

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Board Members

C. April Boling
Chairman

Greg Cox
Mark Kersey
Robert T. Lloyd
Paul McNamara
Paul Robinson
Johanna S. Schiavoni
Michael Schumacher
Mark B. West

BOARD AGENDA

Thursday, January 9, 2020
9:00 A.M.

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

Ex-Officio Board Members

Gustavo Dallarda
Col. Charles B. Dockery
Gayle Miller

President / CEO

Kimberly J. Becker

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

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

Staff Reports and documentation relating to each item of business on the Agenda are on file in Board 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 Board 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 Board 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:

PRESENTATIONS:

- A. RECOGNITION OF VOLUNTEER AMBASSADOR OF THE YEAR**
April Boling, Chairman of the Board

PUBLIC HEARINGS:

- 1. CERTIFY THE FINAL ENVIRONMENTAL IMPACT REPORT AND ADOPT FINDINGS OF FACT, STATEMENT OF OVERRIDING CONSIDERATIONS, AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE SAN DIEGO INTERNATIONAL AIRPORT DEVELOPMENT PLAN; AND 2) ADOPT THE SAN DIEGO INTERNATIONAL AIRPORT DEVELOPMENT PLAN – ALTERNATIVE 4:**

RECOMMENDATION: Adopt Resolution No. 2020-0001, certifying the Final Environmental Impact Report (EIR) for the San Diego International Airport Development Plan and adopting a Mitigation Monitoring and Reporting Program, a Statement of Overriding Considerations, and California Environmental Quality Act (CEQA) Findings of Fact.

Adopt Resolution No. 2020-0002, adopting Alternative 4 of the San Diego International Airport Development Plan.

(Development: Dennis Probst, Vice President & Chief Development Officer)

NEW BUSINESS:

- 2. APPROVE AND AUTHORIZE ADOPTION OF A MID-YEAR ADJUSTMENT OF \$3,000,000,000 TO THE FISCAL YEAR 2020-2024 CAPITAL PROGRAM BUDGET TO INCORPORATE IMPLEMENTATION OF THE AIRPORT DEVELOPMENT PLAN - ALTERNATIVE 4:**

RECOMMENDATION: Adopt Resolution No. 2020-0003, approving and authorizing adoption of a mid-year adjustment of \$3,000,000,000 to the Fiscal Year 2020-2024 Capital Program Budget to incorporate implementation of the Airport Development Plan - Alternative 4.

(Development: Dennis Probst, Vice President & Chief Development Officer)

- 3. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE AN AIRSIDE/LANDSIDE ENGINEERING CONSULTING SERVICES AGREEMENT:**
RECOMMENDATION: Adopt Resolution No. 2020-0004, approving and authorizing the President/CEO to execute an Airside/Landside Engineering Consulting Services Agreement with Jacobs Engineering Group, Inc., for a term of five years, with the option for two one-year extensions in the sole discretion of the President/CEO, in an amount not-to-exceed \$35,000,000, in support of the Airport Development and Capital Improvement Programs at San Diego International Airport.
(Development: Dennis Probst, Vice President & Chief Development Officer)
- 4. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE THE FIRST AMENDMENT TO THE ON-CALL PROGRAM MANAGEMENT SERVICES AGREEMENT WITH AECOM TECHNICAL SERVICES, INC.:**
RECOMMENDATION: Adopt Resolution No. 2020-0005, approving and authorizing the President/CEO to negotiate and execute the first amendment to the On-Call Program Management Services Agreement with AECOM Technical Services, Inc., increasing the compensation by an amount not-to-exceed \$134,800,000 for a new total not-to-exceed \$154,300,000 for services through April 2024.
(Development: Dennis Probst, Vice President & Chief Development Officer)
- 5. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE CURRENT AND FUTURE CHANGE ORDERS TO THE CONTRACT WITH SUNDT CONSTRUCTION, INC., IN AN AMOUNT NOT TO EXCEED \$10,283,365 AND TO INCREASE THE CONTRACT DURATION FOR THE AIRPORT SUPPORT FACILITIES PROJECT AT SAN DIEGO INTERNATIONAL AIRPORT:**
RECOMMENDATION: Adopt Resolution No. 2020-0006, approving and authorizing the President/CEO to negotiate and execute current and future change orders to the Contract with Sundt Construction, Inc., for the design and construction of the Airport Support Facilities Project in an amount not to exceed \$10,283,365 and increasing the contract duration from 903 to 1208 calendar days, for Project No. 104245, Airport Support Facilities, at San Diego International Airport.
(Development: Dennis Probst, Vice President & Chief Development Officer)

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 6-16):

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.

6. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the minutes of the December 5, 2019 regular meeting.

7. 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.

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

8. AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM NOVEMBER 8, 2019 THROUGH DECEMBER 8, 2019 AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM NOVEMBER 8, 2019 THROUGH DECEMBER 8, 2019:

RECOMMENDATION: Receive the report.

(Procurement: Jana Vargas, Director)

9. JANUARY 2020 LEGISLATIVE REPORT:

RECOMMENDATION: Adopt Resolution No. 2020-0007, approving the January 2020 Legislative Report.

(Government Relations: Matt Harris, Director)

CLAIMS

10. REJECT THE CLAIM OF DEBORAH LYS:

RECOMMENDATION: Adopt Resolution No. 2020-0008, rejecting the claim of Deborah Lys.

(Legal: Amy Gonzalez, General Counsel)

COMMITTEE RECOMMENDATIONS

11. ESTABLISH THE DATE AND TIME OF BOARD AND ALUC MEETINGS FOR 2020, AS INDICATED ON THE PROPOSED 2020 MASTER CALENDAR OF BOARD AND COMMITTEE MEETINGS:

RECOMMENDATION: Adopt Resolution No. 2020-0009, establishing the date and time of Board and ALUC meetings; and Committee meetings for 2020 as indicated on the proposed 2020 Master Calendar of Board and Committee Meetings.

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

CONTRACTS AND AGREEMENTS

12. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE MODIFICATION NUMBER P00003 TO THE OTHER TRANSACTION AGREEMENT WITH THE U.S. DEPARTMENT OF HOMELAND SECURITY - TRANSPORTATION SECURITY ADMINISTRATION TO EXTEND AGREEMENT COMPLETION DATE:

RECOMMENDATION: Adopt Resolution No. 2020-0010, approving and authorizing the President/CEO to execute Modification Number P00003 to the Other Transaction Agreement (OTA Number 70T04018T9CAP1007) with the U.S. Department of Homeland Security - Transportation Security Administration, extending the Agreement completion date from March 13, 2020 to April 30, 2021.
(Airside and Terminal Operations: Jeff Rasor, Director)

13. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE CONSENT TO ASSIGNMENT AGREEMENTS WITH EUROPCAR MOBILITY GROUP USA LLC:

RECOMMENDATION: Rescind Resolution No. 2019-0099, and Adopt Resolution No. 2020-0011, approving and authorizing the President/CEO to execute a Consent to Assignment Agreement of the Non-Exclusive On-Airport Rental Car Concession Agreement with Europcar Mobility Group USA LLC.

Rescind Resolution No. 2019-0100, and Adopt Resolution No. 2020-0012, approving and authorizing the President/CEO to execute a Consent to Assignment Agreement of the Rental Car Facility Lease with Europcar Mobility Group USA LLC.

(Revenue Generation & Partnership Development: Natasha Collura, Director)

14. APPROVE AND AUTHORIZE THE AWARD OF A CONTRACT TO UNIVERSITY MECHANICAL & ENGINEERING CONTRACTORS, INC., FOR DISTRIBUTED ANTENNA SYSTEM (DAS) ROOM COOLING UPGRADE – TERMINAL 2 WEST, AT SAN DIEGO INTERNATIONAL AIRPORT:

RECOMMENDATION: Adopt Resolution No. 2020-0013, approving and authorizing the award of a contract to University Mechanical & Engineering Contractors, Inc., in the amount of \$345,330 for Project No. 104267, for Distributed Antenna System (DAS) Room Cooling Upgrade – Terminal 2 West, at San Diego International Airport.

(Airport Design & Construction: Bob Bolton, Director)

15. APPROVE AND AUTHORIZE THE PRESIDENT/CEO TO EXECUTE AN ACKNOWLEDGEMENT AND CONSENT TO ASSIGNMENT AGREEMENT WITH ATLAS AIR, INC. AND DHL EXPRESS (USA), INC.:

RECOMMENDATION: Adopt Resolution No. 2020-0014, approving and authorizing the President/CEO to execute an Acknowledgement and Consent to Assignment Agreement with Atlas Air, Inc. and DHL Express (USA), Inc.
(Airline Relations: Kathy Kiefer, Sr. Director)

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

16. AWARD A CONTRACT TO S&L SPECIALTY CONSTRUCTION, INC. FOR QUIETER HOME PROGRAM PHASE 10, GROUP 5, PROJECT NO. 381005, THIRTEEN (13) HISTORIC SINGLE-FAMILY UNITS ON THIRTEEN (13) RESIDENTIAL PROPERTIES LOCATED EAST AND WEST OF THE SAN DIEGO INTERNATIONAL AIRPORT:

RECOMMENDATION: Adopt Resolution No. 2020-0015, awarding a contract to S&L Specialty Construction, Inc., in the amount of \$984,841 for Phase 10, Group 5, Project No. 381005, of the San Diego County Regional Airport Authority's Quieter Home Program.
(Planning & Environmental Affairs: Brendan Reed, Director)

OLD BUSINESS:

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

- **AUDIT COMMITTEE:**
Committee Members: Lloyd, Robinson (Chair), Schiavoni, Tartre, Van Sambeek, West
- **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:**
Committee Members: Boling, Kersey (Chair), Schumacher, Robinson
- **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:**
Committee Members: Boling, Cox, Kersey, Schiavoni (Chair)
- **FINANCE COMMITTEE:**
Committee Members: Cox (Chair), Lloyd, Schiavoni, West

ADVISORY COMMITTEES

- **AUTHORITY ADVISORY COMMITTEE:**
Liaison: Robinson (Primary), Schiavoni
- **ARTS ADVISORY COMMITTEE:**
Committee Member: Robert H. Gleason

LIAISONS

- **CALTRANS:**
Liaison: Dallarda
- **INTER-GOVERNMENTAL AFFAIRS:**
Liaison: Cox
- **MILITARY AFFAIRS:**
Liaison: Dockery
- **PORT:**
Liaisons: Boling (Primary), Cox, Robinson
- **WORLD TRADE CENTER:**
Representatives: Robert H. Gleason

BOARD REPRESENTATIVES (EXTERNAL)

- **SANDAG BOARD OF DIRECTORS:**
Representative: Boling (Primary), Robinson
- **SANDAG TRANSPORTATION COMMITTEE:**
Representatives: Schiavoni (Primary), Schumacher

CHAIR'S REPORT:

PRESIDENT/CEO'S REPORT:

CLOSED SESSION:

17. **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: San Diego County Regional Airport Authority v. American Car Rental, Inc., San Diego Superior Court Case No. 37-2016-00024056-CL-BC-CTL
18. **CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: Future DB International, Inc. v. San Diego County Regional Airport Authority, et al.
San Diego Superior Court Case No. 37-2018-00001531-CU-CR-CTL
19. **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: Park Assist LLC v. San Diego County Regional Airport Authority, et al.
United States District Court Case No. 18 CV2068 LAB MDD

- 20. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: M.W. Vasquez Construction Co. Inc. v. San Diego County Regional Airport Authority, et al.
San Diego Superior Court Case No. 37-2019-000215
- 21. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Cal. Gov. Code §54956.9)
Number of cases: 2
- 22. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Investigative Order No. R9-2012-0009 by the California Regional Water Quality Control Board pertaining to an investigation of bay sediments at the Downtown Anchorage Area in San Diego.
Number of potential cases: 1
- 23. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Navy Boat Channel Environmental Remediation
Number of potential cases: 1
- 24. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Number of potential cases: 1
- 25. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Order No. WQ 2019-0005-DWQ by the State Water Resources Control Board pertaining to PFAS
Number of potential cases: 1

REPORT ON CLOSED SESSION:

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 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.
- 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.
- 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 Administration Building. Bring your ticket to the third floor receptionist for validation.

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

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Item No.
1

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Certify the Final Environmental Impact Report and Adopt Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the San Diego International Airport Development Plan; and 2) Adopt the San Diego International Airport Development Plan – Alternative 4

Recommendation:

Adopt Resolution No. 2020-0001, certifying the Final Environmental Impact Report (EIR) for the San Diego International Airport Development Plan and adopting a Mitigation Monitoring and Reporting Program, a Statement of Overriding Considerations, and California Environmental Quality Act (CEQA) Findings of Fact.

Adopt Resolution No. 2020-0002, adopting Alternative 4 of the San Diego International Airport Development Plan.

Background/Justification:

San Diego International Airport & the San Diego County Regional Airport Authority

San Diego International Airport (SDIA or Airport) was dedicated as the San Diego region's municipal airport on August 28, 1928. Assembly Bill 93 established the San Diego County Regional Airport Authority Act in 2002, which created the Airport Authority as a local entity of regional government to oversee SDIA's operations. On January 1, 2003, the operation of SDIA was transferred to the Airport Authority as required by the San Diego County Regional Airport Authority Act. Although the Port District still has ownership of the State Tidelands that underlie SDIA, the transfer from the Port District shifted planning responsibilities, operation, and control of SDIA to the Airport Authority. The Airport Authority Board is responsible for all policy and planning decisions for SDIA and serves as the lead agency in accordance with CEQA.

SDIA is the primary commercial service airport hosting air transportation activity in the San Diego region. The existing Airport site is severely constrained by its location just northwest of the City of San Diego's downtown. SDIA encompasses 661 acres and has a single, 9,401-foot-long, 200-foot-wide east-west runway (Runway 9/27), making it one of the busiest single-runway commercial airports in North America. The Airport is bounded by North Harbor Drive and San Diego Bay to the south, the Navy boat channel and Liberty Station to the west, MCRD to the north, and Pacific Highway and Interstate 5 (I-5) to the east. Land in the vicinity of the Airport is densely developed and has high developable value due the Airport's location less than two miles from downtown San Diego.

SDIA's air service continues to grow based upon the growing region's demand for air travel. From 1960 to 2018, the San Diego County population grew from approximately one million residents to approximately 3.3 million residents. The existing passenger terminals were constructed during this almost 60-year period. Annual passenger totals at SDIA grew from 2.5 million annual passengers in 1967 when Terminal 1 first opened, to over 24 million annual passengers in 2018 with approximately 225,000 total aircraft operations (i.e. takeoffs or landings). The Airport's ultimate capacity, which is approximately 290,000 annual operations, is determined by its single runway system and its mandatory departure curfew from 11:30pm-6:30am.

Airport Development Plan & Final Environmental Impact Report

The Airport Development Plan is the next phase of master planning for San Diego International Airport. A master plan is a concept for the long-term development of an airport. Federal Aviation Administration (FAA) Advisory Circular (AC) 150-5070-6 "Airport Master Plans" provides guidance for preparing airport master plans pursuant to the Airport and Airway Improvement Act of 1982. Preparation of a master plan allows an airport to seek specific federal grants and funds associated with this federal law for improvements associated with the airport master plan. The Airport Authority prepared and adopted the first-ever master plan for SDIA on May 1, 2008.

The Airport Development Plan updates that master plan by addressing the Airport's current opportunities and constraints, as well as the latest aviation activity forecast information. An updated aviation activity forecast for San Diego International Airport using 2018 as the base year was approved by the FAA in June 2019 and is available on the Authority website. In response to regional demand, operational growth is expected to continue over the next 30 years, but the rate of growth will likely decline as the throughput capacity of SDIA's single runway is approached. Nonetheless, SDIA's existing terminal gates and airfield facilities can accommodate the forecasted demand, but aircraft delays and passenger levels of service would be unacceptable.

The Final Environmental Impact Report (Final EIR) evaluates the potential environmental impacts associated with the Airport Development Plan (Project) at SDIA, proposed by the Airport Authority. In addition to being the Project proponent, the Airport Authority is also the lead agency for the Final EIR (i.e., the public agency with primary responsibility for preparing and certifying the California Environmental Quality Act [CEQA] compliance document along with adopting the Project).

Project Goals & Description

The Project is the San Diego International Airport Development Plan and includes improvements to serve forecasted aviation demand through 2035 with more modern, efficient, and comfortable facilities. Improvements to meet aviation demand beyond 2035 will be considered in future planning efforts and related environmental documents. The Project goals are as follows:

- Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction that reflect the local feel and uniqueness of San Diego;
- Plan for an operationally efficient airfield that meets FAA standards;
- Provide a plan that is fiscally and environmentally sustainable;

- Optimize the productive use of SDIA properties;
- Provide a plan that meets the aviation needs of the San Diego region in a socially responsible manner; and
- Improve ground access to SDIA, including coordination of transit service and facilities that interface with regional systems, and accommodate parking demand.

The primary project components of the Airport Development Plan include the following:

- Demolition of existing Terminal 1 and replacement with a new Terminal 1 facility totaling 1.21 million square feet and 30 gates;
- Airfield improvements including the relocation of existing Taxiway B, construction of a new Taxiway A, reconfigured Remain Overnight (RON) aircraft parking areas, and new apron area around the Terminal 1 replacement;
- A circulation road with an at-grade arrivals curb and an elevated structure with a departures curb;
- A new on-airport inbound/entry road with a multi-use bicycle and pedestrian path that would connect to North Harbor Drive and allow westbound airport traffic to enter SDIA at the existing intersection of North Harbor Drive and Laurel Street; as well as an outbound airport circulation lane, completing the Terminal Link Road that is reserved for high-occupancy vehicles traveling to SDIA's north side;
- Construction of a close-in parking structure for Terminal 1;
- Expansion of the existing Central Utility Plan by 12,000 square feet;
- New SDCRAA administrative offices totaling up to 150,000 square feet;
- Underground utilities;
- Stormwater capture and reuse system; and
- Demolition of the current SDCRAA administrative offices (former commuter terminal) and other ancillary airport support facilities.

One or more of these elements may require approvals from other governmental agencies, including the FAA and the California Coastal Commission. The project elements of the Airport Development Plan cannot be implemented until the completion of the FAA's environmental review in compliance with the National Environmental Policy Act (NEPA) and the issuance of a Coastal Development Permit by the California Coastal Commission. All project elements would also be implemented with due regard for the existing contractual right of private parties and public agencies, and applicable law and regulations.

Draft Environmental Impact Report (EIR) – Public & Agency Review

In compliance with CEQA, a Notice of Preparation (NOP) was prepared and circulated for the Draft EIR on January 20, 2017. The NOP was distributed to potential responsible and trustee agencies and other potentially interested parties. The NOP was posted on the Airport Authority's website and a notice of availability was published in two local newspapers of general circulation – the San Diego Union Tribune and San Diego Daily Transcript. The NOP indicated that the Project had the potential to result in adverse effects to environmental resources and that an EIR would be prepared. The NOP is included in Appendix R-A of the EIR.

The review period for the NOP ended on March 1, 2017. During this public review period, comments and input were solicited from federal, state, and local government agencies that would affect or be affected by the Project, as well as private organizations and individuals that may have an interest in the Project. In addition, two public scoping meetings were held at the Airport Authority's offices at 3225 North Harbor Drive, San Diego on January 31 and February 1, 2017. Written comments received during the public review period for the NOP and comments received during the public scoping meetings are contained in Appendix R-A of the EIR. The Airport Authority considered the information in the NOP, along with the responses to the NOP and public comments at the scoping meetings in preparing the Draft EIR.

On July 9, 2018, the Airport Authority issued a Draft EIR for public review for a period ending on September 7, 2018. The Draft EIR was posted and available on the Airport Authority website. A Draft EIR Notice of Availability (NOA) was filed with the San Diego County Clerk and published in the San Diego Union Tribune and San Diego Daily Transcript on July 9, 2018. This legal notice announced the release of the Draft EIR, described the Project, identified where it was available for review, and stated the period of submittal of comments on the contents of the Draft EIR. The Airport Authority distributed the Draft EIR to the State Clearinghouse, responsible agencies, trustee agencies, affected public agencies, nearby property owners and residents, and other interested public groups. The Airport Authority also distributed the NOA to potentially interested parties. As part of the above-noted Draft EIR distribution, the Draft EIR was provided to four public libraries to be made available for review by members of the public (City of San Diego Central Library, Mission Hills Branch Library, Ocean Beach Branch Library, and Point Loma Hervey Branch Library) and was also available for review at the Airport Authority's administrative offices. The Airport Authority received comments from 87 federal, state, regional, and local agencies, organizations, community planning groups and individuals regarding the Draft EIR.

Recirculated Draft EIR & Alternative 4

As a result of the comments received on the July 2018 Draft EIR, the Airport Authority withdrew the July 2018 Draft EIR, developed Alternative 4, and prepared an entirely new recirculated Draft EIR on September 19, 2019 (2019 Recirculated Draft EIR) for public review and a Notice of Availability was published in the two aforementioned newspapers. The 2019 Recirculated Draft EIR was posted on the Authority website and at the four libraries listed above and at the Authority offices, and was made available to responsible agencies, trustee agencies, affected public agencies, property owners and occupants, and other interested public groups and interested parties. The comment period ended on November 4, 2019. A total of 19 federal, state, regional, and local agencies, organizations, and community planning groups as well as 22 individuals submitted comments to the Airport Authority for consideration during the review period.

In addition to the aforementioned project elements, the ADP was modified under Alternative 4 to include:

- Preservation of a “transit-ready” area between the new Terminal 1 and existing Terminal 2 to accommodate a potential future regional transit system connection to SDIA;
- Preservation of right-of-way on airport property to accommodate a future outbound access road;
- Implementation of a dedicated shuttle service between the Old Town Transit Center and SDIA;
- Work with the MTS to promote Bus Route 992 transit service between downtown and SDIA by providing preferential locations at the terminals for bus stops, providing space for a kiosk and fare purchase station in the new Terminal 1, and providing branding of Bus 992 as an Airport route;
- A reduced-scale Terminal 1 parking plaza that would provide up to 5,500 parking spaces (adding only 650 new parking spaces above existing parking spaces in 2018);
- Off-airport improvements to road segments, intersections, and bicycle/pedestrian facilities, contingent upon FAA approval; and
- Various sustainable design features to ensure consistency with the City of San Diego’s Climate Action Plan.

Final EIR Includes Responses to Comments Received

In December 2019, the Airport Authority prepared a Final EIR that includes comments received on the 2019 Recirculated Draft EIR and a response to each comment. The Final EIR also includes an Additions/Corrections section to highlight changes to, and clarifications of, the text of the 2019 Recirculated Draft EIR in strikeout/underline format (i.e. to show deleted and new text). The Final EIR was posted on the Authority website on December 30, 2019. A Notice of Availability was sent to all commenters that provided a mailing address or were notified by email reply as to the Final EIR availability on the Authority website.

Certify Final EIR and Adopt Findings of Fact

Prior to consideration and adoption of elements of the San Diego International Airport Development Plan, the Board must:

- Consider and certify the Final EIR; and
- Consider and adopt a Mitigation Monitoring and Reporting Program (Exhibit A), a Statement of Overriding Considerations (Exhibit B), and the CEQA Findings of Fact (Exhibit C).

Adopt the San Diego International Airport Development Plan - Alternative 4

Staff recommends that Alternative 4 be adopted as the San Diego International Airport Development Plan.

Fiscal Impact:

The certification of the Final EIR and adoption of the San Diego International Airport Development Plan – Alternative 4 does not have a fiscal impact. As specific projects identified in the Airport Development Plan are approved by the Airport Authority Board, the costs associated with the implementation of the specific project and related mitigation measures will be considered.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA: This Board action is 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. The San Diego International Airport Development Plan – Alternative 4 is a project subject to CEQA and the Final EIR has been prepared in accordance with CEQA.
- B. California Coastal Act Review: This Board action is a project that is a "development" as defined by the California Coastal Act. An application for a coastal development permit(s) will be submitted to the California Coastal Commission for review and consideration.

Application of Inclusionary Policies:

Not applicable.

Prepared by:

DENNIS PROBST
VICE PRESIDENT AND CHIEF DEVELOPMENT OFFICER

RESOLUTION NO. 2020-0001

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE SAN DIEGO INTERNATIONAL AIRPORT DEVELOPMENT PLAN AND ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, A STATEMENT OF OVERRIDING CONSIDERATIONS, AND CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FINDINGS OF FACT

WHEREAS, the San Diego County Regional Airport Authority Act (Act) created the San Diego County Regional Airport Authority (Authority) and charged the Authority with planning for the future of air transportation for the San Diego region; and

WHEREAS, pursuant to the Act, the Authority was given control over the San Diego International Airport (SDIA), and exclusive jurisdiction to study, plan, and implement any improvements, expansion, or enhancements at any airport within its control; and

WHEREAS, the Authority conducted a detailed, objective, and open public planning process to assess the air transportation needs of the San Diego region and the ability of SDIA to meet those needs; and

WHEREAS, as part of that process the Authority prepared and published an aviation activity forecast in April 2019 that analyzed future aviation activity and demand in the San Diego region; and

WHEREAS, the Federal Aviation Administration (FAA) reviewed and approved the forecast in June 2019; and

WHEREAS, the forecast, based on regional growth and economic trends, indicated that demand for the use of facilities at SDIA would grow continuously over the coming years and that the maximum number of flights that SDIA could accommodate continues to be constrained by the facility's existing single runway and its mandatory departure curfew from 11:30pm to 6:30am; and

WHEREAS, the analyses indicate that over time the existing SDIA terminal areas, including passenger hold rooms, will become congested with increases in passenger volume, and that such congestion, along with aircraft operational complexity, would cause severe passenger inconveniences and related poor passenger service levels; and

WHEREAS, the analyses indicate that the existing facilities will become inadequate to handle the forecast passenger volume set forth in the FAA-approved forecast at a level of service that is consistent with airport industry standards; and

WHEREAS, the Authority gathered information from the public and experts in the field of airport planning and operations and, based on that information, prepared an Airport Development Plan to address the passenger congestion problems and declining passenger service levels; and

WHEREAS, the Airport Development Plan describes specific structures and facilities that the Authority staff have recommended be constructed and developed to address the likely congestion problems and declining passenger service levels, but does not commit the Authority to the construction or development of any specific structure or facility; and

WHEREAS, the Authority commenced the preparation of an Environmental Impact Report in accordance with the California Environmental Quality Act (CEQA) on the proposed Airport Development Plan; and

WHEREAS, the Authority circulated a Draft Environmental Impact Report in July 2018 (2018 Draft EIR), which examined environmental issues related to the proposed Airport Development Plan to the year 2035; and

WHEREAS, in response to public and governmental agency comments received on the 2018 Draft EIR, the Authority determined that it would withdraw the 2018 Draft EIR and prepare and recirculate an entirely new Draft Environmental Impact Report in September 2019 (2019 Recirculated Draft EIR), which considered potential environmental impacts of the Airport Development Plan, and opened a new public comment period on the 2019 Recirculated Draft EIR; and

WHEREAS, the Authority provided a total of 46 days for the public and governmental agencies to review and comment on the 2019 Recirculated Draft EIR, and then upon expiration of the 46 days, closed the public comment period; and

WHEREAS, the Authority thereafter reviewed and responded to all public and agency comments submitted on the 2019 Recirculated Draft EIR during the public comment period; and

WHEREAS, the Final Environmental Impact Report (Final EIR) was published in December 2019; and

WHEREAS, the Final EIR consists of the 2019 Recirculated Draft EIR and any clarifying changes thereto, Comments and Responses to Comments on the 2019 Recirculated Draft EIR, all appendices, and any documents or materials incorporated in the Final EIR by reference; and

WHEREAS, the Authority reviewed, commented on, and approved all documents and materials prepared by and relied upon by its consultants in preparing the Final EIR; and

WHEREAS, the Final EIR analyzes and addresses the specific structures and facilities recommended in the Airport Development Plan at a project level; and

WHEREAS, the Final EIR evaluated the potential environmental impacts that could result from the adoption of the proposed Airport Development Plan (and in particular focused on potentially significant impacts of the specific structures and facilities listed in the Airport Development Plan); and

WHEREAS, the Final EIR identified and recommended feasible mitigation measures to reduce the significant impacts of the proposed Airport Development Plan to a less-than-significant level; and

WHEREAS, these mitigation measures have been gathered and set forth in a Mitigation Monitoring and Reporting Program (MMRP), attached as Exhibit A hereto; and

WHEREAS, the Final EIR analyzed a reasonable range of alternatives to the proposed Airport Development Plan to determine if any such alternative would feasibly avoid or reduce the potentially significant impacts of the proposed Airport Development Plan to a less-than-significant level; and

WHEREAS, one of the alternatives analyzed in the Final EIR, Alternative 4, would (i) reduce and/or eliminate some of the significant impacts of the proposed Airport Development Plan, (ii) not result in additional or more severe significant impacts than would the proposed Airport Development Plan, and (iii) would include transit improvements not included in the proposed Airport Development Plan; and

WHEREAS, the Final EIR identifies Alternative 4 as the environmentally superior alternative capable of meeting all of the identified project objectives; and

WHEREAS, Authority staff has recommended Alternative 4 for adoption as the preferred Airport Development Plan (the Alternative 4 ADP); and

WHEREAS, the Final EIR was prepared, published, circulated, reviewed, and completed in accordance with the requirements of CEQA and the CEQA Guidelines and constitutes an adequate, accurate, objective, and complete Final EIR in accordance with the requirements of CEQA and the CEQA Guidelines; and

WHEREAS, the Final EIR reflects the independent judgment and analysis of the Authority; and

WHEREAS, the Final EIR reflects the best efforts of the Authority to undertake all reasonably feasible and prudent actions to discover, analyze, disclose, and mitigate all potentially significant environmental impacts of the specific structures and facilities identified in the Alternative 4 ADP; and

WHEREAS, the Final EIR has been presented to the Board, and the Board has reviewed and considered the information contained therein and in the record supporting the Final EIR prior to making these findings or taking action on the specific structure and facilities identified in the Airport Development Plan, and conducted a duly noticed public hearing on the Final EIR; and

WHEREAS, the Authority certifies that the mitigation measures set forth in the MMRP, attached as Exhibit A, are specific and are incorporated into the Alternative 4 ADP, as applicable; and

WHEREAS, the Authority certifies that the MMRP satisfies the requirements of CEQA; and

WHEREAS, some potentially significant impacts may remain after implementation of the Alternative 4 ADP, because either mitigation is infeasible, or the responsibility and jurisdiction over the only feasible mitigation measures lies with another agency and as a result the Authority cannot ensure the implementation of such mitigation measures; and

WHEREAS, the Authority, in light of the significant and unavoidable impacts of the Alternative 4 ADP, has prepared and will adopt a Statement of Overriding Considerations, as set forth in Exhibit B, which identifies the benefits of the Alternative 4 ADP and explains why they override the significant and unavoidable impacts identified in the Final EIR; and

WHEREAS, the Authority has prepared and will adopt CEQA Findings of Fact, attached hereto as Exhibit C, that (i) identify and describe the impacts of the Alternative 4 ADP; (ii) identify, describe, and recommend for adoption feasible mitigation measures capable of reducing the significant impacts of the Alternative 4 ADP; and (iii) describe the overriding considerations that compensate for those impacts of the Alternative 4 ADP that remain significant and unavoidable even after implementation of the recommended mitigation measures.

NOW, THEREFORE, BE IT RESOLVED, that the Board hereby certifies the Final Environmental Impact Report (EIR) for the San Diego International Airport Development Plan and adopts the Mitigation Monitoring and Reporting Program (Exhibit A), a Statement of Overriding Considerations (Exhibit B), and California Environmental Quality Act (CEQA) Findings of Fact (Exhibit C); and

BE IT FURTHER RESOLVED, that the Board has considered staff recommendations and all of the aforesaid materials and all of the evidence in the record of the proceedings and based on that evidence hereby adopts this Resolution certifying the Final EIR as being complete and prepared in compliance with the provisions of CEQA.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

Mitigation Monitoring and Reporting Program

The California Environmental Quality Act (CEQA) requires that a Lead Agency establish a program to monitor and report on mitigation measures adopted as part of the environmental review process to avoid or reduce the severity and magnitude of potentially significant environmental impacts associated with project development. The State CEQA Guidelines (Section 15097 [a]) require that a mitigation monitoring and reporting program be adopted upon certification of an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) to ensure mitigation measures identified in the EIR or MND are implemented. The program must be adopted by the public agency at the time findings are made regarding the project. The State CEQA Guidelines allow public agencies to choose whether its program will monitor mitigation, report on mitigation, or both (14 CCR Section 15097(c)).

The Mitigation Monitoring and Reporting Program (MMRP) for the San Diego International Airport Development Plan is presented as a table and includes the mitigation measures identified in the Final EIR. The numbers assigned to the mitigation measures are the same as those presented in the Final EIR. The San Diego County Regional Airport Authority (SDCRAA) may modify how it will implement a mitigation measure, as long as the alternative means of implementing the mitigation still achieves the same or greater attenuation of the impact. The MMRP also describes implementation and monitoring procedural guidance, responsibilities, and timing for each mitigation measure identified in the EIR.

Project Description

This document constitutes the MMRP for the San Diego International Airport Development Plan, as described and analyzed in the Final EIR as “Alternative 4 - T1 Replacement and Transportation Improvements.” As described in Chapter 5, Alternatives Analysis, of the Final EIR, the San Diego International Airport Development Plan consists of the following key components:

- replacement of the existing T1;
- a new full-length taxiway;
- a new airport administration building;
- a new on-airport access roadway on airport property along with preservation of right-of-way on airport property to accommodate potential future off-airport access road improvements;
- a new parking structure adjacent to the replacement T1;
- implementation of a dedicated shuttle service between the Old Town Transit Center (located at 4005 Taylor Street) and SDIA;
- work with the MTS to upgrade Bus Route 992 transit service between downtown and SDIA; and

- preservation of a portion of SDIA as a “transit-ready” area to accommodate potential future regional transit system improvements that would link to SDIA.

One or more of these elements may require additional review and approvals from other governmental agencies including the Federal Aviation Administration (FAA). All would be implemented with due regard for the existing contractual rights of private parties and public agencies, and applicable law and regulations.

