

- Keith Wilschetz, Director, Airport Planning
- Angela Jamison, Manager, Airport Planning
- Ted Anasis, Manager, Airport Planning
- Dean Robbins, Manager, Airside Operations

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Both RFP respondent teams were invited to an interview with the panel on January 8, 2014. During the interview, each team was given five minutes to provide a brief introduction of their team, followed by 45 minutes of questions by the interview panel. The questions were the same for each team. The evaluation criteria were Small Business Preference (5 points), Cost/Fees (10 points), Organization Experience and Skill (5 points), Primary Staff (60 points), and Work Plan/Technical Approach (25 points). The resulting point distribution was:

Proposers	SB Preference	Cost / Fees	Organization Experience and Skill	Primary Staff	Work Plan/Technical Approach	Combined Scores
Ricondo	0	400	165	2220	925	3710
URS	0	500	135	1920	850	3405

Both teams had excellent interviews and each has unique qualities and previous work experience that are valuable. The Ricondo & Associates team was given the highest score by the panel. The panel agreed that the Ricondo & Associates team had the widest breadth of knowledge on issues related to the anticipated tasks. They also have a local office in San Diego County, allowing for quick response times.

The panel also recognized that the URS, Inc. team offers specific expertise in the areas of traffic and transportation, air quality, biology, water quality, and historic resources that would provide benefit to the Authority. They also have a local office in San Diego County, allowing for quick response times.

Therefore, the panel concluded that the Authority would be best served by contracting with both the Ricondo & Associates team and the URS, Inc. team as follows:

Ricondo & Associates - \$3,000,000

URS, Inc. - \$500,000

Fiscal Impact:

The anticipated combined budget for both contracts would be \$3,500,000 for an initial term of three years with an option for two one-year extensions exercised at the sole discretion of the President/CEO. Adequate funds for both contracts for the first and second contract years are included in the adopted FY 2014 and conceptually approved FY 2015 Operating Expense Budgets within the Services – Other Professional line item. Funding for future contract years will be included in future year budget requests.

Authority Strategies:

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

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Environmental Review:

- A. CEQA: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

Application of Inclusionary Policies:

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

This contract does not utilize federal funds and provides limited opportunities for sub-contractor participation; therefore; at the option of the Authority, Policy 5.12 was applied to promote the participation of qualified small businesses. Policy 5.12 provides a preference of up to five percent (5%) to small businesses in the award of selected Authority contracts. When bid price is the primary selection criteria, the maximum amount of the preference cannot exceed \$100,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid.

In accordance with Policy 5.12, the recommended firms, Ricondo & Associates and URS, Inc., received 0% small business preference.

Prepared by:

KEITH WILSCHETZ
DIRECTOR, AIRPORT PLANNING

RESOLUTION NO. 2014-0011

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY AUTHORIZING THE PRESIDENT/CEO TO AWARD A THREE-YEAR CONTRACT TO RICONDO & ASSOCIATES IN AN AMOUNT NOT-TO-EXCEED \$3,000,000 TO PROVIDE ON-CALL PROFESSIONAL AIRPORT PLANNING CONSULTING SERVICES

WHEREAS, the Airport Authority requires on-call technical airport planning consulting services in support of various airport planning and development programs; and

WHEREAS, examples of tasks that may be requested under this contract are analyses of ground access, terminal planning, airfield planning and airport support services, as well as environmental services that may be required; and

WHEREAS, a Request for Proposal was advertised in the *San Diego Daily Transcript* and on the Authority's website on November 8, 2013; and

WHEREAS, a competitive solicitation process was facilitated by the Procurement Department with evaluation panel members representing Airport Planning, Environmental Affairs and Airside Operations Departments; and

WHEREAS, upon completion of the competitive solicitation process the panel determined that Ricondo & Associates, Inc. is one of two top ranking firms best suited to respond to the anticipated tasks in this solicitation; and.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby authorizes the President/CEO to award a three-year contract to Ricondo & Associates, Inc. in an amount not-to-exceed \$3,000,000, to provide on-call professional Airport Planning consultant services.

BE IT FURTHER RESOLVED that the Board authorizes two one-year options to renew the contract at the sole discretion of the President/CEO.

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

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PASSED, ADOPTED AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 6th day of February, 2014, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD & CORPORATE
SERVICES/AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

RESOLUTION NO. 2014-0012

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY AUTHORIZING THE PRESIDENT/CEO TO AWARD URS, INC. A THREE YEAR CONTRACT IN AN AMOUNT NOT-TO-EXCEED \$500,000 TO PROVIDE ON-CALL PROFESSIONAL AIRPORT PLANNING CONSULTING SERVICES

WHEREAS, the Airport Authority requires on-call technical airport planning consulting services in support of various airport planning and development programs; and

WHEREAS, examples of tasks that may be requested under this contract are analyses of ground access, terminal planning, airfield planning and airport support services, as well as environmental services that may be required; and

WHEREAS, a Request for Proposal was advertised in the *San Diego Daily Transcript* and on the Authority's website on November 8, 2013; and

WHEREAS, a competitive solicitation process was facilitated by the Procurement Department with evaluation panel members representing Airport Planning, Environmental Affairs and Airside Operations Departments; and

WHEREAS, upon completion of the competitive solicitation process the panel determined that URS, Inc. is one of two top ranking firms best suited to respond to the anticipated tasks in this solicitation;

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby authorizes the President/CEO to award URS, Inc. a three year contract in an amount not to exceed \$500,000, to provide on-call professional Airport Planning Consulting Services.

BE IT FURTHER RESOLVED that the Board authorizes two, one-year options to renew the contract at the sole discretion of the President/CEO.

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

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PASSED, ADOPTED AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 6th day of February, 2014, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD & CORPORATE
SERVICES/AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

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SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
14

Meeting Date: **FEBRUARY 6, 2014**

Subject:

Update on Ground Transportation Regulatory Framework

Recommendation:

Receive the update.

Background/Justification:

The Airport's Ground Transportation services and the challenges associated with them are numerous and complex. The 2014 Annual Ground Transportation Update therefore, will be divided between the February and March 2014 Board meetings.

The February meeting will cover the most relevant ground transportation structural challenges of:

- 1) Regulatory Framework;
- 2) a Financial Overview, specifically the Vehicle Conversion Incentive-Based Program, Cost Allocation/Recovery and Commercial Vehicle Permit Fees;
- 3) Clean Vehicle Conversion Program;
- 4) California Attorney General Memorandum of Understanding (AG-MOU);
- 5) Alternative Fuel Vehicle (AFV)/Clean Air Vehicle (CAV) Funding and Grant Availability;
- 6) Transportation Network Companies (TNCs); and
- 7) a Greater California Livery Association's (GCLA) Petition to the California Public Utilities Commission (PUC) restricting California Airports rights to regulate/permit charter/limousine vehicles.

The most relevant Ground Transportation operational challenges scheduled for discussion in March will be:

- 1) AFV/CAV Equipment and Fuel Availability;
- 2) Taxicab and Vehicle for Hire Memorandum of Agreement status;
- 3) Taxicab Availability;
- 4) Taxicab Hold Lot;
- 5) Electric Vehicle (EV) Charging;
- 6) Ground Transportation passenger satisfaction;
- 7) Vehicle Safety/Appearance;
- 8) Passenger wait times;

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- 9) Taxicab and Vehicle for Hire Business/Operational Models and
- 10) Taxicab permit transferability.

Regulatory Framework

California and local laws currently recognize and regulate three modes of passenger transportation for compensation: taxi services (regulated by cities and/or counties); charter-party carrier services, generally operating charter limousines (regulated by the PUC), and passenger-stage companies, generally operating shared-ride shuttles (regulated by the PUC). The Airport's Ground Transportation function has responsibility for administering, managing and enforcing the Airport's Codes and Policies and Rules and Regulations governing all commercial ground transportation providers and services.

Authority Code § 9.11(a) governing all commercial ground transportation providers and services states "No persons shall operate or drive or cause to be operated or driven any Taxicab, Vehicle for Hire, Charter Vehicle, scheduled ground transportation service, hotel or other courtesy vehicle or any other ground transportation service (except as provided in Section 9.23 of this Code) over and upon the non-dedicated private streets for the transportation of persons and baggage from or within the Airport without all valid and necessary permits issued by the Authority."

Code §§ 9.01- 9.40 provide the key ground transportation policies such as insurance (§ 9.14), permit issuance and transfer (§ 9.19), Vehicle Condition (§ 9.21), Suspension, Revocation, Denial and Fine of Ground Transportation Permits and Services (§ 9.22).

Airport Rules and Regulations Section 5.4 prescribes the general operating procedures applicable to all motor vehicles and ground transportation service operations at the Airport. These procedures align with the Authority Codes to give more detailed explanation as to how each should be performed.

The Airport's Ground Transportation commercial vehicles include the following modes:

- a) Taxicabs
- b) Vehicle for Hire (shared ride/passenger stage shuttles)
- c) Charters/Limousines (charter-party carriers)
- d) Rental Car Shuttles
- e) Airport Passenger and Employee Shuttles
- f) Airport Courtesy Vehicles (Hotel, Off-Airport Parking)
- g) Public/local bus (MTS) service

Ground Transportation Organization

The Ground Transportation Department works within the Airport Operations Division to plan for and manage the Airport's commercial vehicle operations, parking operations and code compliance and enforcement. The Department ensures 1) commercial vehicle and drivers are properly permitted and comply with all airport rules and regulations and that all permitting fees are paid; 2) commercial vehicle operations provide the best customer service effectively and efficiently; 3) airport vehicular traffic flow is maintained and all commercial vehicles comply with the Airport's Rules and Regulations; 4) the ACE Parking

and Shuttle Services contract is properly managed; and 5) the Rental Car Center Bus Operations, which includes bus procurement, facility start-up and ongoing transit bus services are operational by the January 2016 deadline.

FINANCIAL OVERVIEW

Vehicle Conversion Incentive-Based Program

The Authority entered into a Memorandum of Understanding with the California Attorney General in May 2008 to address the reduction of Greenhouse Gas (GHG) emissions at SDIA. The AG-MOU outlines specific measures that the Authority committed to implement in order to limit and reduce GHG emissions. The AG-MOU included one element related to ground transportation: the establishment of a program/policy to replace shuttles at the end of their useful life with CAVs such as electric, hybrid and AFVs, including propane, Compressed Natural Gas (CNG) or biodiesel. After executing the AG-MOU, the Board expanded its program/policy to include all ground transportation modes, including charter/limousines, taxicabs, hotel/motel courtesy shuttles and off-airport parking courtesy shuttles in the Authority's Public Commercial Ground Transportation Vehicle Conversion Incentive-Based Program (Incentive Program).

The Board adopted the Incentive Program in March 2010. The goal of the Incentive Program is to convert 100% of the public commercial ground transportation vehicles (Commercial Vehicles) operating at the Airport to AFVs or CAVs by 2017. The Incentive Program includes financial incentives and disincentives that act together to encourage owners and operators to convert their vehicles. The incentive consists of specific annual percentage reductions in the Ground Transportation Schedule of Annual Permit/Trip Fees set by the Board. The percentage reduction in annual user fees and trip charges decreases over time as alternative fuel vehicles and infrastructure become more available.

The Incentive Program for taxicabs was modified by the Board in May 2012 to replace the reduced user trip fee Incentive Program for taxicab AFVs and CAVs with a cash-based incentive program and lasting through FY2016. The amount of incentive payments and permit fee waivers for taxicabs is estimated to equal the amount of the discount that would have been received under the original incentive program. For FY2012, this amounted to \$235,000 (119 vehicles) and in FY2013 it is projected to be \$228,000 (149 vehicles).

At its July 2012 meeting, the Board by Resolution 2012-0084, temporarily deferred the 25% disincentives for not purchasing an AFV for all commercial vehicle mode types until September 2012. At its October 2012 meeting, the Board by Resolution 2012- 0114, deferred its disincentives for not purchasing an AFV/CAV for all commercial mode types until 2015. Additionally, the Resolution modified the FY13 and FY14 incentives from 75% to 50%, respectively, to 100% for both years. The estimated financial impact, as communicated to the Board on October 26, 2012 was a \$476,000 reduction of revenue in FY13 and \$1,267,000 reduction in FY14.

The Vehicle Conversion Incentive-Based Program FY13- FY17 for all modes is as follows:

All Transportation Modes except Taxicabs (Incentives)	
Fiscal Year 2013	100% Reduced User Fees
Fiscal Year 2014	100% Reduced User Fees
Fiscal Year 2015	25% Reduced User Fees
Fiscal Year 2016	10% Reduced User Fees
Fiscal Year 2017	0% Reduced User Fees
All Transportation Modes except Taxicabs (Disincentives)	
Fiscal Year 2013	0% Increased User Fees
Fiscal Year 2014	0% Increased User Fees
Fiscal Year 2015	75% Increased User Fees
Fiscal Year 2016	100% Increased User Fees
Fiscal Year 2017	150% Increased User Fees
Taxicabs	
Fiscal Year 2013	25% Increase in ground transportation permit/trip fees
Fiscal Year 2014	50% Increase in ground transportation permit/trip fees
Fiscal Year 2015	75% increase in ground transportation permit/trip fees
Fiscal Year 2016	100% increase in ground transportation permit/trip fees
Fiscal Year 2017	150% increase in ground transportation permit/trip fees
Fiscal Year 2018	200% increase in ground transportation permit/trip fees

Cost Allocation/Recovery

Commercial ground transportation fees have generally been based on cost recovery. Cost Recovery is based on actual costs from the most recent completed fiscal year (2012) which are allocated to each Ground Transportation Mode based on:

- 1) Customer Service Representative (CSR) costs which are allocated to the benefitted users (Taxicabs, SuperShuttle, San Diego County Airport Shuttle Association (SDCASA) and PrimeTime/First Class Shuttle); and
- 2) All other costs which are allocated to each mode based upon its respective share of total annual trips.

Generally, the actual costs recovered include direct ground transportation costs, an allocation of general and administrative costs associated with the direct costs and depreciation of ground transportation assets (e.g., roadways). Beginning in FY16, identifiable Automated Vehicle Identification (AVI) costs will be spread to all vehicles carrying an AVI transponder. Currently all taxicabs, vehicles for hire, rental car buses, off-airport parking and hotel/motel shuttles have installed AVI transponders. Limousines and charter party carriers do not have AVI installed. In FY2017, identifiable costs for implementation and maintenance of the taxicab trip coupon automation and vehicle dispatch systems will be charged.

Commercial Vehicle Permit Fees

The Commercial Vehicle Permit Fee payment schedule highlights the projected taxicab trip fees as well as the commercial vehicle permit fees for alternative fuel and clean air vehicles through 2016. The FY14-FY16 taxicab meter fee is set to be \$2.00, however, non-AFV taxicabs will incur premiums in FY15 of 75% and FY16 of 100% causing the trip fee charged to drivers to be \$3.50 and \$4.00, respectively.

Clean Vehicle Conversion Program

The Authority contracted with the California Center for Sustainable Energy (CCSE) to identify, communicate and address the challenges associated with the program's implementation, especially as it related to available grants, technical guidance and fueling locations. Over this time, CCSE:

- Coordinated and hosted CAV and AFC demonstrations with vehicle manufacturers and dealers for ground transportation service providers;
- Developed and maintained a web site and relevant links regarding AFV and CAV technologies and availability, alternative fuel locations with operating hours and fuel prices, researched vehicle incentives and other information to encourage and enable businesses and vehicle owners to convert to clean vehicles;
- Participated in Authority meetings with MOA representatives to provide updates, findings and advice;
- Provided reports and presentations about the Authority's Clean Air Vehicle Conversion Program;
- Researched and communicated new local, state and federal funding sources including the preparation and submittal of grant applications.

CCSE has been a valuable resource and credible partner in providing data and public outreach to the commercial vehicle owners and operators. The Airport and the ground transportation providers will continue to work closely on key issues and public outreach. In addition to the work done by CCSE, several private companies assisted the Airport with its public outreach and worked closely with ground transportation providers to secure alternative fuel and clean air vehicles. Expo Propane, Clean Energy and Mossy Toyota provided vehicle technical assistance, general education, and equipment acquisition and financing alternatives. The CCSE final report is attached (Attachment A)

STRUCTURAL CHALLENGES

AGMOU Compliance

The Airport Authority committed to the California Attorney General in the Memorandum of Understanding (2008) for the replacement of shuttles with electric or alternative fuel vehicles (AFVs) and to:

" . . . implement an incentive-based program to induce every operator of a shuttle service (e.g., hotel; door-to-door, parking) on the Airport to replace its existing shuttle vehicles which such operator at that time owns or operates with

electric or alternative fuel shuttle vehicles upon the completion of the useful life of such existing shuttle vehicles.”

“ . . . impose a requirement on every operator of a shuttle service on the Airport to replace its existing shuttle vehicles which such operator then owns or operates with electric or alternative fuel shuttle vehicles.”

Implementation of either of these alternative measures shall be subject to the Authority’s determination of commercial availability of equipment and adequate refueling infrastructure. If the Authority determines that such equipment is not commercially available or that there is not an adequate refueling infrastructure, then it shall provide a contemporaneous detailed, written statement of the reasons for that determination to the Attorney General, which can be made available to the public.

The Authority shall make reasonable good faith efforts to assist shuttle operators to obtain grant funding or other concessionary financing that would enable such operators to replace existing vehicles more rapidly than is contemplated by the above schedules.

AFV/CAV Funding and Grant Availability

The California Energy Commission (CEC) administers the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) to provide financial incentives for businesses, vehicle and technology manufacturers, workforce training partners, fleet owners, consumers, and academic institutions with the goal of developing and deploying alternative and renewable fuels and advanced transportation technologies. The CEC must prepare and adopt an annual Investment Plan for the ARFVTP to establish funding priorities and opportunities that reflect program goals and to describe how program funding will be used to complement other public and private investments.

Funded projects include:

- Commercial alternative fuel vehicle (AFV) demonstrations and deployment;
- Alternative and renewable fuel production;
- Research and development of alternative and renewable fuels and innovative technologies;
- AFV manufacturing;
- Workforce training; and
- Public education, outreach, and promotion

The Carl Moyer Memorial Air Quality Standards Attainment Program (Program) provides incentives to cover the incremental cost of purchasing engines and equipment that are cleaner than required by law. Eligible projects include heavy-duty fleet modernization, light-duty vehicle replacements and retrofits, idle reduction technology, and off-road vehicle and equipment purchases. The Program provides funds for significant near-term reductions in nitrogen oxide emissions, reactive organic gases, and particulate matter emissions. Funding is available until January 1, 2024.

Technology Network Company

This PUC defines a Transportation Network Company (TNC) as an organization whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled application (app) or platform to connect passengers with drivers using their personal vehicles. Among other requirements established in the recent PUC decision, *the Commission is proposing each TNC (not the individual drivers) obtain a permit from the California Public Utilities Commission (Commission), require criminal background checks for each driver, establish a driver training program, implement a zero-tolerance policy on drugs and alcohol, and require insurance coverage.*

In recent years, the communications revolution in wireless service, smartphones, and on-line apps has further facilitated the development and adoption of passenger transportation for compensation to a point where passengers seeking rides can be readily connected with drivers willing to provide rides in private vehicles. This development in passenger transportation for compensation associated with companies including UberX, Lyft, and Sidecar, does not fit neatly into the conventional understandings of either taxicabs or limousines, as defined under the PUC and local laws.

The PUC's preliminary decision has found that TNCs are charter-party passenger carriers, and therefore the PUC believes it can exercise its existing jurisdiction pursuant to Article XII of the California Constitution and the Passenger Charter-party Carriers' Act, PUC Code §§ 5351 *et seq.* (the Act). Additionally, the Commission has very broad powers under PUC Code § 701 which gives the Commission the ability (via a rulemaking process) to develop new categories of regulation when a new technology is introduced into an existing industry.

The PUC draft decision, excerpted from Attachment C, applies to all TNCs.

Safety Requirements:

- a) TNCs shall maintain commercial liability insurance policies providing not less than \$1,000,000 (one million dollars) per-incident, covering incidents involving vehicles and drivers while they are providing TNC services;
- b) TNC drivers shall be required to provide proof of both their personal insurance and commercial insurance in the case of an accident.
- c) TNCs shall perform criminal background checks on each TNC driver before the driver begins offering service. In order to protect public safety, any person who has been convicted, within the past seven years, of driving under the influence of drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to commit a felony, a crime involving property damage, and/or theft, acts of violence, or acts of terror shall not be permitted to provide TNC services.
- d) TNCs shall institute a zero tolerance intoxicating substance policy with respect to drivers
- e) TNCs shall obtain each TNC driver's driving record before the driver begins providing service and quarterly thereafter. Drivers with convictions for reckless driving, driving under the influence, hit-and-run, or driving with a suspended or

- revoked license shall not be permitted to be a TNC driver. Drivers may have a maximum of two points on their driving records for lesser offenses (e.g., equipment problems, speeding, or child safety seat violations).
- f) TNCs shall establish a driver training program to ensure that all drivers are safely operating the vehicle prior to the driver being able to offer service. TNCs must report to the Commission on an annual basis the number of drivers that became eligible and completed the course.
 - g) TNC drivers must possess a valid California driver's license, be at least 21 years of age, and must provide at least one year of driving experience.
 - h) TNCs may only use street-legal coupes, sedans, or light-duty vehicles including vans, minivans, sport utility vehicles (SUVs) and pickup trucks. Hatchbacks and convertibles are acceptable.
 - i) TNC drivers are prohibited from transporting more than 7 passengers on any given ride
 - j) The app used by a TNC to connect drivers and passengers must display for the passenger: 1) a picture of the driver, and 2) a picture of the vehicle the driver is approved to use, including the license plate number to identify the vehicle.
 - k) TNC vehicles shall not be significantly modified from factory specifications (e.g., no "stretch" vehicles).
 - l) Prior to allowing each TNC driver to operate a vehicle, and annually thereafter, a TNC must inspect the driver's vehicle, or have the vehicle inspected at a facility licensed by the California Bureau of Automotive Repair, and maintain complete documentation of such inspections. A TNC driver's vehicle must, at a minimum, pass a 19 point inspection prior to allowing the driver to operate the vehicle under the TNC's platform:

Regulatory Requirements:

- a) TNCs (not the drivers) must be permitted by the PUC before operating as a TNC.
- b) TNCs shall clearly disclose, on their app and website, that TNCs facilitate rides between passengers and private drivers using their own personal vehicles. Additionally, the disclosure should state that each TNC is required to maintain insurance policies providing a minimum of \$1,000,000 (one million dollars) per-incident coverage for incidents involving vehicles and drivers while they are providing TNC services.
- c) TNC drivers may only transport passengers on a prearranged basis. For the purpose of TNC services, a ride is considered prearranged if the ride is solicited and accepted via a TNC digital platform before the ride commences. TNC drivers are strictly prohibited from accepting street hails.
- d) TNCs shall participate in the California Department of Motor Vehicle's Employer Pull Notice Program.
- e) TNCs shall obtain proof of insurance from each TNC driver before the driver begins providing service and for as long as the driver remains available to provide service.
- f) TNCs shall allow passengers to indicate whether they require a wheelchair-accessible vehicle or a vehicle otherwise accessible to individuals with disabilities. One year from the effective date of these rules and annually thereafter, each TNC shall submit to the Safety and Enforcement Division a report detailing the

- number and percentage of their customers who requested accessible vehicles, and how often the TNC was able to comply with requests for accessible vehicles.
- h) TNC vehicles shall display consistent trade dress (i.e., distinctive signage or display on the vehicle) when providing TNC services that is sufficiently large and color contrasted as to be readable during daylight hours at a distance of at least 50 feet. The trade dress shall be sufficient to allow a passenger, government official, or member of the public to associate a vehicle with a particular TNC (or licensed transportation provider). Acceptable forms of trade dress include, but are not limited to, symbols or signs on vehicle doors, roofs, or grills. Magnetic or removable trade dress is acceptable. TNC shall file a photograph of their trade dress with the Safety and Enforcement Division.
 - i) Although TNCs may provide platforms allowing drivers and passengers to "rate" each other, TNCs shall ensure that such ratings are not based on unlawful discrimination, and that drivers do not discriminate against passengers or potential passengers on the basis of geographic endpoints of the ride, race, color, national origin, religion, sex, disability, age, or sexual orientation/identity.
 - j) One year from the effective date of these rules and annually thereafter, each TNC shall submit to the Safety and Enforcement Division a verified report detailing the number of rides requested and accepted by TNC drivers within each zip code where the TNC operates; and the number of rides that were requested but not accepted by TNC drivers within each zip code where the TNC operates
 - k) One year from the effective date of these rules and annually thereafter, each TNC shall submit to the Safety and Enforcement Division a verified report the number of drivers that were found to have committed a violation and/or suspended, including a list of zero tolerance complaints and the outcome of the investigation into those complaints. Each TNC shall also provide a report of each accident or other incident that involved a TNC driver and was reported to the TNC, the cause of the incident, and the amount paid, if any, for compensation to any party in each incident.
 - l) Each TNC shall submit to the Safety and Enforcement Division a report detailing the average and mean number of hours and miles each TNC driver spent driving for the TNC.
 - m) Upon request, drivers shall display to Commission or airport enforcement officers, law enforcement, or city or county officials a physical or electronic record of a ride in progress sufficient to establish that it was prearranged.
 - n) If a passenger files a complaint against a TNC or TNC driver with the Commission, Commission staff shall have the right to inspect TNC records and vehicles as necessary to investigate and resolve the complaint to the same extent the Commission and Commission staff is permitted to inspect all other charter-party carriers.
 - o) **Operations at Airports. TNCs shall not conduct any operations on the property of or into any airport unless such operations are authorized by the airport authority involved.**
 - p) Similar to regulations governing limousines, one-third of one percent of the total revenues from TNC services in California shall be collected by this Commission on a quarterly basis as part of overall fees.

TNCs that fail to adhere to these requirements may have their permits revoked or be otherwise subject to sanctions by the PUC. The PUC is authorized to conduct inspections of charter-party carriers including TNCs. Therefore, each TNC must keep records of all trips made by its TNC drivers. The PUC is also authorized to "cancel, revoke, or suspend any operating permit or certificate" if the carrier violates any of the provisions of the Act, provisions of the operating permit or certificate.

GCLA Charter/Limo (Charter Party Carriers) petition

The Greater California Livery Association (GCLA) is petitioning the PUC to adopt a regulation that vehicle standards for limousine operators and other charter-party carriers are in the exclusive domain of the PUC and not in the domain of airport operators. (Attachment D and E) The proposed GCLA regulation reads "Vehicle standards for limousine operators and other charter-party carriers are in the exclusive domain of the PUC. Local airport operators do not have the authority to prescribe the types of vehicles that limousine services may operate with respect to their emissions, fuel economy (miles per gallon), type of fuel used and age." The GCLA has requested that while the motion is being considered, the PUC preclude airport operators in the state from imposing any such programs, policies, rules or regulations prescribing the types of vehicles that limousine services may operate at airports.

This petition would substantially impact SDIA's ability to meet the AG-MOU requirements for AFV and CAV vehicles especially related to fuel type, vehicle age restrictions and potentially vehicle safety, permitting and insurance, as well as affect TNCs regulation and may potentially establish other regulatory precedents.

The Authority is moving forward to challenge the petition by coordinating with the California Airports Council and submitting a united response in conjunction with other airports. We will, however, work with the CAC and the GCLA to develop a mutually agreeable recommendation to address the industry's concerns.

Fiscal Impact:

There is no additional fiscal impact with this update

Authority Strategies:

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

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Environmental Review:

- A. CEQA: This Board presentation is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act ("CEQA"), as amended. 14 Cal. Code Regs. §15378. This Board action is not a "project" subject to CEQA. Cal. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act. Cal. Pub. Res. Code §30106.

Application of Inclusionary Policies:

Not applicable.

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Clean Vehicle Conversion Program Report

December 2013

SUBMITTED TO

San Diego Regional Airport Authority

SUBMITTED BY

California Center for Sustainable Energy



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Scope of Work

This report details the services the California Center for Sustainable Energy (CCSE) provided the San Diego Regional Airport Authority (Authority) for the implementation of the Clean Vehicle Conversion Program (Program). The Program promotes the adoption of clean fuel vehicles by off-airport ground transportation operators through technical assistance, outreach, and education.

CCSE supported the Program through specified tasks: (1) Program Website; (2) Outreach; (3) Events; (4) Meetings; and (5) Research Funding Opportunities. The report documents and explains the accomplishment of each task, outlines the current status of the Program, and provides recommendations for Program continuation.

Tasks

1. Program Website

CCSE developed, maintained, and updated a Program website accessible to the Authority, off-airport ground transportation providers, and the public. The Program website was launched the end of May 2013 and was updated monthly. The website can be viewed at <http://www.energycenter.org/airport>. As well, screenshots of the website are in Appendix B. The Program website contained the following up-to-date information:

- Eligible Vehicle List with links to each vehicle's manufacturer for more information
- Local incentives for eligible vehicles and fuel types.
- Resources pertaining to clean vehicle technologies, locations of alternative fuel stations, servicing clean vehicles, and vehicle financing options.

Information researched for the website was also made available directly to ground transportation operators through regular outreach, outlined below.

2. Outreach

CCSE provided outreach on clean vehicle and alternative fuel technologies to off-airport fleet managers and ground transportation service provider's throughout the project period. CCSE presented at meetings, distributed informational brochures, and performed direct outreach to different ground transportation operators, alternative fuel providers, car dealers, and industry partners.

CCSE conducted outreach to all operators, with resources targeted to the modes with the greatest need for assistance, including VFH, hotel courtesy, and livery operators.

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CCSE created specialized flyers for shuttle, taxi, and livery operators with information on various fuel types, eligible vehicles, and benefits of converting to a clean vehicle. The shuttle and taxi flyers were distributed at demo days and other events. The livery flyer was distributed at San Diego GCLA meetings. The flyers can be viewed in Appendix C. Outreach was also conducted through preparing and carrying out workshops and vehicle demonstrations.

One on one outreach to ground transportation operators included discussion on availability of incentives and financing options for vehicles, availability of used vehicles that meet airport program requirements and CARB certification. Targeted outreach to dealers and fuel providers was used to find answers to frequently asked questions. Through this outreach CCSE staff was able to learn about upcoming vehicle models and new fueling stations and helped increase program support from dealers and fuel providers. Contacts included:

- Roush CleanTech
- BAF/Westport
- Clean Energy Fuels
- Pearson Fuels
- Expo Propane
- Mossy Toyota
- Mossy Ford
- Kearny Pearson Ford

Upcoming alternative fuel vehicles and technologies were researched for usability by airport operators. CCSE provided extensive research on changes in CARB certification, which could potentially widen the availability of new, alternative fuel vehicles and allow for conversions of in-use vehicles. These changes are described later in this report. CCSE also drafted policies on the use of bi-fuel and pre-certification demonstration vehicles and can be viewed in Appendix D.

CCSE developed relationships with the companies XL Hybrids and VIA Motors to assess if their upcoming systems and vehicles would fit the needs of airport operators.

- XL Hybrids is a Massachusetts-based company offering a hybrid conversion system for Chevy Express & GMC Savana and Ford E-series vans. The hybrid conversion system works by adding an electric motor, an advanced lithium ion battery pack, and control system to a vehicle without significantly modifying the OEM internal combustion engine. The conversion system is currently undergoing CARB certification and is not currently certified for sale in California. XL Hybrids conversion system is designed for following vehicle models.
 - Chevy Express & GMC Savana: 2500 & 3500 Models, 4.8L V-8 Hybrid
 - Ford E-Series: E150 & E250 Models 4.6L V-8 Hybrid



Once CARB certified, these hybrid vehicles could increase the eligible vehicles options for airport shuttle operators, and offer a slightly lower cost retrofit option. CCSE had kept in communication with XL Hybrids on their CARB certification status and have discussed future outreach possibilities for XL Hybrids to be involved in events to introduce their system and vehicles to airport operators.

- VIA Motors is a Utah based company offering extended range electric plug-in hybrid vehicles for trucks and vans, based on GM models. The E-REV powertrain by VIA Motors allows vehicles to drive off of electricity for the first 40 miles. VIA's passenger van is a viable option for airport shuttle operators and their Suburban-based SUV is a possibility for courtesy and livery modes. VIA Motors has recently become commercially available in California, although pricing is not fully available. Through CCSE outreach, VIA Motors has expressed interest in introducing their vehicles to airport operators at future events and demonstration days. Fleets would need a regular place to charge the vehicles to take full advantage of the electrified drivetrain.

Additionally, CCSE drafted an application for the EPA Clean Air Excellence Award within the Transportation Efficiency Innovations category. The Clean Air Excellence Award recognizes efforts to attain cleaner air and reduce pollutant emissions. The Program was eligible for the award due to its work in promoting clean air alternative fuel vehicles, reducing tailpipe emissions, and being an innovative model for other airports and organizations to emulate. The award would provide further recognition of the Authority's efforts to move the ground transportation operators to cleaner vehicles.

3. Demonstration and Education Events

CCSE coordinated with vehicle manufacturers and dealers to establish events targeted to ground transportation service providers and businesses. The events allowed attendees to have vehicle and fuel questions answered, look at eligible clean vehicles, and learn about any incentives and financing opportunities. CCSE provided organization and publicity for the following events. Event documentation is in Appendix C.

Vehicle Demonstration, May 8, 2013 at the San Diego International Airport

- Mossy Toyota led event and provided food
- Highlight continued availability of low cost financing.

Propane Workshop August 13, 2013

- 30 attendees total, including around 12 representing airport fleets.
- Speakers included Roush CleanTech, Clean Fuel USA, Expo Propane.
- Extensive Q&A between fleets and vehicle/ fuel providers.
- Helped cement purchase of propane vans by EZ-Ride shuttle.

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Vehicle Demonstration September 11, 2013 at the San Diego International Airport

- Demonstration of natural gas, propane, electric, and hybrid vehicles.
- Representation by Clean Energy, Expo Propane, Mossy Toyota and SDG&E to assist in answering vehicle and fueling specific questions.
- CCSE-created shuttle and taxi flyers were handed out.
- Outreach flyers on alternative fuel technologies and location of alternative fuel stations were handed out.

Natural Gas Workshop, December 10, 2013

- 25 attendees total, including around 5 representing airport fleets.
- Speakers included Clean Energy Fuels, BAF/Westport, and SD G&E.

4. Meetings

Attended the following meetings with shuttle and taxi consortia:

- Presented at Shuttle Consortia Meetings- May 30, June 27, September 26, October 31, December 5
- Presented at Taxi Consortia Meetings – June 5 and June 26

Participated in the following Airport Clean Vehicle Working Group Calls: May 17, June 12, July 12, August 16, September 13, October 25, and November 29.

- Discussed issues related to clean fuel vehicles and infrastructure with representatives from other California airports
- Tracked potential funding opportunities, policy changes, and challenges facing other airports.