Mitigation Measures

The following are identified for each mitigation measure:

1. Potential Significant Impact: A brief description of the impact that is being mitigated (i.e., the objective of the mitigation),
2. Mitigation Measures: A brief description of the measure and how it will reduce the significant impact in question,
3. Party Responsible: The party who is responsible for the necessary implementing actions,
4. Timing of Mitigation: Identifies the timing for the mitigation implementation, and
5. Monitoring and Reporting Procedure: Describes the monitoring and reporting protocol and identifies the parties responsible for documenting the mitigation implementation efforts.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Air Quality, Greenhouse Gases and Climate Change, and Human Health Risk					
<p>Air Quality:</p> <p>Existing background concentrations of particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀) currently exceed state standards and the increase in PM₁₀ concentrations associated with project operations would increase that existing exceedance.</p> <p>Construction of the ADP in conjunction with other projects anticipated to be under construction during that same period would result in a significant impact relative to cumulative emissions, at which the ADP’s contribution to that significant impact would be cumulatively considerable.</p> <p>The ADP would result in significant emissions of volatile organic compounds (VOCs), oxides of nitrogen (NO_x), carbon monoxide (CO), PM₁₀, and sulfur oxides (SO_x).</p> <p>Greenhouse Gases and Climate Change:</p> <p>Construction and operation of the ADP would generate greenhouse gases (GHGs) that may have a significant impact on the environment.</p>	<p>MM-AQ/GHG-1</p>	<p>Ground Support Equipment Conversion</p> <p>All baggage tugs, belt loaders, lifts, pushback tractors, and utility carts at SDIA that are owned and operated by airlines and their ground handling contractors to service aircraft, shall be transitioned to alternative fuels (i.e., electric, natural gas, renewable diesel, biodiesel) by 2024.</p> <p>Additionally, by 2024, 50 percent of gasoline-fueled GSE that are light duty vehicles owned and operated by SDCRAA would be replaced with hybrid electric or alternative fuel vehicles and 100 percent of diesel-fueled GSE that are owned and operated by SDCRAA would be replaced with hybrid electric or alternative fuel vehicles.</p>	SDCRAA	<p>2020-2024</p> <p>2020-2024</p>	<p>Annual GHG emissions reports that include an end-of-year breakdown of GSE by fuel types for equipment subject to this mitigation measure.</p>
	<p>MM-AQ/GHG-2</p>	<p>Renewable Electricity</p> <p>Project-related buildings shall be powered by 100 percent renewable electricity by 2024 and continuing thereafter through on-site generation resources, grid-delivered purchases, and/or renewable energy certificates.</p>	SDCRAA	Ongoing in conjunction with operation of project-related buildings.	<p>Annual GHG emissions reports that include an end-of-year summary breakdown of source types for electricity supplied to project-related buildings, as available from the energy provider (i.e., SDG&E).</p>
	<p>MM-AQ/GHG-3</p>	<p>Cool Roof</p> <p>The project shall include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under 2016 California Green Building Standards Code.</p>	SDCRAA	Ongoing in conjunction with development of project structures.	<p>Requirement shall be included in bid specifications for construction of project buildings, and will be confirmed as part of plan checks.</p>
	<p>MM-AQ/GHG-4</p>	<p>LEED Silver Certification</p> <p>The project shall demonstrate achievement of at least LEED Silver certification (or equivalent green rating certification) for all new major facilities, such as a new</p>	SDCRAA	In conjunction with development of the new T1	<p>Requirement shall be included in bid specifications for construction of those</p>

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
<p>Construction and operation of the ADP would conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs</p> <p>Human Health Risk:</p> <p>The combination of construction-related toxic air contaminant emissions and operations-related emissions from the ADP would result in a significant impact relative to cancer risk.¹</p>		terminal, a new parking structure, or new SDCRAA administration building.		building, T1 parking structure, and new SDCRAA administration building.	buildings, and will be confirmed within 24 months after building occupancy begins.
	MM-AQ/GHG-5	Clean Vehicle Parking The project shall designate 10 percent of new parking stalls for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles.	SDCRAA	In conjunction with construction of T1 parking structure and of new SDCRAA administration building.	Requirement shall be included in bid specifications for construction of those parking facilities, and will be confirmed as part of plan checks.
	MM-AQ/GHG-6	Electric Vehicle Chargers. The project shall install electric vehicle charging ports at three percent of new parking stalls and another three percent would be “EVSE-ready”.	SDCRAA	In conjunction with construction of T1 parking structure and of new SDCRAA administration building.	Requirement shall be included in bid specifications for construction of those parking facilities, and will be confirmed as part of plan checks.
	MM-AQ/GHG-7	Ground Transportation Clean Vehicle Program In conjunction with the project, SDIA’s current Commercial Ground Transportation Clean Vehicle Program shall be extended past 2020 with the goal that commercial operator fleets achieve an average GHG rating of 10 (0-204 gCO ₂ /mile) by 2030 as scored by fueleconomy.gov (or an equivalent program).	SDCRAA	2020-2030	Annual GHG emissions reports that include an end-of-year summary status of the GHG rating score for the commercial operator fleets active at SDIA during the year.
	MM-AQ/GHG-8	Electric On-Airport Shuttles In conjunction with the project, on-airport shuttles serving passenger and employee parking lots, and inter-terminal	SDCRAA	2020-2026 2020-2028	Annual GHG emissions reports that include an end-of-year breakdown of

¹ This significant cancer risk human health impact is primarily due to diesel exhaust associated with ground service equipment (GSE), which would be converted to alternative fuels through Mitigation Measure MM-AQ/GHG-1.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		transfers shall be transitioned to electric vehicles (all-electric or plug-in hybrid) by 2026. The buses serving the Rental Car Center shall be transitioned to electric vehicles by 2028.			on-airport shuttles by fuel types, specifically in terms of all-electric, plug-in hybrid, and other.
	MM-AQ/GHG-9	Bicycle Facilities To facilitate active transportation commuting, the project shall install shower stalls and lockers in the new Airport Administration Building and in the new terminal building based on the number of employees and guidance provided in the City of San Diego’s Climate Action Plan Consistency Checklist (estimated at 7 shower stalls and 25 lockers total). In addition, covered bicycle storage shall be installed for SDCRAA and tenant employees based on non-public square footage and guidance provided in the City of San Diego’s Climate Action Plan Consistency Checklist (estimated at 50 bike spaces total).	SDCRAA	In conjunction with development of the new T1 building and new SDCRAA administration building.	Requirement shall be included in bid specifications for construction of those facilities, and will be confirmed as part of plan checks.
	MM-AQ/GHG-10	Employee Parking Cash-Out Program SDCRAA shall implement a parking cash-out program for its employees.	SDCRAA	Employee parking cash-out program shall be established prior to issuance of certificate of occupancy for new SDCRAA administration office.	Management report to SDCRAA Board confirming establishment of program.
Biological Resources					
Although SDCRAA would continue to implement measures included in their existing program to protect the California least terns at SDIA which would avoid and/or minimize potential indirect impacts from construction of the ADP,	MM-BIO-1	California Least Tern: Construction Measures The following measures shall be included in all construction contracts for the ADP facilities and implemented as part of the ADP to avoid potential indirect impacts during construction from increased lighting,	SDCRAA	Prior to initiation of construction activities (e.g., prior to site preparation, grading,	Annual California Least Tern Report, which is submitted to the state and federal wildlife agencies.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
<p>the indirect impact is considered potentially significant.</p>		<p>noise, use of hazardous materials, and activities that may increase perching for predatory species:</p> <ul style="list-style-type: none"> ▪ All project construction within 800 feet of the SDIA least tern nesting area will occur from September 16 to March 31 to avoid the tern nesting season. ▪ A tern biologist will monitor the tern during construction occurring between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) and will immediately notify the Resident Engineer (RE; or acting RE) of any construction activity that may lead to, or likely result in, the disruption of the tern, its young, or its eggs. If the tern biologist determines that adverse effects to the tern have occurred, the RE will be notified and all project construction activities will cease immediately, except those activities necessary to make the SDIA safe and operational. The tern biologist, in coordination with the RE, will contact the FAA and USFWS immediately after stopping construction. Construction will not resume until approved by the FAA and USFWS. The tern biologist will submit daily field reports to the FAA and USFWS on the status of the nesting activity, any construction-related incidents that disrupted tern nesting, and any action taken by the RE to avoid further incidents, within 24 hours of each monitoring date. The tern biologist will also submit a final summary report of monitoring to the FAA and USFWS by October 1. ▪ Trash will be properly disposed of and workers will not feed potential tern predators in the area. The Airport Authority will require the contractor to provide trash dumpsters or other covered trash receptacles for use by construction personnel. All food items or containers that previously held food items obtained/handled/controlled by construction personnel will be immediately disposed of in these 		<p>demolition, or building construction, whichever occurs first).</p>	

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>dumpsters or containers, so as not to attract avian or mammalian predators of the least tern.</p> <ul style="list-style-type: none"> ▪ Construction personnel will not be permitted to feed cats, gulls, pigeons, ravens, or any other wildlife, as this may result in an increase in the numbers of these potential predators in the vicinity of tern chicks and eggs. ▪ Crane booms or similar equipment that have heights of 25 feet or greater located between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) will be lowered at the close of each construction day, if possible. ▪ A pre-construction meeting will be held to make all contractor personnel that will be working between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15), including all construction staff, aware of the tern nesting issue and the specific conditions of construction. Project status meetings will be regularly held to remind all such personnel of the measures required to protect the tern as well as any modifications made to ensure their effectiveness. The USFWS will be notified of the date and time of the pre-construction and status meetings in order to attend, if needed or desired. ▪ Nighttime construction occurring between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) will be limited to those activities that are necessary to maintain airfield operations during normal operational times. Should such nighttime construction be required, the tern biologist will be onsite and perform the duties specified above. 			

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<ul style="list-style-type: none"> ▪ Night lighting for project construction occurring between 800 feet to 1,200 feet from the SDIA least tern nesting area will be kept to a minimum during the tern nesting season (April 1- September 15), and will not be used unless active construction or other essential work is occurring. Should such nighttime construction or other essential work be conducted, all lighting associated with the work will be shielded from or directed away from the least tern nesting area. ▪ Continued diligent maintenance of fencing around the perimeter of the ovals to shield the terns from lighting, predators, and unauthorized human access. ▪ The new airport entry road to the south of the nesting ovals shall not rise above existing surface grade and shall not alter the elevation of roadway structures directly to the south of the nesting ovals. 			
Although SDCRAA would continue to implement measures included in their existing program to protect the California least terns at SDIA which would avoid and/or minimize potential indirect impacts from operation of the ADP, the indirect impact is considered potentially significant.	MM-BIO-2	<p>California Least Tern: Operations Measures</p> <p>The following measures shall be implemented by SDCRAA as part of the ADP in order to avoid potential indirect impacts during operation as related to perching for predatory species:</p> <ul style="list-style-type: none"> ▪ New facilities shall be designed to minimize potential perching locations; all structures taller than ten feet and within 200 feet of the nesting ovals, including light poles and sign structures, shall be required to use anti-perch treatments such as stainless steel bird spike barriers that can be applied to potential perch sites (e.g., Nixalite). ▪ Any new landscaping shall be limited to plant species and materials not conducive to perching by birds. ▪ Continued diligent maintenance of fencing around the perimeter of the ovals to shield the terns from lighting, predators, and unauthorized human access. 	SDCRAA	Included as condition of design of project elements; fencing maintenance/habitat management -ongoing.	Annual California Least Tern Report, which is submitted to the state and federal wildlife agencies.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<ul style="list-style-type: none"> ▪ Continued habitat management within the ovals including application of herbicide and removal of vegetation. 			
Cultural Resources					
Implementation of the ADP would require the demolition and removal of two buildings (United Airlines Hangar and Terminal Building and the existing Terminal 1) determined to be significant historic resources.	MM-HR-1	<p>Preparation of Historic American Buildings Survey (HABS) Documentation</p> <p>An Historic American Buildings Survey (HABS) report has been completed for each of the two significant historic resources that would be impacted by the ADP; those two resources being (1) the United Airlines Hangar and Terminal Building, and (2) the existing Terminal 1. The two HABS reports are contained in Appendix R-F of the EIR. Each HABS report provides a description and supporting documentation related to the following aspects of each resource:</p> <ul style="list-style-type: none"> ▪ Historical Information <ul style="list-style-type: none"> – Physical History – Historical Context ▪ Architectural Information <ul style="list-style-type: none"> – Architectural Character – Description of Exterior – Description of Interior – Site Information (i.e., landscaping) ▪ Sources of Information <ul style="list-style-type: none"> – Architectural Drawings – Photographs <p>Copies of the two HABS reports will be kept available for public review at the SDCRAA Administrative Office at SDIA.</p>	SDCRAA	Completed in 2018	Completed in 2018 and included in Appendix R-F of ADP Final EIR.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
	MM-HR-2	<p>Relocation of the United Airlines Hangar and Terminal Building (now known as the ASIG Building)</p> <p>Despite having been relocated, the UAHT building is still the oldest surviving building within the Airport and, as such, is associated with the “earliest period of development at Lindbergh Field between 1928 and 1933.” The UAHT building still meets National Register Criteria Consideration B, which allows moved properties that are significant as a surviving property associated with historic events to be considered eligible for the NRHP. As such, relocation of the subject building is recommended as mitigation to preserve its historic significance.</p>	SDCRAA	Relocation of UAHT will occur in Phase 1a of the project, prior to, or in conjunction with, removal of existing facilities located at the site of the new T1 building and associated improvements.	Management report to SDCRAA Board confirming relocation of UAHT.
	MM-HR-4	<p>Interpretative Display Regarding Existing Terminal 1</p> <p>Building upon the historical resources study and HABS/HAER documentation completed in June 2018 for the SDIA Airport Development Plan (ADP) EIR, which includes, but is not limited to, drawings, plans, photographs, and written data and description of the history of Terminal 1, the SDCRAA shall develop interpretive material for public exhibition concerning the history of the existing Terminal 1. The interpretive material will include the photographs produced in the HABS/HAER documentation, and the historic archival research previously prepared as part of the ADP EIR, and will be supplemented with additional photographs and video documentation developed in coordination with a local historic resources specialist. This interpretive material will be posted to a dedicated public website. The website may also host available plans and construction documents related to Terminal 1.</p>	SDCRAA	Interpretive display of existing Terminal 1 will occur in Phase 1a of the project, prior to, or in conjunction with, removal of existing facilities located at the site of the new T1 building and associated improvements.	Management report to SDCRAA Board confirming completion of interpretive display website.
Hazards and Hazardous Materials					
The ADP poses a potential for upset and accident conditions involving the release of hazardous materials into the	MM-HW-1	Preparation of Hazardous Materials Management Plan (HMMP)	SDCRAA	Prior to site excavation activities and/or	Requirements related to the preparation of a Hazardous Materials

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
<p>environment: ground disturbing activities could encounter contaminated soils and/or contaminated groundwater; hazardous building materials (asbestos-containing materials and lead-based paint) are present in some of the structures to be demolished and/or modified.</p> <p>The ADP could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction.</p> <p>The ADP would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and could create a significant hazard to the public or the environment</p>		<p>Prior to site excavation activities and/or construction-related dewatering at the project site, a Hazardous Materials Management Plan (HMMP) shall be prepared and include the following:</p> <ul style="list-style-type: none"> ▪ Delineation of roles and responsibilities, including those of the Contractor and those of SDCRAA; ▪ Procedures for identification, initial screening, and notification, of contaminated soil and/or groundwater encountered during site excavation; ▪ Procedures to secure/cordon-off area known to be or suspected of being contaminated; ▪ Procedures for decontamination of personnel and equipment leaving the secured area known to be or suspected of being contaminated; ▪ Procedure for assessing the nature and extent of contamination, and the approach to managing the contaminated soil/groundwater, including excavation/pumping, handling, storage, transport, and disposition (i.e., treatment/disposal); and ▪ Site-specific Health and Safety Plan for the safety and protection of construction workers, airport employees, and the general public from exposure to impacted soil, dust, and groundwater during construction activities. <p>It is anticipated that there will be a HMMP developed for the course of ADP construction, with site-specific Health and Safety Plans developed that are tailored to the specific characteristics of individual construction contracts, but all with the same purpose of providing a management plan consistent with the ADP HMMP that will adequately address known or potential contaminated soils or groundwater. Based on information presented in the 2018 Amec Phase II ESI and 2018 Kleinfelder Phase II ESA, the site-specific Health and Safety Plans for the following areas (as identified on Figures 3.9-2 through 3.9-5 of the Recirculated Draft EIR) will need to include</p>		<p>construction-related dewatering at the project site.</p>	<p>Management Plan (HMMP) shall be included in bid specifications for construction contracts for the project, of project buildings, and those requirements shall acknowledge the need for management measures for the specific issues of concern identified in the mitigation measure, as applicable to construction in those areas. Confirmation that the required HMMP(s) has been prepared shall occur in conjunction with SDCRAA review of construction contractor submittals.</p>

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>management measures for the specific issues of concern identified therein:</p> <ul style="list-style-type: none"> ▪ <i>South Side of Building 2320:</i> Elevated levels of total petroleum hydrocarbons and metals were detected in samples from Soil Boring B30. The Health and Safety Plan for this area shall account for the presence of impacted soil and groundwater in the vicinity of this boring location and provide measures for segregation, containment, and disposal of impacted materials, as appropriate. ▪ <i>West Side of Building 2417, South Side of Building 2415, and North Side of Washdown Pad:</i> Elevated levels of volatile organic compounds were detected in groundwater samples from these areas. The Health and Safety Plans for these areas shall account for the presence of contaminated groundwater and provide measures for segregation, containment, and disposal of impacted materials, as appropriate. ▪ <i>North of Terminal 1 East Rotunda:</i> Elevated levels of total petroleum hydrocarbons and semi-volatile organic compounds were detected in groundwater and soil samples from this area. The Health and Safety Plan for this area shall account for the presence of impacted soil and groundwater and provide measures for segregation, containment, and disposal of impacted materials, as appropriate. 			
	MM-HW-2	<p>Existing Groundwater Monitoring Wells</p> <p>In conjunction with the demolition of Terminal 1, the following measure shall be completed:</p> <p>The suspected location of monitoring well MW-3 should be investigated to confirm the presence or absence of the well. All monitoring wells located within ADP development areas or that could otherwise be disturbed by project construction should be properly destroyed in accordance with the requirements of, and be subject to permit approval by, the County Department of</p>	SDCRAA	In conjunction with the demolition of Terminal 1.	A well survey program addressing the potential presence of a monitoring well(s) in or near the subject area shall be completed, and include provisions for proper well destruction, as warranted. Completion of the program shall be documented in a report to

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		Environmental Health. Should any monitoring wells associated with an open case be disturbed, the lead agency overseeing the open case shall be notified and any requirements identified by the agency associated with well disturbance shall be adhered to.			be reviewed by SDCRAA and included in the project construction file.
	MM-HW-3	<p>Hazardous Building Materials Abatement</p> <p>Prior to building demolition, the following activities shall be implemented:</p> <ul style="list-style-type: none"> ▪ SDCRAA shall retain a State of California-licensed asbestos/lead abatement contractor to perform abatement of asbestos containing material (ACM), asbestos containing construction material (ACCM), lead-based paint (LBP), or lead-containing paint (LCP) that could potentially be disturbed. ▪ Prior to the initiation of abatement or demolition work, the abatement or demolition contractor must complete the Notification of Demolition or Asbestos Removal form and submit it to the County of San Diego Air Pollution Control District (SDAPCD) in compliance with Rule 1206 at least 10 business days before the start of abatement or demolition. SDAPCD will return the form, with a “notification number” added, to the abatement or demolition contractor, depending on who submitted the form. ▪ The asbestos/lead abatement contractor shall provide written notification to the local CalOSHA district office regarding its “Intent to Conduct Asbestos Related Work” and/or “Intent to Conduct Lead-Related Work.” These notifications should be submitted at least 24 hours in advance of performing the respective asbestos-related or lead-related work. ▪ Other potentially hazardous building materials, including and mercury-containing equipment, polychlorinated biphenyl (PCB)-containing equipment, lead-containing batteries, chlorofluorocarbon (CFC)-containing equipment, and Universal Wastes (e.g., fluorescent light tubes) 	SDCRAA	Prior to building demolition.	Completion of the hazardous building materials surveys and abatement activities identified in the mitigation measure shall include preparation of reports documenting such surveys and activities. Those reports will be reviewed by SDCRAA and included in the project construction file.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>will require segregation and may require further testing and analysis to determine whether they meet the definition of a hazardous waste in California and can be managed under the Universal Waste Rules. Hazardous wastes should only be handled by properly trained workers.</p> <ul style="list-style-type: none"> Notification should be provided to contractor and subcontractor personnel as to the presence of ACMs, ACCMs, LBPs, LCPs, and other hazardous building materials at the site. 			
Soil vapor gas may be present at the site of the new T1, which could pose a risk of migrating into the building and accumulating in levels that could pose a risk of health effects.	MM-HW-4	<p>Vapor Intrusion Assessment</p> <p>In conjunction with building design of the new T1, the following measure shall be completed:</p> <p>A soil vapor survey with accompanying human health risk assessment shall be prepared for the area proposed for the new T1 building. If found warranted by the results of that assessment, remediation, such as in-situ soil vapor extraction (SVE) or ex-situ excavation and treatment, shall be implemented to reduce levels to below site-specific risk-based concentrations (RBC), or a vapor intrusion mitigation system shall be incorporated into the design of the new T1 building to ensure that indoor air concentrations do not exceed regulatory thresholds. As part of that effort, the 2014 vapor intrusion investigation for the former Teledyne Ryan Facility site shall be reviewed as it pertains to future buildings within the subject area.</p>	SDCRAA	In conjunction with building design of the new T1.	Requirements related to the completion of a vapor intrusion assessment for the new T1 building shall be included in bid specifications for design of that project, along with acknowledgement that the building design may require inclusion of a vapor intrusion mitigation system depending on the results of the assessment. A report documenting the results and recommendations of the vapor intrusion assessment will be submitted to SDCRAA for review, with requirements for a vapor intrusion mitigation system to be incorporated into design plans that will be reviewed as part of plan check.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Land Use and Planning					
The ADP would pose a conflict with the existing SDIA Airport Land Use Compatibility Plan (ALUCP); contours along the approach path from the southeast are slightly longer under the 2035 conditions than what the ALUCP Contours show under existing conditions.	MM-LUP-1	Amendment of the SDIA Airport Land Use Compatibility Plan In conjunction with updating the existing Airport Layout Plan (ALP) for SDIA, which would occur subject to approval of the ADP (and subject to FAA approval of the ALP update), the SDCRAA shall initiate, through the Airport Land Use Commission (ALUC), the process to amend the current SDIA Airport Land Use Compatibility Plan (ALUCP - May 2014) based on the specifics of the project, including the updated noise contours. Implementation of this measure is within the jurisdiction of the SDCRAA, acting in its role as the ALUC for the County, and the ALUC is required by law to amend the ALUCP so that it is consistent with the ALP update.	SDCRAA	Subsequent to updating the existing Airport Layout Plan (ALP) for SDIA.	Adoption of amended ALUCP by the ALUC (SDCRAA).
Noise					
Airport operations at SDIA in future years (2024, 2026, 2030, 2035, and 2050) would generate aircraft noise that would increase noise levels at exterior use areas of residences and other noise-sensitive uses to noise levels of 65 CNEL or above, as compared to the existing (2018) baseline condition. There would be a 1.5 dB or more increase in noise-sensitive areas being exposed to 65 CNEL or greater in 2024, 2026, 2030, 2035, and 2050 as a result of airport operations, as compared to the existing (2018 baseline) condition.	MM-NOI-1	Expansion of SDCRAA’s Sound Insulation Program The existing SDIA Quieter Home Program is the SDCRAA’s Residential Sound Insulation Program. For implementation of the subject Program, the FAA has determined that residences within the FAA-approved 65 dB CNEL contour (and an average interior noise level of 45 dB or greater) around SDIA may be eligible for sound insulation treatments to mitigate aircraft noise and has set a goal of reducing interior noise levels for eligible residents by at least five (5) dB inside the home, providing a noticeable reduction in noise. To mitigate the significant impacts associated with residential units that are newly exposed to 65 dB CNEL or greater from airport operations in future years of the ADP, the SDCRAA will, subject to continued FAA approval and funding, expand the existing sound insulation program to increase the average number of housing units that are sound attenuated annually.	SDCRAA	2024	Annual reports to the Airport Noise Advisory Committee that provide an end-of-year summary of: the number of residences that are sound attenuated; efforts and events associated with expanding the sound insulation program to include non-residential uses; status of SDCRAA applying to FAA’s Airport Improvement Program for expanding the sound insulation program.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Implementation of the ADP would cause a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL in 2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition.		Likewise, the SDCRAA will expand the existing sound insulation program to include non-residential uses such as churches (places of worship) and schools in order to mitigate the significant impacts to these other noise-sensitive uses, which are newly-exposed to 65 dB CNEL or greater from airport operations in future years of the ADP. The SDCRAA will apply to the FAA’s Airport Improvement Program annually to support the expanded Sound Insulation Program. If the funding is granted by the FAA, then Mitigation Measure MM-NOI-1 is <i>feasible</i> and will be implemented by SDCRAA. If the FAA does not approve the funding, then Mitigation Measure MM-NOI-1 is considered <i>infeasible</i> .			
	MM-NOI-2	Update Noise Exposure Maps Every 5 Years The aircraft noise exposure maps for SDIA will be updated every five years to determine if the SDIA Noise Compatibility Program, prepared pursuant to 14 Code of Federal Regulations Part 150, needs to be updated. By committing to revise the noise exposure maps every five years, the SDCRAA will ensure that recent data is determining which homes are impacted by noise and, therefore, may be eligible to participate in the Quieter Home Program.	SDCRAA	Every Five Years between 2020 and 2050.	Quinquennial aircraft noise exposure maps that will be coordinated with the Quieter Home Program Boundary Maps available for review at https://san.org/Airport-Noise/Quieter-Home-Program#646237-maps--stats .
	MM-NOI-3	Create a Mobile Noise Monitoring Program A mobile noise monitoring program will be established by SDCRAA to augment SDIA’s existing permanent aircraft noise monitors at locations determined by an acoustical engineer.	SDCRAA	2024	Management report to SDCRAA Board confirming establishment of the program.
	MM-NOI-4	Assess the Findings of the 2018 FAA Reauthorization Act-Related Noise Studies The 2018 FAA Reauthorization Act includes a requirement for the FAA to complete various studies related to aircraft noise impacts. SDCRAA will review those studies, once completed, to help inform and update SDIA’s noise	SDCRAA	Within 12 months of the studies becoming finalized by the	Annual reports to the Airport Noise Advisory Committee that provide an end-of-year summary of SDCRAA’s reviews of the FAA noise studies, as

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		mitigation programs and policies. Similarly, the Authority is committing to utilize the latest research findings and policy guidance coming from the FAA Reauthorization Act to update noise programs, if applicable.		FAA and publicly available.	available during the year, and a description of whether/how the findings of those studies assist in updating the SDIA noise programs.
	MM-NOI-5	Utilize Curfew Violation Penalty Fines to Help Fund Aircraft Noise Mitigation Programs SDCRAA will utilize fines accrued through the aircraft operations curfew violation penalty program to annually fund additional sound insulation or other noise mitigation efforts.	SDCRAA	2021	Annual reports to the Airport Noise Advisory Committee that provide an end-of-year summary of curfew violations that occurred during the year, the amounts of fines accrued through the penalty program, and how the resultant funds were utilized for sound insulation and other noise mitigation efforts.
Traffic and Circulation					
Exceedance of allowable thresholds at area intersections and roadway segments during operation of ADP facilities.	MM-TR-LRP-2	Airport Regional Connections Prior to 2035, the SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; 3. Study and design the outbound roadway and coordinate with SANDAG, the City of San Diego, the Port of San Diego, and other agencies, as applicable, to entitle and	SDCRAA, SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego	SDCRAA's participation with other agencies in seeking to develop a regional solution to improved Airport access would occur on an ongoing basis with project approval. SDCRAA participation in the construction	Annual GHG emission reports that include an end-of-year summary of the activities and progress that occurred during the year relative to development of a long-range transportation solution for accessing the Airport. If FAA authorizes SDCRAA to construct or fund, and any off-Airport improvements, programs to reduce VMT, or other such mitigation measures

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Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>implement improvements and strategies identified in the outbound roadway study and design, if and when needed; and 4. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. To the extent that any of the four measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.</p> <ol style="list-style-type: none"> 1. SDCRAA is fully engaged with other stakeholders in SANDAG’s committee and subcommittees, which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options. 2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor. 3. SDCRAA understands that the outbound Airport roadway is an important component to the region’s vision for transit and SDCRAA shall be fully engaged with other stakeholders in studying, designing, entitling and, if and when the outbound roadway is needed, implementing the outbound roadway. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. If any of these measures described above requires FAA funding approval, then SDCRAA will 		<p>or funding of off-Airport improvements, programs to reduce VMT, or other such mitigation measures would only occur if authorized by FAA (timing unknown).</p>	<p>during the year, that would also be described in the annual report.</p>

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>request such funding and make best efforts to secure such approval.</p> <p>4. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG’s Airport Connections Study, and the outbound roadway, if and when needed, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently not considered feasible, because the Mitigation Measure would be within the control of other agencies or jurisdictions, and would require FAA approval of funding. For example, portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items that would be located within the jurisdictions of, or must be implemented by, other public agencies or departments. Although these improvements and VMT reduction items may prove to be considered physically feasible, SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs or the street and intersection connections for the outbound roadway. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any agreed-upon improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is presently not considered feasible, because the FAA may decide not to authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, connections for the outbound roadway, or other mitigation measures. As discussed in Section 3.14.6 of</p>			

Table 1: Mitigation Measures for SDIA Airport Development Plan

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		the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items and as of yet unidentified street and intersection connections for the outbound roadway once designed. If the funding is granted (and the other agencies agree to implement or give approval to the SDCRAA to implement), then the Mitigation Measure would be feasible. If the FAA does not approve the funding, then the Measure would be infeasible.			
Increase in delay greater than two seconds at the intersection of Laurel Street at North Harbor Drive would exceed the allowable threshold.	MM-TR-I-1a	<p>Improve the Intersection of Laurel Street at North Harbor Drive</p> <p>Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Add a third Eastbound left-turn lane and remove an Eastbound through lane. Proposed Mitigation Measure MM-TR-I-1a is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport</p>	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

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Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>revenues for off-airport improvements, including those described in MM-TR-I-1a, without FAA approval. Thus, the SDCRAA’s ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency’s required approval of funding for this off-Airport improvement item.</p>			
Increase in delay greater than two seconds at the intersection of Pacific Highway at West Laurel Street would exceed the allowable threshold.	MM-TR-I-1b	<p>Improve the Intersection of Pacific Highway at West Laurel Street</p> <p>Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove a westbound through lane on the West leg and add a second Eastbound left-turn lane, convert a Southbound through lane into a second Southbound right-turn lane, and re-coordinate signals along Laurel Street. Upgrade from Class II bicycle lanes to Class IV Cycle Tracks on Pacific Highway and provide feasible intersection features, such as corner islands and dedicated traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras Street / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1b are within</p>	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

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Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.</p>		which has not yet been approved.	
Increase in delay greater than two seconds at the intersection of Kettner Boulevard at West Laurel Street would exceed the allowable threshold.	MM-TR-I-1c	<p>Improve the Intersection of Kettner Boulevard at West Laurel Street</p> <p>Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall</p>	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached,

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Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-stripe the Southbound approach to two right-turn lanes, one through lane, and one optional through/left-turn lane. Proposed Mitigation Measure MM-TR-I-1c is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1c are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1c, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1c, without FAA approval. Thus, the SDCRAA’s ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that</p>		<p>of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.</p>	<p>Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.</p>

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		agency's required approval of funding for this off-Airport improvement item.			
Increase in delay at the intersection of Harbor Island Drive at N Harbor Drive; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-1d	<p>Improve the Intersections on North Harbor Drive from Harbor Island Drive to Grape Street</p> <p>Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-coordinate signals along North Harbor Drive from Harbor Island Drive to Grape Street. Proposed Mitigation Measure MM-TR-I-1d is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1d are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1d, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1d, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i)</p>	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 32.0 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

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Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.			
Increase in delay at the intersection of Kettner Boulevard at Palm Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-1e	<p>Improve the Intersection of Kettner Boulevard at Palm Street</p> <p>Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Install a traffic signal, restripe Palm Street to two lanes in each direction between Kettner Boulevard and Pacific Highway, and install pre-signals at the rail crossing. Provide directional signs on Kettner Boulevard, Pacific Highway, Laurel Street and North Harbor Drive suggesting Palm Street as an option for reaching the Airport terminals. Proposed Mitigation Measure MM-TR-I-1e is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-1e are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1e, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided</p>	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

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Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1e, without FAA approval. Thus, the SDCRAA’s ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency’s required approval of funding for this off-Airport improvement item.</p>			
Increase in delay at the intersection of Columbia Street at West Grape Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-4a	<p>Improve the Intersection of Columbia Street at West Grape Street</p> <p>Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4a is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-4a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-4a, described above, would be located outside the</p>	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 32.0 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-4a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.</p>		which has not yet been approved.	
Increase in delay at the intersection of Grape Street at State Street/ I-5 SB Ramps; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-4b	<p>Improve the Intersection of Grape Street at State Street/ I-5 SB Ramps</p> <p>Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4b is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-4b are within</p>	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 32.0 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-4b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-4b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.</p>		by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	construction plans and specifications.
Increase in delay at the intersection of Pacific Highway at Sassafras Street / Admiral Boland Way; resulting Level of	MM-TR-I-5a	<p>Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way</p> <p>Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the</p>	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 39.3 MAP, subject to and	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached,

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
<p>Service (LOS) would exceed the allowable threshold.</p>		<p>satisfaction of the San Diego City Engineer: Restripe the West leg to a left-turn lane, two through lanes and right-turn lane. As part of the Class IV Cycle Track improvement identified in MM-TR-I-1b, the south leg will be restriped to a left-turn lane, two through lanes and a right-turn lane. Proposed Mitigation Measure MM-TR-I-5a is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-5a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that</p>		<p>with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.</p>	<p>Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.</p>

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		agency’s required approval of funding for this off-Airport improvement item.			
Increase in delay at the intersection of Kettner Boulevard at Sassafras Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-5b	<p>Improve the Intersection of Kettner Boulevard at Sassafras Street</p> <p>Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the north leg of the intersection to a left lane, 2 through lanes, a through/right-turn lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5b is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-5b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5b, without FAA approval. Thus, the SDCRAA’s ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that</p>	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 39.3 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency’s required approval of funding for this off-Airport improvement item.			
Increase in delay at the intersection of India Street at W Grape Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-5c	<p>Improve the Intersection of India Street at W Grape Street</p> <p>Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking on both sides of Grape Street from North Harbor Drive to State Street, to add a 4th travel lane on the south side of the road and install a Class IV Cycle Track along the north side. Retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-5c are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5c, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues</p>	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 35.8 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>for off-airport improvements, including those described in MM-TR-I-5c, without FAA approval. Thus, the SDCRAA’s ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency’s required approval of funding for this off-Airport improvement item.</p>			
Increase in delay at the intersection of Kettner Street at W Grape Street; resulting Level of Service (LOS) would exceed the allowable threshold.	MM-TR-I-5d	<p>Improve the Intersection of Kettner Street at W Grape Street</p> <p>Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street and retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5d is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-I-5d are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5d, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead,</p>	SDCRAA and City of San Diego	Prior to passenger air travel exceeding 35.8 MAP, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5d, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.</p>		which has not yet been approved.	
Increase in the volume to capacity ratio (v/c) along the roadway segment of Sassafras Street from Pacific Highway to Kettner Boulevard; the change in v/c ratio would exceed the allowable threshold.	MM-TR-RS-1a	<p>Improve Sassafras Street from Pacific Highway to Kettner Boulevard</p> <p>Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (w/o two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-1a is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-1a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would</p>	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.</p>		approval from FAA, which SDCRAA has already requested but which has not yet been approved.	
Increase in the volume to capacity ratio (v/c) along the roadway segment of Grape Street from Harbor Drive to Pacific Highway; the change in v/c ratio would exceed the allowable threshold.	MM-TR-RS-1b	<p>Improve Grape Street from Harbor Drive to Pacific Highway</p> <p>Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both</p>	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1b is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-1b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.</p>		<p>SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.</p>	<p>improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.</p>

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
Increase in the volume to capacity ratio (v/c) along the roadway segment of Grape Street from Pacific Highway to India Street; the change in v/c ratio would exceed the allowable threshold.	MM-TR-RS-1c	<p>Improve Grape Street from Pacific Highway to India Street</p> <p>Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1c is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-1c are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1c, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1c, without FAA approval. Thus, the SDCRAA’s ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii)</p>	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.			
Increase in the volume to capacity ratio (v/c) along the roadway segment of Grape Street from India Street to State Street; the change in v/c ratio would exceed the allowable threshold.	MM-TR-RS-1d	<p>Improve Grape Street from India Street to State Street</p> <p>Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1d is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-1d are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1d, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1d, without FAA approval. Thus,</p>	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved.	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

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Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>the SDCRAA’s ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency’s required approval of funding for this off-Airport improvement item.</p>			
Increase in the volume to capacity ratio (v/c) along the roadway segment of Pacific Highway to Kettner Boulevard; the change in v/c ratio would exceed the allowable threshold.	MM-TR-RS-4a	<p>Improve Palm Street from Pacific Highway to Kettner Boulevard</p> <p>Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement: Convert the roadway on Palm Street from Pacific Highway to Kettner Boulevard from a 2 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (without a two-way left-turn lane).</p> <p>Proposed Mitigation Measure MM-TR-RS-4a is presently not considered fully feasible, because the improvements described in Mitigation Measure MM-TR-RS-4a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is physically feasible, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-4a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and</p>	SDCRAA and City of San Diego	Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but	a) Assessment of costs for fair share contribution toward funding, b) If mutual concurrence on mitigation is reached, Authority would enter into an agreement with City of San Diego, which has jurisdiction over improvements to street segments surrounding SDIA, c) Develop construction plans and specifications.

Table 1: Mitigation Measures for SDIA Airport Development Plan

Potential Significant Impact	No.	Mitigation Measures	Party Responsible	Timing of Mitigation	Monitoring and Reporting Procedure
		<p>approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-4a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.</p> <p>SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.</p>		which has not yet been approved.	
Exceedance of allowable thresholds at area intersections and roadway segments during ADP construction activities.	MM-TR-Con-1	<p>Construction Traffic Measures</p> <p>Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies:</p> <ol style="list-style-type: none"> 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center. 	SDCRAA and MTS	Prior to the start of any construction phases at SDIA.	Requirements related to promoting TDM strategies as a means to reduce construction traffic impacts shall be included in bid specifications for all construction contracts related to the project, and shall be checked by SDCRAA in review of construction contractor submittals.

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Statement of Overriding Considerations

The Final EIR for the San Diego International Airport Development Plan identified significant adverse environmental impacts that cannot be mitigated to a level of insignificance by the implementation of feasible mitigation measures or alternatives. As discussed in the CEQA Findings of Fact, the San Diego County Regional Airport Authority (Airport Authority) has selected Alternative 4, T1 Replacement and Transportation Improvements, as the staff-recommended alternative for approval by the Airport Authority Board of Directors (referred herein below as the “Airport Development Plan” or “Project”). As also discussed in the CEQA Findings of Fact, the unavoidable significant impacts of the Project occur in the areas of air quality, greenhouse gases and climate change, cultural resources, hazards (related to noise), land use and planning (related to noise and traffic), aircraft and road traffic noise, and traffic/circulation.

Section 15093(b) of the State CEQA Guidelines provides that, when a public agency approves a project that may result in significant impacts, which are identified in the Final EIR but are not reduced to an insignificant level, the agency must state in writing the technological, legal, social, or economic reasons to support its decision based on the Final EIR and/or other information in the whole of the Administrative Record. Accordingly, the Airport Authority, as the lead agency for the Airport Development Plan, adopts the following Statement of Overriding Considerations.

Based on substantial evidence in the whole of the Administrative Record for the Project, the Airport Authority hereby determines that the unavoidable potentially significant adverse environmental impacts of the Airport Development Plan are acceptable in light of the following benefits. Each Project benefit described below constitutes a separate overriding consideration warranting adoption of the Airport Development Plan, independent of the other benefits, and outweighs each and every potentially significant unavoidable impact. In the event that any subsequent court decision or regulatory action results in a determination that there are additional remaining significant impacts resulting from the Airport Authority’s adoption of the Project that cannot be avoided even with the incorporation of all feasible mitigation measures into the Project, the following findings and Statement of Overriding Considerations shall be deemed to apply to such additional remaining significant impacts.

After analyzing the impacts of the Proposed Project, the Project, and a reasonable range of alternatives, the Airport Authority has determined that the Project represents the optimal balancing of the Airport Authority’s need to meet Project objectives and to reduce significant unavoidable environmental effects compared to those resulting from the Proposed Project.

A. Improved Airport Safety

Adoption and approval of the Project provides Taxiway A and Taxiway B improvements and relocation that will enhance the Airport’s safety by meeting Federal Aviation Administration (FAA) design standards for the reasons discussed and explained in Final EIR Sections 2.6.3, 5.5.4, and 5.8, which reasons are fully incorporated here.

B. Upgraded Airport Experience

New Terminal 1

Completed in 1967, the existing Terminal 1 is the oldest terminal at SDIA. It is outdated and does not meet: (i) customer service standards employed by comparable commercial airports, or (ii) existing and projected passenger capacity needs. The Project includes a new replacement Terminal 1 with more modern, efficient, and comfortable facilities for the reasons discussed and explained in Final EIR Sections 2.6.1, 5.5.4, and 5.8, which reasons are fully incorporated here. Adoption and approval of the Project provides improvements to safely and adequately prepare for forecasted aviation operations and demand consistent with new code requirements and passenger expectations for airport functionality. The new Terminal 1 includes 30 gates and jet bridges connecting passengers to larger holdrooms with more seating, new concessions, a larger ticket lobby, additional security checkpoints with more lanes, and bigger baggage claim. The new Terminal 1 also includes a new interior passageway, post-security, that would connect the new Terminal 1 to the existing Terminal 2 East, eliminating the need for passengers to pass through security screening a second time when connecting to other destinations through SDIA.

Airfield Improvements

SDIA's capacity for carrying passengers is limited by its single runway. The Project includes a new Taxiway A and other airfield upgrades that would improve efficiency and help reduce aircraft taxiing times for the reasons discussed and explained in Final EIR Sections 2.6.3, 5.5.4, and 5.8, which reasons are fully incorporated here.

C. Mobility Improvements

New On-Airport Access Road

A new airport access roadway would allow airport-bound drivers to merge from Laurel Street and North Harbor Drive onto a three-lane, free-flow roadway without intersections for the reasons discussed and explained in Final EIR Sections 2.6.4, 5.5.4, and 5.8, which reasons are fully incorporated here. This would reduce the amount of westbound Airport traffic using North Harbor Drive by up to 45%.

Bicycle and Pedestrian Access Upgrades

Safe, recognizable, and continuous connections along North Harbor Drive and to SDIA terminals would be provided for bicycles and pedestrians for the reasons discussed and explained in Final EIR Sections 2.6.4, 5.5.4, and 5.8, which reasons are fully incorporated here. Existing pedestrian and bicycle connections would be retained, while, additionally, new connections would also be established. For westbound passengers accessing SDIA, at the intersection of North Harbor Drive and Laurel Street, a pedestrian/bicycle crossing would be provided along the on-airport entry ramp. A multi-use bicycle and pedestrian path would be built along North Harbor Drive connecting Laurel Street to Terminal 1. At the intersection of North Harbor Drive and Harbor Island Drive, there would be a crossing that connects to the Terminal 1 Parking Structure. From there, pedestrians and bicyclists could access all new Terminal 1 facilities.

Transit-Ready Area

The Project includes preservation of a portion of SDIA as a “transit-ready” area for a future transit station that would connect to a regional transit extension and convey passengers within easy walking distance of existing Terminal 2 and the new Terminal 1 for the reasons discussed and explained in Final EIR Sections 5.5.4 and 5.8, which reasons are fully incorporated here.

D. Sustainability

The Project provides important sustainability benefits through conserving energy and water for the reasons discussed and explained in Final EIR Sections 2.6, 5.5.4, and 5.8, which reasons are fully incorporated here. The new Terminal 1 would incorporate high-performing and sustainable design and construction features consistent with the sustainability policies and goals adopted by SDCRAA, while also achieving certification from the U.S. Green Building Council (USGBC) and/or similar under another green rating system, such as the Envision Rating System for sustainable infrastructure.

Energy conservation measures implemented as part of the Project, such as expanding use of renewable power and increasing use of alternative fuels, would reduce energy use associated with the new construction and contribute to the on-going efforts to increase the overall energy efficiency at SDIA. Buildings constructed as part of the Project would be powered by 100 percent renewable electricity by 2024. Additionally, the Project would include implementation/ expansion of water efficiency and conservation programs which would increase water use efficiency compared to existing conditions.

The Project also includes improvements related to the existing SAN Stormwater Capture and Reuse System, which would serve to reduce the volume of stormwater discharged from the Airport and also provide water quality benefits related to stormwater discharge for the reasons discussed and explained in Final EIR Sections 2.6.7.2, 5.5.4, and 5.6.4.9, which reasons are fully incorporated here. This would also increase the amount of stormwater available for reuse on-site for non-potable purposes. This would result in a corresponding reduction in use of potable water for non-potable purposes.

The Project is supportive of SDCRAA’s Climate Resilience Plan, which presents a strategy for improving climate resilience by adapting to projected climate conditions through flood resilience, extreme heat management, and drought preparedness for the reasons discussed and explained in Final EIR Sections 3.3, 3.11, 5.5.4, 5.6.4, and 5.8, which reasons are fully incorporated here. This strategy will be used to inform the design and implementation of the Project.

These requirements supportive of sustainability and climate resilience implemented under the Project would also help to address risks associated with sea level rise for the reasons discussed and explained in Final EIR Sections 3.11.4.2.6, 3.11.6.2, and 5.6.4.10, which reasons are fully incorporated here.

The Project also provides opportunities for optimized revenue-producing concession uses of the Airport to enhance its economic viability and self-sufficiency for the reasons discussed and explained in Final EIR Sections 2.6.1, 5.5.4, and 5.8, which reasons are fully incorporated here.

E. Job Creation and Regional Economic Benefits

SDIA is a major employer on both local and regional levels. In addition to providing permanent positions at the Airport, SDIA is a major provider of construction jobs. The Project would foster additional employment opportunities and economic activity that would benefit the communities located around SDIA and the San Diego region for the reasons discussed and explained in Final EIR Section 6.4, which reasons are fully incorporated here.

The Project would improve passenger level of service and amenities within a new Terminal 1, and modernize the interior and exterior of the terminal to benefit the overall appearance of SDIA, as well as improve ground access to SDIA, thereby helping maintain the Airport's economic contribution in the San Diego Region. The Project is estimated to cost approximately \$3 billion to construct, and would generate approximately 900+ new employment opportunities at SDIA. Construction activity associated with the Project would also support the economy over the multi-year construction period due to the number of construction workers, anticipated spending by these workers, and the provision of goods and services in support of construction.

Regarding regional economic benefits, an economic impact study was completed for SDIA in June 2018.¹ The analysis conducted for this study estimated that on-airport tenants (along with their construction activity) and visitors arriving at SDIA supported nearly 116,600 total jobs earning a total annual payroll approaching \$3.9 billion. The total annual economic activity (output) generated by on-airport tenants and visitors is estimated at more than \$11.7 billion. These total impacts include the multiplier impacts created by the recirculation of the direct impacts within the economy. When associated off-airport parking and air cargo facilities are added to the total impacts supported by on-airport tenants and visitors, the Airport's economic impacts increase to nearly 118,000 total jobs, more than \$3.9 billion in total annual payroll, and nearly \$11.9 billion in total annual economic activity. Total employment and total output supported by the Airport and the associated off-airport parking and air cargo facilities have increased by 31 percent and 29 percent, respectively, since 2012 due primarily to the Airport's strong growth in passengers. The ongoing successful operation of SDIA serves a vital role in maintaining a healthy regional economy and implementation of the proposed project would help support that role.

Considering the foregoing, and the information contained within the Final EIR and other portions of the Project's Administrative Record, the Airport Authority concludes that implementation of the Project will result in multiple, independent benefits as outlined above. The Airport Authority also finds that the benefits identified above outweigh and make acceptable the significant, unavoidable environmental impacts associated with the Project and, accordingly, adopts this Statement of Overriding Considerations.

¹ CDM Smith. San Diego International Airport Economic Impact Study. June 2018. Available: <https://www.san.org/Portals/0/Documents/Finance/Economic%20Impact%20Study/2017-01-06-economic-impact-study.pdf>. This June 2018 Airport Economic Impact Study is incorporated by reference in full into the Statement of Overriding Considerations and the Project's Administrative Record.

Findings of Fact

1. Introduction

The Final Environmental Impact Report (Final EIR) evaluates the potential environmental impacts associated with the Airport Development Plan (ADP or “project”) at San Diego International Airport (SDIA or “Airport”), proposed by the San Diego County Regional Airport Authority (Authority). In addition to being the project proponent, the Airport Authority is also the lead agency for the Final EIR (i.e., the public agency with primary responsibility for preparing and certifying the California Environmental Quality Act (CEQA) compliance document along with adopting the project).

SDIA encompasses 661 acres. It has a single, 9,401-foot-long and 200-foot-wide east-west runway that accommodated 225,058 flight operations in 2018, making it the busiest single-runway commercial airport in the nation. The runway is supported by one full-length parallel taxiway on the south (Taxiway B). The north taxiway (Taxiway C) is not full length, as there is insufficient space between the runway and the U. S. Marine Corps Recruit Depot property. Additionally, there are ancillary taxiways that provide for runway and terminal access and aprons that provide for aircraft parking. The SDIA terminal complex is comprised of three buildings: Terminal 1 (T1), Terminal 2 East (T2-East), and Terminal 2 West (T2-West). Other landside airport facilities include general aviation facilities, air cargo facilities, related aviation support facilities, and an aircraft rescue and firefighting facility. SDIA’s air service continues to grow based upon the growing region’s demand for air travel. The ADP does not include an additional runway or any changes to the runway configuration.

The ADP is the next phase of master planning for SDIA, enabling SDCRAA to accommodate anticipated future demand for air travel at SDIA with more modern, efficient, and comfortable facilities. The ADP planning effort began in 2012 with defining the effort’s Goals and Objectives. The objectives of the proposed project incorporate and build upon the goals identified in 2012.

The objectives for the ADP include the following:

- Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction that reflect the local feel and uniqueness of San Diego
 - Objectives:
 - Maintain appropriate level of service on the curbside, security checkpoints, passenger holdrooms, and bag claim areas.
 - Optimize airport concessions to meet demand and generate revenue for SDIA.
 - Minimize walking distances and mode changes from curbside to aircraft gate.
 - Address T1 functional deficiencies, including replacement if necessary.
 - Develop a plan that can be implemented in a phased manner.

- Make the terminal a showplace of functionality and design that reflects the local feel and uniqueness of San Diego.
- Goal: Plan for an operationally efficient airfield that meets FAA standards
 - Objectives:
 - Improve and optimize airfield configuration for safety, efficiency, and capacity.
 - Develop a plan to eliminate any existing modifications to standards as soon as feasibly practical and do not create conditions warranting additional modifications or waivers from the FAA.
 - Provide flexibility to respond to future aircraft, technology, and industry changes.
- Goal: Provide a plan that is fiscally and environmentally sustainable
 - Objectives:
 - Wherever prudent, make use of existing facilities through renewal or modernization to meet future demand.
 - Ensure the development plan is fiscally responsible from both the capital and operational cost perspectives.
 - Provide plans that will diversify airport revenues and strengthen the financial position of SDIA.
 - Maximize funding resources through appropriate facility planning.
 - Continue to implement sustainability measures at SDIA, and monitor and report on those measures consistent with Global Reporting Initiative (GRI) Sustainability Reporting Standards.
- Goal: Optimize the productive use of SDIA properties
 - Objectives:
 - Maximize non-airline revenues.
 - Identify opportunities for increased commercial utilization.
- Goal: Provide a plan that meets the aviation needs of the San Diego region in a socially responsible manner
 - Objectives:
 - Support increases in air service demand for commercial passenger service to meet the needs of the San Diego regional economy and businesses.
 - Implement airport improvements in a sustainable manner and consider the total cost of ownership including financial, environmental, and social costs.

- Goal: Improve ground access to SDIA, including coordination of transit service and facilities that interface with regional systems, and accommodate parking demand
 - Objectives:
 - Provide enhanced vehicular access from Harbor Drive to SDIA.
 - Improve mobility for private vehicles, transit users, and bicyclist/pedestrians along the North Harbor Drive corridor.
 - Improve transit connections to the existing transit system planned by SANDAG and operated by MTS, including bus shuttle service to light rail stations and transit centers (Santa Fe Depot and Old Town Transit Centers).
 - Accommodate demand for short-term and long-term parking spaces on-airport to ensure sufficient passenger satisfaction and appropriate revenue generation.

2. Project Description

The primary components of the proposed project are the replacement of the existing T1, modifications to T2-East and T2-West, and a new airport access roadway. T1 is the oldest terminal at SDIA and does not meet current standards for customer service of commercial air passengers, including undersized passenger waiting areas at gates, limited restrooms, and no post-security connection between concourses. Under the proposed project, the existing T1 would be demolished and replaced with a new terminal facility. As part of the T1 replacement, a new T1 access road and parking structure would be constructed. The T2-West and T2-East modifications consist of adding a new concourse “stinger” (up to seven gates) that extends northward from the western terminus of T2-West, and demolishing the existing easternmost 350,000 square-foot T2-East concourse and replacing it with a new concourse that connects T2 to the new T1. At completion of the proposed project, the number of gates at SDIA would increase from 51 to 61. The improvements would enable SDCRAA to accommodate future demand for air travel that is anticipated to occur at SDIA, with or without the project, with more modern, efficient, and comfortable facilities.

The proposed project also includes a new on-airport entry roadway for airport-bound traffic traveling west on North Harbor Drive. The on-airport entry roadway, which includes an accompanying new pedestrian and bicycle multi-use path, would provide a new airport access point near the intersection of Laurel Street and North Harbor Drive, which would reduce congestion by removing a portion of westbound airport traffic from North Harbor Drive to the new on-airport entry roadway.

Other project improvements include an expanded central utility plant and other infrastructure upgrades; the demolition of airport support facilities and administrative building to accommodate the terminal improvements; construction of a new airport administrative office building and potential commercial development area; and the removal and/or reconfiguring of surface elements such as surface parking, access roads, aircraft aprons, and taxiways. The proposed project implementation would occur over two phases (Phase 1 and Phase 2), each with two sub-phases (Phase 1a and Phase 1b, and Phase 2a and Phase 2b).

3. Background

Airport Master Plan and Airport Layout Plan

An airport master plan provides for the long-term development of an airport and allows an airport to seek specific federal grants and funds associated with federal law for improvements associated with an airport master plan. The Port District prepared SDIA's first comprehensive Master Plan document in 2001; however, it was not adopted prior to the transfer of SDIA ownership and operation to SDCRAA in 2003. In 2008, the SDCRAA Board adopted the Airport Master Plan (AMP), and the AMP continues to govern planning at SDIA. The AMP documents the SDCRAA planning process for SDIA and provides guidance for development of SDIA to meet continued passenger, cargo, and operations growth to meet the two overall objectives of:

1. Providing adequate facilities to accommodate air service demand (forecast growth through 2015), while improving levels of services, airport safety and security, and enhancing airport access.
2. Developing facilities that utilize the current airport property and facilities efficiently and are compatible with surrounding land uses.

A series of goals and detailed objectives were also developed to address specific issues related to the SDIA airport master-planning process and provide a framework for developing improved airport facilities. The AMP identified facility requirements in four categories: Airfield, Terminal, Ground Transportation, and Airport Support Facilities.

Following the adoption of the AMP in May 2008, an Airport Layout Plan (ALP) was completed in June 2009 and approved by the FAA in July 2009, subject to specified conditions, and was updated in 2014. An ALP refers to the official plan drawing approved by the FAA that depicts all existing and planned airport facilities, runway and taxiway safety areas, and the property boundary. It also includes data tables describing various components of SDIA.

The ADP is the next master planning phase for SDIA, building upon the 2008 AMP.

Airport Transit Plan

The SDCRAA has set forth programs to improve provisions for, and use of, transit at SDIA for use by its passengers and airport employees. In 2010, the SDCRAA prepared an Airport Transit Plan to assess potential transit programs and ridership for airport employees and passengers to SDIA. In 2016, the Airport Transit Plan was updated, funded by a California Department of Transportation (Caltrans) transportation planning grant (and available for review at www.san.org). The Airport Transit Plan update focused on near-term transit programs that could increase connectivity to the existing transit systems, particularly the light rail stations and transit centers at Santa Fe Depot and the Old Town Transit Center, which include light rail, heavy rail (such as the North County Transit District's COASTER and Amtrak), and bus connections. The recommendations in this plan focus on four alternatives developed from eight potential concepts for increasing transit ridership. Two of the programs were implemented by the SDCRAA in 2016 with the opening of an on-airport roadway connecting to the northside of SDIA (see description and implementation dates below). In conjunction with ongoing planning efforts to reduce impacts of airport operations on surrounding areas and the environment, the SDCRAA is working to

implement the other two recommended programs, which require coordination and approvals from other transportation and land use agencies. The four programs identified in the Airport Transit Plan are.

- Maximize marketing and passenger information utilizing airport and non-airport information channels – Implemented January 2016.
- Enhance access to the existing Trolley station at Middletown and launch the Trolley to Terminal shuttle bus utilizing the airport roadway – Implemented January 2016.
- Convert the existing MTS bus route between SDIA and downtown San Diego, Route 992, to a “Rapid” route, with improvements to the operations on SDIA and on the route through downtown.
- Partner with transit operators to implement a transit line from the Old Town Transit Center and Amtrak Station to SDIA.

Harbor Drive Mobility Committee

In March 2017, the SDCRAA Board directed and approved the formation of a multi-agency committee – comprised of key land use and transportation agencies, as well as stakeholders in the North Harbor Drive corridor – to improve traffic flow, reduce congestion, and consider road and transit improvements that would improve mobility. As the SDCRAA does not have planning jurisdiction for transportation improvements beyond its 661 acres, the SDCRAA must coordinate ground transportation improvements with the City of San Diego, SANDAG, Port of San Diego, and Caltrans. The Board specifically requested to establish a process by which data is gathered and alternatives evaluated; and solutions and recommendations are presented to decision-makers. The Board further requested the establishment of a cadre of stakeholders to evaluate and recommend transit alternatives to remedy traffic and accessibility concerns around SDIA. This direction specified that stakeholders should include a working group of entities directly impacted by traffic around SDIA and those that have a regional responsibility for transit, and that direction was to be provided by policy-level decision-makers who would evaluate the technical analysis and provide policy-level recommendations for implementation and execution among all of the impacted entities.

The Harbor Drive Mobility Committee included a Policy Group and a Working Group. The Policy Group consisted of representatives from the SDCRAA, the Port of San Diego, the City of San Diego, as well as two representatives from SANDAG (Board Chair and Transportation Committee Chair). The Policy Group, comprised of policy-level decisions-makers, evaluated technical analysis and provided policy-level recommendations for implementation and execution among all of the regional entities. The Harbor Drive Mobility Committee also included a Working Group with membership from the SDCRAA, SANDAG, Port of San Diego, Caltrans, MTS, City of San Diego, and Solar Turbines. The Working Group held regular meetings to develop transportation ideas and alternatives based on thorough technical analyses. The Working Group met periodically with the Policy Group to review and discuss analysis, concepts, and alternatives.

- From 2017 through June 2018, the Harbor Drive Mobility Committee held seven Working Group meetings and five Policy Group meetings, to conduct its mission, including an assessment of potential improvements to roads, transit, and pedestrian/bicycle access in the North Harbor Drive corridor from Shelter Island to the San Diego Convention Center.

SANDAG Airport Connectivity Subcommittee

In December 2018, SANDAG established a temporary subcommittee of the Board of Directors, advisory in nature, entitled the Airport Connectivity Subcommittee, to identify future transportation solutions for improved ground and transit connectivity options connecting to SDIA. SANDAG Chair and Poway Mayor Steve Vaus serves as the Chair of the Airport Connectivity Subcommittee. The Airport Connectivity Subcommittee includes Board members from the following organizations: SANDAG, City of San Diego, County of San Diego, MTS, North County Transit District, San Diego Unified Port District, SDCRAA, and Caltrans District 11.

The purpose of the Airport Connectivity Subcommittee is to lead discussions and explore options for how best to build consensus around transportation solutions for improved connectivity to SDIA for generations to come. The work of the Airport Connectivity Subcommittee will conclude upon adoption of a preferred transportation solution by the SANDAG Board of Directors. To help identify potential solutions, the Airport Connectivity Subcommittee is discussing airport connectivity options and SANDAG released two Requests for Information (RFI) to solicit innovative ideas from external entities for improved connectivity, the creation of San Diego Grand Central Station, and supportive land uses. It is anticipated that any recommended solutions by the Airport Connectivity Subcommittee will be considered by the SANDAG Board of Directors for inclusion in the upcoming 2021 Regional Plan.

ADP EIR Procedural History

On January 20, 2017, SDCRAA issued a Notice of Preparation (NOP) for the proposed project to inform responsible and trustee agencies, public agencies, and the public that SDCRAA was preparing a Draft EIR for the proposed ADP project. The NOP was circulated for a 40-day public comment period from January 20, 2017 to March 1, 2017, with two scoping meetings held on January 31, 2017 and February 1, 2017.

SDCRAA released the 2018 Draft EIR on July 9, 2018 for a 46-day review comment period that was extended by an additional 15 days to 61 days. The 61-day review period concluded on September 7, 2018.

A total of 87 federal, state, regional, and local agencies, as well as organizations and individuals submitted comments on the 2018 Draft EIR. Eleven of the comment letters were received after the close of the comment period.

Based on comments received on the 2018 Draft EIR, SDCRAA withdrew the 2018 Draft EIR, developed and prepared an entirely new Recirculated Draft EIR in September 2019 (Recirculated Draft EIR), and also formulated a new alternative to the proposed project. The Recirculated Draft EIR incorporated the updated information and analyses, and included the new alternative. The SDCRAA provided the Recirculated Draft EIR to the public for review and comment pursuant to the requirements of CEQA and the State CEQA Guidelines. State CEQA Guidelines Section 15088.5

requires recirculation of an EIR when significant new information is added after notice of public review has been given, but prior to certification of the EIR. New information can include changes to the project or environmental setting, as well as additional data or other information, including a feasible project alternative different from others previously analyzed that would lessen the environmental impacts of the project.

Provided below is a summary of the main additions and/or updates set forth in the Recirculated Draft EIR.

Updated Aviation Activity Forecast

As described in Section 2.5.1 of the 2018 Draft EIR, an aviation activity forecast provides the basis for estimating the number and types of aircraft operations occurring in the future at an airport, along with associated passenger numbers projected for the future. Such information is used not only for planning the types and timing of airport improvements that may be required in the short-, medium-, and long-term, but also for assessing certain project-related impacts that are dependent, in part, on the number of aircraft operations and/or passengers that are anticipated to occur at SDIA in the future. Such impacts include, but are not limited to, air quality and noise impacts associated with increased aircraft operations, and traffic, air quality, and noise impacts from increased vehicle trips associated with future increases in passenger numbers. The 2018 Draft EIR used aviation activity forecasts that were based on data from 2011 and 2012. Although the forecasts were approved by the Federal Aviation Administration (FAA) in 2013, some commenters indicated that the 2013 aviation activity forecast may be underestimating the future activity levels projected for SDIA, noting, in particular, that the actual activity level occurring at SDIA in 2017 was much greater than that projected in the 2013 forecast.

Based on those comments, the SDCRAA updated the aviation activity forecast for SDIA, taking into account a number of factors that have contributed to growth occurring faster than originally projected in the 2013 forecast. Such factors include the strong economic growth that occurred in the San Diego region between 2011 and 2017, decreases in domestic airfares, the use of larger capacity aircraft (in terms of the number of seats), higher load factors (in terms of the percentage of occupied seats on flights), and substantial increases in both origin-destination and connecting passengers at SDIA.

An updated aviation activity forecast for SDIA using 2018 as the base year was completed in April 2019. It includes: (1) updated unconstrained forecasts of enplaned passengers, air cargo, and aircraft operations at SDIA for the future demand years; (2) a comparison to the FAA 2018 Terminal Area Forecast (TAF) for SDIA, which is also an unconstrained forecast; and (3) a constrained demand scenario that accounts for the fact that the future aviation activity demands projected for SDIA (i.e., the unconstrained forecasts) cannot be fully accommodated due to the limits of SDIA's single runway capacity. The FAA approved the updated aviation activity forecasts on June 19, 2019. More information regarding the updated forecast is provided in Section 2.5.1 of the Recirculated Draft EIR, Appendix R-B of the Recirculated Draft EIR (as corrected in Section 3.3, Corrections and Additions to the Recirculated Draft EIR – Appendices, of the Final EIR), and Attachment 3, Airfield/Airspace Simulation Analysis, of the Final EIR.

Based on the approved aviation activity forecast, the impacts analyses in the 2018 Draft EIR, particularly those related to traffic, air quality, and noise, were revised and were presented in the Recirculated Draft EIR.

Refinements to the Proposed Project's Facilities Building Heights

Based on additional planning and design efforts by SDCRAA subsequent to publication of the Draft EIR in July 2018, refinements to the heights of certain facilities under the proposed project were made, as further discussed in Chapter 2, Project Description, of the Recirculated Draft EIR. Specifically: (1) the height of the proposed new (replacement) Terminal 1 has been increased from 65 feet to a maximum of 90 feet at the terminal façade/ticketing lobby on the south side of the building; (2) the height of the proposed Terminal 1 Parking Structure has been reduced from 80 feet to 60 feet; and (3) the height of the commercial development opportunity adjacent to the new (replacement) Terminal 1 has been reduced from 150 feet to 90 feet.

New Alternative to the Proposed Project

In response to comments received on the 2018 Draft EIR, SDCRAA developed a new alternative to the proposed project. The main differences between the new alternative, which is presented in the Recirculated Draft EIR as Alternative 4 - T1 Replacement and Transportation Improvements, and the proposed project, include:

- Reduction in Size, Scope, and Construction Period of ADP Improvements
 - Under Alternative 4, the proposed ADP improvements would focus only on the replacement of the existing Terminal 1 and forego the addition to Terminal 2 West (i.e., the proposed “stinger”). It would also forego the replacement of existing Terminal 2 East. Completion of the ADP improvements under this alternative would occur by 2026, as compared to 2035 for the proposed project.
 - Under Alternative 4, the 400,000 square foot commercial development opportunity area proposed adjacent to the new (replacement) Terminal 1 under the proposed project would not be implemented.
- Transit Service Improvements
 - Alternative 4 would provide near-term (or first phase) transit service improvements at SDIA, including an airport shuttle service to and from the Old Town Transit Center, which is an intermodal transit station with connections for commuter and inter-city rail service (Amtrak/North County Transit District's COASTER), light rail service (San Diego Trolley), and San Diego Metropolitan Transit System (MTS) bus lines. SDCRAA would also work with the MTS to upgrade Bus Route 992 transit service between downtown and SDIA, including the connection to the Santa Fe Depot. This would include the following measures to increase ridership by reducing the travel time along the route: 1) allow 992 buses to use the new on-airport access road including preferential locations at the terminals for bus stops; and 2) provide space for a kiosk and fare purchase station at a convenient location within the new, replacement Terminal 1 (implemented in

January 2016 at existing Terminals 1 and 2). While the airport shuttle service to and from the Old Town Transit Center and improvements to Bus Route 992 service to and from SDIA are included as project features of Alternative 4, these transit improvements could also occur as mitigation measures for traffic impacts associated with the proposed project.

- Alternative 4 would designate an area mid-way between the new (replacement) Terminal 1 and the existing Terminal 2 for a potential transit station that would connect SDIA directly to off-airport transit system improvements, should that opportunity occur in the future. Future development of such off-airport transit system improvements would be part of a comprehensive transit system infrastructure planning program involving multiple agencies, including the SDCRAA, the San Diego Association of Governments (SANDAG), the Port of San Diego, the County of San Diego, the City of San Diego, MTS, and Caltrans.

- Roadway System Improvements

- Alternative 4 would retain the proposed project's new on-airport three-lane access road, as this is necessary to reduce airport-related traffic traveling west on North Harbor Drive. In addition, Alternative 4 would reserve right-of-way for a future three-lane roadway for outbound traffic, as this would reduce airport-related traffic traveling east on North Harbor Drive. One of the outbound lanes on SDIA would also be enacted in the first phase to allow high occupancy vehicles, such as the Rental Car Center buses and the Old Town Transit Center shuttle to avoid city streets (specifically bypassing North Harbor Drive and Laurel Street) by connecting to the existing on-airport transitway to traverse around the east end of the airfield and connect to the northside of SDIA and Pacific Highway. The connection point for new outbound roadway lanes would occur off of airport property and, therefore, requires further planning and approval from the City of San Diego, Caltrans, and other potential agencies including the California Coastal Commission, the Port of San Diego, and SANDAG. Additionally, the operational characteristics and connection point of the subject roadway would take into consideration other key roadways nearby, such as Laurel Street and Pacific Highway, which likewise would involve coordination with, and environmental review by, other agencies.