Attended SD CASA driver training, July 18, October 18

- Discussed conversion requirements and availability of vehicles that meet the program requirements
- Answered questions on infrastructure availability

Attended the following Greater California Livery Association (GCLA) events:

- GCLA Annual Expo and Tradeshow – September 25
 - Conducted outreach with southern California alternative fuel vehicle dealers
- GCLA San Diego Meeting October 22



5. Funding Opportunities Research

CCSE researched available funding and provided grants and incentives information to the eligible parties. The following is a listing on what funding opportunities were found:

- California Energy Commission Gaseous Vehicle Buy-down was the primary source of funding for compressed natural gas vehicles. As of May 2013, all funds have been allocated to dealers for FY 2012-13.
 - Funds should be available in spring 2014
- Vehicle incentives Western Propane Gas Association (\$1000 per vehicle) was expended for 2013, new funding may be available starting January 2014 at \$500 per vehicle.
- Clean Vehicle Rebate Project (CVRP) provides funding for light duty zero emission and plug-in hybrids, such as Nissan Leaf, Chevy Volt, and Prius Plug-in. However some vehicles may not be suited for taxi use.
- Hybrid Voucher Incentive Program (HVIP) provides funds for the purchase of hybrid and zero emission emissions vehicles in medium and heavy duty weight classes. All FY 2012-13 funds have been exhausted. A few vehicles suitable for airport use are eligible in the program.
 - A waitlist for funding is now active
 - Funds will be available in early 2014
- Used Medium-Duty Electric Vehicle Repower Demonstration was a competitive grant that courtesy shuttle operators could take advantage of. The grant covers vehicles in the 10,000-26,000 GVWR rang, including E450 cutaways.
 - No airport fleets applied for this funding, which required close collaboration with a technology/vehicle provider.
 - Technology demonstrated as part of this program could become available to airport flees in the future.
- Prop 1B- Goods Movement Emission Reduction Program provides funding for replacing Class 6-8 diesel vehicles with cleaner diesel or alternative fuel vehicles. The program is administered by San Diego County APCD, funding was released in early summer 2013. However, passenger carrying vehicles were not eligible.
- Carl Moyer Memorial Air Quality Standards Attainment Program covers the replacement of diesel vehicles and equipment. Funding will be available through the San Diego County APCD. The program primarily covers marine, agricultural and off-road equipment. Gasoline powered shuttles and taxis not eligible, however the program may fund diesel airside GSE.
- SDG&E: SDG&E may be able to provide infrastructure support to taxi companies interested in adopting EVs.
- The California Energy Commission awarded three San Diego projects on natural gas fueling infrastructure.



- Pearson Fuels will be reopening their natural gas pump, although no timeline was given
- Chula Vista Elementary School District will upgrade their public access fueling
- Poway Unified School District will install new public access pumps

CCSE closely watched APCD, ARB, CEC, and other funding sources. However, almost no funding opportunities were directly relevant to airport fleets. Most funding is focused on emerging technologies such as electric vehicles rather than more proven technologies such as hybrids, compressed natural gas (CNG), and propane.

CCSE collaborated with the Transportation Alliance Group (TAG) on a program proposal to the Authority. The proposed Vehicle Conversion Rebate Program would increase the rate of clean vehicle conversions of airport ground transportation operators through rebates, education, and outreach. The proposal was submitted to the Authority in November 2013.

Dealership Financing

Financing is necessary for most vehicle purchases. CCSE worked with dealerships and other lenders to make sure there were financing packages available to airport operators. However, individual fleets will need to maintain communication with dealers to see what they qualify for. Ford Credit offers a number of different commercial financing programs and will finance the full cost of a new vehicle as well as the cost of the alternative fuel up fit. The buyer needs to meet Ford Credit requirements, which can be quite stringent for commercial buyers. Commercial Fleet Financing is a 3rd party lender that has helped financed new and used vehicles for multiple operators.

CCSE worked with Mossy Toyota to establish financing packages for airport taxis, including options with low money down or zero percent interest.

Findings and Challenges

Infrastructure

A barrier for airport operators adopting alternative fuel vehicles (AFV) is the limited infrastructure in certain parts of the region; since most operators do not operate of set routes and are worried about not having access to alternative fueling stations when they need them. Currently, there are 8 public-access CNG stations and approximately 14 propane stations accessible to filling vehicles. Appendix A contains details on the current CNG and propane stations in San Diego County.

Travel using alternative fuels is possible through San Diego County. Operators report frequently topping off when near the airport to ensure a comfortable margin. One operator reported two incidents of running out of fuel, however other operators attribute this to poor planning rather than



the lack of infrastructure. Propane and natural gas vehicles may have a shorter range between fills than gasoline vehicles, commonly 190-250 miles. However this should be sufficient range for trips that start and return to the airport.

Infrastructure may continue to grow, although major changes are not expected. Airport operators do not represent a large enough user base for most fuel providers to make the investment in additional infrastructure. Additional propane stations could be provided if sufficient demand exists in a specific location. It generally takes a minimum of 10 propane vehicles dedicated to a particular station to support the investment.

CNG stations are much more capital intensive and may take up to 100 light duty vehicles to support the investment. Large anchor fleets are needed to support growth in CNG stations. One refuse hauler in San Marcos is currently exploring installing a station to service their fleet and would likely include a public access. Other current private station operators, such as transit agencies are unlikely to provide access.

Operators wishing to use biodiesel have very limited public access, with only three stations offering B20 at the pump. Operators can have biodiesel delivered to their own facilities. Biodiesel vehicles do have the option of using regular diesel in case of emergency.

Vehicle Availability

A barrier for all airport fleets is vehicle availability. While alternatives exist for most common applications, there are certain applications where vehicles are not available, including:

- Minivans
- Livery SUVs
- Livery Sedans

No CNG or propane, minivan, SUV, or luxury sedan is currently available. Hybrid sedans are available, but most livery operators say the models do not meet the image or performance that customers demand. German luxury sedans and SUVs are available in diesel models. Although not all manufacturers recommend the use of biodiesel in these models, B20 could be utilized to meet airport requirements.

Flexible Fuel Vehicles (FFVs), which can run on blends of up to 85% ethanol or gasoline, are widely available in models that meet operator requirements. Historically ethanol has not provided a substantial reduction in carbon emissions compared to gasoline. However the carbon intensity of the fuel has been dropping in recent years. If lower carbon ethanol becomes available in the region, then FFVs could become a good vehicle option if approved for airport use.



All-electric and plug-in hybrids vehicles are now available from a number of manufacturers. Although they are increasingly being adopted by consumers, these vehicles may not be suited for commercial use due to limited range, and sparse charging infrastructure.

Alternative Fuel Conversion Certification Procedures

The California Air Resources Board (CARB) certifies all new vehicles for sale in California, including vehicles converted to run on an alternative fuel. A vehicle conversion conducted before the legal title has been transferred to a buyer, the conversion manufacturer is considered the Original Equipment Manufacturer (OEM) and must comply with CARB's new vehicle or engine certification requirements. A vehicle conversion completed after the transfer of the legal title is considered an in-use conversion and must comply with CARB's alternative fuel retrofit system certification procedures.

Historically CARB's stringent certification procedures have limited the availability of alternative fuel vehicles and made it nearly impossible to convert an in-use vehicle, due to stringent requirements and costs associated with the required certifications. Amendments to the certification and installation procedures for the alternative fuel retrofit systems were approved by CARB in September 2013. The approved changes will streamline procedures and include flexibilities on testing and compliance requirements starting in 2014. The amendments are applicable to alternative fuel retrofit systems for 2004 and subsequent model year new and in-use vehicles.

Many operators have expressed interest in conversion of vehicles they already own or the acquisition and subsequent conversion of used vehicles. Purchasing used vehicles requires less upfront capital and may allow for a faster transition to alternative fuel vehicles.

The changes to the certification process will allow conversion manufacturers to sell systems sooner with lower certification costs due to reduced upfront testing and demonstration requirements. For in-use vehicles or engines more CARB approved vehicle conversion kits are expected in mid-2014. The revised procedures also make it feasible to offer bi-fuel options for both new and in-use conversions.

These rules should make it possible for alternative fuel system manufacturers that currently offer vehicles in other states under EPA certification to offer their products in California. This includes minivans, sedans, and SUVs that are not currently available in California. Conversion prices may decline with increasing volume and lower cost of certifications. Conversion prices could drop as low as \$8,000 per vehicle.

While many manufacturers have expressed interest in offering systems under these new rules, there is no guarantee that a manufacturer will offer a system for a particular vehicle model. As companies begin to receive certifications under the new procedures, it should become clear what kinds of conversions are being planned by these companies.



Maintenance

Like any vehicle, alternative fuel vehicles require regular maintenance and occasional repairs. The availability of maintenance has been cited as a barrier by some operators. For hybrids, this has largely been eliminated by proven service record of vehicles. Mossy Toyota has stocked extra parts and extended service hours to better serve cabs and minimize downtime.

Service for CNG and propane vehicles is available at a smaller number of dealers and independent garages, although dealers have pledged to stock parts and ensure adequate training for staff to service vehicles. Almost all standard maintenance (oil changes, tire rotation, etc.) is the same as conventional vehicles. Alternative fuel system manufacturers are willing to train more mechanics if necessary.

Cost

The total cost of ownership of alternative fuel vehicles may be lower than traditional vehicles, although the upfront costs may be much higher. For taxi drivers, hybrids have a much higher upfront cost than a traditional used Crown Victoria. The fuel savings from a hybrid often more than makes up for the monthly payment required to finance a new vehicle. However, some owners are unwilling to make an investment in new vehicles due to the long-term uncertainty in ownership of medallions and the transferability of permits. Used Toyota Prius are popular with more price conscious buyers. Prius Vs, first available in late 2011, should enter the used market in 2014.

CNG and propane vans cost \$11-15K more than standard vans. This additional cost can be financed when purchasing a new vehicle. Many operators prefer to purchase used vehicles and conversions for these vehicles are not currently available. Although financing agencies are eager to get vehicles sold, they report that approximately 20% of owners/drivers may not qualify for any financing. The most favorable loans require 25% down, which is more than \$10,000 in most cases. Some operators feel the additional costs are prohibitive when combined with the increased cost of airport permit fees. For vehicles with high yearly mileage, fuel savings from switching to propane or natural gas may be up to \$4,000 per year or more. Grant funding or financing that can help lower the upfront cost should allow operators to benefit from lower lifetime operating costs.

Diesel vehicles do not require any up fit to run on biodiesel, but do cost more to purchase than a comparable gasoline vehicles. Diesel vehicles do offer better fuel economy than most gasoline models.

Other Airport Alternative Fuel Programs

Comparisons of alternative fuel initiatives at other airports can provide the Authority with insight on fleet conversion strategies. Appendix E contains summaries of alternative fuel programs at the Los Angeles, San Francisco and Phoenix Airports.



Recommendations

Funding

Potential funding sources should continue to be monitored. Although large, unrestricted pots of money are not expected to be available, there may be limited state funding for specific technologies such as CNG. Vehicle operators should be encouraged to explore vehicle financing options. The Authority should consider the feasibility of directly offering grants or loans in the absence of other funding sources.

Vehicle Availability and Eligibility

The number of eligible vehicles may increase over time. The authority should continue to monitor vehicle availability and consider changes to vehicle eligibility if possible to include more vehicles while maintaining environmental standards.

Although taxis and door to door shuttles have adequate vehicle choices, there are only a limited number of eligible vehicles that serve the livery market. Authority could consider including flexible fuel vehicles if ethanol can meet carbon reduction targets.

With the high likelihood of bi-fuel CNG and propane vehicles becoming available and the increasing interest in biodiesel, the Authority should ensure that it can adequately track the use of alternative fuels in these vehicles.

Education and Outreach

The Authority needs to continue efforts to educate drivers on conversion requirements, vehicle availability, funding opportunities, infrastructure development, and other topics related to clean vehicle adoption. Private vehicle and fuel providers can assist in demonstrations days and other forms of outreach, but the authority needs to maintain communication and consistent messaging with all parties.

Concluding Remarks

The Authority has made considerable progress towards its clean vehicle conversion goals; however continued effort is needed to achieve 100% conversion. Increasingly operators can look within their own ranks to see examples of clean vehicles meeting all duty requirements and offering positive financial returns. However continued education and outreach will be needed to make sure that operators are aware of all the resources available to address their concerns. At the same time, the authority should continue to evaluate if changes to the program, including the provision of additional funding, will be necessary to ensure complete success. CCSE has been pleased to assist the Authority with the implementation of the Clean Vehicle Conversion Program and hopes to continue these efforts in the future.

000106



Appendices

- A. Infrastructure
- B. Program Website
- C. Outreach and Event Documentation
- D. Policies on bi-fuel and pre-certification demonstration vehicles
- E. Alternative Fuel Programs at Peer Airports

000107



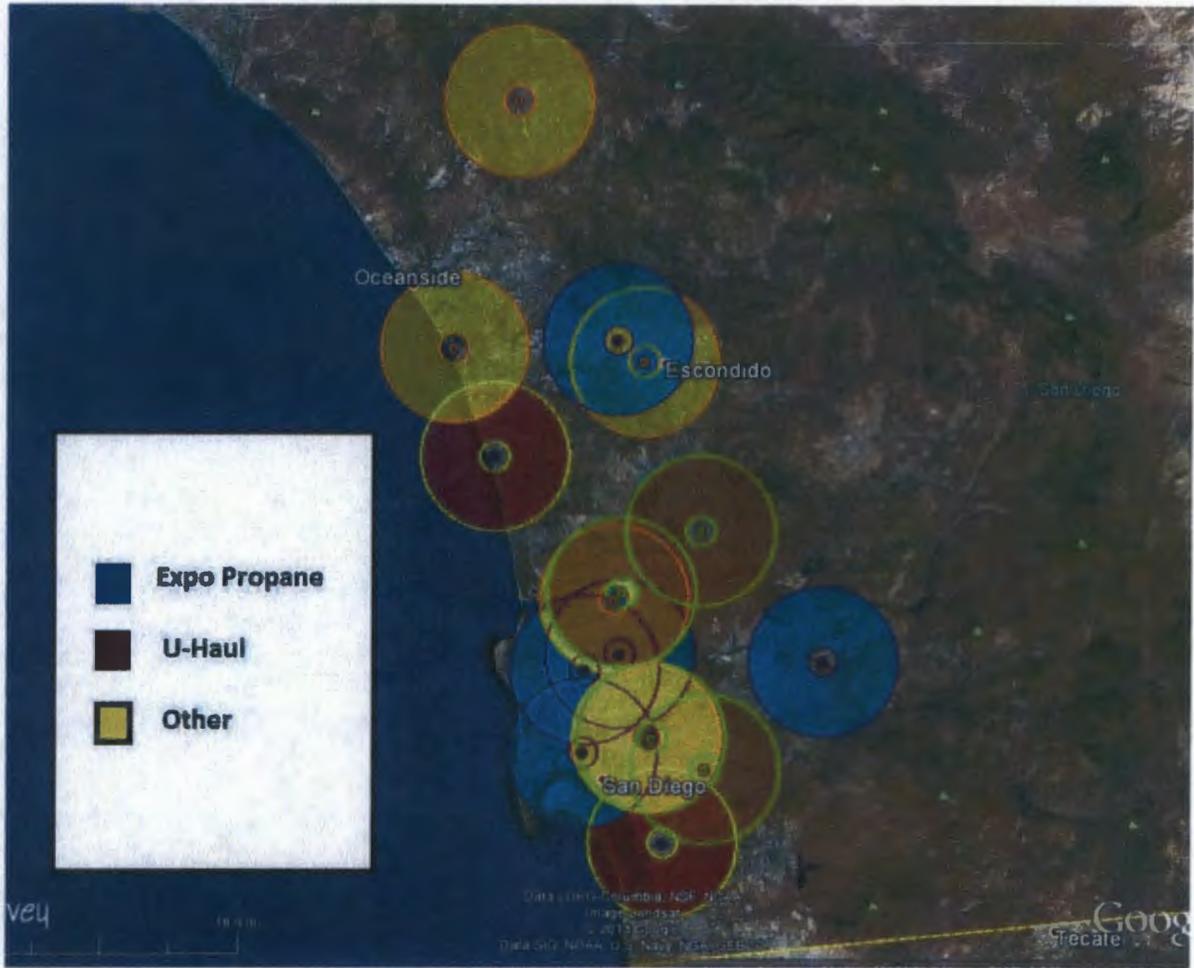
Appendix A: Infrastructure

Table A: Alternative Fuel Stations in San Diego County

Station/Operator Name	Fuel Type	Address	Hours of Operations
Clean Energy CNG	CNG	3519 India Street, San Diego, CA 92103	7 days a week/24hours
Clean Energy/Shell Oil (S.D. Airport)	CNG	2521 Pacific Highway, San Diego, CA 92101	7 days a week/24hours
SDG&E Service Center-Kearney Mesa	CNG	5488 Overland Ave, San Diego, CA 92117	7 days a week/24hours
SDG&E Service Center-Miramar Yard	CNG	6875 Consolidated Way, San Diego, CA 92121	7 days a week/24hours
SDG&E Service Center-Carlsbad	CNG	5016 Carlsbad Blvd, Carlsbad, CA 92008	7 days a week/24hours
Chula Vista Education Center	CNG	86 East J Street, Chula Vista, CA 91910	M-F/6:30am to 5pm
City of Chula Vista-Clean Energy	CNG	1800 Maxwell Road, San Diego, CA 92154	7 days a week/24hours
Poway Unified School District	CNG	13626 Twin Peaks Road, Poway, CA 92021	M-F/6am to 7pm
Pearson Fuels	LPG	4067 El Cajon Blvd, San Diego, CA 92105	7 days a week/24hours
Expo Propane	LPG	3650 1/3 Kettner Blvd, San Diego, CA 92101	7 days a week/24hours
Expo Propane	LPG	5790 Balboa Ave, San Diego, CA 92123	7 days a week/24hours
Expo Propane	LPG	5596 Kearny Mesa Rd, San Diego, CA 92121	7 days a week/24hours
U-Haul	LPG	99 N 4th Ave Chula Vista, CA 91910	7am-7pm M-Th, 7am-8pm F, 7am-7pm Sat, 7am-5pm Sun
U-Haul	LPG	1805 Massachusetts Ave, Lemon Grove, CA 91945	7am-7pm M-Th, 7am-8pm F, 7am-7pm Sat, 7am-5pm Sun
U-Haul	LPG	802 South Coast Hwy, Oceanside, CA 92054	7am-7pm M-Th, 7am-8pm F, 7am-7pm Sat, 9am-5pm Sun
U-Haul	LPG	4311 El Cajon Blvd, San Diego, CA 92105	7am-7pm M-Th, 7am-8pm F, 7am-7pm Sat, 9am-5pm Sun
U-Haul	LPG	9650 Camino Ruiz, San Diego, CA 92126	7am-6:30pm M-Sat, 7am-5pm Sun
Ferrellgas	LPG	8088 Miramar Rd, San Diego, CA 92126	M-F/7a, to 3pm
Eagle Gas	LPG	8445 Los Coches Rd, El Cajon, CA 9254	7 days a week/24hours
Ferrellgas	LPG	107 Vinewood Street, Escondido, CA 92029M-F/7a, to 3pm	M-F/7am to 3pm
Westmart	LPG	4990 Avenida Encinas, Carlsbad, CA 92008	7 days a week/24hours
ProFlame	LPG	1363 Walnut St, Ramona, CA 92065	M-f/8am to 5pm, Sat 9/1m to 3pm
Expo Propane	LPG	807 E Mission Rd, San Marcos, CA 92069	Under Construction
Pearson Fuels	CNG	4067 El Cajon Blvd, San Diego, CA 92105	Future Station
EDCO	CNG	224 S Las Posas Rd, San Marcos, CA 92078	Future Station



Figure 1: Regional propane station coverage



Highlighted area shows five-mile radius around station.



Figure 2: Regional CNG Station coverage



Highlighted area shows five- mile radius around station.

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Appendix B
Program Website

AIRPORT PROGRAM

- + Overview
- + Resources
- + Eligible Vehicles
- + Eligible Shuttles

PROGRAM AT A GLANCE

Program/Project Goals
To help San Diego International Airport reduce GHG emissions by facilitating conversion of ground transportation to alternative fuel vehicles

CCSE's Role
Promote clean fuel vehicles to cab and shuttle owners through technical assistance and outreach

Impact Statement/Successes
Building on the 181 vehicles converted through previous programs, work with transportation providers to move to alternative fuels

Local Policies Supported
San Diego Airport efforts to convert all ground transportation to alternative fuel vehicles by 2017

San Diego International Airport Clean Vehicle Conversion Program



Throughout the U.S., alternative fuel vehicles are replacing diesel- and gas-powered cabs and shuttles at major airports. The San Diego Regional Airport Authority is working to convert all commercial ground transportation operators at San Diego International Airport to clean vehicles, including hybrid, electric, biodiesel, propane and compressed natural gas vehicles.

By transitioning ground transportation to clean vehicles, drivers and fleet owners can help curb emissions, decrease fuel costs and reduce dependence on imported oil.

CCSE is partnering with the Airport Authority to help inform ground transportation operators on how to make the best choices for their vehicles and fleets. We will be hosting vehicle demonstrations and educational seminars on vehicle eligibility, financing packages, infrastructure availability and more.

Check back here soon for events, dates and details on how your operations can go green.

Did You Know?

Permit fees for non-clean air vehicles at San Diego Airport will be increasing starting July 2014, so now is a good time to start making a switch.

Considering a clean vehicle & need more information?

Contact: Kevin Wood at 858-244-7295 or kevin.wood@energycenter.org

AIRPORT PROGRAM

- Overview
- ➔ Resources
- Eligible Vehicles
- Eligible Shuttles

PROGRAM AT A GLANCE

Program/Project Goals

To help San Diego International Airport reduce GHG emissions by facilitating conversion of ground transportation to alternative fuel vehicles

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Building on the 181 vehicles converted through previous programs, work with transportation providers to move to alternative fuels

Local Policies Supported

San Diego Airport efforts to convert all ground transportation to alternative fuel vehicles by 2017

Key Partners/Subcontracts

San Diego Regional Airport Authority

Clean Vehicle Resources

Vehicle Information

Buying alternative fuel vehicles (AFVs) can be intimidating for small- to medium-sized companies due to the many questions about performance, maintenance, financing, etc., that help make the case for transitioning to alternative fuels. The following links provide all the information a company needs to know about AFV technologies and make an informed decision about the best AFV for their needs.

- Natural Gas
- Propane Autogas
- Electric/Hybrids
- Biodiesel

If you have questions, contact Kevin Wood at kevin.wood@energycenter.org.

Fueling Locations

Sufficient numbers of AFV fueling stations exist around San Diego, including locations adjacent to the airport, for fleet and shuttle operators to feel confident they will be able to refuel when necessary. While the number of propane and CNG fueling stations in the county is growing, fleet and shuttle operators also can consider the option of locating refueling equipment on their property.

Follow these links to see where alternative fuel stations are located around the San Diego region.

- Natural Gas
- Propane Autogas
- Electric/Hybrids
- Biodiesel

Servicing

Many of the recurring maintenance needs (and costs) are lower for alternative fuel vehicles when compared to gas and diesel vehicles. While much of the basic service needs of clean fuel vehicles are the same as they are for gas vehicles (including brakes, wheels, etc.), mechanics should be certified to work on propane or CNG fuel systems. Fortunately, many local dealers and independent mechanics are already certified. Some of these include the following.

- Propane – Mossy Ford, San Diego Bus Repair (Point Loma), Fernando's Auto Repair
- Natural Gas – Kearny Pearson Ford, Miramar Truck Center, San Diego Bus Repair
- Biodiesel – Any diesel engine mechanic

Funding Opportunities

Statewide rebates for propane and CNG vehicles have been available in the past and may be available again. Check back on this site for news on incentives as they become available.

Financing

Commercial financing can cover your vehicle upfront costs. Work with your dealer to discuss what options are available.

AIRPORT PROGRAM

- Overview
- Resources
- Eligible Vehicles
- Eligible Shuttles

PROGRAM AT A GLANCE

Program/Project Goals
To help San Diego International Airport reduce GHG emissions by facilitating conversion of ground transportation to alternative fuel vehicles

CCSF's Role
Promote clean fuel vehicles to taxi and shuttle owners through technical assistance and outreach

Impact Statement/Successes
Building on the 181 vehicles converted through previous programs, work with transportation providers to move to alternative fuels

Local Policies Supported
San Diego Airport efforts to convert all ground transportation to alternative fuel vehicles by 2017

Key Partners/Subcontractors
San Diego Regional Airport Authority

Eligible Shuttles

Ordering an alternative fuel vehicle can be as easy as buying a new gas vehicle.

Biodiesel-capable vehicles are available for immediate purchase.

While CNG and propane vehicles can require up to two months lead time, local resources exist to make the process straightforward and simple. In general, the steps in the ordering process are as follows:

1. Contact your local dealer to place order.
2. Dealer will order vehicle to be drop-shipped to alternative fuel upfitter.
3. Upfit modification times vary by fuel type (4-8 weeks for CNG, 5-10 weeks for propane).
4. Vehicle will be shipped to local dealer for pick up.

Biodiesel

- International Navistar Diesel Shuttle Biodiesel
- Chevrolet Express / GMC Savana 5500 Biodiesel
- Chevrolet Express / GMC Savana 5500 Cutaway Biodiesel
- Chevrolet Express / GMC Savana 4500 Cutaway Biodiesel
- Mercedes Benz Sprinter Biodiesel
- Ford E-450 Cutaway Biodiesel

Compressed Natural Gas

- Chevrolet Express / GMC Savana 2500 CNG
- Chevrolet Express / GMC Savana 3500 CNG
- Chevrolet Express / GMC Savana 5500 Cutaway CNG
- Chevrolet Express / GMC Savana 4500 Cutaway CNG
- Ford E-150 CNG
- Ford E-250 CNG
- Ford E-650 5.4L CNG
- Ford E-150 Cutaway CNG
- Ford E-450 Cutaway 6.8L CNG
- Ford F-150 Chassis Cab 6.8L CNG
- Ford Transit Connect CNG

Electric/Hybrid

- Boulder Electric Vehicle: Zero-Emission Shuttle 15 passenger
- International / Navistar Eaton Hybrid Shuttle Van

Propane Airlingsz (LPG)

- Ford E-150 Propane
- Ford E-250 Propane
- Ford E-650 Propane
- Ford E-150 Cutaway Propane
- Ford E-450 Cutaway Propane 6.8L
- Ford F-150 Chassis Cab 6.8L Propane

AIRPORT PROGRAM

- 1 Overview
- 2 Resources
- 3 Eligible Vehicles
- 4 Eligible Shuttles

PROGRAM AT A GLANCE

Program/Project Goals

To help San Diego International Airport reduce GHG emissions by facilitating conversion of ground transportation to alternative fuel vehicles

CCSP's Role

Promote clean fuel vehicles to cab and shuttle owners through technical assistance and outreach

Impact Statement/Successes

Building on the 151 vehicles converted through previous programs, work with transportation providers to move to alternative fuels

Local Policies Supported

San Diego Airport efforts to convert all ground transportation to alternative fuel vehicles by 2017

Key Partners/Subcontractors

San Diego Regional Airport Authority

Airport Eligible Vehicles - Taxis, Executive Sedans, Limos

Ordering Process for Alternative Fuel Vehicles

Ordering an alternative fuel vehicle can be as easy as buying a new gas vehicle.

Hybrid, plug-in hybrid electric and all electric vehicles are available for purchase.

While CNG vehicles can require up to two months lead time, local resources exist to make the process straightforward and simple. In general, the steps in the ordering process are as follows:

1. Contact your local dealer to place order.
2. Dealer will order vehicle to be drop-shipped to alternative fuel upfitter.
3. Upfit modification times vary by fuel type (4-8 weeks for CNG).
4. Vehicle will be shipped to local dealer for pick up.

CNG

- 2018 HONDA Civic CNG
- 2018 FORD Transit Connect CNG
- 2018 VWC MV-T CNG

Hybrids

- 2018 FORD C-MAX Hybrid
- 2018 FORD Fusion Hybrid
- 2018 HONDA Civic Hybrid
- 2018 HONDA Insight
- 2016 LEXUS CT 500h
- 2018 LEXUS ES 300h
- 2018 LINCOLN MKZ Hybrid
- 2018 TOYOTA Avalon Hybrid
- 2018 TOYOTA Camry Hybrid
- 2018 TOYOTA Prius
- 2018 TOYOTA Prius c
- 2018 TOYOTA Prius v
- 2018 VOLKSWAGEN Jetta Hybrid
- 2018 HYUNDAI Sonata Hybrid
- 2018 KIA Optima Hybrid
- 2018 ACURA ILX

Plug-in Hybrids

- 2018 CHEVROLET Volt
- 2018 FORD C-MAX Energi PHEV
- 2018 FORD Fusion Energi PHEV
- 2018 HONDA Accord Plug-in Hybrid
- 2018 TOYOTA Prius Plug-in Hybrid

Electric Vehicles

- 2018 BYD e6

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Appendix C
Outreach and Event Documentation

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What is the Airport Conversion Program?

Per the MOU with the Attorney General, the Airport has pledged to convert all commercial ground transportation operators at San Diego International Airport to clean vehicles, including hybrid, electric, biodiesel, propane and compressed natural gas vehicles. Discounted permit fees are available.

What vehicles are eligible?

View the CCSE website for further details on eligible vehicles: www.energycenter.org/airport

Vehicle Technology	Model
Hybrid	2013 Lexus ES 300h
	2013 Lincoln MKZ
	2013 Toyota Avalon
Electric	2013 Tesla Model S
Biodiesel	Diesel models from Audi, BMW, and Mercedes
	Chevrolet Express/ GMC Savana 3500
	Mercedes Benz Sprinter
Propane	GM G4500 Cut-Chassis Passenger Van
	Ford E-Series Van and Cutaway
CNG	Ford E-Series Van and Cutaway



2013 Lincoln MKZ Hybrid



2013 Tesla Model S



Mercedes-Benz Sprinter



Re-fueling

Alternative fuel fueling stations are increasing. Below is a listing of the number of current stations in the San Diego area. The following link to the CCSE website will direct you to alternative fueling locations:

www.energycenter.org/airport

Alternative Fuel	Number of Fueling Stations In San Diego County
Propane	9
Compressed Natural Gas	7
Biodiesel	2
Electric	450+

Ethanol

Is not currently an eligible fuel under the program, but there is potential for inclusion as the environmental characteristics of the fuel improve. Many in service vehicles can run E85 fuel including Lincoln Town Cars, GMC Yukon, and Chevrolet Suburban

Grants

Plug-In Electric Vehicles are eligible for a Federal tax credit and state rebates

Upcoming expected funding of \$3,000-\$8,000 per CNG vehicle through the California Energy Commission

Check back at the CCSE website we are continually looking for more funding opportunities
www.energycenter.org/airport

For Questions Contact

Kevin Wood at kevin.wood@energycenter.org or at (858) 244-7295

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Why Choose a Clean Vehicle?

Clean vehicles are needed to comply with the Airport's Vehicle Conversion Program, avoid steep increases in airport permit fees and help improve local air quality. Clean vehicles minimize your fleet's impact on the environment by reducing your emissions of greenhouse gases (GHGs) and smog-forming pollutants. Alternative fuels such as propane, natural gas and biodiesel reduce U.S. dependence on imported oil and can save fleet operators money through reduced fuel and maintenance costs.

Financing Options
Commercial financing can cover upfit cost – work with your dealer to discuss what options are available



Alternative Fuel Options for Airport Shuttle Fleets

Fuel	Propane Autogas (LPG) 	Compressed Natural Gas (CNG) 	Biodiesel 
Description	Propane, a byproduct of natural gas production and crude oil refining, is easily converted to liquefied petroleum gas (LPG) and stored in pressurized containers for use in vehicles.	CNG is natural gas compressed and stored in high-pressure tanks (3000-3600 psi).	Biodiesel is fuel derived from vegetable oils and animal fats. It can be blended as B20 (20% biodiesel/80% diesel) or pure B100.
Vehicle Modification Costs	Approximately \$12k	\$12.4k (20-gal capacity) \$13.9k (30-gal capacity)	B20 can be used in most diesel vehicles with little or no engine modifications.
Range	25-gal tank (under floor): 300 miles 46-gal tank (in vehicle): 550 miles	20-gal tank (under floor): 240 miles 30-gal tank (in vehicle): 360 miles	400-450 miles
Benefits	Low carbon content leads to: <ul style="list-style-type: none"> • Extended vehicle life • Reduced maintenance costs • Equal or better performance 	<ul style="list-style-type: none"> • Cheaper than gasoline & diesel • Used in vehicles for 30+ years • Similar performance to gasoline 	<ul style="list-style-type: none"> • Little to no up-front costs • Reduced GHG emissions • Similar performance to diesel
Annual Fuel Cost Savings*	Up to \$4,000 (at 50k miles/yr)	\$1.6k - \$7.5k (at 50k miles/yr)	Increased fuel economy
Local Infrastructure	15 San Diego County fill stations	7 San Diego County fill stations, two located near airport	2 San Diego County fill stations (Mid City, Chula Vista)
Challenges	<ul style="list-style-type: none"> • Fuel tank configurations can reduce seating 	<ul style="list-style-type: none"> • Fuel tank configurations may have lower range or reduce seating 	<ul style="list-style-type: none"> • No significant fuel costs savings • Lower fuel economy 2% (B20), 10% (B100) • Operators must certify that their vehicles are run on at least B20
More Info	Autogas vehicle info: ROUSHCleanTech.com Fuel info: autogasusa.org	CNG vehicle info: baftechnologies.com Fuel info: cleanenergyfuels.com	Fuel info: newleafbiofuels.com

* Compared to gasoline



Ordering Process for CNG and Propane

- 1 Contact your local dealer to place order
- 2 They will order vehicle to be drop-shipped to alternative fuel upfitter
- 3 Upfit modifications times vary (4-8 weeks for CNG, 5-10 weeks for propane)
- 4 Vehicle will be shipped to local dealer for pick up

Biodiesel-capable vehicles are available for immediate purchase.

Other Incentives

Statewide rebates for propane and CNG vehicles have been available in the past and may be available again. Check for news on incentives as they become available at: energycenter.org/airport

Service

Much of the basic service needs are the same with clean fuel vehicles as they are for gas vehicles, including brakes, wheels, etc. Mechanics should be certified to work on propane or CNG fuel systems. Many local dealers and independent mechanics are certified.

- **Propane** – Mossy Ford, San Diego Bus Repair (Point Loma), Fernando's Auto Repair
- **Natural Gas** – Kearny Pearson Ford, Miramar Truck Center, San Diego Bus Repair
- **Biodiesel** – Any diesel engine mechanic

Annual Permit Fee Savings

*Alternative Fuel Vehicles Compared to Conventional Vehicles**



*San Diego County Airport Shuttle Association/ Primetime vehicles



Why Choose a Clean Vehicle?

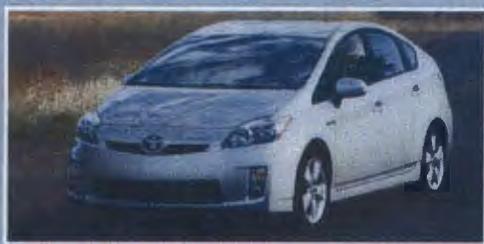
Hybrid and other clean vehicles allow you to comply with the San Diego International Airport's Vehicle Conversion program, avoid steep increases in airport permit fees and help improve local air quality. Clean vehicles reduce your taxicab's impact on the environment by reducing emissions of greenhouse gas (GHG) and smog-forming pollutants. Hybrids reduce U.S. dependence on imported oil and save taxi operators money through reduced fuel and maintenance costs.

Financial Benefits

- Sales available from many dealers in the region
- Financing available with low or minimal down payments
- Fuel savings helps offset cost of new vehicle



Hybrid Technology



Hybrid electric vehicles (hybrids) combine an internal combustion engine with a battery and electric motor. This combination offers the range and refueling capabilities of a conventional vehicle, while providing improved fuel economy and lower emissions.

(Source: www.drivedclean.ca.gov)

Hybrid technology is well established and has been used in more than 6 million vehicles worldwide since 1997. According to the Energy Information Agency, there were more than 2.1 million hybrids on U.S. roads in 2011. Hybrid taxis now account for more than one-third of the vehicles operating at the airport.

Service

Hybrid vehicles have been on the road for more than 15 years, and there are numerous dealership and independent mechanics qualified to work on them. Mossy Toyota offers special service packages for hybrid taxi cabs.



Make the switch to a clean fuel vehicle today! Contact: Kevin Wood @ 858.244.7295

Enjoy the Benefits of Driving a Clean Vehicle

- ▶ Maintain range and save \$1,000s on fuel
- ▶ Collect considerably larger tips
- ▶ Have increased demand for your taxi
- ▶ Improve our region's air quality
- ▶ Reduce greenhouse gas emissions
- ▶ Provide sustainable transportation options

What's driving savings?