- Reduced Size Terminal 1 Parking Structure

- Alternative 4 would reduce the size of the proposed parking structure south of the new (replacement) Terminal 1. Specifically, it would reduce the number of parking spaces from 7,500 to 5,500, and the total square footage from 2,780,000 to 2,250,000.

- Reduced Height Airport Administrative Offices Building

- Under Alternative 4, the new (replacement) airport administrative offices building would be only 84 feet in height, compared to the 95-foot height in the proposed project.

State CEQA Guidelines Amendments/Thresholds of Significance

The California Natural Resources Agency adopted amendments to the State CEQA Guidelines in December 2018. While these most recent amendments to the Guidelines result in no substantive changes to the analysis presented in the 2018 Draft EIR, the Recirculated Draft EIR updated its references to the State CEQA Guidelines, where appropriate, to reflect the amendments and be consistent with them.

The Amendments included revisions to the State CEQA Guidelines Appendix G Checklist, which in many cases provides the thresholds of significance used in the analysis of proposed project impacts. The thresholds of significance in the Recirculated Draft EIR have been updated to incorporate the amended Appendix G Checklist questions, as appropriate.

SDCRAA released the Recirculated Draft EIR on September 19, 2019 for a 46-day review comment period which concluded on November 4, 2019.

A total of 41 federal, state, regional, and local agencies, as well as organizations and individuals submitted comments on the Recirculated Draft EIR.

The comments and Authority responses are included in Chapter 2 of the Final EIR.

The Authority published the Final EIR for the ADP on December 30, 2019.

4. Record of Proceedings

For purposes of CEQA and the findings set forth herein, the record of proceedings for the Authority's decision on the ADP includes the following documents:

- The Initial Study and NOP prepared for the ADP;
- Public notices issued in conjunction with the ADP;
- The July 2018 Draft EIR, including appendices;
- All comments submitted by agencies or members of the public during the public comment period on the July 2018 Draft EIR;
- The Recirculated Draft EIR, including appendices;
- All comments submitted by agencies or members of the public during the public comment period on the Recirculated Draft EIR;
- The Final EIR for the ADP, including responses to comments submitted by agencies or members of the public during the public comment period on the Recirculated Draft EIR, and attachments to the Final EIR;
- The Mitigation Monitoring and Reporting Program (MMRP) for the ADP;

- All findings and resolutions adopted by the Authority in connection with the ADP and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, and other planning documents relating to the ADP prepared by the Authority, the Authority’s consultants, or responsible or trustee agencies with respect to the Authority’s compliance with the requirements of CEQA and with respect to the Authority’s action on the ADP;
- All documents submitted to the Authority by agencies or members of the public in connection with the ADP;
- Minutes and verbatim transcripts of all information sessions, public meetings, and public hearings held by the Authority in connection with the ADP;
- Any documentary or other evidence submitted to the Authority at such workshops, public meetings, and public hearings; and
- Matters of common knowledge to the Authority, including, but not limited to federal, state, and local laws and regulations.

The custodian of the documents comprising the record of proceedings is the San Diego County Regional Airport Authority, Authority Clerk, located at 3225 N. Harbor Drive, San Diego, CA 92101.

5. Findings Required Under CEQA

Under CEQA, for each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three allowable conclusions. The first allowable finding is that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.” CEQA Guidelines § 15091(a)(1). The second allowable finding is that “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.” CEQA Guidelines § 15091(a)(2). The third allowable conclusion is that “[s]pecific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.” CEQA Guidelines § 15091(a)(3).

CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or substantially reduce significant environmental impacts that would otherwise occur. Mitigation measures or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project or implementing the mitigation measure lies with some other agency. CEQA Guidelines § 15091(a)(3)(c). Public Resources Code section 21061.1 defines “feasible” to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, and technological factors.” CEQA Guidelines Section 15364 adds another factor: “legal” considerations. See also Citizens of

Goleta Valley v. Bd. of Supervisors [“Goleta II”], 52 Cal.3d 553, 565 (1990); California Native Plant Soc’y v. City of Santa Cruz, 177 Cal.App.4th 957, 1001 (2009).

The CEQA Guidelines do not define the difference between “avoiding” a significant environmental effect and merely “substantially lessening” such an effect. The Authority must therefore glean the meaning of these terms from the other contexts in which the terms are used. Public Resources Code section 21081, on which CEQA Guidelines Section 15091 is based, uses the term “mitigate” rather than “substantially lessen.” The CEQA Guidelines, therefore, equate “mitigating” with “substantially lessening.” Such an understanding of the statutory term is consistent with the policies underlying CEQA, which include the policy that “public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects.” Cal. Pub. Res. Code, § 21002.

For purposes of these findings, the term “avoid” refers to the effectiveness of one or more mitigation measures to reduce an otherwise potentially significant effect to a less-than-significant level. In contrast, the term “substantially lessen” refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a level that is less than significant. Although the CEQA Guidelines Section 15091 requires only that approving agencies specify that a particular significant effect is “avoid[ed] or substantially lessen[ed],” these findings, for purposes of clarity, in each case will specify whether the effect in question has been reduced to a level that is less than significant, or has simply been substantially lessened but remains significant. Moreover, although CEQA Guidelines Section 15091, read literally, does not require findings to address environmental effects that an EIR identifies as merely “potentially significant,” these findings will nevertheless fully account for all such effects identified in the Final EIR.

Only after fully complying with the findings requirement can an agency adopt a statement of overriding considerations. Citizens for Quality Growth v. City of Mount Shasta, 198 Cal. App. 3d 433, 442, 445 (1988); California Native Plant Soc’y, 177 Cal.App.4th at 982-83.

In cases in which significant impacts are not at least “substantially mitigated,” the agency, after adopting the findings, may approve the project if it first adopts a statement of overriding considerations setting forth the specific reasons why the agency found that the project’s “benefits” rendered “acceptable” its “unavoidable adverse environmental effects.” CEQA Guidelines §§ 15093, 15043(b). The California Supreme Court has stated that, “[t]he wisdom of approving . . . any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced.” Goleta II, 52 Cal.3d at 576; Cherry Valley Pass Acres Neighbors v. City of Beaumont, 190 Cal.App.4th 316, 356-58 (2010).

In certain instances, the only mitigation measures identified that would reduce a potentially significant impact to a level of less than significant are within the responsibility and jurisdiction of another agency. Although the Final EIR identifies mitigation for such impacts, because the Authority cannot ensure the implementation of such mitigation and the agency with jurisdiction may choose not to implement the mitigation, the impact may remain significant. Due to this

uncertainty, and to take a conservative approach, where a mitigation measure is within the responsibility and jurisdiction (including as to funding) of another agency, the Authority finds the impact to be significant and unavoidable and adopts a statement of overriding considerations.

This document presents the Authority's findings as required by CEQA, cites substantial evidence in the record in support of each of these findings, and presents an explanation to supply the logical step between the finding and the facts in the record. CEQA Guidelines § 15091.

6. Legal Effects of Findings

To the extent that these findings conclude that the proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded, or withdrawn, the Authority hereby commits to implementing these measures, to the extent such mitigation measures are within the responsibility and jurisdiction of the Authority. These findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the Authority adopts a resolution adopting the ADP.

The mitigation measures are referenced in the Mitigation Monitoring and Reporting Program (MMRP), adopted concurrently with these findings, and will be effectuated through the process of constructing and implementing the ADP.

7. Mitigation Monitoring and Reporting Program

A MMRP has been prepared for the ADP. See Cal. Pub. Res. Code § 21081.6. The Authority will use the MMRP to track compliance with ADP mitigation measures. The Authority's Board will consider the MMRP during the certification hearing for the Final EIR. The final MMRP will incorporate all mitigation measures adopted for the ADP.

8. Significant Effects, Mitigation Measures, and Findings

The Final EIR identified nine environmental categories that may be subject to potentially significant environmental impacts from the proposed project: Air Quality, Greenhouse Gases (GHGs) and Climate Change, Human Health Risk, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Land Use and Planning, Noise, and Traffic and Circulation. Although some of the proposed project's significant impacts can be avoided through the adoption of feasible mitigation measures, certain Air Quality, GHG and Climate Change, Cultural Resources, Hazards and Hazardous Materials (related to noise), Land Use and Planning (related to noise and traffic), Noise, and Traffic and Circulation cannot be avoided. These effects cannot be reduced by the adoption of feasible mitigation measures, and thus must be outweighed by overriding considerations discussed in the Statement of Overriding Considerations adopted in conjunction with the adoption of the ADP.

This section presents in greater detail the Authority's findings with respect to the environmental effects of the proposed project described in Chapter 2 of the Recirculated Draft EIR. It also summarizes the evidence relied upon by the Authority in making these Findings. This evidence is drawn from the Recirculated Draft EIR, the comments and responses to comments on the Recirculated Draft EIR, the Final EIR, and other evidence presented to the Authority, including all other information in the administrative record.

The following discussion examines each of the environmental impacts evaluated in detail in the EIR. Section 1.4.4 of the Recirculated Draft EIR discusses environmental categories for which no impacts would result and for which detailed analysis was not required, including agriculture and forestry resources, mineral resources, population and housing, and wildfire.

8.1 Aesthetics and Visual Resources

8.1.1 Less-than-Significant Effect

The Final EIR did not identify any significant aesthetics and visual resources impacts relating to the proposed project.

No finding per CEQA Guidelines Section 15091 is required, as no significant effect would occur.

Reference: EIR Section 3.1.

8.2 Air Quality

8.2.1 Significant Effect

Relative to emissions of air pollutants, characterized in terms of tons per year or pounds per day, implementation of the proposed project would exceed the screening-level emissions thresholds for certain criteria pollutants, specifically, volatile organic compounds (VOCs), oxides of nitrogen (NO_x), carbon monoxide (CO) and sulfur oxides (SO_x), which would be a significant impact.

Relative to concentrations of air pollutants, characterized in terms of micrograms per cubic meter and measured against state and federal ambient air quality standards, concentrations of certain criteria pollutants, specifically, VOCs, NO_x, CO, SO_x, and particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers (PM_{2.5}), would not exceed state or federal standards and, therefore, would result in a less-than-significant impact relative to those pollutants. However, existing background concentrations of particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀) currently exceed state standards, and the increase in PM₁₀ concentrations associated with project operations would increase that existing exceedance. As such, the project's concentration-based impact associated with PM₁₀ would be a significant impact.

With respect to the proposed project's cumulative impacts on criteria air pollutants, construction of the proposed project in conjunction with other projects anticipated to be under construction during that same period would result in a significant impact relative to cumulative emissions for VOCs, NO_x, and PM₁₀, of which the proposed project's contribution to that significant impact would be cumulatively considerable for NO_x and PM₁₀.

Operation of the proposed project at buildout in 2035 and in 2050 would contribute to a cumulatively considerable net increase of VOCs and NO_x, which are precursors to ozone (O₃), for which the San Diego air basin is in nonattainment under federal and state ambient air quality standards. This would be a significant and unavoidable cumulative impact.

There would also be a net increase in CO and SO_x emissions, but dispersion modeling demonstrated that these emissions would not result in exceedances of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) for nitrogen dioxide (NO₂), CO, or sulfur dioxide (SO₂). Thus, the project's CO and SO_x emissions would not constitute a cumulative impact.

Mitigation:

MM-AQ/GHG-1 Ground Support Equipment (GSE) Conversion: All baggage tugs, belt loaders, lifts, pushback tractors, and utility carts at SDIA that are owned and operated by airlines and their ground handling contractors to service aircraft, shall be transitioned to alternative fuels (i.e., electric, natural gas, renewable diesel, biodiesel) by 2024.

Additionally, by 2024, 50 percent of gasoline-fueled GSE that are light duty vehicles owned and operated by SDCRAA would be replaced with hybrid electric or alternative fuel vehicles and 100 percent of diesel-fueled GSE that are owned and operated by SDCRAA would be replaced with hybrid electric or alternative fuel vehicles. This measure is considered feasible.

MM-AQ/GHG-2 Renewable Electricity: Project-related buildings shall be powered by 100 percent renewable electricity by 2024 and continuing thereafter through on-site generation resources, grid-delivered purchases, and/or renewable energy certificates. This measure is considered feasible.

MM-AQ/GHG-3 Cool Roof: The project shall include roofing materials with a minimum 3-year aged solar reflection and thermal emittance or solar reflection index equal to or greater than the values specified in the voluntary measures under 2016 California Green Building Standards Code. This measure is considered feasible.

MM-AQ/GHG-4 LEED Silver Certification: The project shall demonstrate achievement of at least LEED Silver certification (or equivalent green rating certification) for all new major facilities, such as a new terminal, a new parking structure, or new SDCRAA administration building. This measure is considered feasible.

MM-AQ/GHG-5 Clean Vehicle Parking: The project shall designate 10 percent of new parking stalls for a combination of low-emitting, fuel-efficient, and carpool/vanpool vehicles. This measure is considered feasible.

MM-AQ/GHG-6 Electric Vehicle Chargers: The project shall install electric vehicle charging ports at three percent of new parking stalls and another three percent would be "EVSE-ready". This measure is considered feasible.

MM-AQ/GHG-7 Ground Transportation Clean Vehicle Program: In conjunction with the project, SDIA's current Commercial Ground Transportation Clean Vehicle Program shall be extended past 2020 with the goal that commercial operator fleets achieve an average GHG rating of 10 (0-204 gCO₂/mile) by 2030 as scored by fueleconomy.gov (or an equivalent program). This measure is considered feasible.

MM-AQ/GHG-8 Electric On-Airport Shuttles: In conjunction with the project, on-airport shuttles serving passenger and employee parking lots, and inter-terminal transfers shall be transitioned to electric vehicles (all-electric or plug-in hybrid) by 2026. The buses serving the Rental Car Center shall be transitioned to electric vehicles by 2028. This measure is considered feasible.

MM-AQ/GHG-9 Bicycle Facilities: To facilitate active transportation commuting, the project shall install shower stalls and lockers in the new Airport Administration Building and in the new terminal building based on the number of employees and guidance provided in the City of San Diego’s Climate Action Plan Consistency Checklist (estimated at 7 shower stalls and 25 lockers total). In addition, covered bicycle storage shall be installed for SDCRAA and tenant employees based on non-public square footage and guidance provided in the City of San Diego’s Climate Action Plan Consistency Checklist (estimated at 50 bike spaces total). This measure is considered feasible.

MM-AQ/GHG-10 Employee Parking Cash-Out Program: SDCRAA shall implement a parking cash-out program for its employees. This measure is considered feasible.

With mitigation, the effects will be:

(X) Significant and Unavoidable () Not Significant

Finding(s) per CEQA Guidelines section 15091:

- (X) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- (X) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- (X) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

SDCRAA has a long-standing commitment to sustainability at SDIA including, but not limited to, the reduction of air pollutant emissions such as criteria pollutants and GHG. As described in Section 3.2 of the EIR, there are numerous existing plans, programs, policies, and practices at SDIA that currently serve to reduce such emissions and are already responsive to the types of mitigation measures often recommended to be included in environmental documents for the reduction of air pollutant and GHG emissions. As demonstrated in Table 3.2-17 of the EIR, the vast majority of potential measures for reducing air pollutant and GHG emissions are already being implemented at SDIA and would extend to implementation of the proposed project, and additional measures, such as project design/operational features (such as hydrant fueling pits at aircraft gates) or mitigation measures specific to the proposed project (MM-AQ/GHG-1 through MM-AQ/GHG-10 as outlined above), would serve to further reduce the air pollutant and GHG emissions of the proposed project.

As shown in Table 3.2-11 of the EIR, the majority (i.e., ranging from approximately 51 to more than 95 percent depending on the pollutant/pollutant precursor) of the emissions of VOC, NO_x, CO, and SO_x (the pollutants/pollutant precursors for which emission estimates exceed the thresholds of significance) are from aircraft operations. Notably, while the SDCRAA does not have the legal

authority to regulate aircraft operations or emissions from aircraft engines, as evidenced by the aircraft taxi times presented in Table R-C-7, implementation of the proposed project would reduce future aircraft taxi-related emissions through a concourse/gate design that would be more efficient than the existing configuration. As indicated in Table 3.2-17 of the Recirculated Draft EIR regarding potential mitigation measures for the reduction of project-related air pollutant emissions, including criteria pollutants and GHG emissions, the ability to reduce aircraft emissions at SDIA is limited by the fact that under the Airport Noise and Capacity Act of 1990, public-use airport operators in the United States are not permitted to create facility use regulations that are discriminatory against one type or size of aircraft. That fact is also reflected in the statement on page 3.3-37 of the Recirculated Draft EIR that the SDCRAA does not have authority to regulate aircraft operations or emissions from aircraft engines.

As also noted in Table 3.2-17 of the Recirculated Draft EIR, other potential mitigation measures for reducing air pollutant emissions were considered, but found to be infeasible or impractical based on SDIA's setting and use. Such measures include solar thermal heating, wind turbines, and expanded urban forestry and green infrastructure.

As shown in Table 3.2-14 of the EIR, implementation of the mitigation measures with quantifiable emission reductions would result in the following significant emissions associated with project operations being reduced to less than significant:

- 2024 – CO
- 2026 and 2030 – VOC and CO
- 2035 and 2050 – CO

Emissions that would still exceed the applicable thresholds of significance even with mitigation include the following:

- 2024, 2026, and 2030 – NO_x
- 2035 and 2050 – VOC, NO_x, and SO_x

The results of the dispersion analysis that was performed for the proposed project with mitigation are provided in Table 3.2-15 and Table 3.2-16 for the CAAQS and NAAQS, respectively. With the exception of CO, when compared to the proposed project without mitigation, concentrations of evaluated pollutants would be the same with the mitigation. The lower concentration of CO with mitigation is primarily a result of Mitigation Measure MM-AQ/GHG-1, the measure that converts off-road GSE owned and operated by the airlines and their ground handling contractors to alternative fuels by 2024.

With respect to the CAAQS, the results of the dispersion analysis indicate that concentrations of NO₂, CO, SO₂, and PM_{2.5} would be below the CAAQS, for both the with and without mitigation modeling scenarios. Levels of PM₁₀ would also be below the CAAQS for the 24-hour standard for this pollutant; however, because the average annual background level of PM₁₀ is above the standard levels, the proposed project, both with and without mitigation, would also be above the standard. Because levels of PM₁₀ are predicted to exceed the CAAQS in 2035 with the proposed project and

emissions are estimated to increase when compared to existing levels, the exceedance with the proposed project, even with mitigation, would remain a significant impact.

With respect to the NAAQS, the results of the dispersion analysis indicate that concentrations of NO₂, CO, SO₂, PM_{2.5}, and PM₁₀ would all be below the standards for both the with and without mitigation modeling scenarios.

Regarding significant cumulative impacts from construction-related emissions, there are no feasible mitigation measures within the control of the SDCRAA to reduce to less than significant the cumulative emissions from all projects under construction at the same time as the Alternative 4 ADP, and, as indicated in Table 3.2-17 of the Recirculated Draft EIR, the SDCRAA already includes in construction contract requirements for SDIA projects provisions related to the use of clean-fuel construction vehicles with pollution-control technology or low-emission construction vehicles.

As described in Section 3.2.7.2.3 of the EIR, the proposed project includes numerous features and improvements, as well as several mitigation measures (specifically, MM-AQ/GHG-1 through MM-AQ/GHG-10, as well as MM-TDM-1 [see Section 8.14 [Traffic and Circulation]]), that serve to reduce future emissions; however, there are no other feasible mitigation measures available to reduce aircraft emissions, which are the primary source of VOC and NO_x emissions.

Reference: EIR Section 3.2.

8.3 Greenhouse Gases and Climate Change

8.3.1 Significant Effect

Construction and operation of the proposed project would generate more GHGs than currently occur under baseline conditions, and that may have a significant impact on the environment. Construction and operation of the proposed project also would conflict with some applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs. This would also be a significant impact.

Mitigation:

MM-AQ/GHG-1 through MM-AQ/GHG-10 (See Section 8.2 [Air Quality] above)

MM-TDM-1: TDM and Transit Measures (See Section 8.14 [Traffic and Circulation] below)

With mitigation, the effects will be:

(X) Significant and Unavoidable () Not Significant

Finding(s) per CEQA Guidelines section 15091:

- (X) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- (X) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).

- (X) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

SDCRAA has a long-standing commitment to sustainability at SDIA including, but not limited to, the reduction of air pollutant emissions such as criteria pollutants and GHG. As described in Section 3.2 of the EIR, there are numerous existing plans, programs, policies, and practices at SDIA that currently serve to reduce such emissions and are already responsive to the types of mitigation measures often recommended to be included in environmental documents for the reduction of air pollutant and GHG emissions. As demonstrated in Table 3.2-17 of the EIR, the vast majority of potential measures for reducing air pollutant and GHG emissions are already being implemented at SDIA and would extend to implementation of the proposed project, and additional measures, such as project design/operational features (such as hydrant fueling) or mitigation measures specific to the proposed project (MM-AQ/GHG-1 through MM-AQ/GHG-10 as outlined above), would serve to further reduce the air pollutant and GHG emissions of the proposed project. As described in Section 3.2.7.3.3 of the EIR, the proposed project includes numerous features and improvements, as well as several mitigation measures (specifically, MM-AQ/GHG-1 through MM-AQ/GHG-10, as well as MM-TDM-1 [see Section 8.14 [Traffic and Circulation]]), that would serve to reduce the GHG emissions associated with construction and operation of the proposed project; however, the vast majority of GHG emissions associated with operation of the proposed project are from sources that the SDCRAA has no control over (i.e., Scope 3 GHG emissions), such as aircraft, auxiliary power units (APU) and motor vehicles, as described above.

As indicated in Table 3.2-17 of the Recirculated Draft EIR regarding potential mitigation measures for the reduction of project-related air pollutant emissions, including criteria pollutants and GHG emissions, the ability to reduce aircraft emissions at SDIA is limited by the fact that under the Airport Noise and Capacity Act of 1990, public-use airport operators in the United States are not permitted to create facility use regulations that are discriminatory against one type or size of aircraft. That fact is also reflected in the statement on page 3.3-37 of the Recirculated Draft EIR that the SDCRAA does not have authority to regulate aircraft operations or emissions from aircraft engines.

As also noted in Table 3.2-17 of the Recirculated Draft EIR, other potential mitigation measures for reducing air pollutant emissions were considered, but found to be infeasible or impractical based on SDIA's setting and use. Such measures include solar thermal heating, wind turbines, and expanded urban forestry and green infrastructure.

As such, it is considered infeasible to reduce the increment of GHG emissions associated with construction and operation of the proposed project to a less-than-significant level; therefore, the proposed project would result in a significant and unavoidable impact relative to GHG emissions.

Reference: EIR Section 3.3 and Section 3.2.

8.4 Human Health Risk

8.4.1 Significant Effect

The combined construction and operations of the proposed project would expose receptors to significant levels of toxic air contaminants (TAC). Specifically, incremental cancer risk for combined construction and operational exposure would be above the threshold of 10 in 1 million for maximally exposed 30-year residents, adult residents, and off-airport adult workers. Incremental cancer risk impacts would be significant. Population-based cancer burden risk would result in greater than 0.5 new cases of cancer. Therefore, population-based cancer burden risk would be significant.

Mitigation:

MM-AQ/GHG-1: Ground Support Equipment Conversion (See Section 8.2 [Air Quality] above)

With mitigation, the effects will be:

Significant and Unavoidable Not Significant

Finding(s) per CEQA Guidelines section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

Significant impacts to cancer risk for 30-year residents, adult residents, and off-airport adult workers, and significant cancer burden impacts, would be driven by an incremental increase in diesel particulate matter (DPM) associated with GSE operation at the Airport. Mitigation Measure MM-AQ/GHG-1, Ground Support Equipment Conversion, would replace conventionally-fueled GSE with alternative-fueled equipment by 2024. This conversion to biodiesel, electric, renewable diesel, and natural gas would directly result in a reduction of DPM associated with GSE operation. In addition to Mitigation Measure MM-AQ/GHG-1, implementation of Mitigation Measures MM-AQ/GHG-2 through MM-AQ/GHG-10 (see Section 8.2 [Air Quality]), and MM-TDM-1 (see Section 8.14 [Traffic and Circulation]) would also serve to reduce TAC emissions. After application of Mitigation Measure MM-AQ/GHG-1, cancer risk for 30-year residents, adult residents, and off-airport adult workers would each be reduced to levels below the significance threshold of 10 in 1 million. Additionally, the total cancer burden would be reduced to a level below the significance threshold of 0.5.

Reference: EIR Section 3.4.

8.5 Biological Resources

8.5.1 Significant Effect

Construction and operation of the proposed project would not have a significant direct impact on a species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). However, although SDCRAA would continue to implement measures included in their existing program to protect the California least terns at SDIA, and although these measures would avoid and/or minimize potential indirect impacts from construction and operation of the proposed project, the proposed project may still have indirect impacts on California least tern and/or its habitat. This is considered a potentially significant impact for both construction and operations.

Mitigation:

MM-BIO-1: California Least Tern: Construction Measures: The following measures shall be included in all construction contracts for the proposed project facilities and implemented as part of the proposed project to avoid potential indirect impacts during construction from increased lighting, noise, use of hazardous materials, and activities that may increase perching for predatory species:

- All project construction within 800 feet of the SDIA least tern nesting area will occur from September 16 to March 31 to avoid the tern nesting season.
- A tern biologist will monitor the tern during construction occurring between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) and will immediately notify the Resident Engineer (RE; or acting RE) of any construction activity that may lead to, or likely result in, the disruption of the tern, its young, or its eggs. If the tern biologist determines that adverse effects to the tern have occurred, the RE will be notified and all project construction activities will cease immediately, except those activities necessary to make the SDIA safe and operational. The tern biologist, in coordination with the RE, will contact the FAA and USFWS immediately after stopping construction. Construction will not resume until approved by the FAA and USFWS. The tern biologist will submit daily field reports to the FAA and USFWS on the status of the nesting activity, any construction-related incidents that disrupted tern nesting, and any action taken by the RE to avoid further incidents, within 24 hours of each monitoring date. The tern biologist will also submit a final summary report of monitoring to the FAA and USFWS by October 1.
- Trash will be properly disposed of and workers will not feed potential tern predators in the area. The Airport Authority will require the contractor to provide trash dumpsters or other covered trash receptacles for use by construction personnel. All food items or containers that previously held food items obtained/handled/controlled by construction personnel will be immediately disposed of in these dumpsters or containers, so as not to attract avian or mammalian predators of the least tern.

- Construction personnel will not be permitted to feed cats, gulls, pigeons, ravens, or any other wildlife, as this may result in an increase in the numbers of these potential predators in the vicinity of tern chicks and eggs.
- Crane booms or similar equipment that have heights of 25 feet or greater located between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) will be lowered at the close of each construction day, if possible.
- A pre-construction meeting will be held to make all contractor personnel that will be working between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15), including all construction staff, aware of the tern nesting issue and the specific conditions of construction. Project status meetings will be regularly held to remind all such personnel of the measures required to protect the tern as well as any modifications made to ensure their effectiveness. The USFWS will be notified of the date and time of the pre-construction and status meetings in order to attend, if needed or desired.
- Nighttime construction occurring between 800 feet to 1,200 feet of any nesting least tern area during the tern nesting season (April 1- September 15) will be limited to those activities that are necessary to maintain airfield operations during normal operational times. Should such nighttime construction be required, the tern biologist will be onsite and perform the duties specified above.
- Night lighting for project construction occurring between 800 feet to 1,200 feet from the SDIA least tern nesting area will be kept to a minimum during the tern nesting season (April 1- September 15), and will not be used unless active construction or other essential work is occurring. Should such nighttime construction or other essential work be conducted, all lighting associated with the work will be shielded from or directed away from the least tern nesting area.
- Continued diligent maintenance of fencing around the perimeter of the ovals to shield the terns from lighting, predators, and unauthorized human access.
- The new airport entry road to the south of the nesting ovals shall not rise above existing surface grade and shall not alter the elevation of roadway structures directly to the south of the nesting ovals.

This measure is considered feasible.

MM-BIO-2: California Least Tern: Operations Measures: The following measures shall be implemented by SDCRAA as part of the proposed project in order to avoid potential indirect impacts during operation as related to perching for predatory species:

- New facilities shall be designed to minimize potential perching locations; all structures taller than ten feet and within 200 feet of the nesting ovals, including light poles and sign structures, shall be required to use anti-perch treatments

such as stainless steel bird spike barriers that can be applied to potential perch sites (e.g., Nixalite®).

- Any new landscaping shall be limited to plant species and materials not conducive to perching by birds.
- Continued diligent maintenance of fencing around the perimeter of the ovals to shield the terns from lighting, predators, and unauthorized human access.
- Continued habitat management within the ovals including application of herbicide and removal of vegetation.

This measure is considered feasible.

With mitigation, the effects will be:

Significant and Unavoidable Not Significant

Finding(s) per CEQA Guidelines section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Reference: EIR Section 3.5 and responses to Comment Letter R-AF001 in Chapter 2, Responses to Comments, of the Final EIR.

Rationale:

Mitigation Measures MM-BIO-1 and MM-BIO-2 would be implemented in conjunction with continued implementation of (i) the applicable measures specified in the 1993 Biological Opinion; (ii) the applicable measures set forth in the 2013 Informal Section 7 Consultation between the FAA and USFWS regarding potential effects of the SDIA Northside Improvements Project; (iii) the applicable measures set forth in the 2018 Informal Section 7 Consultation between the FAA and USFWS regarding potential effects of the SDIA Taxiway B Object-Free Area Improvement Project; (iv) BMPs; and (v) compliance with federal, state, and local regulations regarding hazardous materials management. These measures would reduce potentially significant impacts to California least tern to a less-than-significant level.

8.6 Cultural Resources

8.6.1 Significant Effect 1

Implementation of the proposed project would require the demolition and removal of two significant historical buildings (the existing Terminal 1 and the existing Terminal 2-East).

Mitigation:

MM-HR-1: Preparation of Historic American Buildings Survey (HABS) Documentation. An Historic American Buildings Survey (HABS) report has been completed for each of the three significant historic resources that would be impacted by the proposed project; those three resources being (1) the United Airlines Hangar and Terminal Building, (2) the existing Terminal 1, and (3) the existing Terminal 2-East. The three HABS reports are contained in Appendix R-F of the EIR. Each HABS report provides a description and supporting documentation related to the following aspects of each resource:

- Historical Information
 - Physical History
 - Historical Context
- Architectural Information
 - Architectural Character
 - Description of Exterior
 - Description of Interior
 - Site Information (i.e., landscaping)
- Sources of Information
 - Architectural Drawings
 - Photographs

Copies of the three HABS reports will be kept available for public review at the SDCRAA Administrative Office at SDIA. This measure is considered feasible.

MM-HR-3: Retention of the Terminal 1 Façade. The primary façade of Terminal 1's original primary (south) façade of the main terminal area has remained intact and possesses three out of four Primary and both Secondary character-defining features of Brutalism. Further, the construction of Terminal 1 is reflective of the modernization of San Diego and its ability to accommodate the ever-increasing needs of the commercial air traffic boom of the 1960s and 1970s. Retention of the façade and incorporation into the design of the replacement Terminal 1 would reduce impacts on historical resources, but it would not reduce impacts associated with demolition of Terminal 1 to less than significant, because only the façade would remain and the structure would no longer be reflective of the past modernization of SDIA. Moreover, retention of the façade is

not physically feasible to meet the design and access needs of the Airport. Retention of the existing one story façade would frustrate Project Objectives to optimize the productive use of Airport properties, and to improve ground access to the Airport, because it would not allow for the construction of the new two-level roadway system that separates arrival and departure traffic, helping to ease congestion at the curbside and improving overall airport circulation and mobility. Consequently, retention of the façade and incorporation into the design of the replacement Terminal 1 would, therefore, compromise the Project to such a degree that it would be unreasonable to proceed with the Project in view of its purposes and need. In addition, retention of the façade and incorporation into the design of the replacement Terminal 1 is not prudent because it would result in unacceptable safety and operational problems at SDIA. Based on the above, this mitigation measure is considered to be infeasible and, therefore, is not recommended for implementation.

MM-HR-4: Interpretative Display Regarding Existing Terminal 1. Building upon the historical resources study and HABS/HAER documentation completed in June 2018 for the SDIA Airport Development Plan (ADP) EIR, which includes, but is not limited to, drawings, plans, photographs, and written data and description of the history of Terminal 1, the SDCRAA shall develop interpretive material for public exhibition concerning the history of the existing Terminal 1. The interpretive material will include the photographs produced in the HABS/HAER documentation, and the historic archival research previously prepared as part of the ADP EIR, and will be supplemented with additional photographs and video documentation developed in coordination with a local historic resources specialist. This interpretive material will be posted to a dedicated public website. The website may also host available plans and construction documents related to Terminal 1. This measure is considered feasible.

With mitigation, the effects will be:

Significant and Unavoidable Not Significant

Finding(s) per CEQA Guidelines section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

Under State CEQA Guidelines Section 15126.4(b)(1), treatment of historical resources consistent with the U.S. Secretary of the Interior's Standards is generally considered sufficient to mitigate impacts to less than significant levels. However, State CEQA Guidelines Section 15126.4(b)(2) states

that, in some cases, documentation of an historical resource by way of historical narrative, photography, etc., may not be enough to mitigate the effects to less-than-significant levels caused by the demolition of an historical resource. Such is the case with the proposed project.

As indicated above in the description of MM-HR-3, retention of the façade and incorporation into the design of the replacement Terminal 1 would reduce impacts on historical resources, but it would not reduce impacts associated with demolition of Terminal 1 to less than significant, because only the façade would remain and the structure would no longer be reflective of the past modernization of SDIA. Moreover, retention of the façade is not physically feasible to meet the design and access needs of the Airport. Retention of the existing one story façade would frustrate Project Objectives to optimize the productive use of Airport properties, and to improve ground access to the Airport, because it would not allow for the construction of the new two-level roadway system that separates arrival and departure traffic, helping to ease congestion at the curbside and improving overall airport circulation and mobility. Consequently, retention of the façade and incorporation into the design of the replacement Terminal 1 would, therefore, compromise the Project to such a degree that it would be unreasonable to proceed with the Project in view of its purposes and need.