Performance Comparison	2012 Toyota Prius V	2008 Ford Crown Victoria
Real-world fuel economy, ¹	40 mpg	16 mpg
Fuel cost per year, ²	\$8,000	\$20,000
Fuel savings over 3 years	\$36,000	—
Greenhouse gas emissions, ³	62% reduction	—
Smog-forming emissions, ⁴	94% reduction	—

1 Based on data collected by CCSE during interviews with San Diego cab drivers

2 Based on 80,000 average annual vehicle mileage and presumed \$4.00/gallon gasoline

3 Vehicle comparison based on data provided by www.fueleconomy.gov

4 Data from California Air Resources Board On-Road New Vehicle & Engine Certifications Program

Incentives No Longer Available

Although incentives have been offered in the past, there are currently no incentives available for hybrid electric vehicles. Learn more at: energycenter.org/airport

Alternative Fuel Vehicle Taxi Cab Fee Savings



YOU'RE INVITED

Natural Gas in the San Diego Region

Learn more about this growing transportation alternative!

One of the cleanest burning energy sources, natural gas is just as capable as gasoline or diesel to run your vehicle or fleet – and at about half the cost. Best of all, there's an abundant supply, with 94% of natural gas domestically produced.

Come join the San Diego Clean Cities Coalition to learn about how natural gas reduces harmful emissions while saving fleet operations money at the pump.

Date: Tuesday, Dec. 10, 2013

Time: Registration: 10:30 a.m.
Presentations: 10:45 a.m. to 12:00
p.m.
& Networking Lunch

Location: California Center for Sustainable Energy
9325 Sky Park Court - Discovery Room
San Diego 92123

REGISTER ONLINE



Featured Speakers

Jim Blake, [SDG&E](#) - Jim Blake is the Account Executive for the Low Emission Vehicle Program for SDG&E and Southern California Gas Company. He has been active in the energy business for 35 years and has been with the Sempra Utilities marketing gas for transportation applications for over 13 years.

Jack Hogan, [Clean Energy](#) - Jack Hogan is the San Diego Account Manager for Fleet Services at Clean Energy. Clean Energy is one of the largest fuel providers in North America, promoting compressed natural gas and liquefied natural gas fueling stations and technology in the transportation sector.

Kirk Lacko, [Westport](#) - Regional Sales Manager for Westport Innovations. Westport™ is changing the way the world moves by engineering the world's most advanced natural gas engines and vehicles and enabling the global shift to a cleaner, cheaper, more sustainable energy source for transportation

The program and networking lunch are completely **FREE** for you to enjoy.

For more information, contact Kevin Wood at kevin.wood@energycenter.org.

YOU'RE INVITED

Propane Autogas in the San Diego Region *The most widely used alternative fuel in the world*

A domestically produced "green" alternative fuel that saves fleets money while significantly reducing harmful emissions, propane autogas, or liquid petroleum gas, is on the rise.

Join the San Diego Clean Cities Coalition to learn about more about autogas and its potential for fleet use in San Diego County.

Date: Tuesday, Aug. 13, 2013

Time: Registration: 10:30 a.m.
Presentations: 10:45 a.m. to 12:00 p.m.
& Networking Lunch

Location: California Center for Sustainable Energy
9325 Sky Park Court - Discovery Room
San Diego 92123



REGISTER ONLINE

Featured Speakers

Eric Bates, [ROUSH CleanTech](#) - *Autogas technology and vehicle options*
A leader in propane autogas technology, ROUSH CleanTech offers Ford trucks and vans.

Steve Moore, [Expo Propane](#) - *Autogas infrastructure availability in & around San Diego*
Expo Propane recently opened their newest propane autogas fill station in Kearny Mesa.

Jon Van Bogart, [CleanFUEL USA](#) - *Leading manufacturer of certified autogas vehicle systems and fueling equipment*

You will also have the opportunity to hear fleet managers currently using propane autogas vehicles to learn about their experiences.

The program and networking lunch are completely **FREE** for you to enjoy.

Please register at the [event website](#).

The program and networking lunch are sponsored by ROUSH CleanTech, Expo Propane & the San Diego Clean Cities Coalition.

For more information, contact Kevin Wood at kevin.wood@energycenter.org.

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Appendix D: Policies on bi-fuel and pre-certification demonstration vehicles

San Diego Airport Bi-fuel Policy

Any Bi-fuel vehicle¹ operating at the San Diego Airport shall operate 90% of the time on an alternative fuel². To verify policy compliance, all Airport ground transportation operators with Bi-fuel vehicles are required to sign a certification agreeing to the Bi-fuel policy and monthly fuel receipt submittals. Operators must submit monthly fueling receipts with mileage to verify use of alternative fuels. For following this policy, operators will receive an incentivized permit fee.

Compliance and Penalty

Fuel receipts and mileage of are due to the Ground Transportation Department the first Friday of each month and can be mailed or hand-delivered. There will be 30-day grace period for fuel receipts and mileage to be received, if documentation is not received after the 30-day grace period the operator will forfeit their incentivized permit fee at the San Diego Airport.

The San Diego Airport Ground Transportation Department Office is located at 3225 N. Harbor Drive, 3rd floor. Hours of operation are:

Monday, Wednesday, Thursday, and Friday from 8:30 to 11:30 a.m.

Tuesday from 8:30 to 11:00 a.m.

Monday thru Thursday, 1:30 to 4:00 p.m.

¹ Bi-fuel vehicles have two separate fueling systems allowing vehicles to run on an alternative fuel or gasoline. In operation bi-fuel vehicles can combust only one fuel at any time.

² Alternative fuels include propane, natural gas, or biodiesel



San Diego Airport Ground Transportation Provider Bi-fuel Certification

I certify that my company is licensed to operate a ground transportation vehicle at the San Diego Airport. I understand that in order for this vehicle to be eligible under the Bi-fuel Policy I need to fuel this vehicle 90% of the time with an alternative fuel, such propane, natural gas or biodiesel.

I understand that the San Diego Airport Ground Transportation Department will require my company to submit monthly fuel receipts with mileage for this eligible vehicle the first Friday of each month. At the latest these fuel receipts and mileage must be submitted before the end of the 30-day grace period.

Failure to do so will result in:

- 1) Loss of incentivized permit fee at the San Diego Airport

By signing below I confirm that I fully understand and agree to the contents thereof.

Ground Transportation Provider Certification

Name of Ground Transportation Company

Owner /Individual Certifying on Behalf of Company

VIN _____

Date _____

San Diego Airport Certification

Eligible Vehicle Permit No:

Date Permitted at San Diego Airport: _____

Name of Authorized Signature of San Diego Airport Official _____

Signature: _____ Date: _____

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San Diego Airport Alternative Fuel Conversion Policy

Operators intending to convert an in use vehicle to alternative fuel³ operation must notify the Airport Authority and provide documentation that the conversion system is certified by the California Air Resource Board (ARB) operators following this policy will receive an incentivized permit fee.

A newly converted alternative fuel vehicle undergoing ARB testing may operate at the San Diego International Airport for six months pending certification. Documentation must be provided showing that the vehicle was converted using a conversion kit currently in the testing phase by ARB. To continue using that vehicle at the airport, after 6 months the vehicle operators must show documentation of vehicle conversion status. Vehicle operators must verify that the vehicle conversion has successfully passed the ARB alternative fuel retrofit system certification procedures. After 6 months, vehicle operators have 45 days to provide documentation to the San Diego Airport Ground Transportation Department Office or the vehicle will not continue to receive an incentivized permit fee.

Vehicle Use after 6-month period

After 6 months, if the vehicle has not passed the ARB alternative fuel retrofit system certification procedures it is subject to loss of incentivized permit fee. Operators should follow ARB guidelines regarding removal of conversion system.

The San Diego Airport Ground Transportation Department Office is located at 3225 N. Harbor Drive, 3rd floor. Hours of operation are:

Monday, Wednesday, Thursday, and Friday from 8:30 to 11:30 a.m.

Tuesday from 8:30 to 11:00 a.m.

Monday thru Thursday, 1:30 to 4:00 p.m.

³ Alternative fuels include propane, natural gas, electric, and hybrid



San Diego Airport Ground Transportation Converted Vehicle Certification

I certify that my company is licensed to operate a ground transportation vehicle at the San Diego Airport. I understand that in order for this vehicle to be eligible under the Converted Vehicle Policy I need to show documentation that the vehicle was converted using an Air Resource Board (ARB) approved conversion kit.

I understand that after 6 months, the company has 45 days to submit documentation of vehicle conversion status to the San Diego Airport Ground Transportation Department. If the vehicle has not passed the Air Resource Board's alternative fuel retrofit system certification procedures I can no longer operate the vehicle with that conversion without permission from ARB.

Failure to do so will result in:

- 1) Loss of incentivized permit fee at the San Diego Airport if vehicle is running on non-certified conversion beyond testing period

By signing below I confirm that I fully understand and agree to the contents thereof.

Ground Transportation Provider Certification

Name of Ground Transportation Company

Owner /Individual Certifying on Behalf of Company

VIN

Date

San Diego Airport Certification

Eligible Vehicle Permit No:

Date Permitted at San Diego Airport:

Name of Authorized Signature of San Diego Airport Official

Signature: _____

Date: _____

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Appendix E: Alternative Fuel Programs at Peer Airports

Los Angeles

In the 1990's, Los Angeles International Airport established an Alternative Fuel Vehicle Requirement Program, and began integrating alternative fuels to power its fleet vehicles. The Program specifically targets all vehicles greater than 8,500 pounds gross weight operating on LAX property (including airport contractors, airport lessees, airport licensees or subcontractors), with a 100% conversion by the year 2015. Currently, the LAX fleet is comprised of 72% alternative fuel vehicles

More information:

<http://www.lawa.org/uploadedfiles/AirOps/pdf/Exh%20C%20-%20Alt%20Fuel%20Program.pdf>

San Francisco

In 2000, SFO adopted the Clean Vehicle Policy which established target dates to replace gasoline and diesel powered vehicles with clean emission vehicles powered by alternative fuels, such as CNG and electricity. The Policy set a goal of 100% clean air vehicles in the Airport and Airport-permitted fleets by 2012. In 2010, over 3,000 electric, CNG, advanced diesel, and propane vehicles were in operation at the Airport. Funding for the conversion from gasoline to alternative fuels came from local, federal and state agencies. Other incentives included penalty trip fees for hotel courtesy shuttles, "head of line" privileges for CNG taxicabs. The airport hosts two of the largest CNG stations in northern California.

More information:

http://media.flysfo.com/CleanVehiclePolicy_0.pdf

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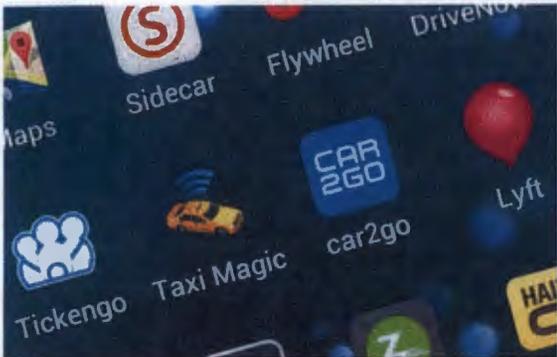


Phoenix

Beginning in 1996, Phoenix Skyharbor International Airport (PHX) has invested over \$33 million for infrastructure and vehicles in its effort to reduce vehicle emissions by converting to alternative or clean fuels. Roughly 70% of the airport's fleet of 380 vehicles is operating on alternative fuels, including 100 CNG vehicles, 40 biodiesel, and 50 E85. All Super Shuttle vehicles run on CNG or propane fuel. Moreover, all permanent airport taxi-fleets are using E85 fuel.

More information:

<http://skyharbor.com/community/alternativeFuels.html>



Emerging Personal Ride-Booking and Car-Sharing Services

ADAPTING TO A CHANGING GLOBAL ECONOMY

In recent years, uncertainty and vigilance have been central to airport planning. Although the need for caution remains, continuing changes in the global economy provide an opportunity to step back from daily operational challenges and consider alternative models for air transport management emerging throughout the world. In addition, the ways that businesses and people *adapt to a changing global economy* may directly affect airport planning, as discussed in this fifth focus piece in a series.



The distinctive markings of Lyft vehicles, a ride-booking service

Technology-driven personal ride-booking and car-sharing services are changing the competitive environment for ground transportation businesses at airports.

Innovative personal ride-booking and car-sharing services are giving airport customers new ground transportation options, using mobile internet technologies and peer-to-peer marketplaces to compete with traditional taxicab, limousine, and rental car services. This trend is global, reaching more than 45 cities across North America and dozens of cities around the world. Although airline passengers may welcome the new choices, airport operators have found it challenging to assure passenger safety, manage terminal curbsides, and maintain revenues while providing appropriate opportunities for new businesses. This focus piece reviews the new personal ride-booking and car-sharing services and their implications for airport operators.

The New Services

Personal ride-booking and car-sharing services allow customers to arrange transportation quickly and easily using a smartphone application or "app."

Simplicity of use, competitive pricing, reliability, and generally high service quality have attracted increasing numbers of customers and spurred the growth of these services—particularly in cities with unreliable or insufficient taxi service.

Ride-booking apps typically use smartphone GPS technology to match a customer's location with the nearest available car. The customer receives an estimated pickup time, a description of the arriving vehicle, and an

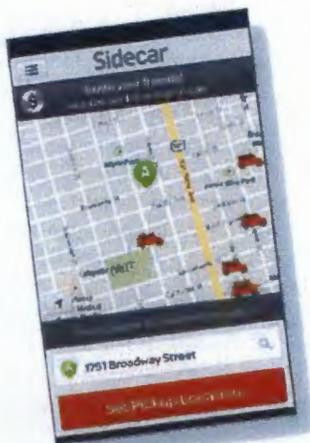
image of the driver. At the destination, the app often can calculate the fare automatically and charge it to the customer's credit card. With some businesses, the fare includes a tip and a surcharge paid to the ride-booking service. Some services allow customers to rate the driver and vehicle, leading to more business for those receiving higher scores; drivers likewise may rate customers. Some ride-booking services (e.g., Uber and Hailo) utilize drivers licensed by local regulatory authorities and commercially licensed limousines and taxicabs. Others (such as Lyft, Sidecar, and Uber's uberX service) do not.

Car-sharing businesses serve customers who need a car occasionally but wish to avoid the

DISTINGUISHING FEATURES OF RIDE-BOOKING AND CAR-SHARING SERVICES AT AIRPORTS

	Ride-Booking Services	Car-Sharing Services
Traditionally Licensed Vehicles	<ul style="list-style-type: none"> Smartphone apps allow customers to request service Service provided by traditional vehicles and drivers complying with standards of local regulatory authorities Vehicles must pass safety inspections and have required insurance Alternative to phoning a taxicab or limousine company 	<ul style="list-style-type: none"> Company-owned vehicle fleets; some companies offer specialized or unique fleets Access to fleet vehicles using key fob, access card, or phone app Cars usually picked up from and returned to designated rental areas Often short-term (hourly) rentals Also referred to as "car club service" since some require membership and fee 
Peer-to-Peer Vehicles	<ul style="list-style-type: none"> Smartphone apps connect customers to drivers Drivers use personal vehicles Some companies suggest "donations" rather than charge fares Now called Transportation Network Companies (TNCs) in California Vehicles and drivers not commercially licensed (CA TNC permits have not yet been issued) Amount and type of required insurance coverage not yet determined outside of CA Companies are responsible for driver training and background checks 	<ul style="list-style-type: none"> Personal vehicles rented to others; companies do not own vehicles Often advertised as free airport parking for owner Sedan or hotel van used to transport customers to/from airport Website or smartphone app used to browse for and reserve car Price typically set by vehicle owner Some provide city-to-city ride boards for car-sharing but rarely serve airports 

hassles of car ownership. Services such as Zipcar simplify car rental by replacing desk agents and paperwork with websites for making reservations and payments, and by providing membership cards and fobs with embedded electronic chips that lock and unlock the vehicles. For companies such as Zipcar, membership and partial day rentals are core concepts. They primarily serve urban



residents and students, offering hourly rates of less than \$9.00 (in addition to the membership fee). Some focus on specific geographic markets—Autolib' in France, Cambio in Germany and Belgium. Some are sponsored by automobile manufacturers: Daimler sponsors Car2Go; BMW and Sixt jointly sponsor DriveNow which rents electric powered BMW products. Some airport customers can use their smartphones to reserve with Silvercar, which rents only silver Audi A4s, combining the speed and convenience of a car-sharing service with a premium fleet. With Avis's 2013 acquisition of Zipcar and the introduction of similar service by Hertz and Enterprise, car-sharing services are increasingly available at airports in the United States and Europe.

Unlike most other car-sharing services, FlightCar specifically caters to airline passengers, picking them up in a comfortable sedan and transporting them to an off-airport lot where their rental car is waiting. RelayRides, which serves a broader market, recently launched a service at San Francisco International Airport allowing airline

passengers to park their car at a nearby hotel and have it rented it out while they are away, earning income from the car rather than paying to park it. The car owner and the renter ride the free hotel shuttle to and from the airport, so, unlike competing off-airport parking and rental car services, RelayRides does not have to operate any courtesy vehicles or pay airport per-trip fees.

The Challenges

Personal ride-booking and car-sharing services present challenges for airport operators seeking to assure passenger safety, manage curbsides efficiently, and maintain important revenue streams.

Identifying unmarked vehicles. Some ride-booking services (such as Lyft, Sidecar, and uberX) use privately owned vehicles. If the drivers of these cars remove their identifying signs or symbols (e.g., Lyft's pink mustache), the vehicles cannot be easily spotted by airport authorities and might evade required permits, fees, and other airport regulations.

Auditing payment of airport fees.

Confirming the volume of airport trips made by a ride-booking service and payment of the correct fees can be problematic if the vehicles do not have Automatic Vehicle Identification (AVI) transponders or similar airport-issued tracking devices. Similarly, because car-sharing customers are billed monthly and may have memberships offering a range of discounted trips, confirming the accurate collection of customer facility charges and airport concession fees can be difficult. Some airport operators are considering allowing car-sharing and ride-booking services to "self-report" airport trips and transactions, and relying on the company's computerized records for supporting documentation.

Addressing implications for taxicab concession contracts. In most cities only taxicabs can serve on-demand/walk-up requests, while limousine customers are required to make "prior" reservations. However, with the advent of smartphones and the increased popularity of ride-booking services, there is less distinction between on-demand and pre-reserved service. This is because a trip may be booked only minutes before pickup but still be considered "pre-reserved." This evolution may affect the value of exclusive concession contracts awarded to on-demand taxicab and shared-ride providers, and the amount of future bids.

Preserving the operational integrity of the landside area. Existing taxicab and limousine providers may question the wisdom of continuing to pay airport fees and complying with airport rules if they perceive that they are losing customers to competitors who offer lower fares, do not pay required airport fees, do not comply with airport rules, and do not use commercially licensed vehicles or drivers.

Accommodating car-sharing programs. Most airport concession contracts did not anticipate the novel business models used by car-sharing services and have no provisions regulating their operation.

How a car-sharing service is able to operate at an airport will vary depending on whether it is considered a new rental car brand, an alternative method of rental car service delivery, or something other than rental car service. An airport's existing concession agreements may restrict the number of brands a rental car company can operate or introduce. Therefore, if a car-sharing service is considered to be a stand-alone brand, it may be precluded from operating at an airport. If car-sharing is simply an alternative method of delivery, services owned by an existing rental

In Denver and Minneapolis, an increasing number of taxicab drivers are turning in their permits and becoming drivers for ride-booking services because of the improved economic opportunities.

car company will have an advantage over those operating independently.

If car-sharing isn't considered a car rental service at all, then airports might require that the car-sharing spaces where members drop off and pick up vehicles be located in a parking facility away from the rental car area. Also, off-airport rental car companies may attempt to classify themselves as car-sharing businesses in order to use such a facility for dropping off and picking up customers, thereby avoiding concession fees and other airport costs.

Since most if not all car-sharing services available at U.S. airports are owned by one of the three major rental car companies, the services should be considered an alternative method of delivery available within a company's lease area rather than a new brand or service.

Early Regulatory Responses

The advent of unlicensed personal ride-booking services has prompted new regulations affecting airports.

In response to the emergence of these new services, government regulatory authorities such as the California Public Utilities Commission (PUC) have begun to establish rules to protect the traveling public (see sidebar). In other states and cities, new regulations may alter the business and operating models of these services and how they interact with customers. As the services evolve, airport operators can keep pace with the changes by updating policies early and reviewing them regularly.

Conclusions

Now is the time for airports to rethink and redesign their landside policies and programs.

Car-sharing and ride-booking services are now available worldwide, including nearly every major U.S. city. Demand for such services is rapidly expanding from city centers and university campuses to include travel to and from airports. They are likely to be offered at every major airport in the near future.

To capture this business and prevent an unwelcome underground market from

evolving at the airport, management should address this issue head on. It is time for airports to rethink and redesign their landside transportation policies and programs to provide for these new transportation services while honoring existing business agreements, regulations, and practices. Airport operators should accommodate both the traditional providers and the new players in the marketplace, with all participating in an open and transparent manner, subject to reasonable airport regulations, and paying their fair share of airport costs.



California PUC Adopts Regulations for Transportation Network Companies (TNCs), September 2013

TNC – An organization that provides transportation services for compensation using an online-enabled application or platform to connect passengers with drivers using their personal vehicles.

28 rules and regulations, including requirements that each TNC must:

- Obtain a PUC license to operate in California
- Require criminal background checks of drivers
- Establish a driver training program
- Have a zero-tolerance drug and alcohol policy
- Conduct a 19-point inspection of all vehicles
- Display a picture of the driver and vehicle through the app
- Carry minimum commercial liability insurance coverage of \$1 million per incident
- Not operate at any airport unless authorized by the airport authority

RESPONSES TO THE NEW REALITY

TYPICAL AIRPORT GOALS	SUGGESTED STANDARDS	POTENTIAL ACTIONS
Assure passenger safety	<ul style="list-style-type: none"> All vehicles must be licensed by the applicable regulatory authority All drivers must possess necessary licenses and have completed background checks Companies must provide evidence of minimum acceptable insurance coverage 	<ul style="list-style-type: none"> Require copies of vehicle titles to show ownership and vehicle age Consider supplemental vehicle inspections Require documentation of driver background check Require documentation of driver training procedures including familiarization with airport rules Require insurance carrier to notify airport upon lapse of coverage
Maintain curbsides efficiently/maintain integrity of airport operations	<ul style="list-style-type: none"> Businesses offering the same services should receive equivalent access to airline passengers All services must obtain an airport permit prior to picking up passengers All drivers must have an identification badge issued or approved by the city or airport Drivers waiting for customers must park in designated commercial vehicle holding/staging areas Drivers with airport permits may use customer meet/greet area 	<ul style="list-style-type: none"> Require vehicles picking up passengers to display airport permit Require vehicles to have permanent markings approved by the airport, with the exception of chauffeured limousines Require vehicles to load only in designated zones Prohibit illegal passenger solicitation and pickup through use of fines and/or trespassing charges Randomly shop the ride-booking services Require ride-booking services to establish imaginary borders (i.e., geo-fences) around the airport and limit the number of waiting vehicles within the fence
Maintain important airport revenue streams	<ul style="list-style-type: none"> All businesses must comply with airport rules and pay applicable fees 	<ul style="list-style-type: none"> Require companies picking up customers to pay all airport fees Require all companies to provide auditable records through the use of AVI transponders or another method acceptable to the airport Establish policies for the provision of car-sharing (e.g., new brand, service)
Provide opportunities for new ride-booking and car-sharing businesses	<ul style="list-style-type: none"> Ensure airport policies accommodate all transportation services approved by local regulatory authorities 	<ul style="list-style-type: none"> Proactively establish and post applicable regulations, preferably prior to the request to introduce new services Assure airport policies are consistent with proposed regulations Work with local agencies to assure proposed regulations recognize unique aspects of airport operations

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Prepared by Peter Mandle, with contributions from Stephanie Box, Basil Newburn, and Karen George.

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FOR IMMEDIATE RELEASE

PRESS RELEASE

Media Contact: Terrie Prosper, 415.703.1366, news@cpuc.ca.gov

CPUC ENTERS INTO OPERATING AGREEMENT WITH UBER

SAN FRANCISCO, January 31, 2013 - The California Public Utilities Commission (CPUC) today said that it has entered into an agreement with Uber Technologies, Inc. under which the company can operate while the CPUC’s ridesharing rulemaking is underway.

On Dec. 20, 2012, the CPUC said it would evaluate services like Uber via a new proceeding in order to protect public safety and encourage innovation in the transportation of passengers over public highways for compensation.

The terms of the agreement are intended to ensure the public safety of both riders and drivers through the CPUC’s interim oversight of Uber during the rulemaking through safety requirements that include continued proof of insurance, Department of Motor Vehicle checks, and national criminal background checks. Some of these safety requirements are triggered when and if Uber decides to utilize non-licensed charter party carriers.

With this agreement, the CPUC’s Safety and Enforcement Division will suspend its cease and desist notice to Uber, as well as the \$20,000 citation issued on Nov. 13, 2012, pending the outcome of the CPUC’s rulemaking.

For more information on the CPUC, please visit www.cpuc.ca.gov.

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California Public Utilities Commission
505 Van Ness Ave., San Francisco

FOR IMMEDIATE RELEASE

Media Contact: Terrie Prosper, 415.703.1366, news@cpuc.ca.gov

PRESS RELEASE

Docket #: R.12-12-011

CPUC ESTABLISHES RULES FOR TRANSPORTATION NETWORK COMPANIES

SAN FRANCISCO, Sept. 19, 2013 -- The California Public Utilities Commission (CPUC) today took action to ensure that public safety is not compromised by the operation of transportation services that use an online-enabled platform to connect passengers with drivers who use their personal, non-commercial vehicles.

The CPUC determined that companies such as Lyft, SideCar, and UberX are charter party passenger carriers subject to CPUC jurisdiction. The CPUC created the category of Transportation Network Company (TNC) to apply to companies that provide prearranged transportation services for compensation using an online-enabled application (app) or platform to connect passengers with drivers using their personal vehicles.

The CPUC established 28 rules and regulations for TNCs. The rules include the requirements that TNCs must:

- Obtain a license from the CPUC to operate in California;
- Require each driver to undergo a criminal background check;
- Establish a driver training program;
- Implement a zero-tolerance policy on drugs and alcohol;
- Hold a commercial liability insurance policy that is more stringent than the CPUC's current requirement for limousines, requiring a minimum of \$1 million per-incident coverage for incidents involving TNC vehicles and drivers in transit to or during a TNC trip, regardless of whether personal insurance allows for coverage; and,
- Conduct a 19-point car inspection.



A second phase of this proceeding will review the CPUC's existing regulations over limousines and other charter party carriers to ensure that public safety rules are up to date and responsive to the needs of today's transportation market.

"The CPUC is at the forefront of leadership in crafting new safety based regulations for a rapidly emerging industry," said CPUC President Michael R. Peevey, the lead Commissioner for this proceeding. "The rules we created today allow Transportation Network Companies to compete with more traditional forms of transportation and for both drivers and consumers to have greater choice within the transportation industry."

"Our decision emphasizes safety as a primary objective, while fostering the development of this nascent industry," said Commissioner Mark J. Ferron. "We have specified our expectations for the attributes of insurance. Now the insurance market will determine the best approach to ensure that there is coverage for passengers, drivers, and third-parties at all times while these vehicles are operating on a commercial basis."

The proposal voted on is available at

<http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M077/K112/77112285.PDF>

For more information on the CPUC, please visit www.cpuc.ca.gov.

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COM/MP1/avs

PROPOSED DECISION Agenda ID #12291(Rev. 4)
Quasi-Legislative
9/19/2013 Item 39

Decision PROPOSED DECISION OF COMMISSIONER PEEVEY
(Mailed 7/30/2013)

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Order Instituting Rulemaking on Regulations
Relating to Passenger Carriers, Ridesharing, and
New Online-Enabled Transportation Services.

Rulemaking 12-12-011
(Filed December 20, 2012)

**DECISION ADOPTING RULES AND REGULATIONS TO
PROTECT PUBLIC SAFETY WHILE ALLOWING NEW ENTRANTS
TO THE TRANSPORTATION INDUSTRY**

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**DECISION ADOPTING RULES AND REGULATIONS
TO PROTECT PUBLIC SAFETY WHILE ALLOWING NEW ENTRANTS
TO THE TRANSPORTATION INDUSTRY**

Summary

This decision adopts rules and regulations for New Online Enabled Transportation Services, referred to hereafter as a Transportation Network Company¹ (TNC), to ensure that public safety is not compromised by the operation of this new transportation business model. TNCs are not just Lyft, SideCar, InstantCab, and UberX.² This Commission defines a TNC as an organization whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled application (app) or platform to connect passengers with drivers using their personal vehicles.³ Among other

¹ In the Rulemaking, we referred to these companies as New Online-Enabled Transportation Services (NOETS). We are changing the acronym to Transportation Network Company (TNC) for ease of use.

² The Commission's Safety and Enforcement Division issued cease and desist letters and \$20,000 citations against Uber, Lyft, and SideCar for operating without authority and other violations of state law. However, in 2013, the Safety and Enforcement Division entered into settlement agreements intended to ensure the public safety of both riders and drivers with Uber, Lyft, and SideCar, allowing the companies to operate while the Commission's TNC rulemaking is underway.
<http://www.cpuc.ca.gov/PUC/transportation/Passengers/CarrierInvestigations/>.

³ There are eleven exemptions to the Passenger Charter-party Carriers' Act contained in Public Utilities Code § 5353. Our definition of a TNC does not in any way usurp those existing exemptions. For example, one of the exemptions is passenger vehicles carrying passengers on a non-commercial enterprise basis. This exception has been defined by the Commission to mean non-profit organizations. See D.91.-06-025 ("The term 'noncommercial enterprise basis' in PU Code Section 5353(f) includes operations conducted on a not-for-profit, tax-exempt basis, as authorized by federal or state law."). Another exemption is the rideshare exemption itself, which exempts: Transportation of

Footnote continued on next page

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requirements established in this decision, we require each TNC (not the individual drivers) to obtain a permit from the California Public Utilities Commission (Commission), require criminal background checks for each driver, establish a driver training program, implement a zero-tolerance policy on drugs and alcohol, and require insurance coverage as detailed below.

This decision orders a second phase to this proceeding to review the Commission's existing regulations over limousines and other charter-party carriers to ensure that the public safety rules are up to date, and that the rules are responsive to the needs of today's transportation market. In addition, the second phase will consider the potential impact of any legislative changes that could affect our ability to regulate the TNC industry. When the second phase is complete, the Commission will initiate the Commission's resolution process to update the General Order (GO) 115 and 157 series to include the new regulations relating to the charter-party carrier subclass of TNC.

Finally, the Commission is aware that TNCs are a nascent industry. Innovation does not, however, alter the Commission's obligation to protect public safety, especially where, as here, the core service being provided -- passenger transportation on public roadways -- has safety impacts for third parties and property. The Commission is familiar with and confident in its ability to protect public safety in the face of rapid technological change. Consequently, while the Commission adopts these rules and regulations, it will

persons between home and work locations or of persons having a common work-related trip purpose in a vehicle having a seating capacity of 15 passengers or less, including the driver, which are used for the purpose of ridesharing, as defined in Section 522 of the Vehicle Code, when the ridesharing is incidental to another purpose of the driver.

also look for further guidance from the legislature should it decide that there is a need for legislation to provide guidance in regulating this new industry.

1. Procedural History

On December 20, 2012, the Commission opened this Rulemaking in order to determine whether and how TNC services arranged through online-enabled apps such as Uber, SideCar, and Lyft might affect public safety.⁴

In the Order Instituting Rulemaking (Rulemaking), the Commission stated that:

We initiate this proceeding to protect public safety and encourage innovators to use technology to improve the lives of Californians.⁵ The purpose of this Rulemaking is not to stifle innovation and the provision of new services that consumers want, but rather to assess public safety risks, and to ensure that the safety of the public is not compromised in the operation of these business models. The Commission invites all interested parties to participate in this proceeding to ensure that regulation is not a hindrance, but continues to be the safety net that the public can rely on for its protection.⁶

The Commission sought comment on issues including: how the Commission's existing jurisdiction should be applied to businesses such as Uber, SideCar, and Lyft; the consumer protection and safety implications of these new

⁴ The Commission's Safety and Enforcement Division issued cease and desist letters and \$20,000 citations against Uber, Lyft, and SideCar for operating without authority and other violations of state law. However, in 2013, the Safety and Enforcement Division entered into settlement agreements intended to ensure the public safety of both riders and drivers with Uber, Lyft, and SideCar, allowing the companies to operate while the Commission's TNC rulemaking is underway.

<http://www.cpuc.ca.gov/PUC/transportation/Passengers/CarrierInvestigations/>.

⁵ R.12-12-011, Rulemaking at 1.

⁶ R.12-12-011, Rulemaking at 2.

methods for arranging transportation services; whether and how the new transportation business models differ from longstanding forms of ridesharing; and the new transportation business models' potential effect on insurance and transportation access.

On January 28, 2013, opening comments were filed by: Willie L. Brown, Jr., Luxor Cab Company, Greater California Livery Association, San Francisco Airport Commission, International Association of Transportation Regulators, Uber Technologies, Personal Insurance Federation of California (PIFC), Center for Accessible Technology (CforAT), Zimride, TransForm, SideCar Technologies, San Francisco Municipal Transportation Agency, Ed Healy, United Taxicab Workers, San Francisco Cab Drivers Association, Taxicab Limousine and Paratransit Association, and Taxicab Paratransit Association of California.

On February 11, 2013, reply comments were filed by: Electronic Frontier Foundation, International Association of Transportation Regulators, United Taxicab Workers, Zimride, CforAT, Luxor Cab Company, San Francisco Municipal Transportation Agency, Transform, SideCar Technologies, Taxicab Paratransit Association of California, Ed Healy, Willie J. Brown, Jr., eRideshare, and San Francisco Cab Drivers Association.

On February 15, 2013, the Commission held a Prehearing Conference in order to, *inter alia*, establish the service list, determine the positions of the parties, identify issues for inclusion in the April 2, 2013 Assigned Commissioner and Administrative Law Judge's Scoping Memo and Ruling (Scoping Memo), and discuss the procedural schedule. Prehearing Conference Statements were filed by: United Taxicab Workers, International Association of Transportation Regulators, Willie J. Brown, Jr., Transform, Taxicab Paratransit Association of

California, San Francisco Municipal Transportation Agency, Zimride, Uber Technologies, CforAT, and San Francisco Airport Commission.

On March 7, 2013, the Administrative Law Judge (ALJ) issued a notice to the parties via e-mail, setting a workshop schedule and directing parties to file workshop statements answering specific questions about the following issues: TNC operations; jurisdiction; public safety; insurance; background checks; accessibility and equal access; and how Commission regulations may enhance or impede access to public roadways.

On April 2, 2013, the assigned Commissioner and ALJ issued the Scoping Memo which established the scope and schedule of the Rulemaking, categorized the Rulemaking as quasi-legislative, and determined that hearings were not necessary.

On April 3, 2013, workshop statements were filed by: Willie L. Brown, Jr., The Utility Reform Network, San Francisco Cab Drivers Association, Zimride, SideCar Technologies, TransForm, San Francisco Airport Commission and San Francisco Municipal Transportation Agency, Uber Technologies, Taxicab Paratransit Association of California, United Taxicab Workers, Luxor Cab Company, and CforAT.

On April 10 and 11, 2013, the Commission held a workshop to facilitate dialogue among the parties on issues including: jurisdiction, public safety, accessibility, insurance, and proposed modifications for California statutes or Commission regulations. Two parties, TransForm and Taxicab Paratransit Association of California, took notes during the workshop and prepared a draft report summarizing all parties' positions as articulated during the workshop. Parties reviewed the draft report to ensure that their positions were captured

correctly, and on May 17, 2013, TransForm and Taxicab Paratransit Association of California filed the final workshop report with the Commission.

On April 25, 2013, CforAT filed a motion requesting an additional round of comments on the issues raised in the Scoping Memo. On May 10, 2013, the ALJ granted the motion, determining that opening comments were due on June 3, 2013 and reply comments were due on June 10, 2013. On July 17, 2013, the California Highway Patrol (CHP) filed its comments.⁷

The purpose of this Rulemaking is not to stifle innovation and the provision of new services that consumers want, but rather to assess public safety risks, and to ensure that the safety of the public is not compromised in the operation of these business models. The Commission invited all interested parties to participate in this proceeding to ensure that regulation is not a hindrance, but continues to be the safety net that the public can rely on for its protection.⁸

2. Jurisdiction

As noted in the Rulemaking,⁹ the Commission's jurisdiction over charter-party carriers is clear. Nevertheless, new technology and innovation require that the Commission continually review its regulations and policies to ensure that the law and the Commission's safety oversight reflect the current state of the industry and that these regulations are just and fair for all passenger carriers.

⁷ R.12-12-011, Rulemaking at 1.

⁸ R.12-12-011, Rulemaking at 2.

⁹ R.12-12-011, Rulemaking at 2-3.

The Commission sought comment on how the Commission's existing jurisdiction pursuant to the California Constitution and the Public Utilities Code (PU Code) should be applied to businesses like Uber, Sidecar, and Lyft and the drivers employed or utilized by these or similar entities. The Commission also sought comment on whether any existing legislation should be modified or if new legislation should be enacted.

2.1. Comments on the Rulemaking

The parties that filed opening comments all addressed jurisdiction in varying degrees. The summaries of the positions of parties below capture all the positions that have been voiced in this Rulemaking on the subject of jurisdiction.

The CHP asserts that TNCs fall under existing Commission jurisdiction, because the CHP views TNCs as for-hire passenger carriers.¹⁰ The CHP views a donation for transportation service equivalent to direct compensation, because the intent is to conduct a for-hire operation.¹¹

Luxor Cab asserts that these businesses should be regulated the same as all other passenger carriers. Furthermore, it asserts that the presence of new technology for summoning a car does not in any way change the nature of the business that they are engaged in.¹²

Greater California Livery Association (GCLA) asserts that, based on their experience, these transportation technology companies should be subject to the same Commission regulation and enforcement as charter party carriers.¹³

¹⁰ California Highway Patrol comments filed on 07/17/13 at 1-2.

¹¹ California Highway Patrol comments filed on 07/17/13 at 1.

¹² Luxor Cab Opening Comments filed on 01/28/13 at 1.

¹³ GCLA Opening Comments filed on 01/28/13 at 2.

Uber suggests that the Commission does not currently have jurisdiction over Uber because Uber is not a charter-party carrier within the meaning of PU Code § 5351 *et seq.* Further, Uber advocates against extending the Commission's jurisdiction to companies like Uber because: 1) no public policy or public interest is advanced by such an extension of the law; 2) the Legislature has recently enacted new legislation exempting Internet Protocol-enabled (IP-enabled) services from regulation by the Commission; and 3) extending Commission regulation to Uber would conflict with Federal and State policies promoting further development of, and innovation in, information services provided over the Internet by prohibiting regulation of information services providers.¹⁴

TransForm acknowledges that the Commission has jurisdiction over charter-party carriers not meeting the statutory exemptions for taxicabs and work-related ridesharing, and has exercised this jurisdiction to ensure consumer protection and safety for traditional chartered transportation services.¹⁵ TransForm further asserts that the Commission should exercise its jurisdiction carefully so that it is applied in a way that allows growth of technology-enabled ridesharing services rather than eliminating an innovative tool to help address transportation access and climate change. The Commission should recommend to the legislature any necessary modifications to existing statutory exemptions to create a coherent regulatory framework that allows for ridesharing services to grow, while ensuring that consumer protection and safety is addressed. At the same time it is important for high-volume services to consult and coordinate

¹⁴ Uber Opening Comments filed on 01/28/13 at 5.

¹⁵ TransForm Opening Comments filed on 01/28/13 at 2.

with local cities, counties, and public transit agencies to avoid potential impacts.¹⁶

The San Francisco Municipal Transportation Authority (SFMTA) says state law defines a charter-party carrier as any “person engaged in the transportation of persons by motor vehicle for compensation, whether in common or contract carriage, over any public highway in this state.”¹⁷ Drivers affiliated with businesses like Lyft and Sidecar drive passengers to destinations of their choice in exchange for payment. These businesses collect payments from passengers, share revenue with the drivers, and manage the exchange of information between passengers and drivers to facilitate interactions and commerce between drivers and passengers. SFMTA goes on to say that although certain transportation providers that would otherwise meet the definition of a “charter-party carrier” are exempted by statute from the Commission’s regulatory oversight, services like Lyft and SideCar do not fall within any of these exemptions.¹⁸

SideCar asserts that it is neither a charter-party carrier nor a transportation service, but rather it is a technology platform that facilitates exempt ridesharing and, to that extent, should be exempt from Commission jurisdiction under PU Code § 5353(f) and (h).¹⁹

¹⁶ TransForm Opening Comments filed on 01/28/13 at 4.

¹⁷ SFMTA Opening Comments filed on 01/28/13 at 2, citing PU Code § 5360.

¹⁸ SFMTA Opening Comments filed on 01/28/13 at 2.

¹⁹ SideCar Opening Comments filed on 01/28/13 at 9.

Lyft asserts that the Commission should solely focus on regulation necessary to fulfill its responsibility for public safety.²⁰ Lyft cautions the Commission to not force-fit existing regulations onto such an emerging industry.

International Association of Transportation Regulators (IATR) recommends that the Commission should conduct further investigation to determine whether TNCs operate without a profit. IATR believes that companies that operate for-profit, and that use on-line apps that directly connect passengers to drivers, clearly fall under the Commission's definition of a charter-party carrier, and should be subject to all the existing regulations.²¹

Taxicab Paratransit Association of California asserts that TNCs operate as on demand services and therefore fail to comply with the legal requirements for operation as a Transportation Charter Party (TCP).²²

2.2. Discussion

California law currently recognizes and regulates three modes of passenger transportation for compensation: taxi services, regulated by cities and/or counties; and charter-party carrier services, and passenger-stage companies, regulated by the Commission. In recent years, the communications revolution in wireless service, smartphones, and on-line apps has further facilitated the development and adoption of passenger transportation for compensation to a point where passengers seeking rides can be readily connected with drivers willing to provide rides in private vehicles. This

²⁰ Zimride (Lyft) Opening Comments filed on 01/28/13 at 4.

²¹ IATR Opening Comments filed on 01/28/13 at 3.

²² TPAC Opening Comments filed on 02/04/13 at 5. The term TCP is defined and discussed, *infra*, in this Decision.

development in passenger transportation for compensation, referred to in this proceeding as TNCs and associated with companies including UberX, Lyft, and Sidecar, does not fit neatly into the conventional understandings of either taxis or limousines, but that does not mean that this Commission's responsibility to public safety in the transportation industry should be ignored and/or left for individual companies or the market place to control.

2.2.1. Neither the Federal Telecommunications Act of 1996 nor Public Utilities Code Section 710 Exempts TNCs from State Jurisdiction

We reject Uber's assertion that TNCs are nothing more than an application on smart phones, rather than part of the transportation industry. Uber is the means by which the transportation service is arranged, and performs essentially the same function as a limousine or shuttle company dispatch office. Accordingly, Uber is not exempt from the Commission's jurisdiction over charter-party carriers. Nonetheless, because of the novelty of these new services, we will address Uber's jurisdictional arguments here.

As Uber notes in its comments, the 1996 Federal Telecommunications Act²³ (FTA) distinguishes between "telecommunications" and "information services." In so doing, Congress codified the Federal Communications Commission's (FCC) historical determination that "basic" services were to be treated differently from "enhanced" services. Uber seeks to convince the Commission further with a detailed discussion of a Vonage case, in which the FCC concluded that nomadic Voice over Internet Protocol (VoIP) service is a purely interstate service, not subject to state jurisdiction. Uber recounts a California Court of Appeal case

²³ P.L. No. 104-104, 110 Stat. 56 (1996).

involving actions brought against eBay, where the court held eBay immune from state causes of action.

In addition, Uber notes passage of Senate Bill 1161 in 2011 codified §§ 239 and 710 of the PU Code. Section 710 prohibits the Commission from “exercising any regulatory jurisdiction” over VoIP or IP-enabled services, subject to a delegation of federal authority, other express statutory authority, or exceptions contained in § 710.

Uber’s citations are beside the point as none of the cited statutes or precedents prevent this Commission from regulating passenger transportation over public roadways. Specifically, we reject the argument that TNCs are simply providers of IP-enabled services and therefore exempt from our jurisdiction. We find this argument to be factually and legally flawed and, therefore, do not accept that the method by which information is communicated, or the transportation service arranged, changes the underlying nature of the transportation service being offered.

First, the Commission is not attempting to enact rules that would impose regulations on the smart phone applications used to connect passengers with drivers. Instead, the Commission is promulgating rules that will govern the transportation service itself. Second, we do not believe that this Commission loses its jurisdiction over transportation services simply because a smart phone application is used to facilitate the transportation service. Nothing Uber has cited in California or federal law would mandate that result based on the facts here. Indeed Uber and Sidecar’s position would effectively obviate the Commission’s authority under PU Code § 5371.6(a) to prevent TCPs from operating illegally in order to protect the public and prevent unfair competition:

The Legislature finds and declares that advertising and use of telephone service is essential for charter-party carriers of passengers to obtain business and to conduct intrastate passenger transportation services. Unlawful advertisements by unlicensed charter-party carriers of passengers has resulted in properly licensed and regulated charter-party carriers of passengers competing with unlicensed charter-party carriers of passengers using unfair business practices. Unlicensed charter-party carriers of passengers have also exposed citizens of the state to unscrupulous persons who portray themselves as properly licensed, qualified, and insured charter-party carriers of passengers. Many of these unlicensed charter-party carriers of passengers have been found to have operated their vehicles without insurance or in an unsafe manner, placing the citizens of the state at risk.

Similarly, the Legislature has created additional safeguards in Government Code § 53075.8(b)(1) that allow for the termination of a taxicab's telephone service if the taxi is operating without proper authority:

The Legislature further finds and declares that the termination of telephone service utilized by taxicabs operating without proper authority is essential to ensure the public safety and welfare. Therefore, local agencies should take enforcement action, as specified in this section, to disconnect telephone service of unauthorized taxicab operators who unlawfully advertise passenger transportation services in yellow page directories and other publications. The enforcement actions provided for by this section are consistent with the decision of the California Supreme Court in *Goldin v. Public Utilities Commission* (1979) 23 Cal. 3d 638.

We deem it is inconsistent with our grant of authority over transportation services to be barred from regulating a transportation service provided by TNCs based on the means of communication used to arrange the service.

Moreover, to date neither the FCC, nor a court of higher jurisdiction, has ruled that this Commission, or any other state commission, is precluded by the FTA from regulating TNCs. It is interesting to note that the Federal Trade Commission (FTC) has intervened in state proceedings by filing comments but has not, to date, gone so far as to claim that state-regulatory efforts to assert jurisdiction over TNCs is preempted by the FTA. For instance, on June 7, 2013, the FTC sent a letter to General Counsel of the District of Columbia Taxicab Commission that offered comments in the proposed TNC-related rulemaking. Previously, the FTC filed comments in TNC-related rulemaking proceedings in Alaska²⁴ and Colorado.²⁵ Tellingly, neither the FTC nor the FCC has claimed that the state regulatory bodies are preempted from promulgating regulations to deal with the growing TNC business.

In response to the proposed decision, Uber continued its argument by comparing itself to Google PowerMeter. In its August 19, 2013 comments to this decision, Uber stated that in the same way that Google did not become an energy utility by developing the Google PowerMeter software application, Uber does not become a transportation company by developing the Uber Software Application. The major difference between Uber and Google PowerMeter is that Uber controls the financial transaction between the customer and the company. Uber receives the customer fare and then transfers those funds to the driver

²⁴ FTC comments dated April 19, 2013 to the Honorable Debbie Ossiander Concerning AO NO. 2013-36 Regarding the Regulatory Framework for the Licensing and Permitting of Taxicabs, Limousines, and Other Vehicles for Hire in Anchorage, Alaska.

²⁵ FTC comments dated March 6, 2013 to the Colorado Public Utilities Commission *In The Matter of the Proposed Rules Regulating Transportation by Motor Vehicle*, 4 Code of Colorado Regulations 723-6.

minus its share, while Google PowerMeter does not take any money from the customer. Google PowerMeter was a tool that allowed an electricity consumer to view his or her electricity usage. The data displayed by Google PowerMeter was measured by a measurement device installed by the customer with his or her consent. The goal of the Google PowerMeter was to inform the energy customers of their energy use, which could help the consumer identify ways to save energy. The customer was not charged a fare, and Google did not generate other revenues from the tool. If all Uber did was to show customers maps of available cars, without giving them a way to book a ride and without controlling or taking a share of the fare, then the analogy might be more appropriate.

The Commission elects to use a more appropriate analogy involving Google. Google Search is an app and a software platform, and uses that software to provide a product: search listings. In 2011, Google agreed to pay a settlement of \$500 million for allowing fraudulent pharmaceutical advertisements.²⁶ In the case of pharmaceutical listings, Google Search was connecting people with products that were harmful or fraudulent, and which represented a threat to public safety. The people selling the illegal drugs had to be held accountable, but so did the software platform that connected people with the illegal drugs. The same is true with Uber. The Uber brand is now a known brand for car service. It is expected that a passenger requesting an Uber car will get a black town car or something of similar stature. It is expected that this service may cost more, but it is a higher service with professional drivers. Passengers may call Uber more frequently because of its name recognition. Uber by its name alone is selling a

²⁶ See <http://www.wired.com/threatlevel/2013/05/google-pharma-whitaker-sting/all/>.

type of car service. Because Uber is profiting from this service it should also be held responsible if the driver is negligent or not applying Uber safe practices. The same way Google was held responsible for allowing fraudulent advertisements is the same reason why Uber should be held responsible for its drivers.

Uber argues that the taxi cabs and limousines that arrange rides on the Uber platform are already regulated and insured, and that no additional regulation of Uber itself is necessary to protect the public interest. Perversely, however, the fact that regulated forms of transportation arrange rides through the Uber platform injects a considerable degree of uncertainty into the question of whether a taxi cab or limousine's insurance coverage would cover a claim. For example, if a limousine driver uses Uber's method of fare calculation and billing rather than the method otherwise required by TCP rules or limousine company policy, in the event of an incident the limousine's existing insurance policy may deny a claim on the grounds that the limousine had stopped operating, strictly speaking, and for insurance purposes, as a covered vehicle. In this same hypothetical incident, based on Uber's comments in this proceeding, we anticipate that Uber would deny that it has any obligation to insure the parties injured in the accident, on the grounds that Uber is an app and the limousine driver was already insured.

Until this Decision becomes effective, there is a real possibility that parties suffering losses in an incident would find that there is no insurance available to cover their potential claim.

Due to the considerable uncertainty that exists concerning the insurance coverage applicable to rides (other than UberX rides) arranged through the Uber app, and the threat to public safety and well-being created by this uncertainty,

the Commission is strongly inclined to require Uber to obtain a TCP permit in order to continue operating in California. As discussed elsewhere in this Decision, the Commission intends to open a second phase of this proceeding (Phase II) to consider the rules applicable to TCPs in California. In order to ensure the greatest possible evidentiary record, the Commission would prefer to leave all non-TCN issues, including Uber's potential TCP status, to Phase II. However, the Commission will not allow the uncertainty regarding Uber's insurance to persist during the pendency of Phase II. We require Uber to demonstrate to the Commission within 30 days of the issuance of this decision that it maintains commercial liability insurance policies providing not less than \$1,000,000 (one million dollars) per-incident coverage for incidents involving vehicles and drivers in transit to or during trips arranged through the Uber app, the Commission reserves the right to require Uber to obtain a TCP permit through Commission resolution. while they are providing Uber services. The insurance coverage shall be available to cover claims regardless of whether an Uber driver maintains insurance adequate to cover any portion of the claim.

2.2.2. TNCs Transport Passengers for Compensation

Public Utilities Code § 5360 states in part:

Subject to the exclusions of Section 5353, "charter-party carrier of passengers" means every person engaged in the transportation of persons by motor vehicle for compensation, whether in common or contract carriage, over any public highway in this state.

We reject the arguments made by Lyft and SideCar that any payment for rides arranged through their apps is voluntary and find that current TNCs are engaged in the transportation of persons for compensation. Although the phrase "for compensation" is not defined by PU Code § 5360, the plain-meaning

interpretation of PU Code § 5360 in D. 69231 (June 15, 1965) informs our decision in this proceeding.

In D.69231, a skate arena owner was ordered to cease and desist transporting passengers to his skate arena until he obtained his TCP certificate. While the record was unclear as to whether the owner would charge a fee for the proposed service, the Commission determined that even if the transportation was for free, “transportation furnished by business enterprises without charge is also ‘for compensation’ if the organization sponsoring the trip receives a business benefit.”²⁷ The Commission reiterated this interpretation in D.81805 (August 28, 1973) where we reasoned that “it was not necessary for the staff to prove that respondent actually received money consideration for the transportation in question. It is enough that he received an economic benefit.”²⁸

Clearly each TNC is receiving either an economic benefit or a business benefit. At a minimum, they are receiving increased patronage with the growth of their businesses. This possibility was an important factor for the Commission in rendering its decision in D.69231 that the skate arena owner’s status was a TCP: “Applicant would receive a business benefit and compensation from the

²⁷ D.69231 at 409.

²⁸ D.69231 at 493. The Commission has reached a similar conclusion with respect to free service provided by PSCs, finding that the service was for compensation. (See *Peter J. Van Loben Sels (Valley Transit Lines) v. B.J. Smith et al., copartners (Cal. Transit Lines)*, 49 Cal. P.U.C. 290 (1950); and *Richard Chala v. Morris Gordon of Gordon’s Outlet Store, et al.*, Decision No. 57356 in Case No. 6152 (1958), unreported. Our reasoning is also similar the Legislature’s when it added Section 17510.1 to the Business and Professions Code: “As used in this article, ‘sale’ shall include a gift made with the hope or expectation of monetary compensation.” Thus, a donation or a gift can still be considered a form of compensation.

increased patronage for his skate arena business resulting from the advertising.”²⁹

2.2.3. TNCs Operate on a Prearranged Basis

Unlike taxi cabs, which may pick up passengers via street hails, PU Code § 5360.5 requires that charter party carriers operate on a prearranged basis.

We find that TNCs operate on a prearranged basis. PU Code § 5360.5 does not define “prearranged,” and we are reluctant to impose a minimum time requirement as some other jurisdictions have done.³⁰ Instead, we are guided by the plain meaning of “prearranged” as something arranged in advance, which has been our custom and practice in interpreting “prearranged” at the Commission. For example, our information packet for prospective TCP applicants says that all transportation performed by TCPs must be arranged beforehand, and the driver must have a completed waybill in his or her possession at all times during the trip.³¹

We believe TNCs satisfy the “prearranged” requirement in two ways: first, before a passenger can request a ride, the passenger must download the app and agree to the TNC service agreement. Examples can be found in the TNC written

²⁹ 409.

³⁰ For example, the Washington Administrative Code requires that for-hire vehicles must be prearranged for at least 15 minutes. (Washington Rev. Code Section 308-83-200.) The International Association of Transportation Regulators issued proposed model regulations for smartphone applications in the for-hire industry and suggested that the “prearranged or prearrangement” should require “a minimum of thirty (30) minutes between the request for transportation service and the arrival of the vehicle at the transportation origin location.”

³¹ Basic Information for passenger carriers and applicants (Rev. /28/11) issued by the Transportation License Section of the Commission.

terms of use.³² Uber makes our point clearly in its description of its service that “persons who use the Uber App to request *prearranged transportations* have sole discretion over whether or not to use the Uber App, if ever.”³³ Second, for a particular trip, the passenger must input information such as current location. A TNC driver cannot be hailed like a cab where no information is exchanged until the passenger enters the vehicle. As such, each TNC is offering transportation on a “prearranged” basis.

Prearrangement has typically been verified through the use of a waybill. TCPs must possess a waybill for each ride that includes information on the driver’s name, vehicle license plate number, and time and date when the charter was arranged, and similar information.³⁴ Pursuant to more recent legislation, waybills may be kept in an electronic format beginning January 1, 2014.³⁵ In order to comply with the applicable statutes and regulations, all TNC drivers must be able to prove that a ride was matched on the TNC software application as evidence of prearrangement. In other words, information in the software application must be the equivalent of an electronic waybill.

2.2.4. The Commission Has the Jurisdiction and the Duty to Establish Regulations Governing the Provision of TNC Services

Based on the record in this proceeding, and as the Rulemaking originally made clear, this Commission regulates charter party passenger carriers pursuant

³² See Exhibits B (Uber), D (SideCar), F (Lyft), and H (Tickengo) to the Workshop brief, filed on April 3 by TPAC.

³³ Pre-Workshop Statement, 4, filed on April 3, 2013 by Uber. (*Italics added.*)

³⁴ General Order 157-D, Part 3.01.

³⁵ See PU Code § 5381.5.

to Article XII of the California Constitution and the Charter-party Carriers' Act, PU Code § 5351 *et seq.* (the Act). Section 5360 states in part:

Subject to the exclusions of Section 5353, "charter-party carrier of passengers" means every person engaged in the transportation of persons by motor vehicle for compensation, whether in common or contract carriage, over any public highway in this state.

Section 5381 states in part:

...(t)he commission may supervise and regulate every charter-party carrier of passengers in the State and may do all things...necessary and convenient in the exercise of such power and jurisdiction.

We are persuaded by the comments made by the CHP, TransForm, and to a certain extent Lyft. Our focus is public safety and secondarily ensuring that regulations reflect changing technology and ways of doing business to ensure that rules are in place to improve the lives of Californians. We agree with the CHP that a "donation" for passenger transportation service is equivalent to direct compensation for the service provided, which falls under the jurisdiction of this Commission. TransForm states in their comments in part:

TransForm believes that all people deserve affordable, safe, and easy access to jobs, housing, services, and nature on foot, bicycle, or public transportation.

TransForm envisions that in the future transportation will be redefined in terms of access and sustainability, and residents will be able to quickly get where they want to go in ways that fully meet their needs, whether these needs are health, happiness, saving time, or saving money. Our transportation system will provide the public with choices that amount to a system that is exceptional and state-of-the-art.

TransForm believes that rideshare services have the potential to advance several California policy goals, including improving transportation access, reducing

greenhouse gas emissions, reducing vehicle miles travelled, and reducing congestion. When the legislature passed the landmark transportation law SB 375 in 2008, the legislature found that “[w]ithout improved land use and transportation policy, California will not be able to achieve the goals of AB 32,” the Global Warming Solutions Act. The legislature also found that the transportation sector contributes over 40 percent of the greenhouse gas emissions in the State of California, the largest of any sector, with automobiles and light trucks alone contributing almost 30 percent. The California Air Resources Board, in setting regional greenhouse gas reduction targets, adopted targets requiring each region’s Sustainable Communities Strategy and Regional Transportation Plan to achieve specified reductions in the transportation sector by the years 2020 and 2035.³⁶

We agree with TransForm with respect to the above two points. Additionally, Lyft has been the only TNC that has acknowledged that safety is not only a priority, but there should also be some overarching rules and regulations. We applaud Lyft for its leadership in this area and we certainly agree with Lyft in this area.

For the reasons discussed *supra*, we find that TNCs are charter-party passenger carriers, and therefore we will exercise our existing jurisdiction pursuant to Article XII of the California Constitution and the Passenger Charter-party Carriers’ Act, PU Code §§ 5351, *et seq.* (the Act). Additionally, the Commission has very broad powers under PU Code § 701 which gives the Commission the ability (via a rulemaking process) to develop new categories of regulation when a new technology is introduced into an existing industry. In

³⁶ TransForm Opening Comments filed on 01/28/13 at 1.

this Decision, under the broad grant of authority pursuant to PU Code §§ 5381 and 701, we create the category of Transportation Network Company (TNC) to accompany the existing category of TCP.³⁷ Again, a TNC is defined as an organization, whether a corporation, partnership, sole proprietor, or other form, operating in California that provides transportation services for compensation using an online-enabled app or platform to connect passengers with drivers using their personal vehicles. The primary distinction between a TNC and other TCPs is that a TNC connects riders to drivers who drive their personal vehicle, not a vehicle such as a limousine purchased primarily for a commercial purpose. To that end, a TNC is not permitted to itself own vehicles used in its operation or own fleets of vehicles.

With this definition in mind, the Commission finds that Uber (in contrast to UberX) is not a TNC. Uber connects riders with drivers who do not drive their own personal vehicle, but typically operate in town cars or limousines, which the driver may often as well use to transport customers for another limousine/town car company. As such, Uber does not meet the definition of a TNC. As discussed elsewhere in this Decision, the Commission intends to open a second phase of this proceeding (Phase II) to consider the rules applicable to TCPs in

³⁷ The Commission has previously developed new types of transportation services with unique rules relevant to that specific form of transportation. Namely, in D.97-07-063, the Commission “adopt[ed] rules for a new niche form of passenger stage corporation (PSC) that specializes in the common carriage of infants and children . . .” The Commission required such carriers to apply for a PSC permit, but developed a special set of rules applicable to these forms of transportation. D.97-07-063 stated, “This is a restricted class of PSC carrier not previously designated by this Commission, and special requirements need to be imposed on these carriers.” In creating these new rules, the Commission relied on its broad power under § 701, and the Passenger-Stage Corporation provisions of the Public Utilities Code § 5351.

California. In order to ensure the greatest possible evidentiary record, the Commission would prefer to leave all non-TNC issues, including Uber's potential TCP status, to Phase II. UberX, however, does meet the TNC definition and must apply for a TNC license.

A company or individual wishing to provide transportation or facilitate transportation of passengers can choose to either get a TCP certificate/permit or a TNC permit.³⁸ Further, TNCs need not apply for a certificate of public convenience and necessity pursuant to PU Code § 5371. TNCs are exempted from this requirement, as are many charter-party carriers regulated by the Commission, pursuant to PU Code § 5384(b), which authorizes the Commission to issue permits to passenger carrier operations who use only vehicles with seating capacities of under 15-passengers. TNC permits will only be granted to companies utilizing smart phone technology applications to facilitate transportation of passengers in the driver's personal vehicle.

Within 45 days after the effective date of this Decision, the Commission's Safety Enforcement Division (SED) will post a TNC Application Packet on its website, and TNCs currently operating in California are required to file their TNC Applications with SED 60 days thereafter if they wish to continue operating. The TCP requirements are already in place, although as suggested *supra* the Commission will open a second phase to this Rulemaking to update those rules and regulations to ensure that safety requirements are up to date. Based on the record of this proceeding and the safety and other concerns expressed by parties, the settlement agreements that were entered into with Lyft,

³⁸ There is also a third choice and that is to apply for a taxicab license.

SideCar, and Uber, and our existing TCP rules we have created the following rules and regulations for all TNCs. The following rules and regulations shall be applied for all TNCs effective immediately:

Safety Requirements

- a) TNCs shall maintain commercial liability insurance policies providing not less than \$1,000,000 (one million dollars) per-incident coverage for incidents involving vehicles and drivers while they are providing TNC services. The insurance coverage shall be available to cover claims regardless of whether a TNC driver maintains insurance adequate to cover any portion of the claim.³⁹
- b) TNC drivers shall be required to provide proof of both their personal insurance and the commercial insurance in the case of an accident.
- c) TNCs shall perform criminal background checks on each TNC driver before the driver begins offering service. In order to protect public safety, any person who has been convicted, within the past seven years, of driving under the influence of drugs or alcohol, fraud, sexual offenses, use of a motor vehicle to commit a felony, a crime involving property damage, and/or theft, acts of violence, or acts of terror shall not be permitted to provide TNC services.
- d) TNCs shall institute a zero tolerance intoxicating substance policy with respect to drivers as follows:
 1. The TNC shall include on its website, mobile application and riders' receipts, notice/information on the TNC's zero-tolerance

³⁹ TNCs must make their certificate of insurance public and the Commission will put this certificate on its website.

- policy and the methods to report a driver whom the rider reasonably suspects was under the influence of drugs or alcohol during the course of the ride.
2. The website and mobile application must include a phone number or in-app call function and email address to contact to report the zero-tolerance complaint.
 3. Promptly after a zero-tolerance complaint is filed, the TNC shall suspend the driver for further investigation.
 4. The website and mobile application must also include the phone number and email address of the Commission's Passenger Section: 1-800-894-9444 and CIU_intake@cpuc.ca.gov.
- e) TNCs shall obtain each TNC driver's driving record before the driver begins providing service and quarterly thereafter. Drivers with convictions for reckless driving, driving under the influence, hit and run, or driving with a suspended or revoked license shall not be permitted to be a TNC driver. Drivers may have a maximum of two points on their driving records for lesser offenses, e.g., equipment problems, speeding, or child safety seat violations.
- f) TNCs shall establish a driver training program to ensure that all drivers are safely operating the vehicle prior to the driver being able to offer service. This program must be filed with the Commission within 45 days of the adoption of this decision. TNCs must report to the Commission on an annual basis the number of drivers that became eligible and completed the course.
- g) TNC drivers must possess a valid California driver's license, be at least 21 years of age, and must provide at least one year of driving history before providing TNC services.

- h) TNCs may only use street-legal coupes, sedans, or light-duty vehicles including vans, minivans, sport utility vehicles (SUVs) and pickup trucks. Hatchbacks and convertibles are acceptable.
- i) TNC drivers are prohibited from transporting more than 7 passengers on any given ride.⁴⁰
- j) The app used by a TNC to connect drivers and passengers must display for the passenger: 1) a picture of the driver, and 2) a picture of the vehicle the driver is approved to use, including the license plate number to identify the vehicle.
- k) TNC vehicles shall not be significantly modified from factory specifications, e.g., no "stretch" vehicles.
- l) Prior to allowing each TNC driver to operate a vehicle, and annually thereafter, a TNC must inspect the driver's vehicle, or have the vehicle inspected at a facility licensed by the California Bureau of Automotive Repair, and maintain complete documentation of such inspections. A TNC driver's vehicle must, at a minimum, pass a 19 point inspection prior to allowing the driver to operate the vehicle under the TNC's platform:
 - 1. Foot brakes;
 - 2. Emergency brakes;
 - 3. Steering mechanism;
 - 4. Windshield;

⁴⁰ If a TNC elects to carry insurance up to \$1.5 million per incident for all of its drivers, then pursuant to PU Code § 5391 and General Order 115-F, the TNC vehicles can include up to 10 people including the driver. However, no TNC driver is permitted to operate a bus, which is defined by California Vehicle Code § 233(b) as "a vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit . . ."

5. Rear window and other glass;
6. Windshield wipers;
7. Headlights;
8. Tail lights;
9. Turn indicator lights;
10. Stop lights;
11. Front seat adjustment mechanism;
12. Doors (open, close, lock);
13. Horn;
14. Speedometer;
15. Bumpers;
16. Muffler and exhaust system;
17. Condition of tires, including tread depth;
18. Interior and exterior rear view mirrors; and
19. Safety belts for driver and passenger(s).

Regulatory Requirements

For all reports identified below required to be provided by TNCs, the reports must be verified. Verification consists of provision of a signature of a corporate officer of the TNC verifying under penalty of perjury under the laws of the State of California that the report is accurate and contains no material omissions.

- a. TNCs (not the drivers) must be permitted by this Commission before operating as a TNC.⁴¹
- b. TNCs shall clearly disclose, on their app and website, that TNCs facilitate rides between

⁴¹ There are six types of charter party carrier permits/certificates. TNCs shall apply for a class P permit.

passengers and private drivers using their own personal vehicles. Additionally, the disclosure should state that each TNC is required to maintain insurance policies providing a minimum of \$1,000,000 (one million dollars) per-incident coverage for incidents involving vehicles and drivers while they are providing TNC services.

- c. TNC drivers may only transport passengers on a prearranged basis. For the purpose of TNC services, a ride is considered prearranged if the ride is solicited and accepted via a TNC digital platform before the ride commences. TNC drivers are strictly prohibited from accepting street hails.
- d. TNCs shall participate in the California Department of Motor Vehicle's Employer Pull Notice Program to obtain timely notice when any of the following are added to a TNC driver's driving record:
 - i. Convictions;
 - ii. Accidents;
 - iii. Failures to appear;
 - iv. Driver's license suspension or revocation; and
 - v. Any other action taken against the driving privilege.
- e. TNCs shall obtain proof of insurance from each TNC driver before the driver begins providing service and for as long as the driver remains available to provide service.
- f. TNCs shall allow passengers to indicate whether they require a wheelchair-accessible vehicle or a vehicle otherwise accessible to individuals with disabilities.
- g. One year from the effective date of these rules and annually thereafter, each TNC shall submit to the Safety and Enforcement Division a report detailing the number and percentage of their customers who

requested accessible vehicles, and how often the TNC was able to comply with requests for accessible vehicles.

- h. TNC vehicles shall display consistent trade dress (i.e., distinctive signage or display on the vehicle) when providing TNC services that is sufficiently large and color contrasted as to be readable during daylight hours at a distance of at least 50 feet. The trade dress shall be sufficient to allow a passenger, government official, or member of the public to associate a vehicle with a particular TNC (or licensed transportation provider). Acceptable forms of trade dress include, but are not limited to, symbols or signs on vehicle doors, roofs, or grills. Magnetic or removable trade dress is acceptable. TNC shall file a photograph of their trade dress with the Safety and Enforcement Division.
- i. Although TNCs may provide platforms allowing drivers and passengers to “rate” each other, TNCs shall ensure that such ratings are not based on unlawful discrimination, and that drivers do not discriminate against passengers or potential passengers on the basis of geographic endpoints of the ride, race, color, national origin, religion, sex, disability, age, or sexual orientation/identity.
- j. One year from the effective date of these rules and annually thereafter, each TNC shall submit to the Safety and Enforcement Division a verified report detailing the number of rides requested and accepted by TNC drivers within each zip code where the TNC operates; and the number of rides that were requested but not accepted by TNC drivers within each zip code where the TNC operates. The verified report provided by TNCs must contain the above ride information in electronic Excel or other spreadsheet format with information, separated by columns, of the date, time, and zip code of each request and the concomitant date, time, and zip code

of each ride that was subsequently accepted or not accepted. In addition, for each ride that was requested and accepted, the information must also contain a column that displays the zip code of where the ride began, a column where the ride ended, the miles travelled, and the amount paid/donated. Also, each report must contain information aggregated by zip code and by total California of the number of rides requested and accepted by TNC drivers within each zip code where the TNC operates and the number of rides that were requested but not accepted by TNC drivers.