As indicated in Response to Comment R-PC016-1 in Chapter 2, Responses to Comments, of the Final EIR, the Save Our Heritage Organisation (SOHO) requested that SDCRAA consider how the existing Terminal 1 façade, or a portion thereof, might be used to create an art or similar installation for SDIA as a permanent fixture or, at a minimum, perform HABS level 2 documentation and feature this façade within an art exhibit. As indicated in Mitigation Measure MM-HR-1: Preparation of Historic American Buildings Survey (HABS) Documentation, a HABS report was completed for the proposed project and includes the existing Terminal 1. The subject HABS documentation, presented in Appendix R-F1 of the EIR, includes drawings and plans, as available, numerous photographs, including several of the Terminal 1 façade, and written data and description of the history of Terminal 1. Such documentation is consistent with the Level II requirements of the Guidelines for Architectural and Engineering Documentation set forth by the U.S. Department of Interior-National Park Service. Additionally, the SDCRAA proposed to work with a local photographer(s) to develop additional documentation of the Terminal 1 façade, and compile archival photographic and video documentation of Terminal 1 to be posted to a dedicated public website. The website may also host available plans and construction documents related to Terminal 1. SDCRAA's commitment to that follow-up is set forth through the addition of Mitigation Measure MM-HR-4: Interpretative Display Regarding Existing Terminal 1, listed above.

Based on the above, demolition and removal of the existing Terminal 1 building would remain a significant and unavoidable impact after mitigation.

Similarly, while implementation of Mitigation Measure MM-HR-1 would provide for comprehensive documentation to memorialize the history and characteristics of the Terminal 2-East significant historic building that would be demolished and removed for the proposed project, the permanent loss of the Terminal 2-East building would remain a significant and unavoidable impact after mitigation. As noted in Section 10.4 below, under Alternative 4, there would be no removal of the existing Terminal 2-East; as such, Alternative 4 would avoid the unavoidable

significant impact to this historic resource that would occur with implementation of the proposed project.

Reference: EIR Section 3.6 and Response to Comment R-PC016-1 in Chapter 2, Responses to Comments, of the Final EIR.

8.6.2 Significant Effect 2

Implementation of the proposed project would also impact the former United Airlines Hangar and Terminal Building, which is a significant historical building.

Mitigation:

MM-HR-2: Relocation of the United Airlines Hangar and Terminal Building (now known as the ASIG Building): Despite having been relocated, the UAHT building is still the oldest surviving building within the Airport and, as such, is associated with the “earliest period of development at Lindbergh Field between 1928 and 1933.” The UAHT building still meets National Register Criteria Consideration B, which allows moved properties that are significant as a surviving property associated with historic events to be considered eligible for the NRHP. As such, relocation of the subject building is recommended as mitigation to preserve its historic significance. This measure is considered feasible.

MM-HR-1: Preparation of Historic American Buildings Survey (HABS) Documentation (see Section 8.6.1 above)

With mitigation, the effects will be:

Significant and Unavoidable Not Significant

Finding(s) per CEQA Guidelines section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

A study was performed to assess the condition of the United Airlines Hangar and Terminal Building and its compliance with current codes, and to evaluate options for preserving the building. It was determined that it is possible to deconstruct and then re-construct the building at a new location, accounting for the fact that reconstruction of the building would require substantial improvements in order to bring it up to current building code and safety requirements. Two potential on-Airport relocation sites were identified in the northern portion of SDIA, one location near the northern end

of the cargo handling area and the other location at the southeastern edge of the general aviation area, offering the potential for the building to be reused for airport operational purposes or commercial/public use. In addition, the possibility of the subject building being acquired and relocated by a privately-funded entity to a site off-airport was also identified as a potential option.

Relocation of the building to the northern portion of SDIA, with retention of the structure's remaining historic features, will provide compatibility with the orientation, setting, general environment, original character, and use of the historic resource. The relocation under these circumstances will allow the building to retain its eligibility for listing in the National Register of Historic Places and the California Register of Historical Resources. Further, retention of the building in its current location is not prudent because it would frustrate Project Objectives to develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction, to optimize the productive use of Airport properties, and to improve ground access to the Airport, and would, therefore, compromise the proposed project to such a degree that it would be unreasonable to proceed with the proposed project in view of its purposes and need.

Implementation of Mitigation Measures MM-HR-1 and MM-HR-2 would reduce the impact on the United Airlines Hangar and Terminal Building to a level less-than-significant.

Reference: EIR Section 3.6.

8.7 Tribal Cultural Resources

8.7.1 Less-than-Significant Effect

The Final EIR did not identify any significant tribal cultural resources impacts relating to the proposed project.

No finding per CEQA Guidelines Section 15091 is required, as no significant effect would occur.

Reference: EIR Section 3.7.

8.8 Geology and Soils

8.8.1 Less-than-Significant Effect

The Final EIR did not identify any significant geology and soils impacts relating to the proposed project.

No finding per CEQA Guidelines Section 15091 is required, as no significant effect would occur.

Reference: EIR Section 3.8.

8.9 Hazards and Hazardous Materials

8.9.1 Significant Effect 1

The proposed project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and could create a significant hazard to the public or the environment as the project's ground disturbing activities could encounter contaminated soils and/or contaminated groundwater. Also, the proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and

accident conditions involving the release of hazardous materials into the environment from the demolition of structures during construction which could release lead-based paint particles and/or asbestos fibers to the air, creating a significant hazard to the public and workers. There is also the possibility that soil vapor gas is present at the site of the proposed new Terminal 1, which could pose a risk of migrating into the building and accumulating in levels that could pose a risk of health effects. As such, operation of the proposed project could result in a significant impact relative to potential vapor intrusion. Lastly, the proposed project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during construction

Mitigation:

MM-HW-1: Preparation of Hazardous Materials Management Plan (HMMP): Prior to site excavation activities and/or construction-related dewatering at the project site, a Hazardous Materials Management Plan (HMMP) shall be prepared and include the following:

- Delineation of roles and responsibilities, including those of the Contractor and those of SDCRAA;
- Procedures for identification, initial screening, and notification, of contaminated soil and/or groundwater encountered during site excavation;
- Procedures to secure/cordon-off area known to be or suspected of being contaminated;
- Procedures for decontamination of personnel and equipment leaving the secured area known to be or suspected of being contaminated;
- Procedure for assessing the nature and extent of contamination, and the approach to managing the contaminated soil/groundwater, including excavation/pumping, handling, storage, transport, and disposition (i.e., treatment/disposal); and
- Site-specific Health and Safety Plan for the safety and protection of construction workers, airport employees, and the general public from exposure to impacted soil, dust, and groundwater during construction activities.

It is anticipated that there will be a HMMP developed for the course of ADP construction, with site-specific Health and Safety Plans developed that are tailored to the specific characteristics of individual construction contracts, but all with the same purpose of providing a management plan consistent with the ADP HMMP that will adequately address known or potential contaminated soils or groundwater. Based on information presented in the 2018 Amec Phase II ESI and 2018 Kleinfelder Phase II ESA, the site-specific Health and Safety Plans for the following areas (as identified on Figures 3.9-2 through 3.9-5 of the Recirculated Draft EIR) will need to include management measures for the specific issues of concern identified therein:

- *South Side of Building 2320*: Elevated levels of total petroleum hydrocarbons and metals were detected in samples from Soil Boring B30. The Health and Safety Plan for this area shall account for the presence of impacted soil and groundwater in the vicinity of this boring location and provide measures for segregation, containment, and disposal of impacted materials, as appropriate.
- *West Side of Building 2417, South Side of Building 2415, and North Side of Washdown Pad*: Elevated levels of volatile organic compounds were detected in groundwater samples from these areas. The Health and Safety Plans for these areas shall account for the presence of contaminated groundwater and provide measures for segregation, containment, and disposal of impacted materials, as appropriate.
- *North of Terminal 1 East Rotunda*: Elevated levels of total petroleum hydrocarbons and semi-volatile organic compounds were detected in groundwater and soil samples from this area. The Health and Safety Plan for this area shall account for the presence of impacted soil and groundwater and provide measures for segregation, containment, and disposal of impacted materials, as appropriate.

This measure is considered feasible.

MM-HW-2: Existing Groundwater Monitoring Wells: In conjunction with the demolition of Terminal 1, the following measure shall be completed:

- The suspected location of monitoring well MW-3 should be investigated to confirm the presence or absence of the well. All monitoring wells located within proposed project development areas or that could otherwise be disturbed by project construction should be properly destroyed in accordance with the requirements of, and be subject to permit approval by, the County Department of Environmental Health. Should any monitoring wells associated with an open case be disturbed, the lead agency overseeing the open case shall be notified and any requirements identified by the agency associated with well disturbance shall be adhered to. This measure is considered feasible.

MM-HW-3: Hazardous Building Materials Abatement: Prior to building demolition, the following activities shall be implemented:

- SDCRAA shall retain a State of California-licensed asbestos/lead abatement contractor to perform abatement of asbestos containing material (ACM), asbestos containing construction material (ACCM), lead-based paint (LBP), or lead-containing paint (LCP) that could potentially be disturbed.
- Prior to the initiation of abatement or demolition work, the abatement or demolition contractor must complete the Notification of Demolition or Asbestos Removal form and submit it to the County of San Diego Air Pollution Control District (SDAPCD) in compliance with Rule 1206 at least 10 business days before the start of abatement or demolition. SDAPCD will return the form, with a “notification number” added, to the abatement or demolition contractor, depending on who submitted the form.

- The asbestos/lead abatement contractor shall provide written notification to the local CalOSHA district office regarding its “Intent to Conduct Asbestos Related Work” and/or “Intent to Conduct Lead-Related Work.” These notifications should be submitted at least 24 hours in advance of performing the respective asbestos-related or lead-related work.
- Other potentially hazardous building materials, including and mercury-containing equipment, polychlorinated biphenyl (PCB)-containing equipment, lead-containing batteries, chlorofluorocarbon (CFC)-containing equipment, and Universal Wastes (e.g., fluorescent light tubes) will require segregation and may require further testing and analysis to determine whether they meet the definition of a hazardous waste in California and can be managed under the Universal Waste Rules. Hazardous wastes should only be handled by properly trained workers.
- Notification should be provided to contractor and subcontractor personnel as to the presence of ACMs, ACCMs, LBPs, LCPs, and other hazardous building materials at the site.

This measure is considered feasible.

MM-HW-4: Vapor Intrusion Assessment: In conjunction with building design of the new T1, the following measure shall be completed:

A soil vapor survey with accompanying human health risk assessment shall be prepared for the area proposed for the new T1 building. If found warranted by the results of that assessment, remediation, such as in-situ soil vapor extraction (SVE) or ex-situ excavation and treatment, shall be implemented to reduce levels to below site-specific risk-based concentrations (RBC), or a vapor intrusion mitigation system shall be incorporated into the design of the new T1 building to ensure that indoor air concentrations do not exceed regulatory thresholds. As part of that effort, the 2014 vapor intrusion investigation for the former Teledyne Ryan Facility site shall be reviewed as it pertains to future buildings within the subject area. This measure is considered feasible.

With mitigation, the effects will be:

Significant and Unavoidable Not Significant

Finding(s) per CEQA Guidelines section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).

- () Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

With implementation of Mitigation Measures MM-HW-1, MM-HW-2, and MM-HW-3 related to construction and MM-HW-4 related to operations, the significant hazardous materials-related impacts of the proposed project would be reduced to a level that is less than significant impact.

Reference: EIR Section 3.9.

8.9.2 Significant Effect 2

The current Airport Land Use Compatibility Plan (ALUCP), adopted in May of 2014, promotes compatibility between the Airport and future land use of the surrounding area for the orderly development of the Airport and environs and to protect public health, safety, and welfare in the surrounding area. The ALUCP provides airport land use compatibility policies and standards related to noise, safety, airspace protection, and overflight, to guide future development and redevelopment in the area surrounding the Airport, but not at the Airport itself. The Airport Land Use Commission (ALUC) is required by State law to review proposed airport plans for consistency with the ALUCP. The ALUCP must be amended as necessary to reflect any updates and revisions to the airport plans. This requirement ensures that the ALUC is kept informed of changes in airport plans, so that appropriate amendments to this ALUCP can be made. While implementation of the proposed project would require that the current ALUCP be amended to account for projected changes in the aircraft noise compatibility (65 CNEL) contour for SDIA, the proposed project does not pose a safety hazard that would require amending the SDIA ALUCP relative to safety.

Future aircraft noise levels would generate aircraft noise that would increase noise levels in noise-sensitive areas to a level considered significant. Therefore, operation of the proposed project would result in an excessive aircraft noise hazard for people residing or working in the project area. Although, for informational purposes, the future aircraft noise levels would occur even if the proposed project was not implemented (i.e., future aircraft noise levels are the same for both the proposed project and the No Project Alternative).

Mitigation:

Mitigation Measures MM-NOI-1 through MM-NOI-5 (see Section 8.12 [Noise] below)

With mitigation, the effects will be:

- (X) Significant and Unavoidable () Not Significant

Finding(s) per CEQA Guidelines section 15091:

- (X) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- (X) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).

- (X) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

As described in Section 8.12.1 (Noise), there are no feasible mitigation measures for aircraft noise impacts. As described in that section, the infeasibility of potential mitigation measures for the noise impacts are based on the fact that the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures. Nonetheless, SDCRAA shall continue to make best efforts to pursue FAA authorization and grant funds for noise mitigation efforts.

Reference: EIR Section 3.9.

8.10 Hydrology and Water Quality

8.10.1 Less-than-Significant Effect

The Final EIR did not identify any significant hydrology and water quality impacts relating to the proposed project.

No finding per CEQA Guidelines Section 15091 is required, as no significant effect would occur.

Reference: EIR Section 3.10.

8.11 Land Use and Planning

8.11.1 Significant Effect 1

The proposed project would cause a significant environmental impact due to conflict with certain aspects of land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. Specifically, the proposed project would generate future noise and traffic impacts that are in conflict with certain community plans and policies. This is considered a significant impact.

Mitigation:

With mitigation, the effects will be:

- (X) Significant and Unavoidable () Not Significant

Finding(s) per CEQA Guidelines section 15091:

- (X) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- (X) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- (X) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

- () Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- () Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

Relative to the significant impact associated with the future aircraft noise contours of the proposed project being inconsistent with the noise compatibility contour (i.e., the 65 CNEL) delineated in the currently adopted ALUCP, Mitigation Measure MM-LUP-1 would reduce the inconsistency with ALUCP impact to a level less-than-significant.

Reference: EIR Section 3.11.

8.12 Noise

8.12.1 Significant Effect 1

The proposed project would result in the following significant noise impacts related to aircraft operations. It should be noted for informational purposes, however, that the future increases in aircraft noise levels that result in these impact would be the same even if the proposed project was not implemented (i.e., there is no difference between the proposed project and the No Project Alternative relative to future increases in aircraft noise levels).

- Airport operations at SDIA in future years (2024, 2026, 2030, 2035, and 2050) would generate aircraft noise that would increase noise levels at exterior use areas of residences and other noise-sensitive uses to noise levels of 65 CNEL or above, as compared to the existing (2018) baseline condition.
- Implementation of the proposed project would cause a 1.5 dB or more increase resulting in noise-sensitive areas being exposed to 65 CNEL or greater increase in 2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition.
- Implementation of the proposed project would cause a 3 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL in 2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition.
- Implementation of the proposed project would cause a substantial increase in the number of nighttime flight operations that produce exterior SELs sufficient to awaken an increasing proportion of the population in 2024, 2026, 2030, 2035, and 2050, as compared to the existing (2018) baseline condition.

Mitigation:

MM-NOI-1: Expansion of SDCRAA's Sound Insulation Program. The existing SDIA Quieter Home Program is the SDCRAA's Residential Sound Insulation Program. For implementation of the subject Program, the FAA has determined that residences within the FAA-approved 65 dB CNEL contour (and an average interior noise level of

45 dB or greater) around SDIA may be eligible for sound insulation treatments to mitigate aircraft noise and has set a goal of reducing interior noise levels for eligible residents by at least five (5) dB inside the home, providing a noticeable reduction in noise. To mitigate the significant impacts associated with residential units that are newly exposed to 65 dB CNEL or greater from airport operations in future years of the proposed project, the SDCRAA will, subject to continued FAA approval and funding, expand the existing sound insulation program to increase the average number of housing units that are sound attenuated annually.

Likewise, the SDCRAA will expand the existing sound insulation program to include non-residential uses such as churches (places of worship) and schools in order to mitigate the significant impacts to these other noise-sensitive uses, which are newly-exposed to 65 dB CNEL or greater from airport operations in future years of the proposed project. The SDCRAA will apply to the FAA's Airport Improvement Program annually to support the expanded Sound Insulation Program. If the funding is granted by the FAA, then Mitigation Measure MM-NOI-1 is feasible and will be implemented by SDCRAA. If the FAA does not approve the funding, then Mitigation Measure MM-NOI-1 is considered infeasible.

- MM-NOI-2: Update Noise Exposure Maps Every 5 Years.** The aircraft noise exposure maps for SDIA will be updated every five years to determine if the SDIA Noise Compatibility Program, prepared pursuant to 14 Code of Federal Regulations Part 150, needs to be updated. By committing to revise the noise exposure maps every five years, the SDCRAA will ensure that recent data is determining which homes are impacted by noise and, therefore, may be eligible to participate in the Quieter Home Program. Mitigation Measure MM-NOI-2 is considered feasible.
- MM-NOI-3: Create a Mobile Noise Monitoring Program.** A mobile noise monitoring program will be established by SDCRAA to augment SDIA's existing permanent aircraft noise monitors at locations determined by an acoustical engineer. Mitigation Measure MM-NOI-3 is considered feasible.
- MM-NOI-4: Assess the Findings of the 2018 FAA Reauthorization Act-Related Noise Studies.** The 2018 FAA Reauthorization Act includes a requirement for the FAA to complete various studies related to aircraft noise impacts. SDCRAA will review those studies, once completed, to help inform and update SDIA's noise mitigation programs and policies. Similarly, the Authority is committing to utilize the latest research findings and policy guidance coming from the FAA Reauthorization Act to update noise programs, if applicable. Mitigation Measure MM-NOI-4 is considered feasible.
- MM-NOI-5: Utilize Curfew Violation Penalty Fines to Help Fund Aircraft Noise Mitigation Programs.** SDCRAA will utilize fines accrued through the aircraft operations curfew violation penalty program to annually fund additional sound insulation or other noise mitigation efforts. Mitigation Measure MM-NOI-5 is considered feasible.

With mitigation, the effects will be:

(X) Significant and Unavoidable () Not Significant

Finding(s) per CEQA Guidelines section 15091:

- (X) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- (X) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- (X) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

MM-NOI-1 is subject to funding availability and FAA approval. If the funding is granted by the FAA, then Mitigation Measure MM-NOI-1 is feasible and will be implemented by SDCRAA. If the FAA does not approve the funding, then Mitigation Measure MM-NOI-1 is considered infeasible. MM-NOI-2 through MM-NOI-5 are considered feasible and will be implemented by SDCRAA. Based on uncertainties regarding whether all of the impacted noise-sensitive uses could be mitigated through Mitigation Measures MM-NOI-1 through MM-NOI-5, the impact is considered to be significant and unavoidable.

Reference: EIR Section 3.12.

8.12.2 Significant Effect 2

The proposed project would result in the following significant noise impacts related to roadway traffic noise.

- Implementation of the proposed project would cause traffic noise levels for existing development along two segments of one roadway [Grape Street from Pacific Highway to India Street and from India Street to State Street] to exceed the noise levels considered compatible for noise-sensitive areas associated with the applicable land use categories.
- Implementation of the proposed project would cause traffic noise levels along one roadway segment [India Street from Sassafras Street to Laurel Street] that already exceeds the levels considered compatible for noise-sensitive land use associated with the applicable land use categories to increase by more than 3 dB CNEL, as compared to existing baseline conditions

Mitigation:

As described in Section 3.12 of the EIR, four potential mitigation measures were identified and evaluated to address the significant roadway traffic noise impacts of the proposed project, but were determined to be infeasible, as described below.

MM-NOI-6: Grape Street Sound Barrier. Installation of a sound wall/barrier is one method of reducing exterior noise level exposure at noise-sensitive receptors adjacent to

roadways. In general terms, a sound wall/barrier that breaks the line-of-sight between the noise source and the noise receptor provides approximately 5 dB of noise reduction.¹ In the case of the significant impacts described above, this would be sufficient to reduce the future traffic noise exposure levels along Grape Street to less than 70 CNEL, thereby reducing the impacts to less than significant. The multifamily residential uses along Grape Street are between four and five stories tall, with heights up to approximately 75 feet. Additionally, the subject developments have little, if any, setbacks from the street, with only an 11-foot-wide sidewalk separating the building from the street. There is neither the lateral or vertical room available to construct a 50- to 55-foot-tall sound wall/barrier to shield existing development from traffic noise emanating from Grape Street. Accordingly, Mitigation Measure MM-NOI-6 is not physically feasible. Additionally, Mitigation Measure MM-NOI-6 is also not considered feasible because the mitigation measure is within the City of San Diego jurisdiction, would itself result in significant environmental impacts, including as to aesthetics and land use/planning, and would require FAA approval of funding. SDCRAA could not require the City to implement this improvement in the right-of-way or approve the improvement on private property. Construction of the very high sound barrier would be inconsistent with the Community Plan and would exceed the height limit for walls stated in the City Code. SDCRAA reasonably presumes that the City of San Diego would not support or implement this improvement, and the City has jurisdiction over the potential improvement. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently not considered feasible because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-airport improvements or mitigation measures as discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of this improvement because it is reasonably presumed the City would not support or implement the improvement, and the City has jurisdiction over the potential improvement. Based on the above, this mitigation measure is considered to be infeasible, and is therefore not recommended for implementation. As such, this impact is considered unmitigable.

MM-NOI-7: Grape Street Vehicle Speed Reduction. Along Grape Street, the modeled traffic speed was 35 miles per hour (mph). If traffic calming measures were to be introduced as a noise mitigation method, a 5 mph decrease in vehicle speed (i.e., new speed of 30 mph) would provide a net benefit of approximately 1.6 dBA, while a 10 mph decrease in vehicle speed (i.e., new speed of 25 mph) would provide a net benefit of approximately 3.0 dBA, and a 15 mph decrease in vehicle speed (i.e., new speed of 20 mph) would provide a net benefit of approximately 4.0 dBA. In order to reduce the significant impact of the 3.6 dBA increase in CNEL that would occur in 2050, as compared to existing baseline conditions, the posted speed limit on Grape Street would need to be 20 mph.

¹ U.S. Department of Transportation, Federal Highway Administration. Highway Traffic Noise Barriers at a Glance. Available: https://www.fhwa.dot.gov/Environment/noise/noise_barriers/design_construction/keepdown.cfm.

Traffic calming measures can include, but not be limited to, vertical deflectors (i.e., speed humps, speed tables, raised intersections), horizontal shifts (i.e., chicanes), and road narrowing. Implementation of this measure would require approval from the City of San Diego, which is anticipated to be subject to completion of a traffic study to assess potential impacts to traffic flows from installation of such measures. It should be noted that posting a speed limit of 20 mph would not change driver behavior and is likely not enforceable unless supported by a Speed Survey that shows that the free flow 85th percentile speed is 20 mph. Given that segment of Grape Street is a main one-way collector for eastbound traffic in the local area, it is unlikely that a nearly 40 percent reduction of the speed limit to 20 miles per hour would be approved. Similar to above for Mitigation Measure MM-NOI-6, Mitigation Measure MM-NOI-7 is not considered feasible because the mitigation measure is within the City of San Diego jurisdiction, and would require FAA approval of funding. SDCRAA could not require the City to implement this improvement. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently not considered feasible because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-airport improvements or mitigation measures as discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of this improvement because it is reasonably presumed that the City would not approve or implement the mitigation measure. Based on the above, this mitigation measure is considered to be infeasible, and is therefore not recommended for implementation. As such, this impact is considered unmitigable.

MM-NOI-8: India Street Sound Barrier. Installation of a sound wall/barrier is one method of reducing exterior noise level exposure at noise-sensitive receptors adjacent to roadways. In general terms, a sound wall/barrier that breaks the line-of-sight between the noise source and the noise receptor provides approximately 5 dB of noise reduction.² In the case of the significant impacts described above, this would be sufficient to reduce the future increase in traffic noise by more than 3 dB. The single-family dwelling, where the 3+ dB CNEL increase would occur, is located at the northeast corner of India Street and Quince Street. The subject residential lot slopes up (eastward) from India Street, with the house being constructed on a stepped pad that begins approximately 40 feet from the nearest travel lane, at an elevation that is approximately eight feet above India Street, and extends approximately 10 feet east to the west wall of the house. The lower seven feet (approximate) of the west wall provides support for the base of the main floor, which extends up approximately 10 feet to the roof of the building (i.e., the ceiling level of the house is approximately 25 feet above the elevation of India Street). In order to break the line-of-sight between vehicles on India Street and the top of the house, an 18-foot tall barrier would need to be constructed along the western edge of the property. Construction of such a barrier is considered to be physically feasible, although its appearance would be inconsistent with the visual setting of

² U.S. Department of Transportation, Federal Highway Administration. Highway Traffic Noise Barriers at a Glance. Available: https://www.fhwa.dot.gov/Environment/noise/noise_barriers/design_construction/keepdown.cfm.

the surrounding area and it would reduce, if not eliminate, the existing unobstructed view of San Diego Bay currently available at the subject site. Mitigation Measure MM-NOI-8 is not considered feasible, however, because the mitigation measure is within the City of San Diego jurisdiction, would itself result in significant environmental impacts, including as to aesthetics and land use/planning, and would require FAA approval of funding. SDCRAA could not require the City to implement this improvement in the right-of-way or approve the improvement on private property. Construction of the very high sound barrier would be inconsistent with the Community Plan and would exceed the height limit for walls stated in the City Code. SDCRAA reasonably presumes that the City of San Diego would not support or implement this improvement, and the City has jurisdiction over the potential improvement. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently not considered feasible because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements or mitigation measures as discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of this improvement because it is reasonably presumed the City would not support or implement the improvement, and the City has jurisdiction over the potential improvement. Based on the above, this mitigation measure is considered to be infeasible, and is therefore not recommended for implementation. As such, this impact is considered unmitigable.

MM-NOI-9: India Street Vehicle Speed Reduction. Along India Street, the modeled traffic speed was 35 miles per hour (mph). If traffic calming measures were to be introduced as a noise mitigation method, a 10 mph decrease in the speed limit (i.e., new speed limit of 25 mph) would be needed in order to achieve a CNEL decrease of approximately 3.0 dBA. Traffic calming measures can include, but not be limited to, vertical deflectors (i.e., speed humps, speed tables, raised intersections), horizontal shifts (i.e., chicanes), and road narrowing. Implementation of this measure would require approval from the City of San Diego, which is anticipated to be subject to completion of a traffic study to assess potential impacts to traffic flows from installation of such measures. It should be noted that posting a speed limit of 25 mph would not change driver behavior and is likely not enforceable unless supported by a Speed Survey that shows that the free flow 85th percentile speed is 25 mph. Given that segment of India Street (Sassafras Street to Laurel Street) is a main one-way collector for northbound traffic in the local area, it is unlikely that a 30 percent reduction of the speed limit to 25 mph would be approved. Similar to above for Mitigation Measures MM-NOI-6 through MM-NOI-8, Mitigation Measure MM-NOI-9 is not considered feasible because the mitigation measure is within the City of San Diego jurisdiction, and would require FAA approval of funding. SDCRAA could not require the City to implement this improvement. Further, due to FAA regulations, potential improvements currently could not be implemented and are presently not considered feasible because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-airport improvements or mitigation measures as

discussed in Section 3.14.6 of the Recirculated Draft EIR. SDCRAA has not requested funding of this improvement because it is reasonably presumed that the City would not approve or implement the mitigation measure. Based on the above, this mitigation measure is considered to be infeasible, and is therefore not recommended for implementation. As such, this impact is considered unmitigable.

With mitigation, the effects will be:

(X) Significant and Unavoidable () Not Significant

Finding(s) per CEQA Guidelines section 15091:

- () Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- (X) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- (X) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

As indicated above, potential Mitigation Measure MM-NOI-6: Grape Street Sound Barrier, and potential Mitigation Measure MM-NOI-8: India Street Sound Barrier are not physically feasible and are also not considered to be feasible because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements. Potential Mitigation Measure MM-NOI-7: Grape Street Vehicle Speed Reduction and potential Mitigation Measure MM-NOI-9: India Street Vehicle Speed Reduction are not considered feasible due to unlikely nature of achieving the necessary speed reduction and because the FAA may not authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements. Based on the above, the roadway noise impacts would be significant and unavoidable.

Reference: EIR Section 3.12.

8.13 Public Services

8.13.1 Less-than-Significant Effect

The Final EIR did not identify any significant public services impacts relating to the proposed project.

No finding per CEQA Guidelines Section 15091 is required, as no significant effect would occur.

Reference: EIR Section 3.13.

8.14 Traffic and Circulation

8.14.1 Less-than-Significant Effects

- Implementation of the proposed project would result in an increase in vehicle hours of delay (VHD) at six at-grade railroad crossing locations in Downtown San Diego; however, the increase in VHD would not exceed the threshold of significance. As such, the at-grade railroad crossing impact would be less than significant.
- Implementation of the proposed project would result in a temporary deficit in on-Airport parking supply during development of Phase 1a in 2021; however, this temporary shortfall in parking would not substantially affect parking in adjacent residential areas or in off-Airport public parking, including at parks and beaches. As such, the parking impact would be less than significant.

No finding per CEQA Guidelines Section 15091 is required, as the above effects would not be significant.

Reference: EIR Section 3.12.

8.14.2 Significant Effect 1

Implementation of the proposed project would exceed thresholds of significance relating to the operation of 2 intersections in late 2020 or early 2021 With Project Construction Conditions scenario (Construction Phase 1a); such impacts would be significant.

Mitigation:

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center.

With mitigation, the effects will be:

Significant and Unavoidable Not Significant

Finding(s) per CEQA Guidelines section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).

- () Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale: Mitigation Measure MM-TR-Con-1 is feasible and would fully mitigate these impacts.

Reference: EIR Section 3.12.

8.14.3 Significant Effects 2 through 10

- Implementation of the proposed project would result in unacceptable operations of study facilities. Of those facilities, 5 intersections, 11 roadway segments, and 14 freeway segments are expected to exceed thresholds of significance under the Existing With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain significant and unavoidable at 7 roadway segments and 14 freeway segments.
- Implementation of the proposed project would result in unacceptable operations of study facilities in 2024. Of those facilities, 4 intersections, 13 roadway segments, and 17 freeway segments are expected to exceed thresholds of significance under the 2024 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain significant and unavoidable at 1 intersection, 10 roadway segments, and 17 freeway segments.
- Implementation of the proposed project would result in unacceptable operations at study facilities in 2026. Of those facilities, 4 intersections, 14 roadway segments, and 19 freeway segments are expected to exceed thresholds of significance under the 2026 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain significant and unavoidable at 1 intersection, 11 roadway segments, and 19 freeway segments.
- Implementation of the proposed project would result in unacceptable operations of study facilities in 2030. Of those facilities, 8 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2030 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain significant and unavoidable at 2 intersections, 18 roadway segments, and 21 freeway segments.
- Implementation of the proposed project would result in unacceptable operations of study facilities in 2035. Of those facilities, 13 intersections, 20 roadway segments, and 21 freeway segments are expected to exceed thresholds of significance under the 2035 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-

significant level; however, some proposed mitigation is infeasible and other measures only partially mitigate impacts, therefore, impacts would remain significant and unavoidable at 4 intersections, 18 roadway segments, and 21 freeway segments.

- Implementation of the proposed project would result in unacceptable operations of study facilities in 2050. Of those facilities, 26 intersections, 25 roadway segments, and 22 freeway segments are expected to exceed thresholds of significance under the 2050 With Project Conditions scenario. Mitigation is proposed to reduce these impacts to a less-than-significant level; however, some proposed mitigation is infeasible, therefore, impacts would remain significant and unavoidable at 26 intersections, 23 roadway segments, and 22 freeway segments.
- Implementation of the proposed project would exceed thresholds of significance relating to the operation of 5 intersections in 2024 With Project Construction Conditions scenario (Construction Phase 1b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be significant and unavoidable at 1 intersection.
- Implementation of the proposed project would exceed thresholds of significance relating to the operation of 4 intersection in 2026 With Project Construction Conditions scenario (Construction Phase 2a). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would be significant and unavoidable at 1 intersection.
- Implementation of the proposed project would exceed thresholds of significance relating to the operation of 10 intersections in 2030 With Project Construction Conditions scenario (Construction Phase 2b). Although mitigation is proposed to reduce these impacts, impacts would not be fully mitigated and would remain significant and unavoidable at 4 intersections.

Mitigation:

MM-TDM-1: **TDM and Transit Measures.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, and continued through all Project phases, SDCRAA shall implement the following TDM and Transit measures:

1. Implement a shuttle service connecting the Old Town Transit Center and Amtrak Station to SDIA. Adding a new shuttle service from the Old Town Transit Center would enhance Airport access for COASTER, Trolley, Amtrak, and MTS bus line riders who could connect at the station. Implementation of this service will include further outreach with Old Town stakeholders to implement measures that discourage Airport passengers from using the parking available for the Transit Center, Old Town San Diego Historic Park,

California Department of Transportation (Caltrans) District 11 office, or other area businesses.

2. Promote the use of transit using the Palm Street LRT station to access the Airport for Airport workers and travelers. Implement the following techniques: a) continue to allow free use of Airport buses for transit riders accessing transit at the Terminal Link Road near Palm Street; and, b) promote the use of LRT on Airport connection web sites (Airport websites, Metropolitan Transit System (MTS) websites, Airport terminal kiosks, and employee/vendor notification boards.
3. Promote the use of Bus Route 992 service between downtown and SDIA. This would include the following measures to help increase ridership on this route: a) allow 992 buses to use the new on-Airport access road including preferential locations at the terminals for bus stops; b) provide space for a kiosk and fare purchase station at a convenient location within the new, replacement Terminal 1 (implemented in January 2016 at existing Terminals 1 and 2); and, c) provide branding of the route as an Airport route.

Proposed Mitigation Measure MM-TDM-1 is within SDCRAA's control and is ***physically and operationally feasible***. If implemented, these TDM measures could reduce Airport generated traffic by two to four percent. It is not anticipated to reduce the traffic impact to be less than significant, but would help lessen the traffic impact on the impacted facilities.

MM-TR-I-1a:

Improve the Intersection of Laurel Street at North Harbor Drive. Prior to passenger air travel exceeding 32.0 million annual passengers (MAP), SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Add a third Eastbound left-turn lane and remove an Eastbound through lane. Proposed Mitigation Measure MM-TR-I-1a is ***presently not considered fully feasible***, because the improvements described in Mitigation Measure MM-TR-I-1a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is ***physically feasible***, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1a, without FAA

approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1b:

Improve the Intersection of Pacific Highway at West Laurel Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove a westbound through lane on the West leg and add a second Eastbound left-turn lane, convert a Southbound through lane into a second Southbound right-turn lane, and re-coordinate signals along Laurel Street. Upgrade from Class II bicycle lanes to Class IV Cycle Tracks on Pacific Highway and provide feasible intersection features, such as corner islands and dedicated traffic signal phasing for bicycles on Pacific Highway. The bicycle improvements will extend from Laurel Street to Washington Street affecting the intersections of Pacific Highway at Sassafras Street / Admiral Boland Way and Pacific Highway at Palm Street. Proposed Mitigation Measure MM-TR-I-1b is *presently not considered fully feasible*, because the improvements described in Mitigation Measure MM-TR-I-1b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is *physically feasible*, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been

approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1c:

Improve the Intersection of Kettner Boulevard at West Laurel Street.

Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-stripe the Southbound approach to two right-turn lanes, one through lane, and one optional through/left-turn lane. Proposed Mitigation Measure MM-TR-I-1c is ***presently not considered fully feasible***, because the improvements described in Mitigation Measure MM-TR-I-1c are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is ***physically feasible***, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1c, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1c, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1d:

Improve the Intersection on North Harbor Drive from Harbor Island Drive to Grape Street.

Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Re-coordinate signals along North Harbor Drive from Harbor Island Drive to Grape Street. Proposed Mitigation Measure MM-TR-I-1d is ***presently not considered fully feasible***, because the improvements described in Mitigation Measure MM-TR-I-1d are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is ***physically feasible***, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below

a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1d, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1d, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-1e: **Improve the Intersection of Kettner Boulevard at Palm Street.** Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Install a traffic signal, restripe Palm Street to two lanes in each direction between Kettner Boulevard and Pacific Highway, and install pre-signals at the rail crossing. Provide directional signs on Kettner Boulevard, Pacific Highway, Laurel Street and North Harbor Drive suggesting Palm Street as an option for reaching the Airport terminals. Proposed Mitigation Measure MM-TR-I-1e is ***presently not considered fully feasible***, because the improvements described in Mitigation Measure MM-TR-I-1e are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is ***physically feasible***, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-1e, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-1e, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1a: Improve Sassafras Street from Pacific Highway to Kettner Boulevard. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (w/o two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-1a is **presently not considered fully feasible**, because the improvements described in Mitigation Measure MM-TR-RS-1a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is **physically feasible**, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1b: Improve Grape Street from Harbor Drive to Pacific Highway. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing

parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1b is **presently not considered fully feasible**, because the improvements described in Mitigation Measure MM-TR-RS-1b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is **physically feasible**, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1c: Improve Grape Street from Pacific Highway to India Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1c is **presently not considered fully feasible**, because the improvements described in Mitigation Measure MM-TR-RS-1c are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is **physically feasible**, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1c, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not

ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1c, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-1d: Improve Grape Street from India Street to State Street. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Convert the roadway from a 3 Lane Collector (one-way) to a 4 Lane Collector (one-way) with Class IV cycle tracks by removing parking on both sides of the roadway. Proposed Mitigation Measure MM-TR-RS-1d is ***presently not considered fully feasible***, because the improvements described in Mitigation Measure MM-TR-RS-1d are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is ***physically feasible***, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-1d, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-1d, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-4a:

Improve the Intersection of Columbia Street at West Grape Street. Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4a is *presently not considered fully feasible*, because the improvements described in Mitigation Measure MM-TR-I-4a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is *physically feasible*, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-4a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-4a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-4b:

Improve the Intersection of Grape Street at State Street / I-5 SB Ramps. Prior to passenger air travel exceeding 32.0 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Redistribution of traffic and retiming of signals. Provide directional signs on eastbound North Harbor Drive suggesting Laurel Street as an option for reaching I-5 southbound. Proposed Mitigation Measure MM-TR-I-4b is *presently not considered fully feasible*, because the improvements described in Mitigation Measure MM-TR-I-4b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is *physically feasible*, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-4b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently,

SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-4b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-RS-4a: Improve Palm Street from Pacific Highway to Kettner Boulevard. Prior to the first occupancy of any new or redeveloped facility that is part of Project Phase 1a, SDCRAA shall provide the following improvement: Convert the roadway on Palm Street from Pacific Highway to Kettner Boulevard from a 2 Lane Collector (w/o two-way left-turn lane) to a 4 Lane Collector (without a two-way left-turn lane). Proposed Mitigation Measure MM-TR-RS-4a is ***presently not considered fully feasible***, because the improvements described in Mitigation Measure MM-TR-RS-4a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is ***physically feasible***, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-RS-4a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-RS-4a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been

approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5a: Improve the Intersection of Pacific Highway at Sassafras Street / Admiral Boland Way. Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the West leg to a left-turn lane, two through lanes and right-turn lane. As part of the Class IV Cycle Track improvement identified in MM-TR-I-1b, the south leg will be restriped to a left-turn lane, two through lanes and a right-turn lane. Proposed Mitigation Measure MM-TR-I-5a is ***presently not considered fully feasible***, because the improvements described in Mitigation Measure MM-TR-I-5a are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is ***physically feasible***, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5a, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5a, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5b: Improve the Intersection of Kettner Boulevard at Sassafras Street. Prior to passenger air travel exceeding 39.3 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Restripe the north leg of the intersection to a left lane, 2 through lanes, a through/right-turn lane and right-turn lane. Proposed Mitigation Measure MM-TR-I-5b is ***presently not considered fully feasible***, because the improvements described in Mitigation Measure MM-TR-I-5b are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is ***physically feasible***, because there is enough space in the

existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5b, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5b, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5c:

Improve the Intersection of India Street at W. Grape Street. Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking on both sides of Grape Street from North Harbor Drive to State Street, to add a 4th travel lane on the south side of the road and install a Class IV Cycle Track along the north side. Retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5c is ***presently not considered fully feasible***, because the improvements described in Mitigation Measure MM-TR-I-5c are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is ***physically feasible***, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5c, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5c, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-I-5d: Improve the Intersection of Kettner Street at W Grape Street. Prior to passenger air travel exceeding 35.8 MAP, SDCRAA shall provide the following improvement, to the satisfaction of the San Diego City Engineer: Remove parking from the south side and add a 4th travel lane from North Harbor Drive to State Street and retime signals along Grape Street. Proposed Mitigation Measure MM-TR-I-5d is *presently not considered fully feasible*, because the improvements described in Mitigation Measure MM-TR-I-5d are within the City of San Diego jurisdiction and would require FAA approval of funding. The mitigation measure is *physically feasible*, because there is enough space in the existing roadway widths. The measure, if implemented, would reduce impacts to below a level of significance. The improvements contemplated by Mitigation Measure MM-TR-I-5d, described above, would be located outside the jurisdiction of the SDCRAA but within the jurisdiction of the City of San Diego. Consequently, SDCRAA cannot independently implement the measure; instead, implementation would require the assistance and approval of the City. The City has informed SDCRAA that it concurs the measure is physically feasible and can be implemented as conceptually described above, provided the proper permits are obtained from the City. Note, however, that SDCRAA may not ensure airport revenues for off-airport improvements, including those described in MM-TR-I-5d, without FAA approval. Thus, the SDCRAA's ability to implement this measure is contingent upon that approval.

SDCRAA will include this mitigation measure in the Mitigation Monitoring and Reporting Program (MMRP) for the project, subject to and with the qualifications that SDCRAA cannot implement the measure without (i) collaboration with and approval by the City, and (ii) funding approval from FAA, which SDCRAA has already requested but which has not yet been approved. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for this off-Airport improvement item.

MM-TR-LRP-1: Airport Regional Connections. Prior to 2035, the SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; and 2.

Participate in the implementation of improvements and strategies identified in the Airport Connections Study. To the extent that either of the two measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.

1. SDCRAA is fully engaged with other stakeholders in SANDAG's committee and subcommittees, which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.
2. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is ***presently not considered feasible***, because the Mitigation Measure would be within the control of other agencies or jurisdictions, and would require FAA approval of funding. For example, portions of Mitigation Measure MM-TR-LRP-1 require physical improvements to facilities and/or VMT reduction items that would be located within the jurisdictions of, or must be implemented by, other public agencies or departments. Although these improvements and VMT reduction items may prove to be ***considered physically feasible***, SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any agreed-upon improvement items and/or VMT reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-1 currently could not be implemented and is ***presently not considered feasible***, because the FAA may decide not to authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, or other mitigation measures. As discussed in Section 3.14.6, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items. If the funding is granted (and the other agencies agree to implement or give approval to the SDCRAA to implement), then the Mitigation Measure would be feasible. If the FAA does not approve the funding, then the Measure would be infeasible.

MM-TR-Con-1: Construction Traffic Measures. Prior to the start of any construction phases at SDIA, SDCRAA shall promote the following TDM strategies: 1. Consider establishing a remote lot for construction workers with shuttles to their work site; 2. Stagger start times of various crews, when possible, to reduce the intensity of construction impacts; 3. Consider adding a shuttle stop at the construction site for transit services from Santa Fe Depot and/or Old Town Transit Center. Implementation of MM-TR-Con-1 is *feasible*.

With mitigation, the effects will be:

Significant and Unavoidable Not Significant

Finding(s) per CEQA Guidelines section 15091:

- Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

As indicated above, the proposed project would result in significant and unavoidable impacts on transportation facilities. As explained throughout Section 3.14.6 of the Recirculated Draft EIR, physically feasible mitigation measures have been identified to reduce significant traffic and circulation impacts of the proposed project. As explained throughout Section 3.14.6 of the Recirculated Draft EIR, some of the proposed mitigation measures are not fully feasible in reducing traffic and circulation impacts to below a level of significance due to funding, legal, and/or jurisdictional limitations and factors that prevent implementation of the mitigation measures.

In addition, as described in Section 3.14.6 of the Recirculated Draft EIR, per City of San Diego and Caltrans direction to Kimley-Horn on September 7, 2018 regarding potential mitigation for traffic impacts associated with the proposed project, any improvements to roadway segments that would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans' Transportation Concept Report are to be considered infeasible.

Further, as noted in the August 27, 2019 letter to the FAA, and a November 27, 2019 follow-up letter to the FAA, and as discussed in Appendix R-K, FAA fair share funding approval for off-Airport roadway and intersection improvements is limited under federal law to items that provide improvements to direct access routes to the Airport. The improvement items listed in Exhibit C to the August 27, 2019 letter to the FAA are understood by the SDCRAA to satisfy this legal standard. Other specific potential off-Airport roadway and intersection improvement items listed as possible mitigation measures in Section 3.14 of the Recirculated Draft EIR either would not meet this FAA

fair share funding requirement, or have not been approved or supported by the City of San Diego, which has jurisdiction over the improvement items.

As discussed in Section 3.14 of the EIR, the identification of mitigation measures included discussion with the owner of the transportation facility to determine what SDCRAA would be allowed to construct. Because the City of San Diego owns and operates most roadways and intersections surrounding SDIA, SDCRAA regularly met with City staff throughout preparation of the traffic analysis for the Recirculated Draft EIR. The result of this vetting process was confirmation of the mitigation measures that the City would permit SDCRAA to implement, and those improvements that would not be permitted due to inconsistencies with Community Plan recommendations for street configuration and bicycle facility improvements. Where stated in the Recirculated Draft EIR that an improvement is inconsistent with a community plan, this was based on concurrence from the City of San Diego. This collaborative effort resulted in the proposed mitigation measures provided in both Section 3.14, Traffic and Circulation, and Appendix R-H1, Alternative 4: Traffic and Circulation Evaluation, of the Recirculated Draft EIR.

The SDCRAA will continue to coordinate with the FAA regarding the potential fair share funding of the transportation system improvements reflected in the mitigation measures of the Recirculated Draft EIR. A formal request has been submitted to the FAA to allow for the use of airport revenues to implement roadway and intersection mitigation. A copy of the request letter, dated August 27, 2019, and a November 27, 2019 follow-up letter to the FAA, are provided in Appendix R-K, Regulations and Requirements Regarding Use of Federal Funds and Airport Revenues as Related to Mitigation Measures, of the Recirculated Draft EIR. As noted in the August 27, 2019 letter to the FAA, and a November 27, 2019 follow-up letter to the FAA, and as discussed in Appendix R-K, FAA fair share funding approval for off-Airport roadway and intersection improvements is limited under federal law to items that provide improvements to direct access routes to the Airport. The improvement items listed in Exhibit C to the August 27, 2019 letter to the FAA are understood by the SDCRAA to satisfy this legal standard. Other specific potential off-Airport roadway and intersection improvement items listed as possible mitigation measures in Section 3.14 of the Recirculated Draft EIR either would not meet this FAA funding requirement, or have not been approved or supported by the City of San Diego, which has jurisdiction over the improvement items.

Further, as discussed in Appendix R-K to the Recirculated Draft EIR, Airport revenues may legally be used for the capital or operating costs of: (1) the airport; (2) the local airport system; or (3) other local facilities owned and operated by the airport owner or operator and directly and substantially related to the air transportation of passengers or property. (49 U.S.C. § 46301(a)(3); see also FAA Order 5190.6B, p. 15-4; FAA Policy and Procedure Concerning the Use of Airport Revenue, Feb. 16, 1999, p. 7705.) To satisfy the “directly and substantially related to the air transportation” prong, the access way should be the primary means of ground access to the airport, and in this case, funding is limited to the portion of the road from the airport to the nearest line of mass capacity. (FAA Order 5190.6B, p. 15-6.) This general rule prohibits the use of airport revenues for off-site projects that are not owned or operated by the airport and are not directly or substantially related to air transportation. (See FAA Order 5100.38D, p. C-5.) The improvement items listed in Exhibit C to the August 27, 2019 letter to the FAA (included in Appendix R-K) are understood by the SDCRAA to satisfy the legal standards for fair share FAA funding approval.

Also as discussed in Appendix R-K to the Recirculated Draft EIR, all airline fees, passenger fees, concession payments, lease payments, parking fees, rental car fees, and any other form of revenue received or generated within the boundaries of the Airport is determined under federal law to be Airport revenue. Again, as discussed in Appendix R-K to the Recirculated Draft EIR, Airport revenues may legally be used for the capital or operating costs of: (1) the airport; (2) the local airport system; or (3) other local facilities owned and operated by the airport owner or operator and directly and substantially related to the air transportation of passengers or property. (49 U.S.C. § 46301(a)(3); see also FAA Order 5190.6B, p. 15-4; FAA Policy and Procedure Concerning the Use of Airport Revenue, Feb. 16, 1999, p. 7705.) To satisfy the “directly and substantially related to the air transportation” prong, the access way should be the primary means of ground access to the airport, and in this case, fair share funding is limited to the portion of the road from the airport to the nearest line of mass capacity. (FAA Order 5190.6B, p. 15-6.) This general rule prohibits the use of airport revenues for off-site projects that are not owned or operated by the airport and are not directly or substantially related to air transportation. (See FAA Order 5100.38D, p. C-5.) (Note that FAA grant funds also are similarly restricted to prevent use on off-Airport improvement projects.) The improvement items listed in Exhibit C to the August 27, 2019 letter to the FAA (included in Appendix R-K) are understood by the SDCRAA to satisfy the legal standards for FAA fair share funding approval. Other than Airport revenue (which is subject to FAA approval for use), no other source of funding for off-site mitigation measures or improvements exists. Any possible Airport bond revenues, for example, would have to be paid back with Airport revenues, which are subject to the use restrictions stated above. Moreover, individual U.S. airports, including SDIA, do not generally receive annual appropriations from Congress for airport operations. Rather, only Airport revenues and FAA grant funds provide funding sources for SDIA operations and possible off-Airport improvement projects. Based on the above, the traffic and transportation system impacts would be significant and unavoidable.

Specifically, the intersections, roadway segments, and freeway segments for which the impacts would remain significant and unavoidable because the improvements that could mitigate the impact would require widening beyond the community plan buildout roadway classification or freeway improvements not included in the San Diego Regional Transportation Plan or one of Caltrans’ Transportation Concept Reports are indicated below in **bold**.

Operation

Existing

Intersection

- W Laurel St at N Harbor Drive
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Harbor Island Drive at N. Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**

- Sassafras Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- Grape Street from Harbor Drive to Pacific Highway
- Grape Street from Pacific Highway to India Street
- Grape Street from India Street to State Street
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of Route 94 Junction**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2024

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- Grape Street from Harbor Drive to Pacific Highway
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**

- **Eastbound direction on I-8, from east of SR-163 Junction**

2026

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- Grape Street from Harbor Drive to Pacific Highway
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**

- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Robinson Street**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2030

Intersection

- **Pacific Highway at Enterprise Street**
- W Laurel St at N Harbor Drive
- **Pacific Highway at W Laurel Street**
- Kettner Boulevard at W Laurel Street
- Columbia Street at W Grape Street
- State Street / I-5 SB On-Ramp at W Grape Street
- Harbor Island Drive at N Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- Palm Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**

- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**
- **Northbound direction on I-5, from north of India / Sassafras Street**
- **Northbound direction on I-5, from north of Pacific Highway Viaduct**
- **Northbound direction on I-5, from north of Sassafras Street**
- **Northbound direction on I-5, from north of Washington Street**
- **Northbound direction on I-5, from north of Old Town Avenue**
- **Southbound direction on SR-163, from north of I-5 Junction**
- **Northbound direction on SR-163, from north of I-5 Junction**
- **Southbound direction on SR-163, from north of Quince Street**
- **Northbound direction on SR-163, from north of Quince Street**
- **Southbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Richmond Street**
- **Northbound direction on SR-163, from north of Robinson Avenue**
- **Southbound direction on SR-163, from north of Washington Street**
- **Northbound direction on SR-163, from north of Washington Street**
- **Eastbound direction on I-8, from east of Morena Boulevard**
- **Eastbound direction on I-8, from east of Hotel Circle/Taylor Street**
- **Eastbound direction on I-8, from east of Hotel Circle**
- **Westbound direction on I-8, from east of SR-163 Junction**
- **Eastbound direction on I-8, from east of SR-163 Junction**

2035

Intersection

- **Pacific Highway at Enterprise Street**
- Pacific Highway at Sassafras Street / Admiral Boland Way
- Kettner Boulevard at Sassafras Street
- **W Laurel St at N Harbor Drive**
- **Pacific Highway at W Laurel Street**

- Kettner Boulevard at W Laurel Street
- Columbia Street at W Hawthorn Street
- **State Street at W Hawthorn Street**
- India Street at W Grape Street
- Columbia Street at W Grape Street
- State Street / I-5 SB On-Ramp at W Grape Street
- Harbor Island Drive at N Harbor Drive
- Kettner Boulevard at Palm Street

Roadway

- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- Sassafras Street from Pacific Highway to Kettner Boulevard
- **Laurel Street from Harbor Drive to Pacific Highway**
- Palm Street from Pacific Highway to Kettner Boulevard
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**
- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**

Freeway

- **Northbound direction on I-5, from north of J Street**
- **Northbound direction on I-5, from north of SR-94 Junction**
- **Southbound direction on I-5, from North of Pershing Drive**
- **Northbound direction on I-5, from north of Pershing Drive**
- **Northbound direction on I-5, from north of Route 163 Junction**
- **Northbound direction on I-5, from north of Sixth Avenue**
- **Northbound direction on I-5, from north of First Avenue**
- **Northbound direction on I-5, from north of Hawthorn Street**

- Northbound direction on I-5, from north of India/Sassafras Street
- Northbound direction on I-5, from north of Pacific Highway Viaduct
- Northbound direction on I-5, from north of Sassafras Street
- Northbound direction on I-5, from north of Washington Street
- Northbound direction on I-5, from north of Old Town Avenue
- Southbound direction on SR-163, from north of I-5 Junction
- Northbound direction on SR-163, from north of I-5 Junction
- Southbound direction on SR-163, from north of Quince Street
- Northbound direction on SR-163, from north of Quince Street
- Southbound direction on SR-163, from north of Richmond Street
- Northbound direction on SR-163, from north of Richmond Street
- Southbound direction on SR-163, from north of Robinson Avenue
- Northbound direction on SR-163, from north of Robinson Avenue
- Southbound direction on SR-163, from north of Washington Street
- Northbound direction on SR-163, from north of Washington Street
- Eastbound direction on I-8, from east of Morena Boulevard
- Eastbound direction on I-8, from east of Hotel Circle/ Taylor Street
- Eastbound direction on I-8, from east of Hotel Circle
- Westbound direction on I-8, from east of SR-163 Junction
- Eastbound direction on I-8, from east of SR-163 Junction

2050

Intersection

- Pacific Highway at Taylor Street / Rosecrans Street
- Pacific Highway at Enterprise Street
- NB Pacific Highway On-Ramp / Frontage Road at Washington Street
- San Diego Avenue at Washington Street
- Pacific Highway at Sassafras Street / Admiral Boland Way
- Kettner Boulevard at Sassafras Street
- W Laurel Street at N Harbor Drive
- Pacific Highway at W Laurel Street
- Kettner Boulevard at W Laurel Street
- Pacific Highway at W Hawthorn Street
- Kettner Boulevard at W Hawthorn Street
- India Street at W Hawthorn Street
- Columbia Street at W Hawthorn Street
- State Street at W Hawthorn Street
- I-5 NB Off-Ramp / Brant Street at W Hawthorn Street

- **Kettner Boulevard at W Grape Street**
- **India Street at W Grape Street**
- **Columbia Street at W Grape Street**
- **State Street / I-5 SB On-Ramp at W Grape Street**
- **Harbor Island Drive at N Harbor Drive**
- **Liberator Way at N Harbor Drive**
- **Cell Phone Lot at N Harbor Drive**
- **Terminal Link Road / Coastal Guard at N Harbor Drive**
- **Kettner Boulevard at Palm Street**
- **N Harbor Drive at Laning Road**
- **Rosecrans Street at Nimitz Boulevard**

Roadway

- **Pacific Highway from Barnett Avenue to Washington Street**
- **Kettner Boulevard from Vine Street to Sassafras Street**
- **Kettner Boulevard from Sassafras Street to Palm Street**
- **Kettner Boulevard from Palm Street to Laurel Street**
- **India Street from Sassafras Street to Laurel Street**
- **Washington Street from East of India Street**
- **Sassafras Street from Pacific Highway to Kettner Boulevard**
- **Palm Street from Pacific Highway to Kettner Boulevard**
- **Laurel Street from Harbor Drive to Pacific Highway**
- **Laurel Street from Pacific Highway to India Street**
- **Hawthorn Street from Harbor Drive to Pacific Highway**
- **Hawthorn Street from Pacific Highway to India Street**
- **Hawthorn Street from India Street to State Street**
- **Hawthorn Street from State Street to Albatross Street**
- **Grape Street from Harbor Drive to Pacific Highway**
- **Grape Street from Pacific Highway to India Street**
- **Grape Street from India Street to State Street**
- **North Harbor Drive from Winship Lane to Liberator Way**
- **North Harbor Drive from Liberator Way to Cell Phone Lot**
- **North Harbor Drive from Cell Phone Lot to Laurel Street / Solar Turbines**
- **North Harbor Drive from Laurel Street / Solar Turbines to West Laurel Street**
- **North Harbor Drive from Laurel Street to Hawthorn Street**
- **North Harbor Drive from Hawthorn Street to Grape Street**
- **Harbor Island Drive from Harbor Island Drive to Parking Lot**
- **North Island Drive, east of Parking Lot**

Freeway

- Southbound direction on I-5, from north of J Street
- Northbound direction on I-5, from north of J Street
- Southbound direction on I-5, from north of SR-94 Junction
- Northbound direction on I-5, from north of SR-94 Junction
- Southbound direction on I-5, from north of Pershing Drive
- Northbound direction on I-5, from north of Pershing Drive
- Northbound direction on I-5, from north of Route 163 Junction
- Northbound direction on I-5, from north of Sixth Avenue
- Northbound direction on I-5, from north of First Avenue
- Southbound direction on I-5, from north of Hawthorn Street
- Northbound direction on I-5, from north of Hawthorn Street
- Northbound direction on I-5, from north of India/Sassafras Street
- Northbound direction on I-5, from north of Pacific Highway Viaduct
- Northbound direction on I-5, from north of Sassafras Street
- Southbound direction on I-5, from north of Washington Street
- Northbound direction on I-5, from north of Washington Street
- Northbound direction on I-5, from north of Old Town Avenue
- Southbound direction on SR-163, from north of I-5 Junction
- Northbound direction on SR-163, from north of I-5 Junction
- Southbound direction on SR-163, from north of Quince Street
- Northbound direction on SR-163, from north of Quince Street
- Southbound direction on SR-163, from north of Richmond Street
- Northbound direction on SR-163, from north of Richmond Street
- Southbound direction on SR-163, from north of Robinson Avenue
- Northbound direction on SR-163, from north of Robinson Avenue
- Southbound direction on SR-163, from north of Washington Street
- Northbound direction on SR-163, from north of Washington Street
- Westbound direction on I-8, from east of I-5 Junction
- Eastbound direction on I-8, from east of I-5 Junction
- Eastbound direction on I-8, from east of Morena Boulevard
- Eastbound direction on I-8, from east of Hotel Circle/ Taylor Street
- Eastbound direction on I-8, from east of Hotel Circle
- Westbound direction on I-8, from east of SR-163 Junction
- Eastbound direction on I-8, from east of SR-163 Junction

Construction

2020/2021 – Phase 1a

- **Kettner Boulevard at W Laurel Street**
- **Kettner Boulevard at Palm Street**

2024 – Phase 1b

- **Pacific Highway at Enterprise Street**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Columbia Street at W Grape Street**
- **Kettner Boulevard at Palm Street**

2026 – Phase 2a

- **Pacific Highway at Enterprise Street**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Kettner Boulevard at Palm Street**

2030 – Phase 2b

- **Pacific Highway at Enterprise Street**
- **W Laurel St at N Harbor Drive**
- **Pacific Highway at W Laurel Street**
- **Kettner Boulevard at W Laurel Street**
- **Pacific Highway at W Hawthorn Street**
- **Columbia Street at W Grape Street**
- **State Street / I-5 SB On Ramp at W Grape Street**
- **Harbor Island Drive at N Harbor Drive**
- **Liberator Way at N Harbor Drive**
- **Kettner Boulevard at Palm Street**

Reference: EIR Section 3.14, Appendix R-K, and Attachment 1 of the Final EIR.

8.15 Utilities

8.15.1 Less-than-Significant Effect

The Final EIR did not identify any significant utilities impacts relating to the proposed project.

No finding per CEQA Guidelines Section 15091 is required, as no significant effect would occur.

Reference: EIR Section 3.15.

9. Cumulative Impacts

Chapter 4 of the EIR includes a discussion of cumulative impacts for each of the environmental impact categories evaluated in detail.

For seven of the fifteen examined categories, the proposed project, in combination with cumulative projects, would result in a less than significant impact: Aesthetics and Visual Resources, Biological Resources, Tribal Cultural Resources, Geology and Soils, Hydrology and Water Quality, Public Services, and Utilities.

For three of the categories, the EIR already accounts for and identifies proposed mitigation measures to address the significant cumulative impacts in the analysis of the proposed project's specific significant environmental effects:

- **Greenhouse Gases and Climate Change:** The GHG impacts addressed in Section 3.3, Greenhouse Gases and Climate Change, of the EIR are treated exclusively as cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.
- **Human Health Risk:** No standards have been set forth by an agency with subject matter expertise that establish a threshold of significance for cumulative human health risk impacts. Additionally, the methodologies, models and thresholds of significance used to determine cancer risk, and chronic and acute non-cancer health hazards in Section 3.4 of the EIR are incremental in nature, intended to determine the risks associated with an individual project; the analytical framework is not intended for applications relating to cumulative risk. Moreover, due to uncertainties in evolving technologies, future regulations, and other societal and technological factors, meaningful quantification of future cumulative health risk exposure in the vicinity of the project is not feasible.
- **Traffic and Circulation:** Cumulative traffic and circulation impacts are incorporated into the analysis provided in Section 3.14, Traffic and Circulation, of the EIR. More specifically, the contributions of the proposed project to cumulative impacts were determined based on a comparison between Future (2024, 2026, 2030, 2035, and 2050) Without Project traffic conditions and Future (2024, 2026, 2030, 2035, and 2050) With Project traffic conditions. The Future Without Project scenarios include traffic associated with future regional growth, which accounts for traffic from cumulative projects.

The following discusses the proposed project's contribution to significant cumulative impacts associated with the remaining five categories:

- **Air Quality:** As discussed in Section 8.2 (Air Quality) above, construction of the proposed project in conjunction with other projects anticipated to be under construction during that same time would result in a significant impact relative to cumulative air pollutant emissions, specifically, VOCs, NO_x, and PM₁₀, at which the proposed project's contribution to that significant impact would be cumulatively considerable for NO_x and PM₁₀. Operation of the proposed project at buildout in 2035 and in the 2050 horizon year would result in a cumulatively considerable net increase of VOCs and NO_x, which are precursors to O₃, for which the San Diego air basin is in nonattainment under federal and state ambient air quality standards. That cumulatively considerable impact is a significant and unavoidable impact of the proposed project even with implementation of mitigation measures discussed in Section 8.2 above. Additionally, existing background concentrations of PM₁₀ currently exceed state standards and there would be an increase

in PM₁₀ emissions associated with project operations. The increase is considered to be cumulatively considerable; this is a significant and unavoidable impact even with implementation of mitigation measures discussed in Section 8.2 above. It should be noted, for informational purposes only, that the air pollutant emissions associated with operations at SDIA in the future without implementation of the proposed project would be generally the same as, or greater than (i.e., worse than), emissions with implementation of the proposed project due to anticipated growth in future activity that will occur at SDIA regardless of whether the project is implemented. As such, SDIA's contribution to cumulative (regional) air quality impacts would be greater without implementation of the proposed project than with implementation of the project.

- **Cultural Resources:** Development projects at SDIA that could adversely affect historical resources, in combination with the proposed project improvements that would result in the demolition of historical resources, could pose the potential for impacts to historical resources, more specifically historical resources associated with the historical use of the Airport property for aeronautical/aviation purposes. Eleven historical resources have been identified on the Airport property, two of which (Consolidated Aircraft Plant No. 1 [historic district] and Ryan Aeronautical Company Historic District) have been demolished as part of past improvement projects on the north side and south side of the Airport. Implementation of the proposed project would require the demolition and removal of two significant historical buildings (the existing Terminal 1 and the existing Terminal 2-East). Mitigation Measure MM-HR-1: Preparation of Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) Documentation, is proposed to document the characteristics of each of these two buildings and MM-HR-4: Interpretative Display Regarding Existing Terminal 1 is proposed to further document the characteristics of the existing Terminal 1; however, the permanent loss of those historic structures would be a significant and unavoidable impact of the project. Implementation of the proposed project would also impact the former United Airlines Hangar and Terminal Building, which is also a significant historical building. Mitigation Measures MM-HR-1 and MM-HR-2: Relocation of the United Airlines Hangar and Terminal Building, are proposed and would reduce the impact to a level less than significant. Based on the above, implementation of the proposed project, in combination with past development at the Airport, would cause a substantial adverse change in the significance of historical resources as defined by State CEQA Guidelines Section 15064.5(a). This would be a significant cumulative impact to historical resources and the proposed project's contribution to this impact would be cumulatively considerable.
- **Hazards and Hazardous Materials:** With implementation of project-specific mitigation measures identified in Section 3.9 of the Recirculated Draft EIR (MM-HW-1 through MM-HW-4), the proposed project, in combination with cumulative projects, would result in a less than significant impact related to the release of hazardous materials into the environment, or impacts from listed hazardous materials sites, or impacts to adopted emergency response or evacuation plans. However, regarding impacts associated with whether the proposed project could result in excessive noise for people residing or working in the project area, future airport operations associated with the project would result in significant and unavoidable aircraft noise impacts on areas around the Airport even with

implementation of project-specific mitigation measures discussed in Section 8.12 above. This impact would be attributable primarily to future growth in passenger demand at the Airport, which is projected to occur with or without the proposed project. Notwithstanding, this significant impact could be considered to be a cumulatively considerable contribution to significant noise impacts within the region. As such, the impact is considered to be significant and unavoidable.

- **Land Use and Planning:** Development projects at/adjacent to SDIA in combination with ADP improvements could pose the potential for impacts to land use and planning. As discussed in Section 3.11, Land Use and Planning, the proposed project would not conflict with most aspects of land use plans, policies, or regulations related to land use planning (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Future airport operations associated with the project would, however, result in significant and unavoidable aircraft noise impacts on areas around the Airport, significant and unavoidable roadway noise impacts southeast of the Airport, and significant and unavoidable traffic impacts in areas close to the Airport even with implementation of project-specific mitigation measures discussed in Sections 8.12 and 8.14 above. Such impacts would be attributable primarily to future growth in passenger demand at the Airport and in the region, which is projected to occur with or without the proposed project. Notwithstanding, the aforementioned significant impacts could be considered to be a cumulatively considerable contribution to significant noise and traffic impacts within the local planning areas. As such, the impact is considered to be significant and unavoidable.
- **Noise:** Section 3.12, Noise, of the EIR addresses impacts of the proposed project related to aircraft noise, roadway traffic noise, and construction noise. The analysis of aircraft noise presented in that section accounts for existing and future aircraft operations at SDIA through 2050. Aircraft noise impacts to the nearby area are dominated by operations at SDIA. Although aircraft operations also occur at Naval Air Station (NAS) North Island, located south of SDIA, such operations do not overlap with those of SDIA, but rather are separated from, and extend south of, SDIA. The NAS North Island aircraft noise contours presented in the *Air Installations Compatible Use Zones (AICUZ) Update, 2011 Final AICUZ Study Update*³ show the aircraft noise contours for existing/baseline conditions and for the future prospective AICUZ footprint, projected for Calendar Year 2020, as extending primarily to the south, away from SDIA. There is a small amount of overlap between the northern edge of the prospective (2020) NAS North Island 60 Community Noise Equivalent Level (CNEL) contour and the southern edge of the SDIA 60 CNEL contour, occurring near Harbor Island. The combined (cumulative) noise level of the two 60 CNELs in that overlap area would be approximately 63 CNEL, and there are no noise-sensitive uses within that overlap area.

³ Naval Base Coronado, CA. Air Installations Compatible Use Zones (AICUZ) Update, Naval Air Station North Island and Naval Outlying Landing Field Imperial Beach, 2011 Final AICUZ Update. Available: [https://www.cnic.navy.mil/content/dam/cnic/cnrsw/Naval%20Base%20Coronado/Documents/2011%20NBC%20AICUZ%20Study%20\(reduced%20size\).pdf](https://www.cnic.navy.mil/content/dam/cnic/cnrsw/Naval%20Base%20Coronado/Documents/2011%20NBC%20AICUZ%20Study%20(reduced%20size).pdf).