- k. One year from the effective date of these rules and annually thereafter, each TNC shall submit to the Safety and Enforcement Division a verified report in electronic Excel or other spreadsheet format detailing the number of drivers that were found to have committed a violation and/or suspended, including a list of zero tolerance complaints and the outcome of the investigation into those complaints. Each TNC shall also provide a verified report, in electronic Excel or other spreadsheet format, of each accident or other incident that involved a TNC driver and was reported to the TNC, the cause of the incident, and the amount paid, if any, for compensation to any party in each incident. The verified report will contain information of the date of the incident, the time of the incident, and the amount that was paid by the driver's insurance, the TNC's insurance, or any other source. Also, the report will provide the total number of incidents during the year.
- l. One year from the effective date of these rules and annually thereafter, each TNC shall submit to the Safety and Enforcement Division a verified report

detailing the average and mean number of hours and miles each TNC driver spent driving for the TNC.⁴²

- m. Upon request, drivers shall display to Commission or airport enforcement officers, law enforcement, or city or county officials a physical or electronic record of a ride in progress sufficient to establish that it was prearranged. To the extent that trip records are contained on electronic devices, TNC drivers are not required to relinquish custody of the devices in order to make the required display.
- n. If a passenger files a complaint against a TNC or TNC driver with the Commission, Commission staff shall have the right to inspect TNC records and vehicles as necessary to investigate and resolve the complaint to the same extent the Commission and Commission staff is permitted to inspect all other charter-party carriers.
- o. Operations at Airports. TNCs shall not conduct any operations on the property of or into any airport unless such operations are authorized by the airport authority involved.
- p. Similar to our regulations over limousines one-third of one percent of the total revenues from TNC services in California shall be collected by this Commission on a quarterly basis as part of overall fees.

The Commission will convene a workshop one year after the issuance of this decision to hear from all stakeholders on the impacts of this new mode of transportation and the accompanying regulations. Workshops topics will

⁴² For the requested reporting requirements, TNCs shall file these reports confidentially unless in Phase II of this decision we require public reporting from TCP companies as well.

include, but not necessarily be limited to, a consideration of safety, competition, innovation, accessibility, congestion, the California Environmental Quality Act, and other pollution related issues. Specifically, the Commission will be interested to get an update on TNCs' commercial insurance policies and how these policies have performed. The Commission may choose to open a new proceeding to update its rules based on the information learned in this workshop.

TNCs that fail to adhere to these requirements may have their permits revoked or be otherwise subject to sanctions by the Commission. The Commission is authorized to conduct inspections of charter-party carriers including TNCs. For instance, PU Code § 5371.5 states that: "Upon receipt of a complaint containing sufficient information to warrant conducting an investigation, the commission shall investigate any business that advertises limousine-for-hire or passenger charter transportation service for compensation in motor vehicles." Therefore, each TNC must keep records of all trips made by its TNC drivers. The Commission is also authorized to "cancel, revoke, or suspend any operating permit or certificate" if the carrier violates any of the provisions of the Act, provisions of the operating permit or certificate issued thereunder, or any order, decision, rule, regulation, direction, demand, or requirement established by the Commission.⁴³ The Commission is also authorized to issue fines.⁴⁴

Sections 5411 to 5420 of the Act contain relevant provisions regarding issuing fines and penalties. In addition, the Commission has established a

⁴³ PU Code § 5378.

⁴⁴ See e.g., PU Code § 5378(b).

citation program in Resolution ALJ-187, which provides a process by which the Commission may issue fines, carriers may appeal fines, and the Commission may hold a hearing pursuant to that appeal.

These provisions authorizing the Commission to inspect, investigate, and issue fines and other penalties apply in equal measure to all TNCs as they do to other charter-party carriers. Therefore, the Commission must have access to a TNC's records whenever it requests them.

Parties have raised a number of concerns regarding the Terms & Conditions used by certain TNCs, which include general disclaimers of liability. No Term & Condition in a TNC's Terms of Service or elsewhere, can be inconsistent with this decision's commercial liability insurance requirements for TNCs. Nor can any Term & Condition in a TNC's Terms of Service be used or relied on by the TNC to deny insurance coverage, or otherwise evade the insurance requirements established in this decision. Moreover, the Terms of Service does not absolve the TNC of its responsibilities to comply with the stated regulations in this decision to ensure safety of the public. As stated earlier in this decision, the Commission will open a Phase II to consider updating its regulations over TCP certificate holders. Phase II will also consider the standard and appropriate language for Terms & Conditions for both TCP and TNC certificate holders.

3. Safety

The Commission opened this proceeding to protect public safety and secondarily encourage innovators to use technology to improve the lives of Californians. The Commission has a responsibility for determining whether and how public safety might be affected by these TNCs. In opening this Rulemaking,

the Commission wanted to assess public safety risks, and to ensure that the safety of the public is not compromised in the operation of TNCs.

3.1. Comments on the Rulemaking

As with the issue of jurisdiction a number of parties filed comments about the effect of TNC service on public safety. In this section we will summarize all the positions filed.

The CHP asserts that it is too early to determine the effect of this type of service on both the passengers and public safety. It goes on to caution, however, that passenger transportation left unregulated unnecessarily increases the potential for operation of unsafe vehicles, unqualified drivers, and uninsured transportation drivers.⁴⁵

Luxor Cab's comments focus more on the need to keep drivers safe. Luxor Cab asserts that taxicab drivers have the highest risk of occupational homicide of all US occupations, and that this is why taxi regulators require safety equipment such as bullet-resistant partitions and digital security cameras, as well as crime-prevention training for drivers.⁴⁶

The GCLA believes that the transportation technology companies can put the public at risk of potential dangers arising from having unregulated and perhaps even unlicensed drivers and unsafe vehicles providing for-hire transportation services without oversight or enforcement.⁴⁷

The San Francisco Airport Commission believes that lack of adequate liability insurance, criminal background checks, driver training and regular

⁴⁵ CHP Comments filed on 7/17/13 at 2.

⁴⁶ Luxor Cab Comments filed on 01/28/13 at 2.

⁴⁷ GCLA Comments filed on 01/28/13 at 2.

vehicle inspections all decrease public safety, and although some TNCs represent that they do all of the above, the Airport Commission is asking for regulatory verification.⁴⁸

The SFMTA asserts that TNCs have a negative effect on public safety because of a lack of regulatory oversight. The SFMTA asserts that at the state and local level, California regulators of taxi and limousine service protect the public with the following kinds of requirements:

1. Criminal background checks of drivers;
2. Drug and alcohol testing of drivers;
3. DMV "pull notice" checks to enable suspension of drivers with new safety related moving violations;
4. Driver training for local geography, traffic safety and customer service values;
5. Vehicle age and mileage limitations;
6. Routine, professional vehicle inspections; and
7. Transparent pricing regulations.⁴⁹

The San Francisco Cab Drivers Association asserts that the proliferation and acceptance of private vehicles and unlicensed public passenger drivers for hire creates a false sense of trust by the general public. Furthermore, it asserts that they are witnessing private vehicles being flagged down and soliciting passengers on the street which will result in an assault or worse, on a passenger or a driver, unprotected by security cameras, dispatch or a shield, and no readily identifiable markings on the vehicle.⁵⁰

⁴⁸ San Francisco Airport Commission Opening Comments filed on 01/28/13 at 2.

⁴⁹ SFMTA Opening Comments filed on 01/28/13 at 8.

⁵⁰ San Francisco Cab Association's Opening Comments filed on 01/29/13 at 2.

In their comments, Lyft notes that ridesharing is nothing new and has been occurring on a relatively large scale for many decades – from casual carpools and bulletin boards to more recent on-line forums – without any regulation and with few if any institutional safety mechanisms. Lyft goes on to say that rather than creating a new activity requiring scrutiny as a public safety concern, responsible peer-to-peer platforms such as Lyft have introduced innovative and highly effective institutional safety mechanisms that increase public safety over existing alternatives. New tools made available by modern technologies – online criminal background checks, mobile application photo identification, and Global Positioning System (GPS) positioning – can advance public safety beyond existing measures.⁵¹

SideCar asserts that TNCs are mission-driven and have strong incentives to protect the trust and safety of their communities and the public. SideCar goes on to claim that its safety program and rules aim to reduce and prevent accidents or other incidents, and it has implemented a 10-point safety program to create a safe experience for drivers and riders alike. Under this safety program, all drivers are required to undergo thorough background checks and safety training.⁵²

United Taxicab Workers assert that TNCs provide service through non-professional drivers of private vehicles, and since they claim that they are not regulated by the state or local authorities, the public can only take the word of the company. United Taxicab Workers go on to note that safety is the paramount concern in the taxi regulation and that taxis are inspected regularly and are

⁵¹ Lyft Opening Comments filed on 01/28/13 at 4-5.

⁵² SideCar Opening Comments filed on 01/28/13 at 17.

subject to age and mileage requirements. Furthermore, drivers receive training and must go through background checks prior to becoming a taxi driver.⁵³

In its comments, TPAC asserts that the primary reason for regulation of the passenger transportation industry is the need to ensure safety. It goes on to say that public safety is promoted through the screening of drivers, and by ensuring that those who take on the responsibility of transporting passengers can be held accountable for their actions.⁵⁴

3.2. Discussion

We agree that protecting and enhancing public safety is the paramount purpose behind regulating this industry. We initiated this Rulemaking for the sole purpose of determining how TNCs affect public safety. We further agree with the CHP, the San Francisco Airport Commission, the SFMTA, and other parties who have urged us to adopt safety rules and regulations that will hold TNCs accountable for safety. We also agree with Lyft that ridesharing is nothing new and has been occurring on a relatively large scale for many decades – from casual carpools and bulletin boards to more recent on-line forums. We note, however, that there is a specific exemption for the true form of ridesharing in the PU Code. PU Code § 5353(h) exempts:

Transportation of persons between home and work locations or of persons having a common work-related trip in a vehicle having a seating capacity of 15 passengers or less, including the driver, which are used for the purpose of ridesharing, as defined in Section 522 of the Vehicle Code, when the ridesharing is incidental to another purpose of the driver.

⁵³ United Taxicab Workers Opening Comments filed on 01/29/13 at 4-5.

⁵⁴ TPAC Opening Comments filed on 02/04/13 at 6.

The section also states:

This exemption does not apply if the primary purpose for the transportation of those persons is to make a profit. "Profit," as used in this subdivision does not include the recovery of actual costs incurred in owning and operating a vanpool vehicle, as defined in Section 668 of the Vehicle Code.

In our view the Commission firmly believes that TNCs do not meet the rideshare exemption and actually are providing transportation services for compensation.

Lyft and SideCar have both entered into settlement agreements with the Commission's Safety and Enforcement Division as stated above and have complied with the safety requirements in those agreements. Therefore, it is not entirely correct to state (as some parties have in their comments) that the public must only rely on the company's word. These agreements, however, are interim arrangements pending the conclusion of this Rulemaking. Therefore, in this decision we adopt strict safety regulations and guidelines that are similar in nature and in some cases more stringent than current and past practice in the transportation industry as a whole. The regulations for TNCs will require the company to conduct criminal background checks, establish a driver training program, maintain a zero-tolerance policy on drugs and alcohol, register in the Department of Motor Vehicle (DMV) Pull Notice program, conduct a 19-point car inspection, and require a one-year driving history from the driver. These regulations along with other requirements are stated above in the summary section as well as the jurisdiction section.

Regarding the criminal background checks, we will require each TNC to conduct a criminal background check for each driver prior to that applicant becoming a TNC driver. The criminal background check must be a national

criminal background check including the national sex offender database. The criminal background check should be using the applicant's social security number and not just the applicant's name. Any felony criminal conviction within seven years prior to the date of the background check for violent crime, a sexual offense, a crime involving property damage, and/or theft will make the applicant ineligible to be a TNC driver.

Regarding the 19-point vehicle inspection, we require the TNC or an authorized third party facility licensed by the California Bureau of Automotive Repair to conduct the car inspections and for the TNC to maintain the record of such inspections in case of an audit.

Regarding the DMV Pull Notice Program, we are aware that the California DMV does not currently permit TNCs to enroll non-employee drivers in the Employer Pull Notice Program. We are also aware that it was established to provide employers and regulatory agencies with a means of promoting driver safety through the ongoing review of driver records. An employer enrolled in the program is assigned a requester code. The requester code is added to an employee's driver license (DL) record. When an employee's DL is updated to record an action/activity, a check is made electronically to determine if a pull notice is on file. If the action/activity is one that is specified to be reported under the program, a driver record is generated and mailed to that employer. The DMV Pull Notice program allows a transportation company to monitor DL records of employees. This monitoring accomplishes the following:

- Improves public safety;
- Determines if each driver has a valid DL;
- Reveals problem drivers or driving behavior; and
- Helps to minimize the transportation company's liability.

The Commission began enrolling owner operators into this program in 1990. We are similarly hopeful that the DMV is able to amend the requirements of the program to allow TNCs to participate automatically in the program once they have completed the other requirements for the driver to begin providing service. Specifically, we encourage the DMV to modify the language about employers being the only entity to qualify for this automatic service. We understand that currently TNCs can manually enter into the program, but automatic enrollment improves public safety in that the notification to TNCs will be automatic and timely. We are hoping to work with the DMV to find a solution that improves public safety as we have added new rules and regulations to allow TNCs to provide transportation services. Until the DMV Employer Pull Notice Program is available for use by TNCs, TNCs shall perform, prior to allowing a driver on the platform and quarterly thereafter, driving record checks through the DMV in order to ensure that drivers meet applicable requirements. The DMV check criteria shall provide that a user may have no more than three points within the preceding three years, no "major violations" (reckless driving, hit and run, or driving with a suspended license conviction) within the preceding three years, and no driving under the influence conviction within the past seven years.

Regarding the accessibility plan which each TNC is required to file within 45 days of the issuance of this decision, each plan shall include the following:

- a. A timeline for modifying apps so that they allow passengers to indicate their access needs, including but not limited to the need for a wheelchair accessible vehicle. A passenger should be allowed to state other access needs, either from a drop-down menu with room for comments or through a field requesting information.

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- b. A plan for how the TNC will work to provide appropriate vehicles for passengers who specify access needs, including but not limited to a plan to provide incentive to individuals with accessible vehicles to become TNC drivers.
- c. A timeline for modifying apps and TNC websites so that they meet accessibility standards. The relevant standard for web access is WCAG 2.0 AA. Guidance on accessibility standards for iPhone apps can be found at [http://developer.apple.com/library/ios/documentation/UserExperience/Conceptual/iPhone Accessibility](http://developer.apple.com/library/ios/documentation/UserExperience/Conceptual/iPhoneAccessibility) and [http://developer.apple.com/library/ios/documentation/UserExperience/Conceptual/iPhone Accessibility/Making Application Accessible/Making Application Accessible.html](http://developer.apple.com/library/ios/documentation/UserExperience/Conceptual/iPhoneAccessibility/MakingApplicationAccessible/MakingApplicationAccessible.html). Guidance on accessibility standards for Android apps can be found at <http://developer.android.com/training/accessibility/accessible-app.html>.
- d. A timeline for modifying apps so that they allow passengers to indicate that they are accompanied by a service animal, and for adopting a policy that service animals will be accommodated.
- e. A plan for ensuring that drivers' review of customers will not be used in a manner that results in discrimination, including any policies that will be adopted and any monitoring that will take place by the TNC to enforce this requirement.

Each aspect of the accessibility plan will be addressed in the annual reports required of each TNC regarding compliance, necessary improvements (if any) and additional steps to be taken by the TNC to ensure that there is no divide between service provided to the able and disabled communities. These reports will be served by SED on the service list for this proceeding, and input from interested parties will be invited. Based on SED's review of the annual reports as well as input from interested parties, the Commission will determine what, if

any, changes need to be made in the TNC business model, or new regulations adopted, in order to ensure that TNCs are accessible to, and do not discriminate against, persons with disabilities.

4. Ridesharing

The definition of ridesharing does not permit transportation performed for profit.⁵⁵ Recovery of actual costs incurred only applies to vanpool vehicles, which is defined by the Vehicle Code as seating more than 10 passengers, but less than 15 passengers, including the driver. The Commission sought comment on whether the TNCs' business models qualify as ridesharing for the purpose of the PU Code § 5353(h) exemption and, with respect to its passenger carrier regulation, whether the Commission should recommend a broader or narrower definition of ridesharing than that contained in the California Vehicle Code.

4.1. Comments on the Rulemaking

Various parties filed comments in response to the questions asked in the Rulemaking. This section will summarize all the various positions. We may not cite every party that filed comments, but we will cite every position.

Opening comments filed by former San Francisco Mayor Willie L. Brown Jr. proposes a mandatory cap on TNC driver earnings and an updated definition that includes this cap in the PU Code § 5353 (f).⁵⁶ These comments further state that the issue for sites such as Tickengo and 511.org is that there is no clear definition of vehicles carrying passengers on a noncommercial enterprise basis, and that a clear definition of ridesharing would help eliminate confusion with TCPs, fill empty seats in cars, and reduce pollution and congestion while

⁵⁵ Rulemaking at 7.

⁵⁶ Comments from Willie Brown filed on 01/18/13 at 1-2.

lowering the cost of door-to-door transportation.⁵⁷ Tickengo proposes that we limit the maximum share-the-expense carpool amount drivers can collect on a yearly basis to the American Automobile Association's (AAA) official annual cost of vehicle ownership (currently \$8,776 per year).⁵⁸

Luxor Cab, on the other hand, asserts that the statutory definition of ridesharing is adequate, but what is lacking is compliance with regulations by unlicensed for-hire TNCs.⁵⁹ Luxor Cab further comments that legitimate ridesharing does not include the transportation of a passenger on a trip the driver was not otherwise planning to take. Luxor asserts that it is the very nature of taxicab service that the ride is offered on demand and in accordance with the passenger's desired location. Finally, Luxor Cab comments that the amount of compensation should not determine the need for compliance with regulations, but rather it is the nature of the service that ought to be determinative.⁶⁰

The SFMTA asserts that there is no reason for the Commission to change the definition of ridesharing under the Vehicle Code in order to accommodate for-profit transportation services delivered through smartphone applications. It further asserts that there is nothing about the 'new business model' of offering for-hire transportation services through the mechanism of a smartphone application that justifies abandoning the fundamental regulatory infrastructure of the transportation for-hire industry, or that changes the level of regulatory concern when members of the public place themselves in the care and control of

⁵⁷ Comments of Willie Brown filed on 01/18/13 at 2.

⁵⁸ Comments of Willie Brown filed on 01/18/13 at 3.

⁵⁹ Luxor Cab comments filed on 01/28/13 at 3.

⁶⁰ Luxor Cab comments filed on 01/28/13 at 3.

a private individual who they pay to carry them safely to their destination in a motor vehicle over the public right of way.⁶¹

Lyft asserts that the Commission is reading the PU Code too narrowly and recommends that the Commission explicitly acknowledge and clarify that: 1) a voluntary donation, regardless of the amount, does not constitute “compensation” as the term is used in § 5360 and that 2) the “primary purpose” of any driver that only receives voluntary donations from riders and no other pay from the company operating the rideshare platform is not to make a “profit,” as defined in § 5353(h). Lyft also suggests that the Commission consider recommending that the Legislature clarify or broaden the definition of ridesharing.⁶²

SideCar urges the Commission to clarify the rideshare exemption in PU Code § 5353(h) and establish a bright line “safe harbor” for ridesharing drivers and authentic peer-to-peer rideshare technology providers. It goes on to say that while the Public Utilities Code currently has no provision for the recovery of the costs incurred in owning and operating a vehicle, except a vanpool vehicle, SideCar believes that a standard should be adopted for ridesharing in regular passenger vehicles.⁶³

The San Francisco Cab Drivers Association asserts that businesses like Sidecar and Lyft clearly do not qualify for exemption from charter carrier laws under the definition of ridesharing as defined in § 522 of the Vehicle Code. This transportation is not between home and work locations or of persons having a

⁶¹ SFMTA comments filed on 01/28/13 at 9.

⁶² Lyft comments filed on 01/28/13 at 7.

⁶³ SideCar comments filed on 01/28/13 at 11.

common work-related trip. The sole purpose of these trips is to convey passengers to their requested destination, for profit.⁶⁴

IATR asserts that while the PU Code exempts from regulation passenger vehicles that carry passengers on a “noncommercial enterprise basis,” this term is not defined. It goes on to say that TNCs fail to meet the definition for ridesharing (as they operate outside of strictly work and home locations, and transport passengers on trips that are NOT incidental to the driver) and fail to qualify for the Commission exemption because they are operating for profit/compensation.⁶⁵ IATR further suggests that the definition of ridesharing be narrowed whereas Lyft says that the Commission is reading the definition too narrowly. IATR says that the Commission should act to clarify the regulatory exemption and to make clear that to qualify for the exemption, a driver is prohibited from making any profit and/or accepting compensation.⁶⁶

The CHP asserts that the term “ridesharing” is a term-of-art within the lexicon of transportation – notwithstanding the vehicle used, ridesharing is essentially deemed to be reserved for like-minded individuals with a transportation motivation incidental to another purpose and not seated in profit-making derived from the transportation.⁶⁷

⁶⁴ San Francisco Cab Drivers Association comments filed on 01/28/13 at 3.

⁶⁵ IATR Comments filed on 01/28/13 at 4.

⁶⁶ IATR Comments filed on 01/28/13 at 5.

⁶⁷ CHP comments filed on 7/17/13 at 4-5.

4.2. Discussion

We agree with the vast majority of the parties that filed comments that TNCs do not qualify for the rideshare exemption under PU Code § 5353(h).

PU Code § 5353(h) exempts from Commission regulation:

Transportation of persons between home and work locations or of persons having a common work-related trip purpose in a vehicle having a seating capacity of 15 passengers or less, including the driver, which are used for the purpose of ridesharing, as defined in Section 522 of the Vehicle Code, when the ridesharing is incidental to another purpose of the driver. This exemption also applies to a vehicle having a seating capacity of more than 15 passengers if the driver files with the commission evidence of liability insurance protection in the same amount and in the same manner as required for a passenger stage corporation, and the vehicle undergoes and passes an annual safety inspection by the Department of the California Highway Patrol. The insurance filing shall be accompanied by a one-time filing fee of seventy-five dollars (\$75). This exemption does not apply if the primary purpose for the transportation of those persons is to make a profit. "Profit," as used in this subdivision, does not include the recovery of the actual costs incurred in owning and operating a vanpool vehicle, as defined in Section 668 of the Vehicle Code.⁶⁸

⁶⁸ Vehicle Code § 522 defines "ridesharing" as "two or more persons traveling by any mode, including, but not limited to, carpooling, vanpooling, bus pooling, taxi pooling, jitney, and public transit."

Section 5353(h) provides two opportunities to qualify for the rideshare exemption:

Transportation of persons between home and work locations or of persons having a common work-related trip purpose in a vehicle having a seating capacity of 15 passengers or less, including the driver, which are used for the purpose of ridesharing, as defined in Section 522 of the Vehicle Code, when the ridesharing is incidental to another purpose of the driver.

TNCs fail to satisfy either of these requirements.

In our review of the filings and supporting documents, there is no evidence that TNC drivers have a common work-related or incidental purpose with their passengers. Instead, drivers transport passengers entirely at the convenience of the passenger:

Lyft is recruiting drivers with the following language: "Be a Lyft Driver" material states that "drivers are making up to \$35/hour + choosing their own hours!"⁶⁹

Uber's service is defined as "your on-demand private driver."⁷⁰

SideCar offers the following pitch to its prospective drivers: "Drive where you want, when you want, and who you want. You are your own boss. Some of our SideCar drivers are earning \$30+ per hour."⁷¹

InstantCab tells prospective drivers that it makes "it easy for customers and cab drivers to find each other. We're looking for drivers to help us launch and provide high quality service to anyone who needs a taxi. We're not a taxi company, you

⁶⁹ <http://www.lyft.me/drivers>.

⁷⁰ Exhibit A, 34, Workshop Brief, filed by TPAC on April 3, 2013.

⁷¹ Exhibit C, 48, Workshop Brief, filed by TPAC on April 3, 2013.

can work for any existing taxi company and use our app to find guaranteed customers.”⁷²

Tickengo tells its prospective drivers that they can “accept any ride if you want to go to the same destination, *or if you just want to help.*”⁷³

Services provided by TNCs are thus very different from traditional, longstanding forms of ridesharing.⁷⁴ TNCs are clearly designed to provide a car service for compensation. There is no requirement that there be a common purpose. Instead, TNCs operate as an alternative to other traditional car services. Several parties in comments on the proposed decision expressed concern that the proposed decision would, as former San Francisco Mayor Brown described in his comments, limit the ability of “a regular citizen [to] request a ride from a family member who may wish to give them a ride to the airport for free.”⁷⁵ Similarly, eRideShare, which has provided an online carpool matching service since 1999, expressed concerns that the proposed decision would override existing statutory exemptions for ridesharing services.⁷⁶ These concerns are ill founded. We reiterate that our Decision in no way impacts the exemptions in Section 5353 of the Public Utilities Code. To the extent that services such as Rideshare meet

⁷² <https://instantcab.wordpress.com/join/>.

⁷³ <https://tickengo.com/a/becomedriver/>. (Italics added.)

⁷⁴ The TNCs should be contrasted with <http://www.511.org>, a ridesharing service which is managed by a partnership of public agencies led by the Metropolitan Transportation Commission, the California Highway Patrol, and the California Department of Transportation. There are no references to Terms and Conditions, donations, and other forms of compensation.

⁷⁵ Comments on Proposed Decision – from former San Francisco Mayor Willie L. Brown Jr. on 8/12/2013.

⁷⁶ Final Opening Comments of eRideShare Inc. on 08/19/2013.

either the “non-commercial enterprise” or rideshare exemption under Section 5353, or other exemptions as applicable, such services would be exempt from Commission regulation. The Commission has never regulated the ability of a “regular citizen [to] request a ride from a family member who may wish to give them a ride to the airport for free,” and nothing in the Public Utilities Code or our Decision would extend the Commission’s jurisdictional reach to such lengths. Further, the Commission would again note that the basis for regulating TNCs is that they meet the definition of a charter-party carrier under the Public Utilities Code. That is, they are “engaged in the transportation of persons by motor vehicle for compensation.”⁷⁷

We agree with SFMTA that there is no reason for the Commission to change the definition of ridesharing under the Vehicle Code in order to accommodate for-profit transportation services delivered through smartphone applications. Furthermore, there is nothing about the ‘new business model’ of offering transportation services for compensation through the mechanism of a smartphone application that justifies abandoning the fundamental regulatory infrastructure of the transportation for compensation industry, or that changes the level of regulatory concern. The underlying principal continues to be ensuring public safety. Regulation is the safety net that the public should rely on for its protection. We are not persuaded by the TNCs that would like us to create a regulatory gap because they are using a smartphone to facilitate transportation for compensation. We are, however, encouraged by the TNC’s embrace of

⁷⁷ PU Code § 5360 (emphasis added).

technology and innovation to bring choice and convenience to the public in a safe manner.

5. Transportation Access

The Commission's authority over passenger carriers is grounded in the need to protect the public's safe and reliable access to California's roadways.

Section 5352 of the Act states:

The use of the public highways for the transportation of passengers for compensation is a business affected with a public interest. It is the purpose of this chapter to preserve for the public full benefit and use of public highways consistent with the needs of commerce without unnecessary congestion or wear and tear upon the highways; to secure to the people adequate and dependable transportation by carriers operating upon the highways; to secure full and unrestricted flow of traffic by motor carriers over the highways which will adequately meet reasonable public demands by providing for the regulation of all transportation agencies with respect to accident indemnity so that adequate and dependable service by all necessary transportation agencies shall be maintained and the full use of the highways preserved to the public; and to promote carrier and public safety through its safety enforcement regulations.

PU Code § 5352 places public safety as a key goal in ensuring that the public enjoys full access to the roadways. In this Rulemaking the Commission sought comment on the ways that safety regulations may enhance or impede public access to the roadways.

5.1. Comments on the Rulemaking

Many parties filed comments in response to this issue and there were some that remained silent. We will summarize those positions that were submitted in this section.

Luxor Cab asserts that unlicensed for-hire carriers such as Uber, Lyft, and SideCar do not invest in safety equipment and crime-prevention training for drivers. It goes on to say that TNCs and their drivers try to compensate for the lack of professional safety measures by cherry-picking the customers whom they believe are safest to convey. Luxor Cab then cautions that the result of this type of cherry-picking is de facto red-lining of low-income neighborhoods and discrimination against customers based on drivers' profiling that may be little more than stereotyping according to ethnicity or disability. Luxor Cab also says that such practices are illegal for licensed operators because they have the effect of reducing public access to the roadways.⁷⁸

The CHP asserts that the Commission's oversight responsibilities relative to transportation access are rooted in two essential areas. First, the regulation of accident indemnity to ensure adequate and dependable service by transportation operators and preservation of full use of the highways; and secondly, to promote public and operator safety through enforcement regulations.⁷⁹

Perhaps the most detailed and focused comments on this issue came from Center for Accessible Technology (CforAT). CforAT rightly reminds us that any demand-response transit service must also comply with state and federal anti-discrimination statutes, including requirements that such services be accessible to people with disabilities.⁸⁰

San Francisco Cab Drivers Association asserts that they have personally witnessed an abundance of Lyft and other private vehicles transporting people in

⁷⁸ Luxor Cab opening comments filed on 01/28/13 at 3-4.

⁷⁹ CHP comments filed on 07/17/13 at 3.

⁸⁰ CforAT comments filed on 01/28/13 at 1-2.

the back seat, blocking up traffic and making illegal maneuvers, while legal taxicabs drive around empty. They go on to say that this adds to traffic congestion. Additionally, the assertion is made that a Lyft driver nearly ran into the individual head-on while making an illegal left turn across Van Ness Avenue in San Francisco onto California Street and a professional driver would not do that.⁸¹

5.2. Discussion

We agree with CforAT that TNCs must endeavor to provide equal access to all consumers. Because TNCs are in their infancy we cannot determine at this point whether equal access is being hampered. As a threshold matter, TNCs must do the following:

- a. TNCs shall allow passengers to indicate whether they require a wheelchair-accessible vehicle or a vehicle otherwise accessible to individuals with disabilities.
- b. One year from the effective date of these rules and annually thereafter, each TNC shall submit to the Safety and Enforcement Division a report detailing the number and percentage of their customers who requested accessible vehicles, and how often the TNC was able to comply with requests for accessible vehicles. Upon receipt this report shall be made public by the Safety and Enforcement Division. This report shall also contain a description of any instances or complaints of unfair treatment or discrimination of persons with disabilities.

The above information will be used by the Commission to determine what, if any, changes need to be made to the regulations in order to ensure that TNCs are accessible to, and do not discriminate against, persons with disabilities. The

⁸¹ San Francisco Cab Drivers Association comments filed on 01/29/13 at 3-4.

Commission also notes it currently has few provisions or protections to ensure equal access for passengers with disabilities under its current TCP regulations.⁸² Updating any regulations in this area, as found to be needed, may also be something the Commission should consider in Phase 2 of this rulemaking.

We also agree with the CHP that the Commission must regulate TNCs to ensure adequate and dependable service by transportation operators and to promote public and operator safety. Consequently, we require TNCs to follow the safety and regulatory requirements stated above in section 3.2 of this decision.

And we also agree with Luxor Cab that discrimination against customers based on drivers' profiling that may be little more than stereotyping by ethnicity, disability, or economic class, will not be tolerated. It is noteworthy that, although not a party to this proceeding, Homobiles was created to serve a community that may not have been adequately served by the existing transportation forms. According to Homobiles' website, it was formed to serve underserved communities who experience stress or discrimination on various forms of transportation for hire due to their gender or sexual identity.⁸³ The Commission notes that while some parties argue that TNCs such as Lyft, UberX, and SideCar must be regulated either as taxi cabs or limousines in order to ensure nondiscrimination and public safety, Homobiles was formed to meet the needs of consumers whose transportation needs are not being adequately met by

⁸² For instance, the Commission requires every carrier to maintain on file with the Commission an equipment list of all vehicles in use including whether each vehicle is handicap accessible. (GO 157-D, Section 4.01.)

⁸³ <http://www.homobiles.org/terms/>.

either taxi cabs or limousines. We applaud the founders of Homobiles for establishing a non-profit 501(c)(3) volunteer organization that caters to the underserved communities of San Francisco.

We agree with CforAT that the Commission should be informed by the legacy of transit discrimination and should work to ensure that the new services mark a break from this problematic history. Just as it would be unacceptable to allow any form of transit service to operate if it were to engage in racial discrimination, new forms of online-enabled transit services cannot be permitted to exclude people with disabilities. We agree. Therefore, we direct TNCs to submit a plan within 90 days of the effective date of this decision to tell us how they plan to ensure that TNCs will avoid creating a divide between the able and disabled communities. TNCs must explain how they plan to provide incentives to individuals with accessible vehicles to become TNC drivers. Furthermore, TNCs should ensure accessibility accommodations for their apps and websites to enable the disabled public access to the same services as clients who are not disabled.⁸⁴

6. Insurance

California Insurance Code § 11580.1(b) requires that non-commercial vehicles have a minimum liability coverage of \$15,000 for injury/death to one person, \$30,000 for injury/death to more than one person, and \$5,000 for damage to property. The Commission's GO 115-F requires that any charter party carrier vehicle with a seating capacity of seven passengers or fewer have a minimum

⁸⁴ Title III of the Americans with Disabilities Act (ADA) requires that businesses and nonprofit services providers make accessibility accommodations to enable the disabled public to access the same services as clients who are not disabled.

commercial coverage of \$750,000. In the Rulemaking, the Commission sought comments on, *inter alia*, the insurance aspects of this new transportation model. For instance, if a vehicle is insured as a private vehicle, but involved in an incident while transporting passengers for compensation, the Rulemaking asked what type of coverage would the insurance offer for injuries/damages to the driver, the paying passenger, and any other people or property involved in the incident, and whether the insurance industry had an opinion on the insurance coverage available for private vehicles used to transport passengers for compensation.

6.1. Comments on the Rulemaking

This Rulemaking has at least 18 parties who filed comments. No party claimed that TNCs should not have insurance or that liability insurance in the transportation business was not a key component of their business model. In this section we will note the PIFC's comments.⁸⁵ We also note that many parties claimed either in their comments or during the workshop that TNCs are uninsured.

In its comments, PIFC asserts that it surveyed its member insurance companies, finding that "the industry standard for personal auto insurance policy contracts is to exempt from insurance coverage claims involving vehicles used for transporting passengers for a charge."⁸⁶ PIFC goes on to say that in situations where a vehicle is insured as a private vehicle and is used to transport

⁸⁵ According to comments filed by PIFC on 01/28/13, the PIFC members represent six of the nation's largest insurance companies (State Farm, Farmers, Liberty Mutual Group, Progressive, Allstate and Mercury) which collectively write a majority of the personal lines of auto insurance in California.

⁸⁶ PIFC comments filed on 01/28/13 at 1-2.

passengers for a fee, no insurance coverage would exist.⁸⁷ The Commission also inquired about the sufficiency of the minimum liability coverage required under California Insurance Code § 1158.1(b). PIFC asserts that since there would be no coverage for the type of situations at issue, the minimum amount of coverage would be irrelevant.⁸⁸ Finally, with respect to California Insurance Code § 11580.24, PIFC notes that the legislature encouraged car sharing programs (i.e., renting out one's personal vehicle to another driver), as long as the owner does not earn more than the annual cost of owning the vehicle from the car sharing program. PIFC goes on to say that in doing so, it shields private passenger car insurers from any liability by shifting the responsibility for coverage to the private vehicle ridesharing program. The PIFC notes that the issue before the Commission is not ridesharing, but instead it is one of using a private passenger vehicle in a livery service. This is clearly not covered under a standard policy; if an incident occurs, coverage would not exist.⁸⁹

6.2. Discussion

We will require TNCs to maintain commercial liability insurance policies providing not less than \$1,000,000 (one million dollars) per-incident coverage for incidents involving vehicles and drivers while they are providing TNC services. The insurance coverage shall be available to cover claims regardless of whether a TNC driver maintains insurance adequate to cover any portion of the claim. This level of liability insurance is above what the Commission currently requires of

⁸⁷ PIFC comments filed on 01/28/13 at 1-2.

⁸⁸ *Id.*

⁸⁹ *Id.*

TCP drivers. It is equal to the insurance that the SFMTA requires of taxicab companies.

We reject the claim that Lyft, SideCar, and Uber/UberX do not have insurance. The Commission's Safety & Enforcement Division, in entering into settlement agreements with these entities, made sure that each of these companies maintained excess liability insurance policies providing a minimum of \$1 million per incident. We note PIFC's comments in this Rulemaking, and note that, even if a TNC driver's personal insurance does not apply in the event of an accident, the insurance required by the Commission will apply.

We require that each TNC file their insurance policies under seal with the Commission as part of applying for a license. Furthermore, the license for the TNC will automatically expire upon expiration of the insurance policy unless and until the TNC provides an updated insurance policy and applies to renew its license. In Phase II of this proceeding we will consider whether these policies for both TCP as well as TNC certificate holders should be made public and included in the Commission's website.

7. Workshop Report

As part of the Scoping Memo, parties were invited to attend a workshop to consider issues including but not limited to jurisdiction, safety, transportation access, and proposed modifications to existing rules and regulations. On April 10 and 11, 2013, the parties attended the Commission's workshop in San Francisco at the Commission's offices. The workshop sessions were publicly noticed and open to the public.

Two parties that we'd like to thank and extend our appreciation to for drafting the workshop report are TPAC and TransForm. On May 17th these two parties filed the Workshop Report on behalf of those parties who attended

the workshop.⁹⁰ The Workshop Report summarizes party positions as articulated during the workshop.

Most of the issues such as jurisdiction, safety, access, and the definition of ridesharing have already been discussed in the above sections of this decision. There are, however, two issues not addressed above that we will address in this section.

During the workshop, Commission staff asked whether there was a third way to regulate TNCs that protected public safety, but also allowed innovation and technology to bring choice and convenience to the public. The SFMTA/IATR stated that the idea that there is some third way to regulate these TNCs is offensive to the men and women who work as regulators to protect public safety and access. The SFMTA/IATR pointed out that the taxi industry is a highly managed transportation network that requires regulations to ensure universal access to door to door transportation in an urban environment.⁹¹ TPAC stated that it believed that the Commission had inappropriately provided preapproval to a third-way regulatory approach via its settlement agreements with companies such as Uber and Lyft. TPAC stated that the third-way regulatory approach affected by the TNCs' settlement agreements amounted to the deregulation of the taxicab industry, and as such violated state law.⁹² Counsel for the SFMTA and the San Francisco Airport Commission stated that

⁹⁰ TPAC, TransForm, CforAT, GCLA, Luxor Cab, IATR, PIFC, the San Francisco Cab Drivers Association, the San Francisco Limo Union, the San Francisco Medallion Association, SFMTA, The San Francisco Airport Commission, SideCar, Tickengo, Uber, The United Taxicab Workers, TURN, and Lyft.

⁹¹ Workshop Report at 14.

⁹² *Id.*

TNCs have presented no credible argument for a third way. The SFMTA and San Francisco Airport Commission stated that there are two possible regulatory schemes, the local system for taxicabs and the state system for charter-party carriers, but there is no justification for subjecting TNCs to lesser standards than those applicable to all other charter party carriers.⁹³ Luxor Cab stated that the topic of a third way to regulate TNCs is misleading because it assumes that there is something new about the TNCs, when taxi companies have been using similar technological services for several years before the inception of Uber, Lyft, and SideCar.⁹⁴ SideCar asserted the need for regulatory recognition of the innovative combination of services offered by communications platforms such as SideCar, in combination with noncommercial ridesharing.⁹⁵ Lyft stated that, to the extent the Commission finds that it should regulate to protect public safety interests, it is supportive of a third way regulatory approach because, if applied to TNCs, the current regulatory scheme would create unreasonable barriers for ridesharing services to enter the market.⁹⁶

A second issue that was discussed during the workshops and does not neatly fit into any of the discussion above is the notion of fair competition among regulated and unregulated entities. TPAC commented that the goal of the Commission should be to create a fair system. They argue that where both a regulated system and an unregulated system exist, the natural inclination of the industry will be to move towards deregulation in order to avoid all of the costs of

⁹³ Workshop Report at 15.

⁹⁴ *Id.*

⁹⁵ *Id.*

⁹⁶ *Id.*

regulatory compliance. Consequently there will be no room left for a regulated industry.⁹⁷

Several parties including the SFMTA, San Francisco Airport Commission, TPAC, United Taxicab Workers, and the SF Cab Drivers Association contend that regulated taxis cannot compete with TNCs. United Taxicab Workers argue that to allow TNCs to exist in their current unregulated form or subject to minimal regulation essentially creates a race towards the bottom with negative impact on safety and service. These groups contended that professional drivers will be pushed towards the TNC business model because of lower operational costs. The representative from the SFMTA/IATR states that when this unregulated system devastates the regulated environment, no one will be left to provide safe and accessible door to door service to city residents and visitors.⁹⁸

7.1. Discussion

We are not persuaded by the position taken by the SFMTA that updating regulation is offensive to those currently working to regulate public safety and access. Regulatory bodies must always look to update their rules and regulations in order to keep pace with time and technology. The Commission's goal in this Rulemaking is to strike the proper balance between safety and innovation, so that regulation provides a safety net that the public can rely on for its protection while new businesses innovate and use technology to better the lives of Californians. The regulations that we are adopting for TNCs are similar to what the SFMTA requires of taxicab drivers. Namely, we require a license for each TNC, require a criminal background check to be completed for each driver,

⁹⁷ Workshop Report at 26.

⁹⁸ *Id.*

require that each TNC establish a driver training program, and require liability insurance that is equal to what the SFMTA requires of taxicab drivers. We will not, however, meddle into their business model by forcing TNCs to designate each driver an employee or contractor. Again, our role is to protect public safety, not to dictate the business models of these companies.

We reject TPAC's allegation that a third way of regulation is the same as deregulation. The settlement agreements that SED entered into with three of the companies were a first step toward regulation. The regulations that we establish in this decision will ensure that safety is foundational to a TNC's business. Additionally, we support choice not only for passengers, but also drivers. Going forward, a company may either apply for a TNC license or a TCP license with the Commission.

We accept those party's comments calling for regulation of TNCs. As such, in this decision we exercise our existing jurisdiction pursuant to Article XII of the California Constitution and the Act. In this decision under the broad grant of authority pursuant to PU Code § 5381, we create the category of TNC to accompany the existing category of TCP. A company or individual wishing to provide transportation or facilitate transportation of passengers can choose to either get a TCP license or a TNC license. The TCP requirements are already in place, although as indicated, *supra*, the Commission will open a second phase to this Rulemaking to update those rules and regulations to ensure that safety requirements are up to date.

8. Comments on Proposed Decision

The proposed decision of Commissioner Michael R. Peevey in this matter was mailed to the parties in accordance with Section 311 of the Public Utilities Code and comments were allowed under Rule 14.3 of the Commission's Rules of

Practice and Procedure. Comments were filed on August 19, 2013 by Tickengo, CforAT, SideCar, Lyft, Uber, TPAC, IATR, Los Angeles Department of Transportation, GCLA, TransForm, Luxor Cab, eRideshare, SFMTA, California Airports Council, TLPA, San Francisco Cab Drivers Association (SFCDA), United Taxicab Workers, SFMTA/SFO, PIFC and Consumer Attorneys of California, and reply comments were filed on August 26, 2013 by TPAC, Luxor Cab, United Taxicab Workers, Lyft, IATR, CforAT, TLPA, SFMTA/SFO, SideCar, Uber, PIFC and SFCDA.

In response to comments, the proposed decision has been revised to further explain the definition of what constitutes a TNC. It is further noted that the existing exemptions under the Commission's Charter Party Carrier authority are not usurped by the creation of this new category. All of the existing eleven exemptions still apply. The proposed decision has also been revised to clarify what kind of a criminal background check is expected, the insurance requirements and what specifics should be included in the TNC plans to ensure accessibility. Other revisions in response to comments have been made as appropriate.

9. Assignment of Proceeding

Michael R. Peevey is the assigned Commissioner and Robert Mason III is the assigned ALJ in this proceeding.

Findings of Fact

1. The Commission opened this Rulemaking on December 20, 2012, to protect public safety and to encourage innovators to use technology to improve the lives of Californians.
2. The Commission has a responsibility for determining whether and how public safety might be affected by these TNCs.

3. Parties filed comments in this proceeding on January 28, 2013 and reply comments were filed on February 11, 2013.

4. On February 15, 2013, the Commission held a Prehearing Conference and on April 2, 2013, the assigned Commissioner and ALJ issued a Scoping Memo.

5. Workshops were held on April 11 and 12, 2013, at the Commission's auditorium.

6. In the Rulemaking we referred to these companies as New Online-Enabled Transportation Services. We are changing the abbreviation to TNC for ease of use.

7. TNCs are not just Lyft, SideCar, InstantCab, and UberX.

8. A TNC is defined as an organization whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-enabled application (app) or platform to connect passengers with drivers using their personal vehicles.

9. California law currently recognizes and regulates three modes of passenger transportation for compensation: taxi services, regulated by cities and/or counties; and charter party carrier services, and passenger stage companies, regulated by the California Public Utilities Commission.

10. It is reasonable to conclude that in recent years, the communications revolution in wireless service, smartphones and apps has further facilitated the development and adoption of passenger transportation for compensation, to a point where passengers seeking rides are readily connected with drivers willing to provide rides in private vehicles.

11. It is reasonable to conclude that current TNCs are providing passenger transportation for compensation.

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12. TNCs do not fit neatly into the conventional understandings or statutory definitions of either taxis or limousines, but that does not mean that this Commission's responsibility to public safety in the transportation industry should be ignored and/or left for individual companies to dictate.

13. TNCs operate on a prearranged basis because 1) before a passenger can request a ride, the passenger must download the software application, provide identification information and agree to the TNC service agreement, and 2) for a particular trip, the passenger must input information regarding current location, and finally 3) a TNC driver cannot be hailed on the street similar to a taxicab where no information is shared until the passenger enters the vehicle.

14. In order to comply with the applicable statutes and regulations, all TNC drivers must be able to prove that a ride was matched on the TNC software application as evidence of prearrangement.

15. The California DMV does not currently permit TNCs to enroll non-employee drivers in the Employer Pull Notice Program. Until the DMV Employer Pull Notice Program is available for use by TNCs, TNCs should perform, prior to allowing a driver on the platform and quarterly thereafter, driving record checks through DMV in order to ensure that drivers meet applicable requirements. The DMV check criteria shall provide that a user may have no more than 3 points within the preceding 3 years, no "major violations" (reckless driving, hit and run, or driving with a suspended license conviction) within the preceding 3 years, and no driving under the influence conviction within the past 7 years.

16. It is reasonable to conclude that TNCs are charter party passenger carriers, and therefore we will exercise our existing jurisdiction over these services

pursuant to Article XII of the California Constitution and the Passenger Charter-party Carriers' Act, PU Code § 5351 *et seq.*

17. It is reasonable to exercise this Commission's broad grant of authority pursuant to PU Codes §§ 5381 and 701 to create the category of TNC to accompany the existing category of TCP. A company or individual wishing to provide transportation or facilitate transportation of passengers can choose to either get a TCP license or a TNC permit.

18. The definition of ridesharing does not permit transportation performed for profit.

19. Recovery of actual costs incurred only applies to vanpool vehicles, which is defined by the Vehicle Code as seating more than 10 passengers, but less than 15 passengers, including the driver.

20. It is reasonable to conclude that TNCs do not qualify for the rideshare exemption under PU Code § 5353(h), because § 5353(h) provides two opportunities to qualify for the rideshare exemption: either the transportation must have a common work-related purpose; or the transportation must be incidental to another purpose of the driver. TNCs fail to satisfy either of these requirements.

21. Pursuant to PU Code § 5352 the Commission's authority over passenger carriers is grounded in the need to protect the public's safe and reliable access to California's roadways.

22. PU Code § 5352 positions public safety as a key goal in ensuring that the public enjoys full access to the roadways.

23. The primary distinction between a TNC and other TCPs is that a TNC connects riders to drivers who drive their personal vehicle, not a vehicle such as a limousine purchased primarily for a commercial purpose.

24. A TNC shall not be permitted to accept street hails.

25. A TNC is not permitted to itself own vehicles used in its operation or own fleets of vehicles. With this definition in mind, the Commission finds that Uber (in contrast to UberX) is not a TNC.

26. Uber connects riders with drivers who do not drive their own personal vehicle, but typically operate in town cars or limousines, which the driver may often as well use to transport customers for another limousine/town car company.

27. In order to ensure the greatest possible evidentiary record, the Commission would prefer to leave all non-TNC issues, including Uber's potential TCP status, to Phase II.

28. The Commission will not allow the uncertainty regarding Uber's insurance to persist during the pendency of Phase II. Uber should be required to demonstrate to the Commission within 30 days of the issuance of this decision that it maintains commercial liability insurance policies providing not less than \$1,000,000 (one million dollars) per-incident coverage for incidents involving vehicles and drivers while they are providing Uber services. The insurance coverage shall be available to cover claims regardless of whether an Uber driver maintains insurance adequate to cover any portion of the claim.

29. UberX does meet the TNC definition and should apply for a TNC license.

30. In this decision we will require TNCs to maintain commercial liability insurance policies providing not less than \$1,000,000 (one million dollars) per-incident coverage for incidents involving vehicles and drivers while they are providing TNC services. The insurance coverage shall be available to cover claims regardless of whether a TNC driver maintains insurance adequate to cover any portion of the claim.

31. The criminal background check must be a national criminal background check including the national sex offender database. The criminal background check should be using the applicant's social security number and not just the applicant's name. Any felony criminal conviction within seven years prior to the date of the background check for violent crime, a sexual offense, a crime involving property damage, and/or theft will make the applicant ineligible to be a TNC driver.

32. The Commission is authorized to conduct inspections of charter-party carriers which will now include TNCs. For instance, § 5371.5 of the Act states that: "Upon receipt of a complaint containing sufficient information to warrant conducting an investigation, the commission shall investigate any business that advertises limousine-for-hire or passenger charter transportation service for compensation in motor vehicles."

33. The Commission is also authorized to issue fines pursuant to PU Code § 5378(b).

34. PU Code § 5411 to 5420 of the Act contain relevant provisions regarding issuing fines and penalties. These provisions allow the Commission to issue fines to carriers who have violated one or more provisions of the California Public Utilities Code. In addition, the Commission has established a citation program in Resolution ALJ-187.

35. The Commission's purpose in this Rulemaking is to ensure that regulation is the safety net that the public relies on for its protection and secondarily encouraging innovation and utilization of technology to better the lives of Californians.

36. No Term and Condition in a TNC's Terms of Service or elsewhere, can be inconsistent with this decision's commercial liability insurance requirements for

TNCs. Nor can any Term and Condition in a TNC's Terms of Service be used or relied on by the TNC to deny insurance coverage, or otherwise evade the insurance requirements established in this decision.

37. The Commission will open a Phase II to consider updating its regulations over TCP certificate holders. Phase II will also consider the standard and appropriate language for Terms & Conditions for both TCP and TNC certificate holders.

Conclusions of Law

1. The Federal Telecommunications Act of 1996 and recently adopted California legislation (Senate Bill 1161 authored by Senator Alex Padilla) limit California's ability to regulate IP-enabled services, but they do not prevent California from regulating passenger transportation over public roadways.

2. TNCs are not providers of IP-enabled services and are not exempt from our jurisdiction.

3. To date neither the FCC, nor a court of higher jurisdiction, has ruled that this Commission, or any other state commission, is precluded by the Federal Telecommunication Act of 1996 from regulating TNCs.

4. The Commission regulates charter party passenger carriers pursuant to Article XII of the California Constitution and the Passenger Charter-party Carriers' Act, PU Code, §§ 5351, *et seq.* Section 5360 states in part:

Subject to the exclusions of Section 5353, "charter-party carrier of passengers" means every person engaged in the transportation of persons by motor vehicle for compensation, whether in common or contract carriage, over any public highway in this state.

Section 5381 states in part:

...(t)he commission may supervise and regulate every charter-party carrier of passengers in the State and may do all

things...necessary and convenient in the exercise of such power and jurisdiction.

5. The Commission has very broad powers under PU Code § 701 which suggests that the Commission has the ability (via a rulemaking process) to develop new categories of regulation when a new technology disrupts an existing industry.

6. We find that TNCs are charter party passenger carriers, and therefore we will exercise our existing jurisdiction pursuant to Article XII of the California Constitution and the Passenger Charter-party Carriers' Act, PU Code § 5351 *et seq.* (the Act). In this decision, under the broad grant of authority pursuant to PU Codes § 5381 and 701, we create the category of TNC to accompany the existing category of TCP.

7. Section 5353(h) provides two opportunities to qualify for the rideshare exemption: Transportation of persons between home and work locations or of persons having a common work-related trip purpose in a vehicle having a seating capacity of 15 passengers or less, including the driver, which are used for the purpose of ridesharing, as defined in § 522 of the Vehicle Code, when the ridesharing is incidental to another purpose of the driver.

8. PU Code § 5353(h) exempts transportation of persons between home and work locations or of persons having a common work-related trip in a vehicle having a seating capacity of 15 passengers or less, including the driver, which are used for the purpose of ridesharing, as defined in § 522 of the Vehicle Code, when the ridesharing is incidental to another purpose of the driver.

9. The section also states the exemption does not apply if the primary purpose for the transportation of those persons is to make a profit. "Profit," as

used in this subdivision does not include the recovery of actual costs incurred in owning and operating a vanpool vehicle, as defined in § 668 of the Vehicle Code.

10. Current TNCs do not fulfill the rideshare exemption and actually are providing transportation services for compensation.

11. PU Code § 5352 positions public safety as a key goal in ensuring that the public enjoys full access to the roadways.

O R D E R

IT IS ORDERED that:

1. Transportation Network Companies shall follow the safety and regulatory requirements as detailed in Section 2.2.4 of this decision.

2. All reports required by this decision to be submitted by Transportation Network Companies must be verified by the provision of a signature of an officer of the corporation stating under penalty of perjury under the laws of the State of California that the report is accurate and contains no material omissions.

3. Each Transportation Network Company (TNC) (not the driver) must have a license with this Commission. There are six types of charter party carrier permits/certificates. TNCs shall apply for a class P permit.

4. Each Transportation Network Company (TNC) is required to conduct a criminal background check for each driver prior to that applicant becoming a TNC driver. The criminal background check must be a national criminal background check including the national sex offender database. The criminal background check must use the applicant's social security number and not just the applicant's name. Any felony criminal conviction within seven years prior to the date of the background check for driving under the influence of drugs or alcohol, fraud, use of a motor vehicle to commit a felony, a violent crime or act of

terror, a sexual offense, a crime involving property damage, and/or theft will make the applicant ineligible to be a TNC driver.

5. We require the Transportation Network Company (TNC) or an authorized third party facility licensed by the California Bureau of Automotive Repair to conduct and ensure that each vehicle passes a 19-point vehicle inspection prior to allowing a vehicle to be driven as part of the TNC's service, and annually thereafter, and for the TNC to maintain the record of such inspections in case of an audit.

6. We require TNCs to maintain commercial liability insurance policies providing not less than \$1,000,000 (one million dollars) per-incident coverage for incidents involving vehicles and drivers while they are providing TNC services. The insurance coverage shall be available to cover claims regardless of whether a TNC driver maintains insurance adequate to cover any portion of the claim. This insurance requirement shall be disclosed on each TNC's app and website.

7. Until the Department of Motor Vehicle (DMV) Employer Pull Notice Program is available for use by Transportation Network Companies (TNC), TNCs shall perform, prior to allowing a driver on the platform and quarterly thereafter, driving record checks through the DMV in order to ensure that drivers meet applicable requirements. The DMV check criteria shall provide that a user may have no more than 3 points within the preceding 3 years, no "major violations" (reckless driving, hit and run, or driving with a suspended license conviction) within the preceding 3 years, and no driving under the influence conviction within the past 7 years.

8. Drivers for Transportation Network Companies are prohibited from accepting street hails from potential passengers.

9. This decision orders a second phase to this proceeding to review the Commission's existing regulations over limousines and other charter party carriers in order to ensure that these rules have kept pace with the needs of today's transportation market, and that the public safety rules are up to date. In addition, the second phase will consider the potential impact of any legislative changes that could affect our ability to regulate the Transportation Network Company industry.

10. The Commission will convene a workshop one year after the issuance of this decision to hear from all stakeholders on the impacts of this new mode of transportation and accompanying regulations. Workshops topics will include, but not necessarily be limited to, a consideration of safety, competition, innovation, accessibility, congestion, the California Environmental Quality Act, and other pollution related issues.

11. Transportation Network Companies must submit a plan within 90 days of the issuance of this decision to the Safety and Enforcement Division to explain how they plan to ensure that this new form of transportation service does not create a divide between the able and disabled communities.

12. Within 45 days after the effective date of this Decision, the Commission will post a Transportation Network Company Application Packet on its website, and Transportation Network Companies currently operating in California must file their Transportation Network Company Applications with the Safety and Enforcement Division 60 days thereafter if they wish to continue operating.

13. Uber is required to demonstrate to the Commission within 30 days of the issuance of this decision that it maintains commercial liability insurance policies providing not less than \$1,000,000 (one million dollars) per-incident coverage for incidents involving vehicles and drivers while they are providing Uber services.

The insurance coverage shall be available to cover claims regardless of whether an Uber driver maintains insurance adequate to cover any portion of the claim.

14. UberX meets the Transportation Network Company (TNC) definition and must apply for a TNC license.

15. No Term and Condition in a TNC's Terms of Service or elsewhere, can be inconsistent with this decision's commercial liability insurance requirements for TNCs. Nor can any Term and Condition in a TNC's Terms of Service be used or relied on by the TNC to deny insurance coverage, or otherwise evade the insurance requirements established in this decision.

16. Taxicab Paratransit Association of California's motion to compel discovery is denied without prejudice.

17. Rulemaking 12-12-011 remains open.

This order is effective today.

Dated _____, at San Francisco, California.

**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**



FILED

10-16-13
04:59 PM

Petition to Adopt, Amend or Repeal a
Regulation pursuant to Public Utilities
Code Section 1708.5.

P1310009

Petition (P.) _____

**PETITION TO ADOPT, AMEND OR REPEAL
A REGULATION PURSUANT TO
PUBLIC UTILITIES CODE SECTION 1708.5**

The Greater California Livery Association
Attn: Mark Stewart, President
8726 S Sepulveda Blvd #2317
Los Angeles, CA 90045-0082
T-866-392-4252
Email: marks@gcla.org

**PETITION TO ADOPT, AMEND, OR REPEAT A REGULATION
PURSUANT TO PUBLIC UTILITIES CODE SECTION 1708.5**

INTRODUCTION

Pursuant to Rule 6.3 (Petition for Rulemaking) of the Commission's Rules of Practice and Procedure, the Greater California Livery Association (GCLA) petitions the California Public Utilities Commission (CPUC) under Public Utilities Code Section 1708.5 to adopt a regulation that vehicle standards for limousine operators and other charter-party carriers are in the exclusive domain of the CPUC and not in the domain of airport operators in the state.

The proposed wording for the regulation is as follows: "Vehicle standards for limousine operators and other charter-party carriers are in the exclusive domain of the CPUC. Local airport operators do not have the authority to prescribe the types of vehicles that limousine services may operate with respect to their emissions, fuel economy (miles per gallon), type of fuel used and age."

The requested Regulation would apply only to ground transportation services under the jurisdiction of the CPUC that operate over California freeways and other roads in serving residences, businesses, hotels, airports, train stations and a multitude of other venues. The requested Regulation would not apply to those transportation services that exclusively serve a particular airport such as hotel and rent-a-car shuttles and intra-airport buses.

JUSTIFICATION

As justification for this Decision, the GCLA points out that the Legislature elected to give airports the authority only to regulate those matters that directly affect airport operations, such as passenger loading and unloading, and parking. Thus, matters affecting a carrier's transportation services cannot be within the domain of airport authorities. If they were, a charter-party carrier licensed by the Commission to operate anywhere in the state could be subject to different, and possibly conflicting, regulations at each airport it serves. Such a scheme could result, for example, in airport authorities controlling the types of vehicles a carrier is permitted to use in all of its CPUC-regulated operations, the vast majority of which are conducted not on airport properties but over the public roadways.

BACKGROUND

The State Legislature enacted Section 5371.4 of the Public Utilities Code. This section prescribes the limits of regulation that airports, cities and counties may exercise over limousine companies and other charter-party carriers that operate at their facilities or within their boundaries. Particularly relevant to this Proposed Resolution are subdivisions (b) and (c) of Section 5371.4. (Subdivision (a) concerns regulations and business license fees imposed by cities and counties which are not relevant to this Motion.)

(b) The governing body of any airport may not impose vehicle safety, vehicle licensing, or insurance requirements on charter-party carriers operating limousines that are more burdensome than those imposed by the commission. However, the governing board of any airport may require a charter-party carrier operating limousines to obtain an airport permit for operating authority at the airport.

(c) Notwithstanding subdivisions (a) and (b), the governing body of any airport may adopt and enforce reasonable and nondiscriminatory local airport rules, regulations, and ordinances pertaining to access, use of streets and roads, parking, traffic control, passenger transfers, trip fees, and occupancy, and the use of buildings and facilities, that are applicable to charter-party carriers operating limousines on airport property.

CONCLUSION

Limousine operators in California serve many airports in addition to a variety of other venues. It is not a reasonable public policy for any single airport to prescribe vehicle standards that could preclude a limousine operator from serving that airport with a particular vehicle even though it is licensed by the CPUC to freely operate the vehicle elsewhere within the state. Allowing local airports to set vehicle standards would have the effect of imposing on limousine operators a costly and burdensome requirement to have different types of vehicles for serving different airports. This is why only the CPUC - not local airports - is the logical and appropriate agency to regulate the limousine industry statewide except as narrowly stated in subsection (c) of Section 5371.4 of the California Public Utilities Code.

For the reasons stated herein, the GCLA requests the CPUC find that local airport operators do not have the authority to prescribe the types of vehicles that limousine services may operate with respect to their emissions, fuel economy (miles per gallon), type of fuel used and age. While this Motion is being considered for adoption by the CPUC, the GCLA requests that the CPUC preclude airport operators in the state from imposing any such programs, policies, rules or regulations prescribing the types of vehicles that limousine services may operate at their airports.

Dated October 17, 2013, at Los Angeles, California.

/s/ MARK STEWART
Mark Stewart
President
Great California Livery Association
8726 S. Sepulveda Blvd. #2317
Los Angeles, CA 90045-0082
marks@gcla.org

VERIFICATION

I am President of the Greater California Livery Association (the Applicant herein) and I am authorized to execute this form. The statements in the foregoing Application are true of my own knowledge, except as to matters which are therein stated upon information or belief; and as to those matters, I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Executed on October 17, 2013, at Los Angeles, California.

/s/ Mark Stewart
Mark Stewart

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**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

Petition to Adopt, Amend, or Repeal a
Regulation Pursuant to Pub. Util. Code
Section 1708.5

Petition P1310009
(Filed October 16, 2013)

**RESPONSE OF THE CALIFORNIA AIRPORTS COUNCIL TO PETITION OF THE
GREATER CALIFORNIA LIVERY ASSOCIATION UNDER PUBLIC UTILITIES
CODE § 1708.5 TO ADOPT A REGULATION REGARDING VEHICLE STANDARDS
FOR LIMOUSINE OPERATORS AND OTHER CHARTER-PARTY CARRIERS**

The California Airports Council
Attn: Jim Lites, Executive Director
1510 14th Street
Sacramento, CA 95814
(916) 553-4999

January 15, 2014

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**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**

Petition to Adopt, Amend, or Repeal a
Regulation Pursuant to Pub. Util. Code
Section 1708.5

Petition P1310009
(Filed October 16, 2013)

**RESPONSE OF THE CALIFORNIA AIRPORTS COUNCIL TO PETITION OF THE
GREATER CALIFORNIA LIVERY ASSOCIATION UNDER PUBLIC UTILITIES
CODE § 1708.5 TO ADOPT A REGULATION REGARDING VEHICLE STANDARDS
FOR LIMOUSINE OPERATORS AND OTHER CHARTER-PARTY CARRIERS**

Pursuant to Rule 6.3(d) of the Rules of Practice and Procedure of the California Public Utilities Commission, the California Airports Council respectfully files this response to the October 16, 2013 Petition of The Greater California Livery Association to adopt a regulation regarding vehicle standards for limousine operators and other charter-party carriers.

The California Airports Council (CAC) represents over 30 commercial service airports in the state. The CAC and its member airports strongly oppose the petition by the Greater California Livery Association which requests the California Public Utilities Commission (Commission) to examine the regulatory regime currently in place for providers of livery services, and to specifically deny commercial airports a role in regulating charter party carriers that wish to operate on airport property.

California commercial service airports have multiple responsibilities in the management of our state's commercial aviation infrastructure. One of those responsibilities is management of landside operations, which includes regulation of ground transportation service providers. In some instances, that regulation includes imposition of vehicle standards. The ability of airports to regulate ground transportation providers and livery service providers has been settled law in

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this State for almost sixty years. *City of Oakland v. Burns*, 46 Cal.2d 401 (1956). As recognized in the *City of Oakland* case, most roads at major commercial airports are not dedicated to public use either formally or by implication. *Id.*

Under the authority conferred by the California Supreme Court over a half century ago, the imposition of vehicle standards is a legal prerogative of California commercial airports. *Id.* All providers of ground transportation services are subject to airport certification and inspections, including the newly-created category of Transportation Network Companies, as outlined in the ruling of the Commission in proceeding 12-12-011, issued in 2013. It is important to maintain a level playing field of regulation for all – and indeed competing – varieties of ground transportation service providers who wish to do business at airports. Airports must ensure that ground transportation services are not only efficient and convenient for air travelers, but provide quality accommodations. Airport roadways are among the most congested roads in the state. Regulation of on-airport operations is among the tools used by airports to ensure efficiency and quality of service. In short, it is important to airports that a pleasant air travel experience is not tempered by an unpleasant ground transportation service provider.

Vehicle Standards and Air Quality Regulations

Generally, airports are subject to the regulatory authority of local, regional and state air quality bodies. In 2009, the California Attorney General utilized state law to compel the San Diego County Regional Airport Authority (Authority) to enter into a Memorandum of Understanding (MOU) to reduce greenhouse gas emissions from sources related to airport and aviation activity. To meet the conditions of the MOU, the airport imposed a phased-in requirement for ground transportation service providers to utilize alternative fuel vehicles when

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operating on airport property. In order for the Authority, as well as other California airports, to comply with specific or general air quality regulations, the ability to regulate those doing business at the airport is vital and necessary. Limiting the role of an airport to regulate ground transportation not only hampers its ability to comply with air quality mandates, but would be a disservice to local communities surrounding airports that are the beneficiaries of particulate emissions reductions. Those ground transportation service providers who do not choose to do business at California airports need not adhere to airport regulations.

The Current Regulatory Structure

Airports have worked cooperatively with the Commission in the field to conduct livery vehicle inspections at California commercial airports. Airports value and appreciate this partnership that links the duties and responsibilities of the Commission for livery oversight and regulation with the security obligations carried by airports. It is not the responsibility of the federal government to ensure the security of airport landside operations, but the duty of the airport operator. Rather, the federal government is tasked with ensuring passenger security compliance, immigration services and cargo safety. Thus, the local airport, along with the Commission, are the only entities charged with ensuring arriving commercial transportation vehicles are in sound mechanical condition and driver safety and training standards are maintained.

We believe each airport's ability to regulate, certify and inspect providers of livery services is vital to ensuring the totality of a passenger's air travel experience is a pleasant one and the environmental impacts of those operations are minimized for nearby communities. For

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these reasons, the CAC urges the Commission to deny the GCLA petition for a rulemaking on the regulation of the California livery industry.

Respectfully submitted,

Dated: January 15, 2014

The California Airports Council
Jim Lites, Executive Director
1510 14th Street
Sacramento, CA 95814
(916) 553-4999

By: _____/S/_____

000024



The Greater California Livery Association GCLA
8726 S. Sepulveda Blvd #2317
Los Angeles, Ca 90045
866-392-4252 Fax 310-943-6582

February 4, 2014

VIA E-Mail: Rgleason@evanshotel.com
Mr. Robert Gleason
Chairman- Airport Commission
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 82776

Dear Robert:

I am writing on behalf of the Greater California Livery Association (GCLA) with regard to Item 14 – *Update on Ground Transportation Regulatory Framework* - on the agenda for the February 6, 2014 meeting of the San Diego County Regional Airport Authority (SDRAA). The staff report for this item correctly states that the GCLA in October 2013 petitioned the California Public Utilities Commission (CPUC) to adopt a regulation that vehicles standards for limousine operators and other charter-party carriers are in the exclusive domain of the PUC and not in the domain of local airport operators.

As justification for our Petition, the GCLA pointed out that the Legislature elected to give airports the authority only to regulate those matters that directly affect airport operations, such as passenger loading and unloading, and parking. Thus, matters affecting a charter party carrier's transportation services cannot be within the domain of airport authorities. If they were, a charter-party carrier licensed by the CPUC to operate anywhere in the state could be subject to different, and possibly conflicting, regulations at each airport it services. Such a scheme could result, for example, in airport authorities controlling the types of vehicles a carrier is permitted to use in all if its CPUC-regulated operations, the vast majority of which are conducted not on airport



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properties but over the public roadways. California limousine operators serve many airports in addition to a variety of other venues. It is not a reasonable public policy for any single airport to prescribe vehicle stands that could preclude a limousine operator from serving that airport with a particular vehicle even though it is licensed by the CPUC to freely operate the vehicle elsewhere within the state.

I hasten to point out that the GCLA Petition would not interfere in any way with the jurisdiction of airports throughout the State to regulate the access and conduct of limousine operators and other charter party carriers at their airports. The GCLA recognizes and respects the right of municipal and public airports to regulate the access and conduct of limousine operators. We readily acknowledge that the governing body of any airport may adopt and enforce reasonable and nondiscriminatory local airport rules, regulations, and ordinances pertaining to access, use of streets and roads, parking, traffic control, passenger transfers, trip fees, and occupancy, and the use of buildings and facilities that are applicable to charter party carriers operating on airport property.

I must take issue with the statement in the staff report that GCLA's Petition, if adopted, "would substantially impact SDIA's ability to meet the AG-MOU requirements." Limousine and other charter party carriers are not listed or otherwise identified in the AG-MOU as among the transportation companies covered by it. The AG-MOU only places requirements on "every operator of a shuttle service (e.g., hotel, door-to-door, parking) on the Airport...." It is clear that the AG-MOU did not contemplate imposing these types of requirements on CPUC-regulated companies that conduct the vast majority of their operations over the public roadways.



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866-392-4252 Fax 310-943-6582

Finally, I wish to point out that the purported petition by the California Airports Council cited in the staff report is clearly marked as a "DRAFT." A check of the CPUC's documents database reveals no indication that such a petition was filed. The only comments on the GCLA Petition filed during the allotted time period came from the Burbank-Glendale-Pasadena Airport Authority (BGPAA). In GLCA's response to that single airport filing, we note that contrary to the BGPAA's filing, the GCLA Petition would not interfere in any way with the jurisdiction of airports throughout the State to regulate the access and conduct of limousine operators and other charter party carriers at their airports.

Thank you for this opportunity to clarify GLCA's position and to offer appropriate corrections to the staff report for Item 14. Should you have any questions or wish additional information, please contact me at (949) 581-7531 Ext. 104 or email at mark@cli-worldwide.com.