The analysis of traffic noise impacts accounts for future increases in background traffic that would occur in conjunction with future regional growth. As such, the analysis already accounts for cumulative traffic noise impacts.

Relative to the potential for cumulative construction noise impacts, the vast majority of cumulative projects shown in Figure 4-1 of the EIR are located well away from the project site. Given the separation distances of the projects situated outside of SDIA and their relationship to the noise-sensitive receptors near SDIA, as described in Section 3.12 of the EIR, no significant cumulative construction noise impacts (i.e., noise levels greater than 75 decibels [dB] Equivalent Continuous Noise Level [L_{eq}]) are anticipated to occur relative to those projects. Relative to the potential for cumulative construction noise impacts from the combination of the proposed project and other improvements proposed within SDIA, the greatest potential for a significant impact would be relative to the combination of the proposed project's improvements to Taxiway A/Taxiway B and the Air Cargo Warehouse Facilities and Associated Improvements located approximately 800 feet to the north at its nearest point, as well as the Additional Fuel Tanks Project located approximately 1,100 feet to the north, as shown on Figure 4-1 of the EIR. As indicated in Section 3.12.5.5.2 of the EIR, construction of the Taxiway A/Taxiway B improvements would be within 650 feet of the U.S. Coast Guard Station (considered to be a noise-sensitive use because of its sleeping quarters) at the closest point of construction, which could result in a "worst-case" construction noise level of up to 73.6 dB L_{eq} , based on the very conservative assumption that all construction equipment is operating at the same time. Using that same conservative assumption, the noise level at the U.S. Coast Guard Station that would be associated with the Air Cargo Warehouse Facilities and Associated Improvements would be approximately 65.2 dB L_{eq} and the Additional Fuel Tanks Project would be approximately 63.7 dB L_{eq} , which when combined with 73.6 dB L_{eq} , would equal a cumulative noise level of approximately 74.6 dB L_{eq} , which would be less than significant.

Relative to cumulative impacts associated with the combination of the three types of noise sources – aircraft noise, traffic noise, and construction noise – the most notable potential for such impacts is primarily associated with only the combination of aircraft noise and traffic noise. As noted above, the vast majority of the cumulative projects are located well away from the project site, which avoids the potential for any notable combined construction noise impacts, and the only notable potential for cumulative construction noise impacts relates to the combination of the Taxiway A/Taxiway B improvements and Air Cargo Warehouse Facilities and Associated Improvements and the Additional Fuel Tanks Project, which would impact the U.S. Coast Guard Station, but at a less than significant level. That cumulative construction noise impact is accounted for in the discussion below regarding the addition of project-related aircraft noise and traffic noise.

The evaluation of combined noise levels was considered in terms of the thresholds of significance related to increases in exterior noise levels in noise-sensitive areas; specifically, whether there would be: (1) a 1.5 dB or more increase resulting in noise-sensitive areas being exposed to 65 CNEL or greater, as compared to the existing (2018)

baseline condition; or (2) a 3.0 dB or more increase resulting in noise-sensitive areas being exposed to 60 CNEL to less than 65 CNEL, as compared to the existing (2018) baseline condition.

In evaluating the potential for such increases in noise levels, it is useful to understand how noise levels from two sources are added, which is done logarithmically based on the sound energy level of each source, to determine the combined (cumulative) noise level. Relative to whether the combined noise levels from two sources would result in a 1.5 dB increase or a 3 dB increase, the noise levels generated by the sources need to generate generally similar noise levels in order to result in those levels of increase. For example, two noise sources that generate equal sound energy levels, in terms of dB, will result in a combined, cumulative noise level that is 3 dB higher than the level that would occur from either source individually (i.e., 65 dB + 65 dB = 68 dB). If, on the other hand, the noise levels from two sources are substantially different, say they differ by 10 dB or more, the cumulative noise level is approximately the same as the louder noise source (i.e., 65 dB + 55 dB = 65.4 dB, which rounds to 65 dB). Relative to whether a 1.5 dB increase would occur when combining two noise sources, there would generally need to be a 4 dB increase to result in a 1.5 dB increase in the louder of the two sources (i.e., 65 dB + 61 dB = 66.5 dB).

Section 3.12.4.5.2 of the EIR summarizes the results of the roadway (traffic) noise modeling completed for the proposed project and includes a description of roadways where there are noise-sensitive uses nearby. Table 4-4 of the EIR identifies the roadway segments with noise-sensitive uses nearby, the nature of those uses, the existing noise levels in terms of the modeled roadway CNEL levels for existing baseline conditions, the future (2050) roadway noise levels, the approximate CNEL for aircraft noise in 2050 estimated for that area, and the combined future roadway noise and future aircraft noise CNEL.⁴

As indicated in Table 4-4 of the EIR, the combined 2050 roadway noise level and 2050 future aircraft noise level would result in more than a 3 dB increase over the existing baseline roadway CNEL, which would be a significant cumulative noise impact along all of the subject roadway segments except Pacific Highway from Barnett Avenue to Washington Street and Harbor Drive from Cell Phone Lot to Laurel Street/Solar Turbines. As described in Section 3.12 of the EIR, Mitigation Measures MM-NOI-1 through MM-NOI-5 are proposed to mitigate aircraft noise impacts; however, it has been concluded that the noise impacts would be significant and unavoidable.

It should be noted that the increases over the existing baseline noise level from 2050 cumulative noise levels shown in Table 4-4 of the EIR would generally be the same without the proposed project than with the proposed project (i.e., impacts would be similar under the No Project Alternative compared to the proposed project); this is because the future aircraft noise levels are projected to be the same with or without the

⁴ This approach is considered to represent a conservative (worst-case) analysis of cumulative increases of future noise levels over existing baseline noise levels because the existing CNEL is based on the modeled roadway noise level for existing traffic and does not account for the fact that the actual existing noise level at several locations is dominated by aircraft noise, which is higher than the modeled roadway noise level.

proposed project and roadway noise levels would generally be similar with or without the proposed project (see Section 3.12 of the EIR). Notwithstanding the above, the cumulative noise impacts would be significant and unavoidable, and the proposed project's contribution to such impacts would be considerable.

Mitigation:

With mitigation, the effects will be:

(X) Significant and Unavoidable () Not Significant

Finding(s) per CEQA Guidelines section 15091:

- (X) Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect. Subd. (a)(1).
- (X) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency. Subd. (a)(2).
- (X) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. Subd. (a)(3).

Rationale:

The Rationale discussions above in Sections 8.2 (Air Quality), 8.3 (Greenhouse Gases and Climate Change), 8.6 (Cultural Resources), 8.9 (Hazards and Hazardous Materials), 8.11 (Land Use and Planning), 8.12 (Noise), and 8.14 (Traffic and Circulation) address the Rationale related to the finding for Cumulative Impacts associated with these topics.

Reference: EIR Chapter 4.

10. Feasibility of Project Alternatives

Because the proposed project could potentially cause unavoidable, significant environmental effects, as stated above in Sections 8.2 (Air Quality), 8.3 (Greenhouse Gases and Climate Change), 8.6 (Cultural Resources), 8.9 (Hazards and Hazardous Materials), 8.11 (Land Use and Planning), 8.12 (Noise), 8.14 (Traffic and Circulation), and Section 9 (Cumulative Impacts), the Authority must consider the feasibility of any environmentally superior alternatives to the Project. The Authority must evaluate whether one or more of these alternatives could avoid or substantially lessen the Project's potential unavoidable significant environmental effects. *Citizens for Quality Growth v. City of Mount Shasta*, 198 Cal. App. 3d 433, 443-45 (1988); see also Cal. Pub. Res. Code, § 21002.

CEQA does not require lead agencies to address the feasibility of both mitigation measures and environmentally superior alternatives when the lead agencies contemplate approval of a proposed project with significant impacts. Where a significant impact can be mitigated to an acceptable level solely by the adoption of mitigation measures, the agency, in drafting its findings, has no obligation to consider the feasibility of environmentally superior alternatives even if the alternatives' impacts would be less severe than those of the proposed project as mitigated. *Mira Mar Mobile Community*

v. City of Oceanside, 119 Cal.App.4th 477, 490 (2004); see also Kings County Farm Bureau v. City of Hanford, 221 Cal. App. 3d 692, 730-31 (1990) and Laurel Heights Improvement Ass'n v. Regents of the Univ. of Cal., 47 Cal.3d 376, 400-03 (1988). Accordingly, in adopting findings concerning project alternatives, the Authority considers only those environmental impacts of the proposed project that are significant and cannot be avoided through mitigation.

As discussed above, implementation of the proposed project would have significant, unavoidable adverse environmental impacts in regard to Air Quality, Greenhouse Gases and Climate Change, Cultural Resources, Hazards and Hazardous Materials (related to noise), Land Use and Planning (related to noise and traffic), Noise, Traffic and Circulation, and Cumulative Impacts. In compliance with CEQA and the State CEQA Guidelines, the ADP EIR includes examination of the following alternatives to the proposed project:

- Alternative 1 - No Project Alternative
- Alternative 2 - Reduced Scale of Development
- Alternative 3 – Revised Implementation Phasing
- Alternative 4 – T1 Replacement and Transportation Improvements

These findings examine the four project alternatives to the extent the alternatives lessen or avoid the Project's significant unavoidable environmental effects and if so, whether the alternative is feasible. The Authority need not consider the alternatives with respect to the Project's environmental impacts that are insignificant or avoided through mitigation.

10.1 Alternative 1: No Project Alternative

Under Alternative 1, none of the improvements under the proposed project would occur. The project site would retain the existing structures and roadway system and there would be no demolition of, or additions or modifications to, the existing facilities. It should be noted, however, that even without implementation of the proposed project improvements, there would be continued growth in aircraft operations and passenger activity levels in the future at SDIA, including through 2035 (the buildout year for the ADP), to meet the region's demand for air service. The capacity limitation of SDIA's single-runway is the same with or without the project improvements.

The No Project Alternative would avoid all the construction-related impacts of the proposed project; however, most of the proposed project's construction impacts are less than significant, with the exception of GHG emissions (when combined with operations-related impacts), construction-related traffic impacts, and a significant and unavoidable cumulatively considerable contribution to significant air quality cumulative impact. Moreover, several operational impacts of the No Project Alternative, including those related to human health risk and air quality and GHG emissions, would be greater than the unavoidable significant impacts of the proposed project. Alternative 1 is infeasible, however, because it would not result in any terminal, roadway, airfield, or other improvements that would occur under the proposed project to improve operational efficiency and environmental sustainability, and better accommodate future activity levels and

coordinating of transit services and facilities, and therefore, would not meet any of the Project Objectives.

10.2 Alternative 2: Reduced Scale of Development

Under Alternative 2, additional gates and terminal area at SDIA would be developed as a new stand-alone facility constructed east of the existing T1. The new facility would have 12 gates and approximately 500,000 square feet of terminal area. The existing T1 and T2 would remain in their current location and configuration. Under the Reduced-Scale Alternative, the total amount of terminal area would be approximately 25 percent less than that of the proposed project.

In addition to having less demolition of existing terminal area and construction of new terminal area compared to the proposed project, Alternative 2 would not include development of the 400,000 square foot commercial development opportunity that is included in the proposed project, and would also not require demolition and replacement of the existing SDCRAA Administrative Offices that are located in the former Commuter Terminal. Also, under Alternative 2, the 1.5 million square foot T1 Parking Structure that is included in the proposed project would not be developed but, instead, 700,000 square feet of surface parking would be provided, which would be accessed via an on-airport roadway system similar to that of the proposed project. Under Alternative 2, only the eastern portions of the Taxiway A and Taxiway B improvements would be constructed, immediately north of the 12-gate terminal, resulting in only 650,000 square feet of taxiway improvements rather than 1,415,000 square feet of taxiway improvements that would occur under the proposed project. Similarly, the amount of aircraft apron area around the terminals would be reduced to approximately 550,000 square feet under Alternative 2, instead of the 2,360,000 square feet of apron area under the proposed project.

Under Alternative 2, it would not be necessary to demolish and remove the former United Airlines Hangar and Terminal Building (a.k.a. the ASIG building or Menzies Aviation), the existing Terminal 1, or the existing Terminal 2-East, which are identified in Section 3.6, Cultural Resources, of the EIR as being significant historic resources.

Implementation of Alternative 2: Reduced Scale of Development would result in construction-related impacts that would, for most environmental issue areas, be generally comparable to those of the proposed project; however, relative to historic resources, Alternative 2 would avoid the significant impacts of the project, and, relative to construction-related traffic and GHG emissions, would reduce significant impacts. The operations-related impacts of Alternative 2 would be generally comparable to those of the proposed project; however, air pollutant emissions and GHG emissions would be slightly reduced compared to the proposed project. Implementation of Alternative 2 would not, however, meet most of the Project Objectives. The following summarizes the relationship between Alternative 2 and the Project Objectives.

- Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction that reflect the local feel and uniqueness of San Diego. *Alternative 2 – Development of a new stand-alone terminal east of existing T1 would provide a limited improvement to passenger service and efficiency, but SDIA would still rely on the existing T1 which is relatively old and inefficient, and would not provide the quality of passenger satisfaction that SDCRAA is seeking for both existing and future activity levels.*

- Objectives:
 - o Maintain appropriate level of service on the curbside, security checkpoints, passenger holdrooms, and bag claim areas. *Alternative 2 – Existing T1, as retained under Alternative 2, would provide less than desired levels of service based on limitations associated with the existing size and design of the T1 facilities, although development of the new stand-alone terminal would help compensate for those limitations.*
 - o Optimize airport concessions to meet demand and generate revenue for SDIA. *Alternative 2 – This objective could be met under Alternative 2.*
 - o Minimize walking distances and mode changes from curbside to aircraft gate. *Alternative 2 – The design of the stand-alone terminal under Alternative 2 has an elongated concourse that extends well east of the passenger processing area and curbside, which would not meet the objective to minimize walking distances. Additionally, its physical separation from T1 and T2 would require passengers on connecting flights to or from those other terminals to walk quite a distance or would require bussing of connecting passengers between terminals.*
 - o Address T1 functional deficiencies, including replacement if necessary. *Alternative 2 – This objective would not be met under Alternative 2.*
 - o Develop a plan that can be implemented in a phased manner. *Alternative 2 – This objective could be met under Alternative 2.*
 - o Make the terminal a showplace of functionality and design that reflects the local feel and uniqueness of San Diego. *Alternative 2 – The new stand-alone terminal could meet this objective; however, retaining the existing T1 under Alternative 2 would not respond to the objective relative to a showplace of functionality and design.*
- Goal: Plan for an operationally efficient airfield that meets FAA standards
 - Objectives:
 - o Improve and optimize airfield configuration for safety, efficiency, and capacity. *Alternative 2 – Retaining the existing T1 under Alternative 2 would substantially limit the proposed improvement of Taxiway A (i.e., the end gates on T1 are located where the new Taxiway A extension is proposed); hence, the ability to achieve this objective would be compromised.*
 - o Develop a plan to eliminate any existing modifications to standards as soon as feasibly practical and do not create conditions warranting additional modifications or waivers from the FAA. *Alternative 2 – Alternative 2 does not affect this objective.*
 - o Provide flexibility to respond to future aircraft, technology, and industry changes. *Alternative 2 – Alternative 2 does not affect this objective.*

- Goal: Provide a plan that is fiscally and environmentally sustainable. *Alternative 2 – Retaining existing T1, which relatively old and inefficient, requiring substantial maintenance and upkeep, is not considered to be fiscally or environmentally sustainable.*
 - Objectives:
 - Wherever prudent, make use of existing facilities through renewal or modernization to meet future demand. *Alternative 2 – Based on the age, condition, size, and nature of existing T1, renewal and modernization of that facility, in lieu of replacement, is not considered prudent. Further, the footprint of existing T1 cannot be modified to accommodate an increase in the number of security screening lanes without a major structural modification that would affect the number of gates.*
 - Ensure the development plan is fiscally responsible from both the capital and operational cost perspectives. *Alternative 2 – Based on the age, condition, size, and nature of existing T1, renewal and modernization of that facility, in lieu of replacement, is not considered fiscally responsible from an operational cost perspective.*
 - Provide plans that will diversify airport revenues and strengthen the financial position of SDIA. *Alternative 2 – Similar to above, the long-term costs of ongoing maintenance and operation associated with retaining existing T1, instead of replacing it, would not strengthen the financial position of the Airport.*
 - Maximize funding resources through appropriate facility planning. *Alternative 2 – Same as above.*
 - Continue to implement sustainability measures at SDIA, and monitor and report on those measures consistent with Global Reporting Initiative (GRI) Sustainability Reporting Standards. *Alternative 2 – Alternative 2 does not affect this objective.*
- Goal: Optimize the productive use of SDIA properties.
 - Objectives:
 - Maximize non-airline revenues. *Alternative 2 – Alternative 2 does not affect this objective.*
 - Identify opportunities for increased commercial utilization. *Alternative 2 – Alternative 2 does not affect this objective.*
- Goal: Provide a plan that meets the aviation need of the San Diego region in a socially responsible manner.
 - Objectives:
 - Support increases in air service demand for commercial passenger service to meet the needs of the San Diego regional economy and businesses. *Alternative 2 – Alternative 2 could meet this objective.*

- Implement airport improvements in a sustainable manner and consider the total cost of ownership including financial, environmental, and social costs. *Alternative 2 – Based on the age, condition, size, and nature of existing T1, renewal and modernization of that facility, in lieu of replacement, implementation of Alternative 2 is not considered to provide for airport improvements in a sustainable manner and considers the total cost of ownership.*
- Goal: Improve ground access to SDIA, including coordination of transit service and facilities that interface with regional systems, and accommodate parking demand. *Alternative 2 – Alternative 2 would provide for improved ground access with the new on-airport roadway and includes a new surface lot for parking nearby, but does not provide improvements to enhance transit service.*
 - Objectives:
 - Provide enhanced vehicular access from Harbor Drive to SDIA. *Alternative 2 – Alternative 2 meets this objective.*
 - Improve mobility for private vehicles, transit users, and bicyclist/pedestrians along the North Harbor Drive corridor. *Alternative 2 – Alternative 2 does not meet this objective.*
 - Improve transit connections to the existing transit system planned by the San Diego Association of Governments (SANDAG) and operated by the San Diego Metropolitan Transit System (MTS) including bus shuttle service to light rail stations and transit centers (Santa Fe Depot and Old Town Transit Centers). *Alternative 2 – Alternative 2 does not meet this objective.*
 - Accommodate demand for short-term and long-term parking spaces on- airport to ensure sufficient passenger satisfaction and appropriate revenue generation. *Alternative 2 – Alternative 2 includes a new surface lot for parking nearby.*

In summary, Alternative 2 could avoid or reduce certain significant impacts associated with the proposed project, but is infeasible, because it would not meet most of the Project Objectives.

10.3 Alternative 3: Revised Implementation Phasing

Under Alternative 3, the currently proposed project would still be developed, but the implementation phasing would be modified such that the T2-West modification/addition (the “Stinger”) would be included in the first phase of development (i.e., under the proposed project, the Stinger would be constructed in Phase 2a, but under Alternative 3, the Stinger would be constructed in Phase 1a) and would then be followed by the development phasing sequence of the proposed project (i.e., development of the new T1 eastern portion, then development of the new T1 western portion, and then removal of T2-East and the associated development of a linear concourse between the new T1 western portion and the existing T2-West). The implementation phasing associated with Alternative 3 would shift the most intensive development activities, in terms of the amount of demolition and construction, of the overall ADP program to occur between 2024 and 2030. By comparison, the proposed project would have the most intensive development

activities assumed to occur between approximately 2021 and 2026. Alternative 3 would include all the elements of the proposed project and the total amount of development at buildout would be the same as the proposed project; only the phasing of development would differ.

Implementation of Alternative 3 does not avoid or reduce the significant impacts of the project. Alternative 3 includes all the elements of the proposed project but with modified phasing. Therefore, as with the proposed project, it would meet all the Project Objectives. However, the timing on meeting several of the objectives would change. For example, under Alternative 3, the completion of the new T1 would occur in Phase 2a, instead of Phase 1b as would occur under the proposed project. Therefore, while Alternative 3 would still meet the objective of addressing T1 functional deficiencies, the completion of the new T1 improvements would occur in 2030 under Alternative 3, instead of 2026 as would occur under the proposed project.

Alternative 3 will not reduce or avoid significant and unavoidable impacts of the proposed project.

10.4 Alternative 4: T1 Replacement and Transportation Improvements

Under Alternative 4, the ADP would focus primarily on replacing T1 and providing transportation/transit-related improvements, including on-airport access road enhancements to reduce airport-related traffic on nearby streets and upgrades to public transit systems at and near SDIA. As further described below, Alternative 4 would eliminate certain aspects of the proposed project. It also would substantially reduce the construction period otherwise required for the proposed project. The SDCRAA developed Alternative 4 in response to comments received on the 2018 Draft EIR, many of which requested that SDCRAA reduce the size, scope, and the construction period of the proposed project, and provide more transit-related improvements to reduce the project's traffic and air quality impacts. The following describes the elements of Alternative 4 as compared to those of the proposed project.

Overview

Under Alternative 4, the primary elements of the ADP would be limited to the following:

- replacement of the existing T1;
- a new reduced-height (compared to the proposed project) airport administration building;
- a new on-airport access roadway on airport property along with preservation of right-of-way on airport property to accommodate potential future off-airport access road improvements;
- a new reduced-size (compared to the proposed project) parking structure;
- elimination of the commercial development opportunity area included in the proposed project;
- implementation of a dedicated shuttle service between the Old Town Transit Center (located at 4005 Taylor Street) and SDIA;
- work with the MTS to upgrade Bus Route 992 transit service between downtown and SDIA; and

- preservation of a portion of SDIA as a “transit-ready” area to accommodate potential future regional transit system improvements that would link to SDIA.
- there would be no additions or modifications to T2.

SDIA would implement Alternative 4 over one phase, within two sub-phases (Phase 1a and Phase 1b), as shown in Figures 5-2 and 5-3 of the Recirculated EIR. Below is a description of each element of Alternative 4 and how it compares to the elements of the proposed project. Build-out of Alternative 4 is shown in Figure 5-3 of the Recirculated EIR. The details of the construction phasing, including a description of what elements would occur in each sub-phase, are also described below.

Terminal Improvements

Terminal 1

Under Alternative 4, the features of the T1 replacement would generally be the same as those of the proposed project, with the following notable exceptions:

- Under Alternative 4, there would be no development of the 400,000 square-foot potential commercial development opportunity area.
- Under Alternative 4, the parking structure proposed adjacent to the replacement T1 would be smaller than that of the proposed project (i.e., 5,500 parking spaces versus 7,500 parking spaces). By reducing the number of parking spaces, Alternative 4 would provide space to reserve a “transit-ready” area for connecting SDIA with potential future regional transit system improvements nearby.
- Also, Alternative 4 includes near-term transit system connection programs, such as a dedicated shuttle service between the Old Town Transit Center and SDIA, and upgrade of the Bus Route 992 transit service between downtown and SDIA. Additional discussion of these elements is provided below in the description of Ground Transportation improvements.

Terminal 2

Under Alternative 4, SDIA would not construct the proposed project’s T2-West addition (i.e., the “Stinger”). Nor would SDIA demolish the existing T2-East, or replace it with a linear concourse between the new T1 and the existing T2-West. In short, there would be no ADP Phase 2 improvements under Alternative 4, although interior renovations and upgrades to the existing T2-East would likely occur in the future.

Ground Transportation

Proposed ground transportation system modifications under Alternative 4 include the following.

On-Airport Vehicle Transportation

Under Alternative 4, the on-airport vehicle circulation improvements would generally be the same as those of the proposed project. These include a new on-airport entry roadway that would connect to North Harbor Drive. This new roadway would allow westbound airport traffic to enter SDIA at a new intersection west of the existing intersection of North Harbor Drive and Laurel Street. This will reduce the amount of westbound airport traffic using North Harbor Drive. Other

improvements include a new loop road that would provide access to the new T1 and a new reduced-size (compared to the proposed project) T1 Parking Structure.

Alternative 4 includes several other transportation- and transit-related improvements that are not in the proposed project described. Those additional improvements that are included in Alternative 4 are as follows:

- Under Alternative 4, space is reserved within the on-airport roadway to accommodate a 42-foot wide eastbound egress route on the north side of North Harbor Drive between Winship Lane and Terminal Link Road/Coast Guard. This egress route would tie into future off-airport roadway system improvements that would serve to improve access to and from SDIA. The location of that future right-of-way is shown on Figures 5-2 and 5-3 of the Recirculated Draft EIR. The nature, extent, and timing of such off-airport roadway system improvements would be determined through the involvement of, and subject to approvals by, several agencies beyond the SDCRAA, including the California Coastal Commission, SANDAG, MTS, the County of San Diego, the City of San Diego, the Port of San Diego, and the California Department of Transportation (Caltrans). In addition, any contribution of Airport funds to the off-airport roadway system would be subject to FAA approval.
- Under Alternative 4, a dedicated airport shuttle service between the Old Town Transit Center and SDIA would be established to provide improved access to local and regional transit for airport passengers and employees. The operational characteristics of the proposed shuttle system are anticipated to include:
 - Shuttle bus would operate daily between the Old Town Transit Center and Terminals 1 and 2 during the same hours as the San Diego Trolley. The trolley currently operates from approximately 5 AM to 1 AM daily. On Weekdays, the service would operate at 15-minute frequency from 5 AM to 9 PM, and at 30-minute frequency from 9 PM to 1 AM. On Weekends, the service would operate at 15-minute frequency from 5 AM to 7 PM, and at 30-minute frequency from 7 PM to 1 AM.
 - Shuttles would be all-electric zero-emission-vehicles (ZEVs) that can accommodate 20 passengers.
 - Shuttle Route between the SDIA Terminals and Old Town Transit Center: The shuttle bus would depart the terminals, access the Terminal Link Road at the U.S. Coast Guard crossing, and exit onto Pacific Highway at the intersection with Palm Street. The shuttle bus would continue north on Pacific Highway to the Old Town Transit Center where it would use the curbside located on either the west or east curb at the Old Town Transit Center located at 4005 Taylor Street.
 - Shuttle Route from Old Town Transit Center to SDIA Terminals: The shuttle bus would depart the Old Town Transit Center at 4005 Taylor Street by proceeding south on Pacific Highway. At the intersection with Palm Street, the shuttle bus would access the gated Terminal Link Road, on which it would proceed to Terminals 1 and 2.
 - Distance: The shuttle bus would be 3.8 miles for each one-way trip (according to Google Maps).

- Under Alternative 4, SDCRAA would also work with the MTS to upgrade Bus Route 992 transit service between downtown and SDIA. This would include the following measures to increase ridership by reducing the travel time along the route: 1) allow 992 buses to use the new on-airport access road including preferential locations at the terminals for bus stops; and 2) provide space for a kiosk and fare purchase station at a convenient location within the new, replacement Terminal 1 (implemented in January 2016 at existing Terminals 1 and 2). Under Alternative 4, a designated “transit-ready” area would be located between the proposed new T1 Parking Structure and the recently opened T2 Parking Plaza. This “transit-ready” area would place a potential future transit station in close proximity to both T1 and T2. The nature, design, and timing of such a transit station would be determined through a joint effort between agencies, such as SDCRAA, the Port District, SANDAG, and MTS to select the preferred regional transit system connection to SDIA. This transit connection type could include an automated people mover, light-rail/trolley line, subway, gondola, or autonomous electric vehicles, and will be further evaluated as part of SANDAG’s 2021 Regional Transportation Plan.

Pedestrian and Bicycle Circulation

Similar to the proposed project, Alternative 4 would include safe, recognizable, and continuous connections along North Harbor Drive to SDIA terminals for bicycles and pedestrians. Existing pedestrian and bicycle connections would be retained, while, additionally, new connections would also be established. For westbound passengers accessing SDIA, at the intersection of North Harbor Drive and Laurel Street, a pedestrian/bicycle crossing would be provided along the on-airport entry ramp. From the entry ramp, pedestrians and bicycles could travel on a multi-use path along the north side of the on-airport entry roadway. At the intersection of North Harbor Drive and Terminal Link Road, the multi-use path would cross under the on-airport entry road where it would continue along the north side of North Harbor Drive. At the intersection of North Harbor Drive and Harbor Island Drive, there would be a crossing that connects to the T1 Parking Structure. From there, pedestrians and bicyclists could access all new T1 facilities. At some future time when additional eastbound exit lanes within right-of-way along the north side of North Harbor Drive are implemented (see discussion above under the Heading “On-Airport Vehicle Transportation”), the multi-use path may be realigned to connect with circulation improvements and continue to provide bicycle and pedestrian access from land uses to the east of SDIA.

Parking

Like the proposed project, Alternative 4 would construct a new parking structure south of the new T1, but it would be smaller in size, with only 5,500 spaces instead of 7,500 spaces under the proposed project. The smaller footprint would, in turn, provide space for the “transit-ready” area described above. The 5,500-space parking structure would be a maximum of approximately 2,250,000 square feet, with up to five levels and a maximum height of 60 feet for the main roof deck and 84 feet for the elevator penthouses and light poles. It is important to note that, although the new parking structure would provide 5,500 spaces, the majority of these spaces would offset the loss of existing parking at SDIA. The following table provides a breakdown of parking spaces at SDIA under existing (2018) conditions and at buildout of Alternative 4. As shown in the table, with

implementation of Alternative 4, including the 5,500-space parking structure, there would be a net increase of 650 parking spaces compared to existing conditions.

Airport Parking Spaces: Existing Conditions, Proposed Project, and Alternative 4

Type	Lot	Existing (2018) Baseline	Proposed Project	Buildout of Alternative 4 (2026)
Passenger Parking				
	T1 Parking	1,200	7,500	5,500
	T2W Surface Lot (NTC)	1,100	900	900
	T2 Parking Plaza	2,900	2,900	2,900
	Long-Term Lot #1 (Harbor Dr.)	1,400	0	0
	Economy Lot (Pacific Hwy)	1,950	0	0
	Subtotal	8,550	11,300	9,300
Valet Parking				
	Various	450	0	0
Employee Parking				
	Admin Building Lot #7	200	0	0
	Employee Lot #6 (Harbor Dr.)	1,550	0	0
	ADC Lot (McCain Rd.)	50	0	0
	Employee Lot (Pacific Hwy)	0	1,950	1,950
	T2W Employee Lot (NTC)	0	200	200
	Subtotal	1,800	2,150	2,150
Total				
	TOTAL	10,800	13,450	11,450
APPROXIMATE NET INCREASE			2,650	650

Source: SDCRAA, January 2019.

Central Utility Plant

Alternative 4’s improvements to the Central Utility Plant would be the same as those under the proposed project. Those improvements would include replacement of the existing boilers and chillers, which would increase the heating and cooling capacity at SDIA, improve efficiencies, and reduce energy consumption compared to the existing system.

Airport Administrative Offices

Similar to the proposed project, Alternative 4 would include demolition of the former 132,000 square-foot Commuter Terminal, where SDCRAA administrative offices are currently located, and construction of a new 150,000 square-foot airport administration office building near the intersection of McCain Road and Airport Terminal Road. Parking for the new airport administration building would be at the existing surface lot located at the current T2 Parking Lot at McCain Road and Airport Terminal Road. The lot would be resurfaced and reconfigured. The new airport administration building developed under Alternative 4 would, however, differ from that of the proposed project in that it would be only 84 feet tall, instead of the 95-foot building height associated with the proposed project.

Other Improvements

Other improvements associated with the proposed project would be similar to those under Alternative 4, including those related to utilities, including the SAN Stormwater Capture and Reuse System, with the most notable difference being that there would be no utility systems modifications

in the T2 area, since the new T2-West improvement (i.e., the “Stinger”) and replacement of existing T2-East with a linear concourse between T1 and T2-West would not occur under Alternative 4.

Project Phasing

Under Alternative 4, the proposed improvements would be implemented in one major phase (Phase 1), with two sub-phases (Phases 1a and 1b), that would ensure that regular airport operations would be maintained at a sufficient level during construction. As indicated earlier, Alternative 4 would not provide for the development of the new T2-West addition (i.e., the “Stinger”) or demolition of existing T2-East and its replacement with a new linear concourse between the new T1 and the existing T2-West. As such, there would be no Phase 2 improvements under Alternative 4. The primary components of Phase 1 under Alternative 4 are the replacement of T1 (including realignment of Taxiway B and construction of a new Taxiway A), a new T1 Parking Structure, a T1 loop road, and the on-airport entry roadway. The following tables provide a detail of the demolition and construction, respectively, that would occur under each sub-phase, and compares the amounts to those that would otherwise occur under the proposed project. As shown in the tables, there is some variation in construction and demolition amounts in Phase 1a and Phase 1b between the proposed project and Alternative 4 although overall, the total amounts of construction and demolition are similar. This difference is accounted for by refinements and minor design variations under Alternative 4 (e.g., preservation of right-of-way on airport property to accommodate potential future off-airport access road and the “transit-ready” area to accommodate potential future regional transit system improvements under Alternative 4).