Sincerely,

Mark Stewart
Advisory Board / Legislative Consultant
Greater California Livery Association GCLA

CC:

Paul Haney, Partner, Englander Knabe & Allen
Rich Azzolino, GCLA President
David Boenitz, SDCRAA Ground Transportation Director
Tony Russell, SDCRAA

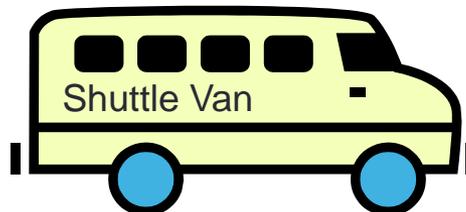
Revised 2/5/14

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY UPDATE ON GROUND TRANSPORTATION REGULATORY FRAMEWORK

February 2014

Angela Shafer-Payne, VP Operations

David Boenitz, Director Ground Transportation



Contents

TOPIC

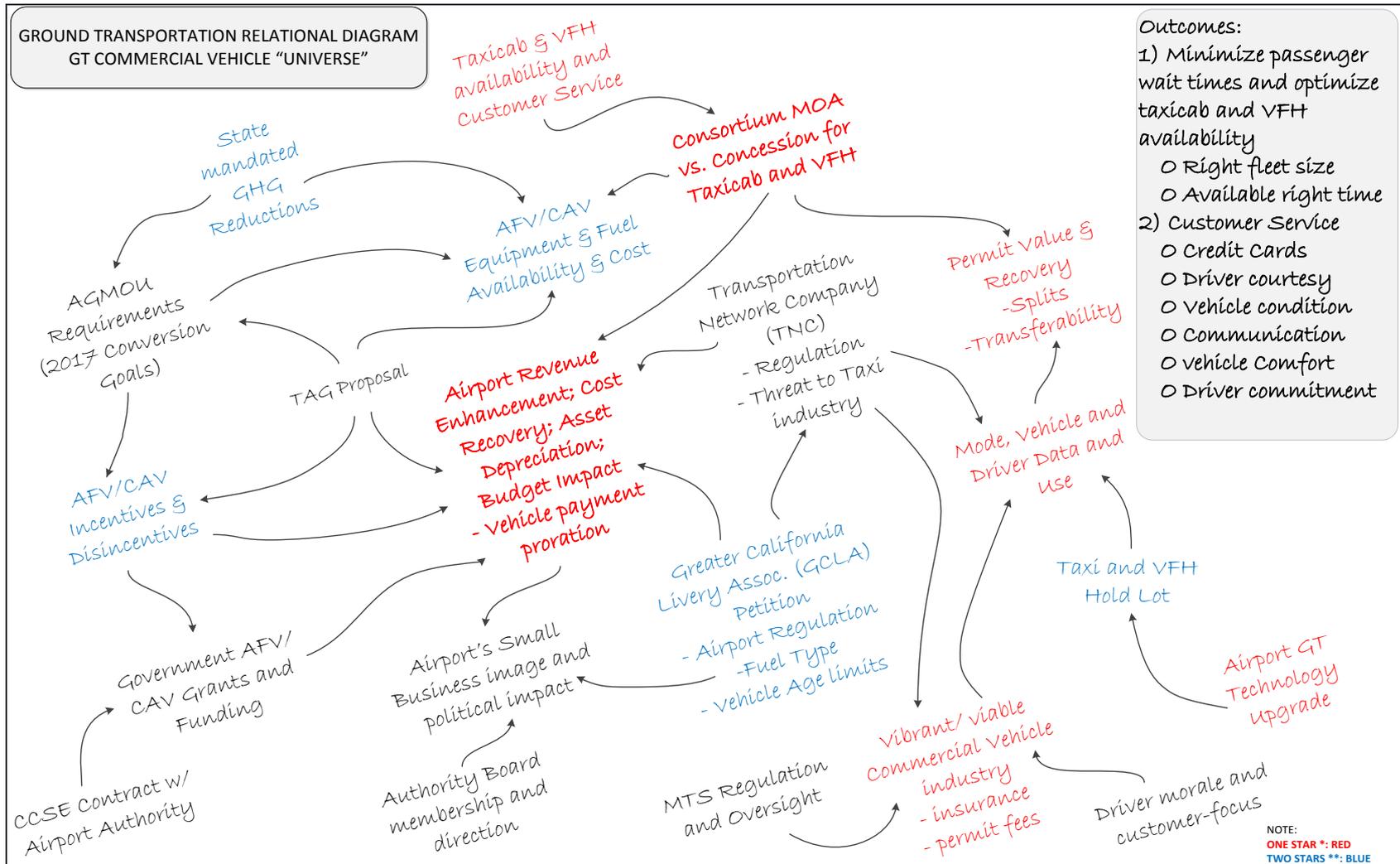
Financial Overview

- Vehicle Conversion Incentive-Based Program
- Cost Allocation/Recovery
- Commercial Vehicle Permit Fees

Regulatory and Structural Challenges

- Clean Vehicle Conversion Program
- CA AGMOU Compliance
- AFV/CAV Funding and Grant Availability
- Transportation Network Company
- Greater California Livery Association Charter/Limousine (charter-party carriers) petition

A Complex Inter-related "Universe"



FINANCIAL OVERVIEW

- Vehicle Conversion Incentive-Based Program
- Cost Allocation/Recovery
- Commercial Vehicle Permit Fees

Vehicle Conversion Incentive-Based Program

The Incentive Program

- Meets certain commitments set forth in the May 2008 California Attorney General Memorandum of Understanding (AGMOU).
- Incentivizes commercial ground transportation service providers vehicle conversion by 2017.
- Applicable to all public commercial ground transportation operators serving the Airport.
- Consists of a reduction in fees per year based on a percentage of the ground transportation schedule of annual permit fees and/or user trip charges set by the Authority. The reduction in annual and/or user trip charges decrease over time as the availability of alternative fuel vehicles become more prevalent.

Vehicle Conversion Incentive-Based Program

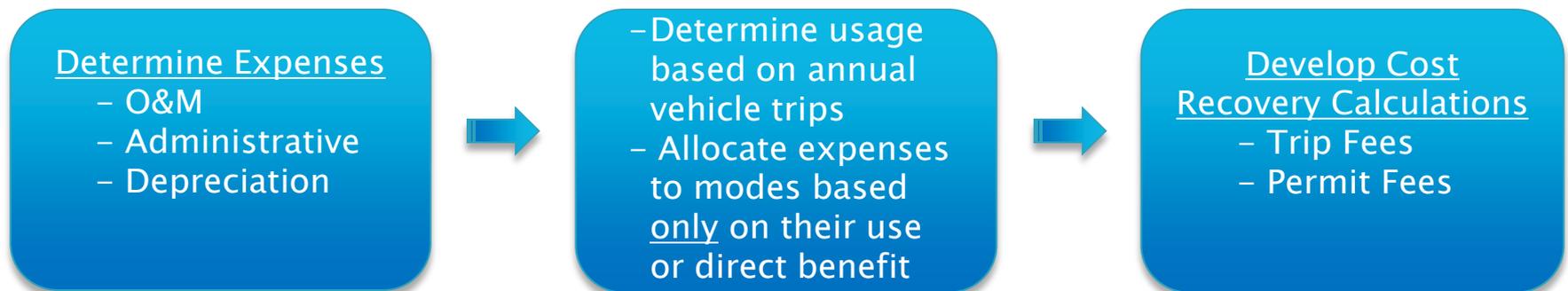
Fiscal Year	FY2013	FY2014	FY2015	FY2016	FY2017
% Reduced User Fees for AFVs/CAVs	100%	100%	25%	10%	0%
% Increased User Fees for Non-AFVs/Non-CAVs	0%	0%	75%	100%	150%

Table 1: All Modes of Transportation Except Taxicabs

Fiscal Year	FY2013	FY2014	FY2015	FY2016	FY2017
% Reduced User Fees for AFVs/CAVs	0%	0%	0%	0%	0%
Permit Fee Reduction for "All" Day AFVs/CAVs Permit Holders (per Taxicab)	Full Waiver	Full Waiver	Lesser of Full Waiver or \$850 Reduction	Lesser of Full Waiver or \$800 Reduction	\$0
Permit Fee Reduction for "A" or "B" Day AFVs/CAVs Permit Holders (per Taxicab)	Full Waiver	Full Waiver	Lesser of Full Waiver or \$425 Reduction	Lesser of Full Waiver or \$400 Reduction	\$0
Incentive Payment to "All" Day AFVs/CAVs Permit Holders (per Taxicab)	\$2,500	\$2,000	\$500	\$0	\$0
Incentive Payment to "A" or "Be" Day AFVs/CAVs Permit Holders (per Taxicab)	\$1,250	\$1,000	\$250	\$0	\$0
% Increased User Fees for Non-AFVs/Non-CAVs	0%	0%	75%	100%	150%

Table 2: Taxicab Incentive Program

Cost Recovery Methodology



Cost Allocation

Vehicle Mode Cost Allocation FY 2014

Mode	
Taxicabs	<p>ACTUAL FY2014 Cost Allocation will be provided at the March 6, 2014 Board Meeting</p>
Super Shuttle	
Vehicles-for-hire	
SDCASA & Primetime Vehicles-for-hire	
Limousines	
Hotel / motel shuttles	
Off-airport parking	
Rental car shuttles	
Charter buses	
Private Vehicles	
Public Transit, Authority and Airport Vehicles	
TOTAL	

Commercial Vehicle Permit Fees

Mode	FY14 Actual Fees		FY15 Estimated Fees			FY16 Estimated Fees		
	Includes AFV ¹ 100% Discount	Includes Non AFV 0% Premium	Base Fee	Includes AFV 25% Discount	Includes Non AFV 75% Premium	Base Fee	Includes AFV 10% Discount	Includes Non AFV 100% Premium
Taxi Cab Trip Fee ⁴	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 3.50	\$ 2.00	\$ 2.00	\$ 4.00
Taxi Cab "All Day" Permit ²	\$ -	\$ 571	\$ 787	\$ - ³	\$1,377	\$ 3,958	\$ 2,762	\$ 7,915
Supershuttle	\$ -	\$ 907	\$ 953	\$ 715	\$1,669	\$ 1,542	\$ 1,388	\$ 3,085
Primetime/SDCASA Shuttles	\$ -	\$ 5,028	\$5,002	\$ 3,752	\$8,754	\$ 5,612	\$ 5,051	\$ 11,223
Limousines	\$ -	\$ 104	\$ 111	\$ 83	\$ 194	\$ 190	\$ 171	\$ 380
Hotel/Motel	\$ -	\$ 1,610	\$1,713	\$ 1,284	\$2,997	\$ 2,949	\$ 2,654	\$ 5,897
Off Airport Parking	\$ -	\$ 5,006	\$5,326	\$ 3,995	\$9,321	\$ 9,170	\$ 8,253	\$ 18,341

¹AFV refers to Alternative Fuel Vehicles

² Taxi Cabs with only "A" and "B" permits will have the same trip fee as "All Day" Cabs but permit fees are 50% of "All Day" permit fees.

³ Permit Fee reduction according to AFV Taxi Cab conversion incentive fully offsets permit fee for FY14 and FY15. In FY16 there is an \$800 maximum reduction in the permit as per the AFV Taxi Cab conversion incentive. Converted "All Day" Cabs also receive a cash incentive payment of \$2,500 in FY13, \$2,000 in FY14 and \$500 in FY15. ("A" and "B" permits receive 50% of this cash incentive).

⁴ The FY14-FY16 meter fee is projected to be \$2.00, however, Non-AFV Taxi Cabs will incur premiums in FY15 of 75% and FY16 of 100% causing the trip fee charged to drivers to be \$3.50 and \$4.00, respectively.

REGULATORY AND STRUCTURAL CHALLENGES

- Clean Vehicle Conversion Program
- CA AGMOU Compliance
- AFV/CAV Funding and Grant Availability
- Transportation Network Company
- Greater California Livery Association Charter/Limousine (charter-party carriers) petition

Clean Vehicle Conversion Program

The California Center for Sustainable Energy (CCSE) worked closely (and under contract) with the Airport to provide research, guidance and assistance to the commercial vehicle operators:

1. Program Website listing eligible vehicles, local incentives and available resources
2. Outreach on clean vehicle and alternative fuel technologies
3. Demonstration and education events
4. Taxicab and Vehicle for Hire Consortia Meetings
5. Research and guidance on funding opportunities
6. Promoting available infrastructure, vehicles, certification procedures, maintenance requirements and cost reduction strategies.

CA AGMOU Compliance

Replacement of Shuttles with Electric or Alternative Fuel Vehicles

- ...*implement an incentive-based program* to induce every operator of a shuttle service (e.g., hotel, door-to-door, parking) on the Airport to replace its existing shuttle vehicles which such operator at that time owns or operates with electric or alternative fuel shuttle vehicles upon the completion of the useful life of such existing shuttle vehicles.
- ...*impose a requirement* on every operator of a shuttle service on the Airport to replace its existing shuttle vehicles which such operator then owns or operates with electric or alternative fuel shuttle vehicles.
- Implementation of either of these alternative measures shall be subject to the *Authority's determination of commercial availability of equipment and adequate refueling infrastructure*. If the Authority determines that such equipment is not commercially available or that there is not an adequate refueling infrastructure, then it shall provide a contemporaneous detailed, written statement of the reasons for that determination to the Attorney General, which can be made available to the public.
- The Authority shall make reasonable *good faith efforts to assist shuttle operators to obtain grant funding or other concessionary financing* that would enable such operators to replace existing vehicles more rapidly than is contemplated by the above schedules.

Greenhouse Gas (GHG) Reductions

Airport Shuttles and Vehicles for Hire

	2010 GHG Emissions (pounds of CO2 emitted)	2010 Miles Travelled	GHG Emissions per mile travelled	2011 GHG Emissions (pounds of CO2 emitted)	2011 Miles Travelled	GHG Emissions per mile travelled	% change red.
Total							
Airport Shuttles	1,974,517	1,349,300	1.46	2,080,177	1,429,900	1.45	0.6%
SuperShuttle	4,007,684	6,846,840	0.59	3,752,211	6,846,840	0.55	6.4%
SDCASA	1,868,487	3,020,000	0.62	1,515,726	2,485,000	0.61	1.4%
Prime Time Shuttle	NA	NA	NA	842,033	1,432,831	0.59	-

2012 GHG Emissions (pounds of CO2 emitted)	2012 Miles Travelled	GHG Emissions per mile travelled	% change red.	2013 GHG Emissions (pounds of CO2 emitted)	2013 Miles Travelled	GHG Emissions per mile travelled	% change red.	Overall Reduction
2,042,018	1,541,800	1.32	9.5%	1,807,145	1,386,400	1.30	10.9%	21.0%
3,388,350	6,846,840	0.49	15.5%	NA	NA	NA	-	21.8%
1,626,147	2,580,000	0.63	-1.9%	1,504,952	2,515,000	0.60	3.3%	2.8%
841,250	1,404,000	0.60	-2.0%	878,721	1,507,000	0.58	0.8%	-1.2%

Greenhouse Gas (GHG) Reductions

Taxicabs

	2010 GHG Emissions (pounds of CO2 emitted)	2010 Miles Travelled	GHG Emissions per mile travelled	2011 GHG Emissions (pounds of CO2 emitted)	2011 Miles Travelled	GHG Emissions per mile travelled	% change red.
Total							
SD Taxi Assoc.	1,126,035	2,007,000	0.56	1,908,897	3,492,000	0.55	2.6%
SD Transp. Assoc.	6,331,007	11,053,900	0.57	4,863,493	11,657,100	0.42	27.2%
Ind. Cab Owners Assoc.	NA	NA	NA	NA	NA	NA	NA

2012 GHG Emissions (pounds of CO2 emitted)	2012 Miles Travelled	GHG Emissions per mile travelled	% change red.	2013 GHG Emissions (pounds of CO2 emitted)	2013 Miles Travelled	GHG Emissions per mile travelled	% change red.	Overall Reduction
1,180,208	2,476,000	0.48	8.3%	1,336,035	2,907,200	0.46	18.1%	29.0%
3,909,609	12,346,560	0.32	44.7%	5,093,968	14,537,840	0.35	38.8%	71.9%
1,118,149	2,026,000	0.55	8.3%	988,409	2,280,800	0.43	21.5%	29.8%

Vehicle Conversions*

MODE	PERMITS	AFV-CAV VEHICLES	PERCENTAGE
Taxicabs	325	149	46%
SD Taxicab Assoc.	67	28	42%
SD Transportation Assoc.	211	103	49%
Independent Cab Owners Assoc.	47	18	38%
Vehicles for Hire	131	41	31%
SDCASA	36	6	17%
Super Shuttle	80	28	35%
Prime Time	15	7	47%
Courtesy Vehicles	220	51	23%
Hotel	90	8	9%
Off-Airport Parking	45	29	64%
Rental Car Shuttle/Bus Vehicles	85	14	16%
Charter/Limo Vehicles	1014	55	5%
Airport Passenger & Employee Shuttles	32	27	90%
TOTAL	1722	323	19%

* As of 12/10/13

AFV/CAV Funding and Grant Availability

Dwindling financial resources

- Private and government funding and grant programs are more restrictive
 - California Energy Commission Gaseous Vehicle Buy Down (CNG)
 - Vehicle incentives Western Propane Gas Association
 - Clean Vehicle Rebate Project (CVRP)
 - Vehicle dealer incentives and financing discounts
- Bottom line for commercial vehicle owners
 - Large, unrestricted incentives and discounts are not expected to be available
 - Limited state funding is possible for specific technologies (CNG)



Source: California Center for Sustainable Energy

Transportation Network Company (TNC)



An organization whether a corporation, partnership, sole proprietor, or other form, that provides prearranged transportation services for compensation using an online-enabled application (app) or platform to connect passengers with drivers using their personal vehicles. Uber, UberX, Lyft and Sidecar are currently recognized TNCs.

CA PUC decision: “Operations at Airports. TNCs shall not conduct any operations on the property of or into any airport unless such operations are authorized by the airport authority involved.”

(Order Instituting Rulemaking on Regulations Relating to Passenger Carriers, Ridesharing, and New Online-Enabled Transportation Services, pg. 33)

Charter/Limousine Petition

Petition to Adopt, Amend, or Repeal a Regulation Pursuant to Public Utilities Code Section 1708.5

... the Greater California Livery Association (GCLA) petitions the California Public Utilities Commission (CPUC) under Public Utilities Code Section 1708.5 to adopt a regulation that vehicle standards for limousine operators and other charter-party carriers are in the exclusive domain of the CPUC and not in the domain of airport operators in the state.

Charter/Limousine Petition

Petition to Adopt, Amend, or Repeal a Regulation Pursuant to Public Utilities Code Section 1708.5

The proposed petition wording: ***“Vehicle standards for limousine operators and other charter-party carriers are in the exclusive domain of the CPUC. Local airport operators do not have the authority to prescribe the types of vehicles that limousine services may operate with respect to their emissions, fuel economy (miles per gallon), type of fuel used and age.”***

The requested regulation would apply only to ground transportation services under the jurisdiction of the CPUC that operate over the California freeways and other roads serving residences, businesses, hotels, airports, train stations and a multitude of other venues.

SUMMARY

The Ground Transportation “Cast members”

Main cast members

Airport-permitted taxicab drivers

Airport-permitted vehicle for hire drivers

ACE CSR Staff

Airport Traffic Officers

Supporting cast members

Authority GT Permitting Staff

San Diego Transportation Assoc.

San Diego Taxi Assoc.

Independent Cab Owners Assoc.

SuperShuttle

Prime Time Shuttle

San Diego County Airport Shuttle Assoc.

California Center for Sustainable Energy

Transportation Alliance Group

Ledford and Associates

Trilogy PR Group

Mossy Toyota

Next Steps

March 6, 2014 Board Meeting

Operational Challenges:

- 1) AFV/CAV Equipment and Fuel Availability
- 2) Taxicab and Vehicle for Hire Memorandum of Agreement status
- 3) Taxicab Availability
- 4) Taxicab Hold Lot
- 5) Electric Vehicle (EV) Charging
- 6) Ground Transportation passenger satisfaction
- 7) Vehicle Safety/Appearance
- 8) Passenger wait times
- 9) Taxicab and Vehicle for Hire Business/Operational Models
- 10) Taxicab permit transferability

GROUND TRANSPORTATION 2014 ANNUAL UPDATE



QUESTIONS



**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY**

Meeting Date: **FEBRUARY 6, 2014**

Subject:

Business and Travel Expense Reimbursement Reports for Board Members, President/CEO, Chief Auditor and General Counsel When Attending Conferences, Meetings, and Training at the Expense of the Authority

Recommendation:

For information only.

Background/Justification:

Authority Policy 3.30 (2)(b) and (4)(b) require that business expenses reimbursements of Board Members, the President/CEO, the Chief Auditor and the General Counsel be approved by the Executive Committee and presented to the Board for its information at its next regularly scheduled meeting.

Authority Policy 3.40 (2)(b) and (3)(b) require that travel expense reimbursements of Board Members, the President/CEO, the Chief Auditor and the General Counsel be approved by the Executive Committee and presented to the Board for its information at its next regularly scheduled meeting.

The attached reports are being presented to comply with the requirements of Policies 3.30 and 3.40.

Fiscal Impact:

Funds for Business and Travel expenses are included in the FY 2013 Budget.

Authority Strategies:

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

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

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

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

Equal Opportunity Program:

Not applicable.

Prepared by:

TONY RUSSELL
DIRECTOR, CORPORATE SERVICES/AUTHORITY CLERK

EXPENSE REPORTS

THELLA F. BOWENS

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
TRAVEL EXPENSE REPORT**

(To be completed within 30 days from travel return date)

TRAVELER: Thella F. Bowens DEPT. NAME & NO. Executive Office BU6
 DEPARTURE DATE: 10/10/2013 RETURN DATE: 10/11/2013 REPORT DUE: 11/10/13
 DESTINATION: Oakland, CA

Please refer to the Authority Travel and Lodging Expense Reimbursement Policy, Article 3, Part 3.4, Section 3.40, outlining appropriate reimbursable expenses and approvals. Please attach all required supporting documentation. All receipts must be detailed, (credit card receipts do not provide sufficient detail). Any special items should be explained in the space provided below.

	Authority Expenses (Prepaid by Authority)	Employee Expenses							TOTALS
		SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY 10/10/13	FRIDAY 10/11/13	SATURDAY	
Air Fare, Railroad, Bus (attach copy of itinerary w/charges)	499.80								0.00
Conference Fees (provide copy of flyer/registration expenses)									0.00
Rental Car*									0.00
Gas and Oil*									0.00
Garage/Parking*									0.00
Mileage - attach mileage form*									0.00
Taxi and/or Shuttle Fare (include tips pd.)*									0.00
Hotel*						169.97			169.97
Telephone, Internet and Fax*									0.00
Laundry*									0.00
Tips - separately paid (maids, bellhop, other hotel svcs.)									0.00
Meals (include tips pd.)	Breakfast*								0.00
	Lunch*								0.00
	Dinner*								0.00
	Other Meals*								0.00
<i>Alcohol is a non-reimbursable expense</i>									
Hospitality ¹ *									0.00
Miscellaneous: Baggage Fees									0.00
Oakland Reimbursed cost of airline	(499.80)								0.00
Oakland Reimbursed cost of hotel hotel!	(169.97)								0.00
*Provide detailed receipts									0.00
Total Expenses prepaid by Authority	-169.97	0.00	0.00	0.00	0.00	169.97	0.00	0.00	169.97

Explanation: <i>Port of Oakland paid the Airport Authority directly for travel expenses related to Oct 10, 2013. Traveler should be reimbursed for hotel</i>	Total Expenses Prepaid by Authority	-169.97
	Total Expenses Incurred by Employee (including cash advances)	169.97
	Grand Trip Total	0.00
	Less Cash Advance (attach copy of Authority ck)	
	Less Expenses Prepaid by Authority	-169.97
	Due Traveler (positive amount)²	
	Due Authority (negative amount)³	169.97
<i>Note: Send this report to Accounting even if the amount is \$0.</i>		

I as traveler or administrator acknowledge that I have read, understand and agree to Authority policies 3.40 - Travel and Lodging Expense Reimbursement Policy⁴ and 3.30 - Business Expense Reimbursement Policy⁵ and that any purchases/claims that are not allowed will be my responsibility. I further certify that this report of travel expenses were incurred in connection with official Authority business and is true and correct.

⁴ Travel and Lodging Expense Reimbursement Policy 3.40

⁵ Business Expense Reimbursement Policy 3.30

Prepared By: Amy Caldera Ext.: 2445
 Traveler Signature: Thella F. Bowens Date: 1-3-14
 Approved By: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE (To be certified if used by President/CEO, Gen. Counsel, or Chief Auditor)

I, _____ hereby certify that this document was approved by the Executive Committee at its _____ meeting.
 (Please leave blank. Whoever clerk's the meeting will insert their name and title.)
 (Leave blank and we will insert the meeting date.)

Failure to attach required documentation will result in the delay of processing reimbursement. If you have any questions, please see your department Administrative Assistant or call Accounting at ext. 2806.

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Exec Office BU6
 Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 09/26/13 **PLANNED DATE OF DEPARTURE/RETURN:** 10/10/13 / 10/11/13

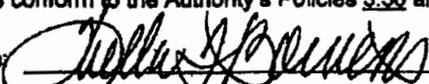
3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Oakland, CA Purpose: Interview panel for Assistant Director of Aviation position at Oakland International Airport
 Explanation: At the request of Deborah Ale Flint, Director of Aviation Port of Oakland. All expenses will be reimbursed through the Port of Oakland.

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

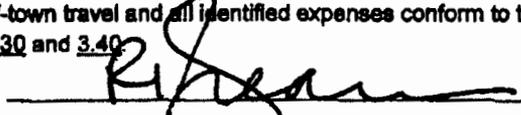
A. TRANSPORTATION COSTS:	
• AIRFARE	\$ 500.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ 50.00
B. LODGING	\$ 200.00
C. MEALS	\$ 50.00
D. SEMINAR AND CONFERENCE FEES	\$
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$
TOTAL PROJECTED TRAVEL EXPENSE	\$ 800.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 26 Sept 2013

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

- By my signature below, I certify the following:
1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
 2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
 3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature:  Date: 9.27.13

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

Terraine Bennett, Assistant Authority Clerk hereby certify that this document was approved
 (Please leave blank. Whoever clerk's the meeting will insert their name and title.)
 by the Executive Committee at its 10/28/2013 meeting.
 (Leave blank and we will insert the meeting date.)



TRAVELTRUST SCRIPPS RANCH
Phone: 1-800-792-4662

Electronic Invoice

Prepared For:
BOWENS/THELLA

SALES PERSON	E4
INVOICE NUMBER	1207577
INVOICE ISSUE DATE	03 Oct 2013
RECORD LOCATOR	UVTZPS
CUSTOMER NUMBER	0000SDCRAA

Client Address

SAN DIEGO COUNTY REG AIRPORT AUTHORITY
PO BOX 82778
SAN DIEGO CA 92138-2778

Notes

YOUR SOUTHWEST ETICKET CONFIRMATION IS ** ZTM4PI **

-----INVOICE/ITINERARY ACCOUNTING DOCUMENT-----

*****TICKETLESS TRAVEL INSTRUCTIONS*****

THIS IS AN E-TICKET RESERVATION.
A GOVERNMENT ISSUED PHOTO ID IS NEEDED AT CHECK IN
A PORTION OF THIS TRIP MAY BE REFUNDABLE. PLEASE RETURN
UNUSED PORTIONS TO TRAVELTRUST FOR POSSIBLE REFUND.

*****TSA GUIDANCE FOR PASSENGERS*****
PLEASE ALLOW EXTRA TIME FOR SCREENING AND BOARDING
INTERNATIONAL-MINIMUM 3 HOUR CHECK-IN PRIOR TO DEPARTURE
DOMESTIC-MINIMUM 2 HOUR CHECK-IN PRIOR TO DEPARTURE
FOR ADDITIONAL SECURITY INFORMATION VISIT WWW.TSA.GOV

DATE: Thu, Oct 10

Flight: SOUTHWEST AIRLINES 3764

From	SAN DIEGO, CA	Departs	4:15pm
To	OAKLAND, CA	Arrives	5:40pm
Departure Terminal	1	Arrival Terminal	2
Duration	01hr(s) :25min(s)	Class	Economy
Type	BOEING 737-300 JET	Meal	
Stop(s)	Non Stop		

DATE: Fri, Oct 11

Flight: SOUTHWEST AIRLINES 1002

From	OAKLAND, CA	Departs	7:10pm
To	SAN DIEGO, CA	Arrives	8:40pm
Departure Terminal	2	Arrival Terminal	1
Duration	01hr(s) :30min(s)	Class	Economy
Type	BOEING 737-700 JET	Meal	
Stop(s)	Non Stop		

DATE: Wed, Apr 09

Others

RESERVATION

RETAINED FOR
180 DAYS

Ticket Information

Ticket Number	WN 2161869909	Passenger	BOWENS T		
		Billed to:	[REDACTED]	USD	* 469.80 ✓
Service Fee	XD 0594930608	Passenger	BOWENS THELLA		
		Billed to:	[REDACTED]	USD	* 30.00 ✓
				SubTotal	USD 499.80
				Net Credit Card Billing	* USD 499.80
				Total Amount Due	USD 0.00

TRAVELTRUST IS OPEN MONDAY - FRIDAY FROM 5AM-530PM PST
AND SATURDAY FROM 9AM-1PM PST - 760-635-1700.
FOR EMERGENCY AFTERHOURS SERVICE IN THE US
PLEASE CALL 888-221-6062 AND USE YOUR VIT CODE - S7NS0
PLEASE NOTE THIS IS OUR NEW EMERGENCY NUMBER
EACH EMERGENCY CALL IS BILLABLE AT A MINIMUM 25.00
THANK YOU FOR CHOOSING TRAVELTRUST...SCOTT MACKERLEY

Your travel arranger provides the information contained in this document. If you have any questions about the content, please contact your travel arranger. For Credit Card Service fees, please see eTicket receipt for total charges.



HILTON OAKLAND AIRPORT
 1 Hegenberger Road | Oakland, California | 94621
 T: 510 635 5000 | F: 510 383 4062
 E: sales.oaklandairport@hilton.com

NAME AND ADDRESS:
 BOWENS, THELLA

Room: 3320/K1
 Arrival Date: 10/10/2013 8:18:00PM
 Departure Date: 10/11/2013
 Adult/Child: 1/0
 Room Rate: \$149.00

RATE PLAN LV5
 BONUS AL CAR

Confirmation: 3535095023

10/11/2013 PAGE 1

DATE	REFERENCE	DESCRIPTION	AMOUNT
10/10/2013	4193055	GUEST ROOM	\$149.00
10/10/2013	4193055	RM OCCUPANCY TAX, CITY TAX	\$20.86
10/10/2013	4193055	RM TOURISM TAX, CITY TAX	\$0.11

WILL BE SETTLED [REDACTED] \$169.97
 EFFECTIVE BALANCE OF \$0.00

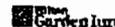


ESTIMATED CURRENCY TOTAL

Hilton HHonors(R) stays are posted within 72 hours of checkout. To check your earnings or book your next stay at more than 3,900 hotels and resorts in 91 countries, please visit HHonors.com.



Thank you for choosing Hilton. You'll get more when you book directly with us - more destinations, more points, and more value. Book your next stay at hilton.com.



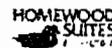
Zip-Out Check-Out®

Good Morning ! We hope you enjoyed your stay. With Zip-Out Check-Out® there is no need to stop at the Front Desk to check out.

- Please review this statement. It is a record of your charges as of late last evening.
- For any charges after your account was prepared, you may:
 - + pay at the time of purchase.
 - + charge purchases to your account, then stop by the Front Desk for an updated statement.
 - + or request an updated statement be mailed to you within two business days.

If the statement meets with your approval, simply press the Zip-Out Check-Out button on your guest room telephone. Your account will be automatically checked out and you may use this statement as your receipt. Feel free to leave your key(s) in the room. Please call the Front Desk if you wish to extend your stay or if you have any questions about your account.

DATE OF CHARGE	FOLIO NO./CHECK NO.
	957898 A
AUTHORIZATION	INITIAL
PURCHASES & SERVICES	
TAXES	
TIPS & MISC.	
TOTAL AMOUNT	0.00
PAYMENT DUE UPON RECEIPT	



San Diego County Regional Airport Authority OFFICIAL RECEIPT NO. 110952

RECEIVED FROM Port of Oakland ADDRESS 530 Water Street
Oakland, CA 94607

AMOUNT Four hundred Ninety Nine and 80/100 \$ 499.80
 IN PAYMENT OF Check # 0000538804
Airline Ticket Reimbursement - Interview
Phella Bowers Panel

BUSINESS UNIT / LOCATION CODE	ACCOUNT NUMBER	WORK ORDER NUMBER	RECEIVED BY	DATE
<u>6.66300.100</u>			<u>Jaren Tidwell</u>	<u>12/20/13</u>
			DEPARTMENT	
			<u>Accounting</u>	

SDCRAA 02-016 (08/09) COPIES: WHITE - CUSTOMER PINK - TREASURER YELLOW - RETAIN

San Diego County Regional Airport Authority OFFICIAL RECEIPT NO. 110951

RECEIVED FROM Port of Oakland ADDRESS 530 Water Street
Oakland, CA 94607

AMOUNT One hundred sixty nine and 97/100 \$ 169.97
 IN PAYMENT OF Check # 0000538805
Hotel Reimbursement - Interview Panel
Phella Bowers

BUSINESS UNIT / LOCATION CODE	ACCOUNT NUMBER	WORK ORDER NUMBER	RECEIVED BY	DATE
<u>6.66300.100</u>			<u>Jaren Tidwell</u>	<u>12/20/13</u>
			DEPARTMENT	
			<u>Accounting</u>	

SDCRAA 02-016 (08/09) COPIES: WHITE - CUSTOMER PINK - TREASURER YELLOW - RETAIN

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Exec Office BU6
Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 07/31/13 PLANNED DATE OF DEPARTURE/RETURN: 01/06/14 / 01/11/13

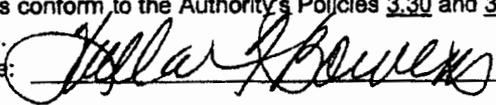
3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: The Big Island, Hawaii Purpose: Attend the Policy Review Committee meetings and the 28th Annual Aviation Issues Conference
Explanation: _____

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:	
• AIRFARE	\$ <u>880.00</u>
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ <u>100.00</u>
B. LODGING	\$ <u>2100.00</u>
C. MEALS	\$ <u>250.00</u>
D. SEMINAR AND CONFERENCE FEES	\$ <u>680.00</u>
E. ENTERTAINMENT (If applicable)	\$ _____
F. OTHER INCIDENTAL EXPENSES	\$ <u>100.00</u>
TOTAL PROJECTED TRAVEL EXPENSE	\$ <u>4110.00</u>

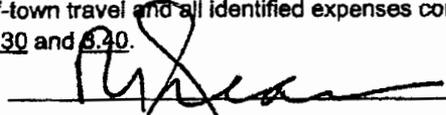
CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 5/14/13

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

- 1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
- 2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
- 3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature:  Date: 8.8.13

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, Tony R. Russell, Authority Clerk, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)
by the Executive Committee at its 8/26/13 meeting.
(Leave blank and we will insert the meeting date.)

THE Fairmont ORCHID

1 N. Kaniku Drive
Kohala Coast, HI 96743
T 808 885 2000 F 808 885 5778

American Association of Airport Executiv
Ms Thella Bowens
3225 N Harbour Drive
San Diego CA 92101
United States

Room : 1353
Folio # :
Cashier # : 575
Page # : 1 of 2

Group Name American Association of Airport Execut

Arrival : 01-06-14
Departure : 01-11-14
Fairmont President's Club
[REDACTED]

Date	Description	Additional Information	Charges	Credits
01-06-14	Deposit Transferred at C/I			646.46
01-06-14	Luana Lounge - Dinner	Room# 1353 : CHECK# 0136647	24.83	
01-06-14	Room Charge		285.00	
01-06-14	Room T.A.T. Tax		26.36	
01-06-14	Room G.E.T. Tax		11.87	
01-07-14	Room Charge		285.00	
01-07-14	Room T.A.T. Tax		26.36	
01-07-14	Room G.E.T. Tax		11.87	
01-08-14	Hale Kai	Room# 1353 : CHECK# 0105425	30.00	
01-08-14	Room Charge		285.00	
01-08-14	Room T.A.T. Tax		26.36	
01-08-14	Room G.E.T. Tax		11.87	
01-09-14	Room Charge		285.00	
01-09-14	Room T.A.T. Tax		26.36	
01-09-14	Room G.E.T. Tax		11.87	
01-10-14	Room Charge		285.00	
01-10-14	Room T.A.T. Tax		26.36	
01-10-14	Room G.E.T. Tax		11.87	
01-11-14	Orchid Court	Room# 1353 : CHECK# 0044820	20.17	
01-11-14	[REDACTED]	XXXXXXXXXX [REDACTED] XX/XX		1,044.69
Total			1,691.15	1,691.15
Balance Due			0.00	

2 night pre paid hotel

pg 1

pg 2

pg 4

323.23 x 3
hotel \$969.69
meals 75.00
\$1044.69

For information or reservations, visit us at
www.fairmont.com or call Fairmont Hotels & Resorts from:
United States or Canada 1 800-441-1414

I agree that my liability for this bill is not waived and I agree to be held personally liable in the event that the indicated person, company, travel agent or association fails to pay for the full amount of the charges. Overdue balance subject to a surcharge at the rate of 1.5% per month (19.56% per annum). All accounts deemed delinquent may be subject to legal fees and all other costs associated with the bill. Account is payable on presentation or departure.

Thank you for choosing to stay with Fairmont Hotels & Resorts



1 N. Kaniku Drive
Kohala Coast, HI 96743
T 808 885 2000 F 808 885 5778

American Association of Airport Executiv

Ms Thella Bowens
3225 N Harbour Drive
San Diego CA 92101
United States

Room : 1353
Folio # :
Cashier # : 575
Page # : 2 of 2

Group Name American Association of Airport Execut

Arrival : 01-06-14
Departure : 01-11-14
Fairmont President's Club
[REDACTED]

Date	Description	Additional Information	Charges	Credits
------	-------------	------------------------	---------	---------

Thank you for choosing Fairmont Hotels & Resorts.
To provide feedback about your stay please contact Chris Luedi, General Manager, at Chris.LuediGM@Fairmont.com.
We also invite you to share memories of your experience on our community forum - visit www.everyonesanoriginal.com.

For information or reservations, visit us at www.fairmont.com or call Fairmont Hotels & Resorts from:
United States or Canada 1 800-441-1414

I agree that my liability for this bill is not waived and I agree to be held personally liable in the event that the indicated person, company, travel agent or association fails to pay for the full amount of the charges. Overdue balance subject to a surcharge at the rate of 1.5% per month, (19.56% per annum). All accounts deemed delinquent may be subject to legal fees and all other costs associated with the bill. Account is payable on presentation or departure.

Thank you for choosing to stay with Fairmont Hotels & Resorts

**RECEIPTS FROM TRAVEL TO The Big Island, HI
January 6 - 11, 2014—THELLA F. BOWENS**



The Fairmont Orchid

Check Detail

^^{Fairmont}
Luana Lounge

623 Noah 3

44 /2 CHK 6647
 JAN06'14 10:57PM

1 BADOIT SM	4.00
1 CRISPY CHICKEN	16.00
Food	16.00
Mineral	4.00
Other	4.00
Tax	0.83
Payment	24.83
CHARGE TIP	4.00
1353/Bowens	
ROOM CHARGE	24.83

-----623 CLOSED JAN06 11:49PM-----

**RECEIPTS FROM TRAVEL TO The Big Island, HI
January 6 - 11, 2014—THELLA F. BOWENS**



Restaurant & Bar
The Shops at Mauna Lani
68-1330 Mauna Lani Dr. #101
Kamuela HI, 96743
808-881-8686

2118 JUANITA
Tel 45/1 Chk 3742
Jan07'14 12:12PM ✓
1 ARNOLD PALMER 5.00
1 KALUA PORK SAND NO 16.50
SUBTOTAL 21.50
TAX 0.90
TOTAL DUE 22.40

Thank you for dining
at Tommy Bahama.
Excellent service is customarily
rewarded with a gratuity.

For your convenience we are
providing the following
gratuity calculations:

15% is \$3.23
18% is \$3.87
20% is \$4.30

1/7 lunch \$22.40
4.50 tip
\$26.90

Hale Kai

143 Tess

101/1 CHK 5425
R
JAN06'14 11:40AM

1 ICED TEA 4.00
1 Spinach Salad 13.00
1 S- Swt Pot 7.00
Food 24.00
Tax 1.00
Total Due .. \$25.00

GRATUITY 5.00
TOTAL _____
ROOM # _____
PRINT NAME _____
SIGNATURE _____
NOT A CREDIT CARD VOUCHER
PLEASE PAY YOUR SERVER

1/8 lunch
\$25.00
5.00 tip
\$30.00

**RECEIPTS FROM TRAVEL TO The Big Island, HI
January 6 - 11, 2014—THELLA F. BOWENS**

MANTA

720133 NIKI

106/2 4559

JAN09'14 6:12PM

~~████████████████████~~
1 FILET 44.00

~~████████████████████~~
1 SD BRAISE CHARD 7.00

SUBTOTAL ~~51.00~~ 51.00
TAX ~~2.04~~ 2.04
PAYMENT DUE 88.54

GRATUITY 10.61 ~~12.00~~

TOTAL

ROOM #

PRINT NAME

SIGNATURE

63.65

For your convenience we are providing the following gratuity calculations:

- 15% is \$13.28
- 18% is \$15.94
- 20% is \$17.71
- MAHALO!

1/9 Dinner

51.00
2.04 tax
10.61 tip

63.65



Bamboo Restaurant
P.O. Box 1463
Kapaau, HI 96755
PHONE: (808) 889-5555

Order 169495 01/10/14 1:43 PM
Table 14:1 Cust 1 Waiter 26 Krystle

***** Table Service *****
1 Barbequed Pork Sandwich 10.95
1 Iced Tea 3.00

Sub-total: 13.95
Tax: 0.59

Total Due: 14.54

Mahalo Nui Loa!
Please visit us again! 3.00
17.54

**RECEIPTS FROM TRAVEL TO The Big Island, HI
January 6 - 11, 2014—THELLA F. BOWENS**

Orchid Court

119 Chris 1

7/1 CHK 4820 GST 1
7
JAN11'14 10:09AM

1 S- BACON 5.00
1 S- TOAST 5.00
1 COFFEE 6.00

Food 16.00
Tax 0.67
Total Due .. \$16.67

GRATUITY 3.50

TOTAL _____

ROOM # _____

PRINT NAME _____

SIGNATURE _____

NOT A CREDIT CARD VOUCHER
PLEASE PAY YOUR SERVER

1/11 Breakfast

\$16.67
3.50 tip

\$20.17

BGRILL BY BOA
LOS ANGELES INT'L AIRPORT

10271 ArnulfoR 2

TBL 44/2
3695
11JAN'14 9:06PM

DINE IN

1 BLACK ICED TEA 3.25
1 OR BBY GRN 9.00

SUBTOTAL 13.24
TAX 1.19
TOTAL DUE \$14.43

Earn more MILES or POINTS!
www.thanksagain.com/AREAS
or text AREAS to 82257

For Guest Service, email:
guestservice@areasmail.com
Or Call 866.820.1178

1/11 dinner

\$14.43
3.00 tip

\$17.43

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

MISSING RECEIPT FORM

Employee/Department Head must complete form below.

Date of Purchase/Event: 1/8/2014

Description of Item/Event: Dinner

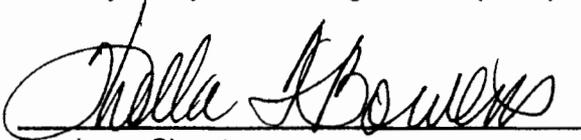
Vendor/Event Name: Merriman's Restaurant in Waimea, Big Island, HI

Dollar Amount: 72.38

Reason for Missing Receipt: Food Receipt Misplaced

Food Items: Entrée - \$38; Salad \$14; dessert \$6 = \$58 plus 4% tax \$2.32 plus 20% tax \$12.06 - \$72.38 Total

I hereby certify that the original receipt in question was lost or none was issued to me.



Employee Signature



Date

Department Head Signature

Date

Form must be attached to Petty Cash Voucher for Reimbursement



TRAVELTRUST SCRIPPS RANCH
Phone: 1-800-792-4662

Electronic Invoice

Prepared For:
BOWENS/THELLA

SALES PERSON	E4
INVOICE NUMBER	1208155
INVOICE ISSUE DATE	05 Nov 2013
RECORD LOCATOR	ELLDMT
CUSTOMER NUMBER	0000SDCRAA

Client Address

SAN DIEGO COUNTY REG AIRPORT AUTHORITY
PO BOX 82776
SAN DIEGO CA 92138-2776

Notes

YOUR UNITED ETICKET CONFIRMATION IS ** I3S76G **

DATE: Mon, Jan 06

Flight: UNITED AIRLINES 6333 Operated by: /SKYWEST DBA UNITED EXPRESS

From	SAN DIEGO, CA	Departs	2:53pm
To	LOS ANGELES, CA	Arrives	3:41pm
Departure Terminal	R	Arrival Terminal	8
Duration	0hr(s) :48min(s)	Class	United Economy
Type	EMBRAER 120 TURBOPROP	Meal	
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 04B	UA - XXXXXX 58

DATE: Mon, Jan 06

Flight: UNITED AIRLINES 1718

From	LOS ANGELES, CA	Departs	4:45pm
To	KONA, HI	Arrives	8:45pm
Departure Terminal	6		
Duration	06hr(s) :00min(s)	Class	United Economy
Type	BOEING 737-800 JET	Meal	Food for Purchase
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 12C	UA - XXXXXX 58

DATE: Sat, Jan 11

Flight: UNITED AIRLINES 226

From	KONA, HI	Departs	1:50pm
To	LOS ANGELES, CA	Arrives	9:18pm
		Arrival Terminal	7
Duration	05hr(s) :28min(s)	Class	United Economy
Type	BOEING 757 200 SERIES JET	Meal	Food for Purchase
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 09C	UA - XXXXXX 58

DATE: Sat, Jan 11

Flight: UNITED AIRLINES 6342

From	LOS ANGELES, CA	Departs	10:54pm
To	SAN DIEGO, CA	Arrives	11:47pm
Departure Terminal	8	Arrival Terminal	R
Duration	0hr(s) :53min(s)	Class	United Economy
Type	CRJ-700 CANADAIR REGIONAL JET	Meal	
Stop(s)	Non Stop		
Seat(s) Details	BOWENS/THELLA	Seat(s) - 09B	UA - XXXXXX 58

Ticket Information

Ticket Number	UA 7316961592	Passenger	BOWENS THELLA		
		Exchange	UA 1965404596		
		Billed to:	AX XXXXXXXX [REDACTED]	USD	* 486.81
Service Fee	XD 0596087506	Passenger	BOWENS THELLA		
		Billed to:	AX XXXXXXXX [REDACTED]	USD	* 30.00
				SubTotal	USD 516.81
				Net Credit Card Billing	* USD 516.81
				Total Amount Due	USD 0.00

Your travel arranger provides the information contained in this document. If you have any questions about the content, please contact your travel arranger. For Credit Card Service fees, please see eTicket receipt for total charges.

Caldera G. Amy

From: aaaewebsites@aaae.org
Sent: Thursday, November 07, 2013 1:07 PM
To: Bowens Thella
Cc: Caldera G. Amy
Subject: Your AAAE eService Purchase Receipt



American Association of Airport Executives

601 Madison Street Suite 400, Alexandria, VA 22314. (703)824-0500 FAX (703) 797-9018

If the address listed below is incorrect, please contact our Membership department at (703) 824-0500.
If you have a question concerning a meeting, please contact our Meetings department at (703) 824-0500.

Receipt

Invoice ID: 611450
Invoice Date: 11/07/2013

Ms. Thella F Bowens
3225 N. Harbor Drive
San Diego CA 92101

QUANTITY	DESCRIPTION	UNIT COST	EXTENDED COST
	(140101) 28TH ANNUAL AVIATION ISSUES CONFERENCE - AAAE MEMBER RATE (Ms. Thella F Bowens)		\$680.00
	Payment received on 11/07/2013		-\$680.00
	Payment Type: VISA XXXXXXXXXXXX [REDACTED]		
	Thank you for your payment.	BALANCE	\$0.00

12/30/13 Re-Sending to Excc / Fin;
 travel expense report was
 not included in previous
 submittal.

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
 TRAVEL EXPENSE REPORT**

(To be completed within 30 days from travel return date)

TRAVELER: Thella F. Bowens DEPT. NAME & NO. Executive Office BU6
 DEPARTURE DATE: 10/5/2013 RETURN DATE: 10/8/2013 REPORT DUE: 11/7/13
 DESTINATION: Las Vegas, NV

Please refer to the Authority Travel and Lodging Expense Reimbursement Policy, Article 3, Part 3.4, Section 3.40, outlining appropriate reimbursable expenses and approvals. Please attach all required supporting documentation. All receipts must be detailed, (credit card receipts do not provide sufficient detail). Any special items should be explained in the space provided below.

	Authority Expenses (Prepaid by Authority)	Employee Expenses							TOTALS
		SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
		10/6/13	10/7/13	10/8/13	10/9/13			10/5/13	
Air Fare, Railroad, Bus (attach copy of itinerary w/charges)	475.60								0.00
Conference Fees (provide copy of flyer/registration expenses)	2,014.36								0.00
Rental Car*									0.00
Gas and Oil*									0.00
Garage/Parking*									0.00
Mileage - attach mileage form*									0.00
Taxi and/or Shuttle Fare (include tips pd.)*		10.00							10.00
Hotel*		234.08	234.08	234.08				234.08	936.32
Telephone, Internet and Fax*				13.99					13.99
Laundry*									0.00
Tips - separately paid (maids, bellhop, other hotel srvs.)									0.00
Meals (include tips pd.)	Breakfast*	29.94	34.05	25.12					89.11
	Lunch*	26.84			85.83				112.67
	Dinner*							34.05	34.05
	Other Meals*								0.00
Alcohol is a non-reimbursable expense									
Hospitality ¹ *									0.00
Miscellaneous: Baggage Fees									0.00
									0.00
									0.00
*Provide detailed receipts									0.00
Total Expenses prepaid by Authority	2,490.16	290.86	278.13	273.19	85.83	0.00	0.00	268.13	1,196.14

Explanation:	Total Expenses Prepaid by Authority	2,490.16
	Total Expenses Incurred by Employee (including cash advances)	1,196.14
	Grand Trip Total	3,686.30
	Less Cash Advance (attach copy of Authority ck)	
	Less Expenses Prepaid by Authority	2,490.16
	Due Traveler (positive amount)²	
Due Authority (negative amount)³	1,196.14	
Note: Send this report to Accounting even if the amount is \$0.		

I as traveler or administrator acknowledge that I have read, understand and agree to Authority policies 3.40 - Travel and Lodging Expense Reimbursement Policy⁴ and 3.30 - Business Expense Reimbursement Policy⁵ and that any purchases/claims that are not allowed will be my responsibility. I further certify that this report of travel expenses were incurred in connection with official Authority business and is true and correct.

Prepared By: Amy Caldera Ext.: 2445
 Traveler Signature: Thella F. Bowens Date: 23 Oct 13
 Approved By: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE (To be certified if used by President/CEO, Gen. Counsel, or Chief Auditor)

I, _____ hereby certify that this document was approved by the Executive Committee at its _____ meeting.
 (Please leave blank. Whoever clerk's the meeting will insert their name and title.)
 (Leave blank and we will insert the meeting date.)

Failure to attach required documentation will result in the delay of processing reimbursement. If you have any questions, please see your department Administrative Assistant or call Accounting at ext. 2806.

Caldera G. Amy

From: Caldera G. Amy
Sent: Tuesday, October 29, 2013 9:33 AM
To: Esteban Terri
Subject: FW: Request for review/approval of Las Vegas Travel Expense Report

From: Robert Gleason [<mailto:rgleason@evanshotels.com>]
Sent: Monday, October 28, 2013 5:15 PM
To: Caldera G. Amy
Subject: RE: Request for review/approval of Las Vegas Travel Expense Report

Looks fine to me, thanks.

Robert H. Gleason
Chief Financial Officer & General Counsel
Evans Hotels
998 West Mission Bay Drive
San Diego, California 92109
[REDACTED] voice
858.488.2524 fax
rgleason@evanshotels.com

CONFIDENTIALITY NOTICE: This e-mail message and any attachment(s) are confidential and are intended only for the personal use of the recipient(s) named above. Its contents may also be an attorney-client communication and/or attorney work product, and all rights to privileged information are expressly claimed and not waived. If the reader of this message is not the intended recipient or an agent responsible for delivering it to the intended recipient, you are hereby notified that you have received this document in error and that any reading, dissemination, distribution, printing, or copying of this message is strictly prohibited. If you have received this communication in error, please notify the sender immediately by e-mail and delete the original message and remove it from your computer system. Thank you.

From: Caldera G. Amy [<mailto:agcalder@san.org>]
Sent: Monday, October 28, 2013 5:10 PM
To: Robert Gleason
Subject: Request for review/approval of Las Vegas Travel Expense Report

Robert –

Attached is the travel expense report for Thella's travel to Las Vegas. The first sheet was missing – I just want to make sure you were aware of it, so I could move forward with her reimbursement once reviewed.

Thank you!

Amy

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Exec Office BU6
 Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 05/24/13 PLANNED DATE OF DEPARTURE/RETURN: 10/05/13 / 10/09/13

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):
Destination: Las Vegas, NV Purpose: Attend World Routes 2014 Conference
 Explanation:

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:	
• AIRFARE	\$ 450.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ 75.00
B. LODGING	\$ 875.00
C. MEALS	\$ 200.00
D. SEMINAR AND CONFERENCE FEES	\$ 1975.00
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$ 100.00
TOTAL PROJECTED TRAVEL EXPENSE	\$ 3875.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature: Thella F. Bowens Date: May 29, 2013

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, Tony R. Russell, Authority Clerk, hereby certify that this document was approved
 (Please leave blank. Whoever clerk's the meeting will insert their name and title.)
 by the Executive Committee at its 6/24/13 meeting.
 (Leave blank and we will insert the meeting date.)



TRAVELTRUST SCRIPPS RANCH
Phone: 1-800-792-4682

Electronic Invoice

Prepared For:
BOWENS/THELLA

SALES PERSON	E4
INVOICE NUMBER	1206825
INVOICE ISSUE DATE	05 Sep 2013
RECORD LOCATOR	MQYKCJ
CUSTOMER NUMBER	0000SDCRAA

Client Address

SAN DIEGO COUNTY REG AIRPORT AUTHORITY
 PO BOX 82776
 SAN DIEGO CA 92138-2776

Notes

YOUR SOUTHWEST ETICKET CONFIRMATION IS ** AZSSDS **
 -----INVOICE/ITINERARY ACCOUNTING DOCUMENT-----
 *****TICKETLESS TRAVEL INSTRUCTIONS*****
 THIS IS AN E-TICKET RESERVATION.
 A GOVERNMENT ISSUED PHOTO ID IS NEEDED AT CHECK IN
 A PORTION OF THIS TRIP MAY BE REFUNDABLE. PLEASE RETURN
 UNUSED PORTIONS TO TRAVELTRUST FOR POSSIBLE REFUND.
 *****TSA GUIDANCE FOR PASSENGERS*****
 PLEASE ALLOW EXTRA TIME FOR SCREENING AND BOARDING
 INTERNATIONAL-MINIMUM 3 HOUR CHECK-IN PRIOR TO DEPARTURE
 DOMESTIC-MINIMUM 2 HOUR CHECK-IN PRIOR TO DEPARTURE
 FOR ADDITIONAL SECURITY INFORMATION VISIT WWW.TSA.GOV

DATE: Sat, Oct 05

Flight: SOUTHWEST AIRLINES 1592

From	SAN DIEGO, CA	Departs	2:10pm
To	LAS VEGAS, NV	Arrives	3:20pm
Departure Terminal	1	Arrival Terminal	1
Duration	01hr(s) :10min(s)	Class	Economy
Type	BOEING 737-700 JET	Meal	
Stop(s)	Non Stop		

DATE: Wed, Oct 09

Flight: SOUTHWEST AIRLINES 378

From	LAS VEGAS, NV	Departs	10:55am
To	SAN DIEGO, CA	Arrives	12:00pm
Departure Terminal	1	Arrival Terminal	1
Duration	01hr(s) :05min(s)	Class	Economy
Type	BOEING 737-700 JET	Meal	
Stop(s)	Non Stop		

DATE: Mon, Apr 07

Others

RESERVATION

RETAINED FOR
180 DAYS
XD 0593866047

Billed to: **BOWENS THELLA**
[REDACTED] USD * 30.00

Ticket Information

Ticket Number	WN 2155578496	Passenger	BOWENS THELLA		
		Billed to:	[REDACTED]	USD	* 445.80
				SubTotal	USD 475.80
				Net Credit Card Billing	* USD 475.80
				Total Amount Due	USD 0.00

TRAVELTRUST IS OPEN MONDAY - FRIDAY FROM 6AM-530PM PST
AND SATURDAY FROM 9AM-1PM PST - 760-635-1700.
FOR EMERGENCY AFTERHOURS SERVICE IN THE US
PLEASE CALL 888-221-8082 AND USE YOUR VIT CODE - S7NSO
PLEASE NOTE THIS IS OUR NEW EMERGENCY NUMBER
EACH EMERGENCY CALL IS BILLABLE AT A MINIMUM 25.00
THANK YOU FOR CHOOSING TRAVELTRUST...SCOTT MACKERLEY

Your travel arranger provides the information contained in this document. If you have any questions about the content, please contact your travel arranger. For Credit Card Service fees, please see eTicket receipt for total charges.



Thella Bowens
 [REDACTED]
 [REDACTED]

Arrival: 10-05-13
 Departure: 10-09-13
 Room No.: 61443
 Wynn Acct. ID: 9223323
 Folio: 6762148 1
 Conf. No.: 13941809

Date	Description	Credits/Payments	Charges
10-05-13	Encore In Room Dining	Receipt Attached	55.85 34.05
10-05-13	Room		209.00 } 234.08
10-05-13	Room Tax		25.08
10-06-13	Cafe Society	Receipt Attached	48.00 29.94
10-06-13	Encore In Room Dining	Receipt Attached	26.84 234.08
10-06-13	Room		209.00 } 234.08
10-06-13	Room Tax		25.08
10-07-13	Encore In Room Dining	Receipt Attached	44.50 34.05
10-07-13	Room		209.00 } 234.08
10-07-13	Room Tax		25.08
10-08-13	Cafe Society	Receipt Attached	33.19 25.12
10-08-13	Internet		13.99
10-08-13	Sinatra	Receipt Attached	109.89 85.83
10-08-13	Sinatra		91.67
10-08-13	Room		209.00 } 234.08
10-08-13	Room Tax		25.08
10-09-13	Amer. Exp	1,360.25	
	XXXXXXXXXXXX [REDACTED] XX/XX	1,360.25	1186.14

Total Credits/Payments: 1,360.25
Total Charges: 1,360.25
Balance: 0.00

RECEIPTS FROM TRAVEL TO LAS VEGAS, NV
October 5 - 9, 2013—THELLA F. BOWENS

Encore

41.64

61443/C: Y Bowens.T

1308718 Rodolfo

TEL 61443/1 EST 1
CHK 7313
OCT05'13 10:09PM

1 DINING CHARGE 5.00
1 TOM/MOZZ SALAD 13.00
1 TOMATO BISQ 9.00

~~_____~~

18.00 %

18% AUTO SUC CHG

SUBTOTAL

TIP/OTHER

TAX

TOTAL

45.00

27.00

3.68

4.86

~~\$55.35~~

34.05

GRATUITY INCLUDED

TOTAL

W/U/Encore Ra.#

THELLA BOWENS

(Please Print Last Name)

Thella Bowens

SIGNATURE

Encore
IN-ROOM DINING

ROOM #:

PICK UP TIME:

**RECEIPTS FROM TRAVEL TO LAS VEGAS, NV
October 5 - 9, 2013—THELLA F. BOWENS**

~~44376 Theylla F. Bowens~~

SOCIETY
café ENCORE

Society
Encore
1900069 Christian 3

106/1 GST 1
1533
OCT06'13 9:47AM

1 COFFEE 4.00
1 ORANG JC 7.00
1 YOGURT 7.00

~~1 BACON SIDE 6.00~~
SUBTOTAL 24.00
TAX 2.1 1.94
TOTAL 25.94

GRATUITY 4.00

TOTAL 29.94

WLV/Encore Rm.# _____

(Please Print Last Name)

SIGNATURE

Our dining room makes the
ideal setting for your next
celebration or event.

For large party reservations,
please contact Restaurant Events
at (702) 770-2251 or
restaurantevent@wynn.lasvegas.com

10/6
Breakfast

RECEIPTS FROM TRAVEL TO LAS VEGAS, NV
October 5 - 9, 2013—THELLA F. BOWENS

1443/ Bowens
~~435/C. Y. Boyd, M~~

SOCIETY™
café ENCORE

Society
Encore
1208025 Marquett 2

3 1 5 / 1 GST 1
2367
OCT08'13 10:24AM

1 SIDE PASTRY 5.00
1 BACON SIDE 6.00
1 SIDE FRUIT 5.00

1 COFFEE 4.00
SUBTOTAL 20.00 ~~20.00~~
TAX 1.62 2.19
TOTAL ~~21.62~~

GRATUITY : 3.50 ~~3.50~~

TOTAL \$25.12 ~~24.62~~

WLV/Encore Rm.# -----

(Please Print Last Name)

SIGNATURE

Our dining room makes the
ideal setting for your next
celebration or event.

For large party reservations
please contact Restaurant Events
at (702) 770-2251 or
restaurantevent@wynniasvegas.com

10/8
Breakfast

**RECEIPTS FROM TRAVEL TO LAS VEGAS, NV
October 5 - 9, 2013—THELLA F. BOWENS**

Sinatra

Sinatra
Encore
1208019 Jonathon 3

47 / 1 GST 1

7563
47 BROWN
OCT08'13 6:09PM

1 BEET SALAD 18.00
1 BRANZINO 49.00

SUBTOTAL 67.00
TIP/OTHER 18.40 85.40
TAX 5.43
TOTAL 90.83

GRATUITY : ~~18.40~~

TOTAL : 85.83

WLV/Encore Rm.# _____

(Please Print Last Name)

SIGNATURE

Our private dining rooms make
ideal settings for your next
celebration or event.

For large party reservations,
please contact Restaurant Events
at (702) 77-2251 or
restaurantevent@wynnasvegas.com

**RECEIPTS FROM TRAVEL TO LAS VEGAS, NV
October 5 - 9, 2013—THELLA F. BOWENS**

Driver # _____ Cab # _____
T.A. Permit # _____
Fare From hotel _____
To Convention - Mandalay _____
Date 10/7 \$ 10- _____
Name _____

5010 S. Valley View Blvd, Las Vegas, NV 89118

TRAVEL REQUESTS

THELLA F. BOWENS

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Exec Off BU6
Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 01/17/14 PLANNED DATE OF DEPARTURE/RETURN: 02/04/2014 / 02/05/2014

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip– continue on extra sheets of paper as necessary):

Destination: Oakland CA Purpose: Sale of RCC Bonds
Explanation: _____

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

- AIRFARE \$ 400.00
- OTHER TRANSPORTATION (Taxi, Train, Car Rental) \$ 300.00

B. LODGING

\$ 500.00

C. MEALS

\$ 200.00

D. SEMINAR AND CONFERENCE FEES

\$

E. ENTERTAINMENT (If applicable)

\$

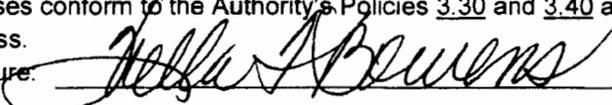
F. OTHER INCIDENTAL EXPENSES

\$ 150.00

TOTAL PROJECTED TRAVEL EXPENSE

\$ 1,550.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 20 Jan 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)

by the Executive Committee at its _____ meeting.
(Leave blank and we will insert the meeting date.)

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Executive BU6
Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 01/13/14 PLANNED DATE OF DEPARTURE/RETURN: 02/06/14 / 02/07/14

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Tucson, AZ Purpose: Attend the 2014 ACI-NA CEO Forum
Explanation: Attend the 2014 ACI-NA CEO Forum

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

• AIRFARE	\$ 550.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ 75.00
B. LODGING	\$ 600.00
C. MEALS	\$ 150.00
D. SEMINAR AND CONFERENCE FEES	\$ 425.00
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$ 100.00
TOTAL PROJECTED TRAVEL EXPENSE	\$ 1900.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 13/Jan/14

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

- 1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
- 2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
- 3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature:  Date: 1.15.14

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)
by the Executive Committee at its _____ meeting.
(Leave blank and we will insert the meeting date.)

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Exec Office BU6
Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 01/17/14 PLANNED DATE OF DEPARTURE/RETURN: 03/12/14 / 03/12/14

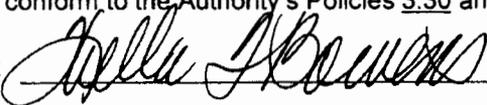
3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Tucson, Arizona Purpose: Speaker at the AAAE/IAAE Canada Conference "Development of a Green Airport"
Explanation: _____

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:	
• AIRFARE	\$ 550.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ 100.00
B. LODGING	\$
C. MEALS	\$ 50.00
D. SEMINAR AND CONFERENCE FEES	\$ SPEAKER
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$
TOTAL PROJECTED TRAVEL EXPENSE	\$ 700.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 20 Jan 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

- By my signature below, I certify the following:
- 1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
 - 2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
 - 3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)
by the Executive Committee at its _____ meeting.
(Leave blank and we will insert the meeting date.)

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: Exec Office BU6
 Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 01/17/14 PLANNED DATE OF DEPARTURE/RETURN: 03/25/14 / 03/27/14

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):
 Destination: Washington, DC Purpose: Attend 2014 ACI-NA/AAAE Washington Legislative Conference
 Explanation: _____

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:	
• AIRFARE	\$ 900.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ 150.00
B. LODGING	\$ 750.00
C. MEALS	\$ 250.00
D. SEMINAR AND CONFERENCE FEES	\$ COMP
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$ 100.00
TOTAL PROJECTED TRAVEL EXPENSE	\$ 2150.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 20 Jan 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
 (Please leave blank. Whoever clerk's the meeting will insert their name and title.)
 by the Executive Committee at its _____ meeting.
 (Leave blank and we will insert the meeting date.)

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Thella F. Bowens Dept: 01/17/14

Position: Board Member President/CEO Gen. Counsel Chief Auditor

All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 01/17/14 PLANNED DATE OF DEPARTURE/RETURN: 04/07/14 / 04/09/14

3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Dallas, TX

Purpose: Attend the Airport Concessions, Finance, Human Capital and Legal Conference *and participate on panel for*

Explanation: _____

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:

- AIRFARE \$ 550.00
- OTHER TRANSPORTATION (Taxi, Train, Car Rental) \$ 150.00

B. LODGING \$ 800.00

C. MEALS \$ 250.00

D. SEMINAR AND CONFERENCE FEES \$ 450.00

E. ENTERTAINMENT (If applicable) \$ _____

F. OTHER INCIDENTAL EXPENSES \$ 150.00

TOTAL PROJECTED TRAVEL EXPENSE \$ 2350.00

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature: *Thella Bowens* Date: *20 Jan 2014*

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)

by the Executive Committee at its _____ meeting.

(Leave blank and we will insert the meeting date.)

BRET LOBNER

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Breton K. Lobner Dept: 15
Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 1-7-2014 PLANNED DATE OF DEPARTURE/RETURN: 4/7/2014 / 4/9/2014

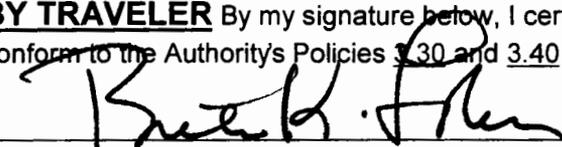
3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip-continue on extra sheets of paper as necessary):

Destination: Dallas, TX Purpose: ACI-NA Conference
Explanation: Airport Concessions, Finance and Human Capital Conference & Legal Affairs Spring Conference

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

A. TRANSPORTATION COSTS:	
• AIRFARE	\$ <u>934.00</u>
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$ _____
B. LODGING	\$ <u>600.00</u>
C. MEALS	\$ <u>200.00</u>
D. SEMINAR AND CONFERENCE FEES	\$ <u>795.00</u>
E. ENTERTAINMENT (If applicable)	\$ _____
F. OTHER INCIDENTAL EXPENSES	\$ _____
TOTAL PROJECTED TRAVEL EXPENSE	<u>\$ 2,529.00</u>

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: JAN 7 2014

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

By my signature below, I certify the following:

- 1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
- 2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
- 3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)
by the Executive Committee at its _____ meeting.
(Leave blank and we will insert the meeting date.)

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All travel requests must conform to applicable provisions of Policies 3.30 and 3.40.
- B. Personnel traveling at Authority expense shall, consistent with the provisions of Policies 3.30 and 3.40, use the most economical means available to affect the travel.

1. TRAVELER:

Travelers Name: Breton K. Lobner Dept: 15
Position: Board Member President/CEO Gen. Counsel Chief Auditor
 All other Authority employees (does not require executive committee administrator approval)

2. DATE OF REQUEST: 1-4-2014 PLANNED DATE OF DEPARTURE/RETURN: 1/16/2014 / 1/18/2014

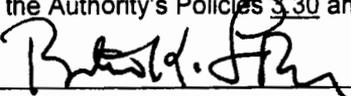
3. DESTINATIONS/PURPOSE (Provide detailed explanation as to the purpose of the trip— continue on extra sheets of paper as necessary):

Destination: Miami, FL Purpose: 2014 Legal Steering Group Meeting
Explanation: Meeting of ACI-NA Legal Affairs Steering Group

4. PROJECTED OUT-OF-TOWN TRAVEL EXPENSES

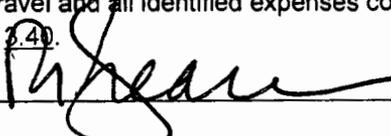
A. TRANSPORTATION COSTS:	
• AIRFARE	\$ 600.00
• OTHER TRANSPORTATION (Taxi, Train, Car Rental)	\$
B. LODGING	\$ 460.00
C. MEALS	\$ 100.00
D. SEMINAR AND CONFERENCE FEES	\$
E. ENTERTAINMENT (If applicable)	\$
F. OTHER INCIDENTAL EXPENSES	\$
TOTAL PROJECTED TRAVEL EXPENSE	\$

CERTIFICATION BY TRAVELER By my signature below, I certify that the above listed out-of-town travel and associated expenses conform to the Authority's Policies 3.30 and 3.40 and are reasonable and directly related to the Authority's business.

Travelers Signature:  Date: 1-3-14

CERTIFICATION BY ADMINISTRATOR (Where Administrator is the Executive Committee, the Authority Clerk's signature is required).

- By my signature below, I certify the following:
1. I have conscientiously reviewed the above out-of-town travel request and the details provided on the reverse.
 2. The concerned out-of-town travel and all identified expenses are necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefit to the Authority.
 3. The concerned out-of-town travel and all identified expenses conform to the requirements and intent of Authority's Policies 3.30 and 3.40.

Administrator's Signature:  Date: 1.6.14

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, hereby certify that this document was approved
(Please leave blank. Whoever clerk's the meeting will insert their name and title.)
by the Executive Committee at its _____ meeting.
(Leave blank and we will insert the meeting date.)