Comparison of Demolition Amounts - Proposed Project and Alternative 4

Demolition (in Square Feet) by Phase			
Phase	Facility	Proposed Project	Alternative 4
1a	Airport Administration Building	132,000	132,000
1a	Facilities Maintenance Division (FMD) Administration Building	10,000	10,000
1a	Triturator & Wash Rack	3,500	3,500
1a	United Cargo	17,000	17,000
1a	Southwest Cargo	32,000	32,000
1a	Air Freight (Southwest, Alaska, Hawaiian, Delta, jetBlue)	30,000	30,000
1a	Menzies Aviation Maintenance	9,000	9,000
1a	American Airlines Maintenance	12,000	12,000
1a	FMD Workshop; Paint Shop & Procurement	29,000	29,000
1a	FMD Maintenance Shops	25,000	25,000
1a	Terminal 1 (Gates 1, 1A & 2)	36,000	36,000
1a	On-Airport Roadways	590,000	590,000
1a	Administration Building Parking Lot & Access Roads	390,000	390,000
1a	Taxiway B	300,000	585,000
1a	Employee/Public Parking Lots	1,003,000	1,493,000
1a	Terminal 1 Parking Lot	270,000	470,000
1a	Aircraft Apron	1,415,000	1,265,000
Phase 1a - Buildings Total		335,500	335,500
Phase 1a - Surface Elements Total		3,968,000	4,793,000
Phase 1a – Total		4,303,500	5,128,500

Comparison of Demolition Amounts - Proposed Project and Alternative 4

Demolition (in Square Feet) by Phase			
Phase	Facility	Proposed Project	Alternative 4
1b	Terminal 1	300,000	300,000
1b	Terminal 1 Parking Lot	300,000	100,000
1b	Aircraft Apron	410,000	580,000
1b	Employee Parking Lot	490,000	0
1b	Taxiway B	300,000	0
Phase 1b - Buildings Total		300,000	300,000
Phase 1b - Surface Elements Total		1,500,000	680,000
Phase 1b – Total		1,800,000	980,000
Phase 1 - Buildings Total		635,500	635,500
Phase 1 - Surface Elements Total		5,468,000	5,473,000
Phase 1 – Total		6,103,500	6,108,500
Phase 2a - Buildings Total		0	0
Phase 2a - Surface Elements Total		725,000	0
Phase 2a – Total		725,000	0
Phase 2b - Buildings Total		350,000	0
Phase 2b - Surface Elements Total		540,000	0
Phase 2b – Total		890,000	0
Phase 2 - Buildings Total		350,000	0
Phase 2 - Surface Elements Total		1,265,000	0
Phase 2 – Total		1,615,000	0
Demolition Total – Buildings		985,500	635,500
Demolition Total - Surface Elements		6,773,000	5,473,000
Demolition Grand Total		7,718,500	6,108,500

Source: AECOM/SDCRAA, 2019.

Comparison of Construction Amounts - Proposed Project and Alternative 4

Construction Area (in Square Feet) by Phase			
Phase	Facility	Proposed Project	Alternative 4
1a	Terminal 1	810,000	835,000
1a	Terminal 1 Parking	1,500,000	2,250,000
1a	Airport Administration Building	150,000	150,000
1a	Existing CUP Capacity Expansion	12,000	12,000
1a	Aircraft Apron	1,230,000	1,120,000
1a	Taxiway A	385,000	506,000
1a	Taxiway B	360,000	640,000
1a	Terminal/Airport Access Roads	654,300	654,300
1a	Aircraft Overnight Parking	230,000	230,000
Phase 1a - Buildings Total		2,472,000	3,247,000
Phase 1a - Surface Elements Total		2,859,300	3,150,300
Phase 1a – Total		5,331,300	6,397,300

Comparison of Construction Amounts - Proposed Project and Alternative 4

Construction Area (in Square Feet) by Phase			
Phase	Facility	Proposed Project	Alternative 4
1b	Terminal 1	400,000	375,000
1b	Terminal 1 Parking	1,280,000	0
1b	Aircraft Apron	260,000	285,000
1b	Taxiway A	380,000	269,000
1b	Taxiway B	290,000	0
1b	Terminal Area Road-On Grade	20,000	20,000
1b	Transit-Ready Area	0	100,000
Phase 1b - Buildings Total		1,680,000	375,000
Phase 1b - Surface Elements Total		950,000	674,000
Phase 1b – Total		2,630,000	1,049,000
Phase 1 - Buildings Total		4,152,000	3,622,000
Phase 1 - Surface Elements Total		3,809,300	3,824,300
Phase 1 – Total		7,961,300	7,446,300
Phase 2a - Buildings Total		850,000	0
Phase 2a - Surface Elements Total		520,000	0
Phase 2a – Total		1,370,000	0
Phase 2b - Buildings Total		250,000	0
Phase 2b - Surface Elements Total		560,000	0
Phase 2b - Total		810,000	0
Phase 2 - Buildings Total		1,100,000	0
Phase 2 - Surface Elements Total		560,000	0
Phase 2 – Total		2,180,000	0
Project Total – Buildings		5,252,000	3,622,000
Project Total - Surface Elements		4,889,300	3,824,300
Grand Total		10,141,300	7,446,300

Source: AECOM/SDCRAA, 2019.

Aircraft Gates

The following table provides a comparison of the number of aircraft gates at each subphase of development under the proposed project and Alternative 4.

Number of Airport Gates at SDIA by Project Construction Phases - Proposed Project Compared to Alternative 4

Terminal	Total Number of Gates at SDIA								
	Existing	Proposed Project				Alternative 4			
		Phase 1a	Phase 1b	Phase 2a	Phase 2b	Phase 1a	Phase 1b	Phase 2aa	Phase 2ba

Existing T1	19	0	0	-	-	0	0	-	-
Replacement T1(a)	-	22	22	22	22	19	19	19	19
Replacement T1(b)		0	8	8	8	0	11	11	11
Existing T2-West	19	19 ^b	19 ^b	17 ^c	17	19 ^b	19 ^b	19 ^b	19 ^b
Modified T2-West	-	0	0	7	7	NA	NA	NA	NA
Existing T2-East	13	13	13	13	0	13	13	13	13
Modified T2-East	-	0	0	0	7	NA	NA	NA	NA
Total Gates	51	54	62	67	61	51	62	62	62

Source: LeighFisher and CDM Smith, April 2019.

Notes:

- a. Phase 2 would not take place under Alternative 4. Therefore, as shown, there would be no change in gate numbers.
- b. Four widebody positions west of existing T2-West would operate as six narrowbody positions in Phases 1a and 1b.
- c. Two of the four widebody positions west of existing T2-West would operate as three narrowbody positions in Phase 2a.

Implementation of Alternative 4: T1 Replacement and Transportation Improvements, would result in construction-related impacts that would, for most environmental issue areas, be generally comparable to those of the proposed project; however, relative to construction-related air pollutant emissions, would reduce significant impacts. The operations-related impacts of Alternative 4 would be less than those of the proposed project relative to traffic, air quality, greenhouse gas, cultural resources, and roadway noise. Implementation of Alternative 4 would meet all of the Project Objectives, as summarized below.

- Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction that reflect the local feel and uniqueness of San Diego. *Alternative 4 – As with the proposed project, the new T1 would provide improvement to passenger service and efficiency. No new stinger would be constructed and no improvements to T2 would occur under Alternative 4, although interior renovations and upgrades would likely occur in the future as normal business practice.*

– Objectives:

- Maintain appropriate level of service on the curbside, security checkpoints, passenger holdrooms, and bag claim areas. *Alternative 4 – the new T1 would provide the desired levels of service.*
- Optimize airport concessions to meet demand and generate revenue for SDIA. *Alternative 4 – This objective could be met under Alternative 4.*
- Minimize walking distances and mode changes from curbside to aircraft gate. *Alternative 4 – the design of the new T1 would meet this objective, although no linear concourse between the new T1 and the existing T2-West would be implemented.*
- Address T1 functional deficiencies, including replacement if necessary. *Alternative 4 – this objective would be met under Alternative 4 through the replacement of the existing T1 with a new T1.*

- Develop a plan that can be implemented in a phased manner. *Alternative 4 – This objective would be met under Alternative 4.*
- Make the terminal a showplace of functionality and design that reflects the local feel and uniqueness of San Diego. *Alternative 4 – the new T1 would meet this objective.*
- Goal: Plan for an operationally efficient airfield that meets FAA standards
 - Objectives:
 - Improve and optimize airfield configuration for safety, efficiency, and capacity. *Alternative 4 – Alternative 4 would meet this objective.*
 - Develop a plan to eliminate any existing modifications to standards as soon as feasibly practical and do not create conditions warranting additional modifications or waivers from the FAA. *Alternative 4 – Alternative 4 does not affect this objective.*
 - Provide flexibility to respond to future aircraft, technology, and industry changes. *Alternative 4 – Alternative 4 does not affect this objective.*
- Goal: Provide a plan that is fiscally and environmentally sustainable. *Alternative 4 – Replacing the existing T1, which relatively old and inefficient, with new environmentally efficient construction would meet this objective. Although there would be no improvements to T2-East under Alternative 4, interior renovations and upgrades would likely occur in the future as a normal business practice.*
 - Objectives:
 - Wherever prudent, make use of existing facilities through renewal or modernization to meet future demand. *Alternative 4 – Based on the age, condition, size, and nature of existing T1, renewal and modernization of that facility, in lieu of replacement, is not considered prudent. Further, the footprint of existing T1 cannot be modified to accommodate an increase in the number of security screening lanes without a major structural modification that would affect the number of gates. As such, replacement of T1 with a new facility is more appropriate. There would be no improvements to T2-East under Alternative 4, however, interior renovations and upgrades would likely occur in the future as a normal business practice.*
 - Ensure the development plan is fiscally responsible from both the capital and operational cost perspectives. *Alternative 4 – the replacement of T1 with a new facility and the resultant reduction of long-term costs of ongoing maintenance and operation, as compared with retaining the existing T1, would strengthen the financial position of the Airport.*
 - Provide plans that will diversify airport revenues and strengthen the financial position of SDIA. *Alternative 4 – Same as above, Alternative 4 would meet this objective.*

- Maximize funding resources through appropriate facility planning. *Alternative 4 – Same as above, Alternative 4 would meet this objective.*
- Continue to implement sustainability measures at SDIA, and monitor and report on those measures consistent with Global Reporting Initiative (GRI) Sustainability Reporting Standards. *Alternative 4 – the replacement of the existing T1 with new construction that exceeds the State of California’s current energy efficiency requirements would meet this goal.*
- Goal: Optimize the productive use of SDIA properties.
 - Objectives:
 - Maximize non-airline revenues. *Alternative 4 – Alternative 4 does not affect this objective.*
 - Identify opportunities for increased commercial utilization. *Alternative 4 – Alternative 4 does not affect this objective.*
- Goal: Provide a plan that meets the aviation need of the San Diego region in a socially responsible manner.
 - Objectives:
 - Support increases in air service demand for commercial passenger service to meet the needs of the San Diego regional economy and businesses. *Alternative 4 – Alternative 4 meets this objective.*
 - Implement airport improvements in a sustainable manner and consider the total cost of ownership including financial, environmental, and social costs. *Alternative 4 – Alternative 4 would provide for airport improvements in a sustainable manner and considers the total cost of ownership.*
- Goal: Improve ground access to SDIA, including coordination of transit service and facilities that interface with regional systems, and accommodate parking demand. *Alternative 4 – Alternative 4 would provide for improved ground access with the new on-airport roadway and parking structure. Additionally, Alternative 4 provides improvements to enhance transit service. In addition to transit improvements that would occur under the proposed project, Alternative 4 includes preservation of a portion of SDIA as a “transit-ready” area to accommodate potential future regional transit system improvements that would link to SDIA.*
 - Objectives:
 - Provide enhanced vehicular access from Harbor Drive to SDIA. *Alternative 4 – Alternative 4 meets this objective.*
 - Improve mobility for private vehicles, transit users, and bicyclist/pedestrians along the North Harbor Drive corridor. *Alternative 4 – Alternative 4 meets this objective.*

- o Improve transit connections to the existing transit system planned by the San Diego Association of Governments (SANDAG) and operated by the San Diego Metropolitan Transit System (MTS) including bus shuttle service to light rail stations and transit centers (Santa Fe Depot and Old Town Transit Centers). *Alternative 4 – Alternative 4 meets this objective.*
- o Accommodate demand for short-term and long-term parking spaces on- airport to ensure sufficient passenger satisfaction and appropriate revenue generation. *Alternative 4 – Alternative 4 includes a parking structure and would meet this objective.*

Based on the above comparison of environmental impacts associated with each alternative, Alternative 2 is considered to be the environmentally superior alternative as it would reduce the significant impacts related to air quality, GHG emissions, traffic, and historical resources that would otherwise occur under the proposed project, both in terms of construction-related impact and operations-related impacts. Implementation of Alternative 2 would not, however, meet most of the project objectives.

Implementation of Alternative 4 would also result in reduced impacts related to air quality, GHG emissions, traffic, historical resources, and roadway noise, but, unlike Alternative 2, implementation of Alternative 4 would meet all of the project objectives. Alternative 4 is environmentally superior to the proposed project, is considered feasible, and would meet all of the project objectives.

Although the No Project Alternative would avoid all the construction-related impacts of the proposed project, most of those construction impacts are less than significant, with the exception of construction-related traffic impacts. Moreover, the operational impacts of the No Project Alternative, including those related to air quality and GHG emissions, would be greater than the unavoidable significant impacts of the proposed project.

It should be noted that all of the mitigation measures identified in Section 8 above for the proposed project would be equally applicable to Alternative 4, with the following three exceptions:

- 1) The text of Mitigation Measure MM-HR-1 for Alternative 4 is modified to delete reference of existing Terminal 2-East (a significant historical building), as unlike the proposed project, Terminal 2-East would not be removed/affected by Alternative 4.

MM-HR-1: Preparation of Historic American Buildings Survey (HABS) Documentation (*Alternative 4*). An Historic American Buildings Survey (HABS) report has been completed for each of the two significant historic resources that would be impacted by the ADP; those two resources being (1) the United Airlines Hangar and Terminal Building, and (2) the existing Terminal 1. The two HABS reports are contained in Appendix R-F of the EIR. Each HABS report provides a description and supporting documentation related to the following aspects of each resource:

- Historical Information

- Physical History
- Historical Context
- Architectural Information
 - Architectural Character
 - Description of Exterior
 - Description of Interior
 - Site Information (i.e., landscaping)
- Sources of Information
 - Architectural Drawings
 - Photographs

Copies of the two HABS reports will be kept available for public review at the SDCRAA Administrative Office at SDIA. This measure is considered feasible.

- 2) In Section 8.14.3 regarding Significant Effects 2 through 10 associated with traffic and circulation impacts, 19 mitigation measures are delineated for those impacts, including MM-TR-LRP-1, Airport Regional Connections. For Alternative 4, a comparable equivalent mitigation measure is proposed in place of MM-TR-LRP-1. That replacement mitigation measure, which is presented in Chapter 3 of the Final EIR, is specific to Alternative 4 and is as follows:

MM-TR-LRP-2: Airport Regional Connections. Prior to 2035, the SDCRAA shall participate in regional efforts to develop a long-range transportation solution for accessing the Airport, including the following measures: 1. Participate in regional planning efforts led by SANDAG (Airport Connections Study) to determine transit connections between regional transit and the Airport terminals, freeway connections along the Laurel Street corridor, intelligent transportation systems, and mobility hub improvements/strategies; 2. Preserve space within Airport property to accommodate a transit station located near the terminals and an on-Airport exit roadway; 3. Study and design the outbound roadway and coordinate with SANDAG, the City of San Diego, the Port of San Diego, and other agencies, as applicable, to entitle and implement improvements and strategies identified in the outbound roadway study and design, if and when needed; and 4. Participate in the implementation of improvements and strategies identified in the Airport Connections Study. To the extent that any of the four measures described above requires funding that must be pre-approved by the FAA, SDCRAA will request and make best efforts to secure such approval.

1. SDCRAA is fully engaged with other stakeholders in SANDAG's committee and subcommittees, which are tasked with developing regional solutions for improving access to the Airport. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. SDCRAA has shared data, plans, concepts, and studies. In addition, SDCRAA shall provide feedback on suggested options.
2. The ADP has allocated a site to accommodate a potential transit station within Airport property in proximity to passenger terminals. The ADP also preserves space for an exit roadway on Airport property that could be built in conjunction with new freeway access ramps and enhanced capacity within the Laurel Street corridor.
3. SDCRAA understands that the outbound Airport roadway is an important component to the region's vision for transit and SDCRAA shall be fully engaged with other stakeholders in studying, designing, entitling and, if and when the outbound roadway is needed, implementing the outbound roadway. Other stakeholders include SANDAG, City of San Diego, MTS, Caltrans, US Navy and Marine Corps, and the Port of San Diego. If any of these measures described above requires FAA funding approval, then SDCRAA will request such funding and make best efforts to secure such approval.
4. SDCRAA will fund its fair share of agreed-to improvements to implement long-term regional solutions identified by SANDAG's Airport Connections Study, and the outbound roadway, if and when needed, subject to a FAA concurrence to use Airport funding for these purposes. Proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is ***presently not considered feasible***, because the Mitigation Measure would be within the control of other agencies or jurisdictions, and would require FAA approval of funding. For example, portions of Mitigation Measure MM-TR-LRP-2 require physical improvements to facilities and/or VMT reduction items that would be located within the jurisdictions of, or must be implemented by, other public agencies or departments. Although these improvements and VMT reduction items may prove to be ***considered physically feasible***, SDCRAA could not require those agencies or departments to implement any as yet unidentified improvements or VMT reduction programs or the street and intersection connections for the outbound roadway. SDCRAA will, however, continue to collaborate with the other public agencies and departments to implement any agreed-upon improvement items and/or VMT

reduction programs (consistent with CEQA Guidelines section 15064.3) relating to the Airport. Also, due to FAA regulations, proposed Mitigation Measure MM-TR-LRP-2 currently could not be implemented and is **presently not considered feasible**, because the FAA may decide not to authorize the use of any FAA grant funds or SDIA revenue to be used to construct or fund any off-Airport improvements, programs to reduce VMT, connections for the outbound roadway, or other mitigation measures. As discussed in Section 3.14.6 of the Recirculated Draft EIR, SDCRAA will continue to work with the FAA to seek that agency's required approval of funding for the as yet unidentified off-Airport improvement or VMT reduction items and as of yet unidentified street and intersection connections for the outbound roadway once designed. If the funding is granted (and the other agencies agree to implement or give approval to the SDCRAA to implement), then the Mitigation Measure would be feasible. If the FAA does not approve the funding, then the Measure would be infeasible.

- 3) In Section 8.14.3 regarding Significant Effects 2 through 10 associated with traffic and circulation impacts, 19 mitigation measures are delineated for those impacts. Mitigation Measure MM-TDM-1: TDM and Transit Measures is only applicable to the proposed project, and is not applicable to Alternative 4. As explained in Section 3, Background, above, Alternative 4 would provide near-term (or first phase) transit service improvements at SDIA, including an airport shuttle service to and from the Old Town Transit Center, which is an intermodal transit station with connections for commuter and inter-city rail service (Amtrak/North County Transit District's COASTER), light rail service (San Diego Trolley), and San Diego Metropolitan Transit System (MTS) bus lines. SDCRAA would also work with the MTS to upgrade Bus Route 992 transit service between downtown and SDIA, including the connection to the Santa Fe Depot. This would include the following measures to increase ridership by reducing the travel time along the route: 1) allow 992 buses to use the new on-airport access road including preferential locations at the terminals for bus stops; and 2) provide space for a kiosk and fare purchase station at a convenient location within the new, replacement Terminal 1 (implemented in January 2016 at existing Terminals 1 and 2). While the airport shuttle service to and from the Old Town Transit Center and improvements to Bus Route 992 service to and from SDIA are included as project features of Alternative 4, these transit improvements could also occur as mitigation measures for traffic impacts associated with the proposed project [i.e., MM-TDM-1].

Based on the above, Alternative 4 is the SDCRAA Staff Recommended Alternative over the proposed project. As such, and as allowed by Section 15092 of the CEQA Guidelines, the Authority may decide to carry out the ADP through approval of Alternative 4 instead of the proposed project identified in the EIR.

11. Independent Review and Analysis

Under CEQA, the lead agency must (1) independently review and analyze the EIR, (2) circulate draft documents that reflect its independent judgment, and as part of the certification of an EIR, (3) find that the report or declaration reflects the independent judgment of the lead agency. Cal. Pub. Res. Code, § 21082.1(c).

The Authority independently reviewed and analyzed the Final EIR and determined that the Final EIR reflects its independent judgment. Moreover, upon completing this review and making this determination, the Authority circulated the Recirculated Draft EIR, as described above. With the adoption of these findings, the Authority finds that the Final EIR reflects its independent judgment.

RESOLUTION NO. 2020-0002

A RESOLUTION OF THE BOARD OF THE SAN
DIEGO COUNTY REGIONAL AIRPORT AUTHORITY,
ADOPTING SAN DIEGO INTERNATIONAL AIRPORT
DEVELOPMENT PLAN – ALTERNATIVE 4

WHEREAS, the San Diego County Regional Airport Authority Act (Act) created the San Diego County Regional Airport Authority (Authority) and charged the Authority with planning for the future of air transportation for the San Diego region; and

WHEREAS, pursuant to the Act, the Authority was given control over the San Diego International Airport (SDIA) and exclusive jurisdiction to study, plan and implement any improvements, expansion, or enhancements at any airport within its control; and

WHEREAS, the Authority conducted a detailed, objective, and open public planning process to assess the air transportation needs of the San Diego region and the ability of SDIA to meet those needs; and

WHEREAS, as part of that process the Authority prepared and published an aviation activity forecast in April 2019 that analyzed future aviation activity and demand in the San Diego region; and

WHEREAS, the Federal Aviation Administration (FAA) reviewed and approved the forecast in June 2019; and

WHEREAS, the forecast, based on regional growth and economic trends, indicated that demand for the use of facilities at SDIA would grow continuously over the coming years and that the maximum number of flights that SDIA could accommodate continues to be constrained by the facility's existing single runway; and

WHEREAS, the analyses indicate that over time the existing SDIA terminal areas, including passenger hold rooms, will become congested with increases in passenger volume, and that such congestion, along with aircraft operational complexity, would cause severe passenger inconveniences and related poor passenger service levels; and

WHEREAS, the analyses indicate that the existing facilities will become inadequate to handle the forecast passenger volume set forth in the FAA-approved forecast at a level of service that is consistent with airport industry standards; and

WHEREAS, the Authority gathered information from the public and experts in the field of airport planning and operations and, based on that information, prepared an Airport Development Plan to address the passenger congestion problems and declining passenger service levels; and

WHEREAS, the Authority commenced the preparation of an Environmental Impact Report in accordance with the California Environmental Quality Act (CEQA) on the proposed Airport Development Plan; and

WHEREAS, the Authority circulated a Draft Environmental Impact Report in July 2018 (2018 Draft EIR), which examined environmental issues related to the proposed Airport Development Plan to the year 2035; and

WHEREAS, in response to public and governmental agency comments received on the 2018 Draft EIR, the Authority determined that it would withdraw the 2018 Draft EIR and prepare and recirculate an entirely new Draft Environmental Impact Report in September 2019 (2019 Recirculated Draft EIR), which considered potential environmental impacts of the Airport Development Plan, and opened a new public comment period on the 2019 Recirculated Draft EIR; and

WHEREAS, the Authority provided a total of 46 days for the public and governmental agencies to review and comment on the 2019 Recirculated Draft EIR, and then upon expiration of the 46 days, closed the public comment period; and

WHEREAS, the Authority, as the lead agency under CEQA, the proponent of the Airport Development Plan and airport proprietor, set forth certain goals and objectives to guide it during the preparation of the 2019 Recirculated Draft EIR, including, but not limited to the following:

- (i) Goal: Develop passenger terminal facilities to efficiently accommodate future activity levels and maintain high levels of passenger satisfaction that reflect the local feel and uniqueness of San Diego
 - Objectives:
 - o Maintain appropriate level of service on the curbside, security checkpoints, passenger holdrooms, and bag claim areas.
 - o Optimize airport concessions to meet demand and generate revenue for SDIA.
 - o Minimize walking distances and mode changes from curbside to aircraft gate.

- Address T1 functional deficiencies, including replacement if necessary.
 - Develop a plan that can be implemented in a phased manner.
 - Make the terminal a showplace of functionality and design that reflects the local feel and uniqueness of San Diego.
- (ii) Goal: Plan for an operationally efficient airfield that meets FAA standards
- Objectives:
 - Improve and optimize airfield configuration for safety, efficiency, and capacity.
 - Develop a plan to eliminate any existing modifications to standards as soon as feasibly practical and do not create conditions warranting additional modifications or waivers from the FAA.
 - Provide flexibility to respond to future aircraft, technology, and industry changes.
- (iii) Goal: Provide a plan that is fiscally and environmentally sustainable
- Objectives:
 - Wherever prudent, make use of existing facilities through renewal or modernization to meet future demand.
 - Ensure the development plan is fiscally responsible from both the capital and operational cost perspectives.
 - Provide plans that will diversify airport revenues and strengthen the financial position of SDIA.
 - Maximize funding resources through appropriate facility planning.
 - Continue to implement sustainability measures at SDIA, and monitor and report on those measures consistent with Global Reporting Initiative (GRI) Sustainability Reporting Standards.¹
- (iv) Goal: Optimize the productive use of SDIA properties

¹ Global Reporting Initiative. GRI Sustainability Reporting Standards. October 2016. Available: <https://www.globalreporting.org/information/g4/Pages/default.aspx>.

- Objectives:
 - o Maximize non-airline revenues.
 - o Identify opportunities for increased commercial utilization.
- (v) Goal: Provide a plan that meets the aviation needs of the San Diego region in a socially responsible manner
 - Objectives:
 - o Support increases in air service demand for commercial passenger service to meet the needs of the San Diego regional economy and businesses.
 - o Implement airport improvements in a sustainable manner and consider the total cost of ownership including financial, environmental, and social costs.
- (vi) Goal: Improve ground access to SDIA, including coordination of transit service and facilities that interface with regional systems, and accommodate parking demand
 - Objectives:
 - o Provide enhanced vehicular access from Harbor Drive to SDIA.
 - o Improve mobility for private vehicles, transit users, and bicyclist/pedestrians along the North Harbor Drive corridor.
 - o Improve transit connections to the existing transit system planned by SANDAG and operated by MTS, including bus shuttle service to light rail stations and transit centers (Santa Fe Depot and Old Town Transit Centers).
 - o Accommodate demand for short-term and long-term parking spaces on-airport to ensure sufficient passenger satisfaction and appropriate revenue generation; and

WHEREAS, the Authority thereafter reviewed and responded to all public and agency comments submitted on the 2019 Recirculated Draft EIR during the public comment period; and

WHEREAS, the Final Environmental Impact Report (Final EIR) was published in December 2019; and

WHEREAS, after conducting a duly noticed public hearing on January 9, 2020, the Authority adopted Resolution No. 2020-0001, which certified the Final EIR for the proposed San Diego International Airport Development Plan and adopted CEQA Findings of Fact, a Statement of Overriding Considerations, and the Mitigation Monitoring and Reporting Program for the Airport Development Plan; and

WHEREAS, the Final EIR analyzed and addresses the specific structures and facilities recommended in the Airport Development Plan at a project level; and

WHEREAS, the Airport Development Plan identifies specific structures and facilities that the Authority staff have recommended be constructed and developed to address the forecasted congestion problems and declining passenger service levels, but does not commit the Authority to the construction or development of any specific structure or facility; and

WHEREAS, before the Authority legally can or will commit to develop or construct a specific structure or facility to carry into effect the Airport Development Plan, the Authority must take additional discretionary actions, such as competitive procurement processes and subsequent approval of construction contracts, and the determination of the manner and availability of funding for any such improvements, and, in addition, the Authority must apply for and obtain from the FAA, federal environmental review under the National Environmental Policy Act (conducted by the FAA), FAA approval of an Airport Layout Plan, FAA approval of the location and design of the structure or facility, and in all probability, FAA grants under the federal Airport Improvement Program and FAA approval of the collection and use of Passenger Facility Charges (PFC); and

WHEREAS, the Authority reviewed, commented on, and approved all documents and materials prepared by and relied upon by its consultants in preparing the Final EIR; and

WHEREAS, the Final EIR evaluated the potential environmental impacts that could result from the adoption of the proposed Airport Development Plan (and, in particular, focused on potentially significant impacts of the specific structures and facilities listed in the Airport Development Plan); and

WHEREAS, the Final EIR identified and recommended feasible mitigation measures to reduce the significant impacts of the proposed Airport Development Plan to a less-than-significant level; and

WHEREAS, these mitigation measures were gathered and set forth in the Mitigation Monitoring and Reporting Program (MMRP) adopted in conjunction with certification of the Final EIR; and

WHEREAS, the Final EIR analyzed a reasonable range of alternatives to the proposed Airport Development Plan to determine if any such alternative would feasibly avoid or reduce those potentially significant impacts of the proposed Airport Development Plan to a less-than-significant level; and

WHEREAS, one of the alternatives analyzed in the Final EIR, Alternative 4, would (i) reduce and/or eliminate some of the significant impacts of the proposed Airport Development Plan, (ii) not result in additional or more severe significant impacts than would the proposed Airport Development Plan, and (iii) would include transit improvements not included in the proposed Airport Development Plan; and

WHEREAS, the Final EIR identifies Alternative 4 as the environmentally superior alternative capable of meeting all of the identified project objectives; and

WHEREAS, Authority staff has recommended Alternative 4 for adoption as the preferred Airport Development Plan (the Alternative 4 ADP); and

WHEREAS, some potentially significant impacts may remain after implementation of the Alternative 4 ADP, because the mitigation measures needed to reduce those impacts to a less-than-significant level are infeasible or lie within the responsibility and jurisdiction of another agency, thus precluding the Authority from guaranteeing implementation of such mitigation measures, the Authority adopted a Statement of Overriding Considerations as set forth in Exhibit B to Resolution No. 2020-0001; and

WHEREAS, the Authority certifies that the mitigation measures set forth in the MMRP, attached to Resolution No. 2020-0001 as Exhibit A, are specific and are incorporated into the Alternative 4 ADP, as applicable; and

WHEREAS, the Authority certifies that the MMRP satisfies the requirements of CEQA; and

WHEREAS, the Final EIR consists of the 2019 Recirculated Draft EIR and any clarifying changes thereto, Comments and Responses to Comments on the 2019 Recirculated Draft EIR, all appendices, and any documents or materials incorporated in the EIR by reference; and

WHEREAS, the Final EIR was prepared, published, circulated, reviewed, and completed in accordance with the requirements of CEQA and the CEQA Guidelines, and thus constitutes an adequate, accurate, objective, and complete Final EIR in accordance with the requirements of CEQA and the CEQA Guidelines; and

WHEREAS, the Final EIR reflects the best efforts of the Authority to undertake all reasonably feasible and prudent actions to discover, analyze, disclose, and mitigate all potentially significant environmental impacts of the Project; and

WHEREAS, the specific physical improvements in the Alternative 4 ADP, individually and collectively, would allow SDIA to effectively continue its mission of serving San Diego's commercial air transportation needs as forecasted through 2035; and

WHEREAS, the structures and facilities identified in the Alternative 4 ADP, individually and collectively, would improve airport traffic flow, maintain a better level of service for the growing number of passengers and enable SDIA to effectively continue its mission of serving San Diego's commercial air transportation needs as forecasted through 2035, but would not increase the aircraft operational capacity of SDIA beyond that which exists at this time with existing facilities; and

WHEREAS, all construction or development of individual facilities would be implemented with due regard for existing contractual rights of private parties and public agencies, and applicable law and regulations; and

WHEREAS, the Authority may in the future modify or amend the Alternative 4 ADP to respond to, among other things, changes in the demand for Airport facilities as identified in future passenger, operations, and cargo forecasts or experience, in response to FAA policies, or in response to social, environmental, technical, or economic circumstances.

NOW, THEREFORE, BE IT RESOLVED, that the San Diego County Regional Airport Authority Board, on behalf of the Authority and in the exercise of its independent judgment, and based upon all the evidence in the record finds and determines as follows:

1. The recitals above are true and correct and are incorporated herein by reference.
2. The physical improvements, and the structures and facilities identified in the Alternative 4 ADP, individually and collectively, would improve airport traffic flow, maintain a better level of service for the growing number of passengers, and enable SDIA to effectively continue its mission of serving the San Diego region's commercial air transportation needs as forecasted through 2035, but would not increase the aircraft operational capacity of SDIA beyond that which exists at this time with existing facilities.

3. Adoption of the Alternative 4 ADP does not commit the Authority to the construction or development of any specific structure or facility.
4. The CEQA Findings of Fact, attached as Exhibit C to Resolution 2020-0001, as they relate to the Alternative 4 ADP are true and correct and are incorporated herein by reference. The references below to the CEQA Findings of Fact include those pertaining to the originally proposed project, as presented in Section 8 of the CEQA Findings of Fact, and those pertaining to the Alternative 4 ADP, as presented in Section 10.4 of the CEQA Findings of Fact. In particular, the Board finds and affirms that:
 - As set forth more fully in Section 8 of the CEQA Findings of Fact, adoption of Alternative 4 ADP would have no impacts related to: agriculture and forestry resources; mineral resources; population and housing; and wildfire.
 - As set forth more fully in Sections 8.1, 8.7, 8.8, 8.10, 8.12, 8.13, 8.14, 8.15, and 10.4 of the CEQA Findings of Fact, adoption of the Alternative 4 ADP will have less-than-significant adverse environmental impacts on: aesthetics and visual resources; tribal cultural resources; geology and soils; hydrology and water quality; construction noise; public services; railroad street crossings; and utilities.
 - As set forth more fully in Sections 8.4, 8.5, 8.9, and 10.4 of the CEQA Findings of Fact, adoption of the Alternative 4 ADP will have less-than-significant adverse environmental impacts after incorporation of mitigation measures on: human health risk; biological resources; and hazardous materials.
 - As set forth more fully in Sections 8.2 and 10.4 of the CEQA Findings of Fact, the Alternative 4 ADP will have the following significant and unavoidable impacts on air quality: emissions of volatile organic compounds (VOCs), oxides of nitrogen (NO_x), carbon monoxide (CO), and sulfur oxides (SO_x). Additionally, existing background concentrations of particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀) currently exceed state standards within San Diego county, and the increase in PM₁₀ concentrations associated with project operations would increase that existing exceedance, which would be a significant impact. Also, operation of the Alternative 4 ADP at buildout in 2035 and in 2050 would contribute to a cumulatively considerable net increase of VOCs and NO_x, which are precursors to ozone (O₃), for which the San Diego air basin is in nonattainment under federal and state

ambient air quality standards. This would be a significant and unavoidable cumulative impact. The primary sources of these air pollutants are related to aircraft operations and motor vehicle operations. Notwithstanding that mitigation measures related to aircraft operations (i.e., MM-AQ/GHG-1) and motor vehicle operations (i.e., MM-AQ/GHG-5, MM-AQ/GHG-6, MM-AQ/GHG-7, MM-AQ/GHG-8, MM-AQ/GHG-9, and MM-TR-LRP-2) are included in Alternative 4 ADP along with transit system improvement features of Alternative 4 ADP, the only way to reduce aircraft- and motor vehicle-related air quality impacts to a less-than-significant level would be to substantially reduce such operations. The ability to do so, however, is beyond the control of the Authority and is not considered a feasible mitigation measure, and thus these air quality impacts are considered significant and unavoidable. As such, the Statement of Overriding Considerations, as adopted by Resolution No. 2020-0001, weighed the benefits of the Alternative 4 ADP against the adverse air quality impacts and found that the impacts are acceptable after considering the other benefits of the Alternative 4 ADP.

- Construction-related emissions associated with the Alternative 4 ADP would be less than significant; however, construction of the Alternative 4 ADP in conjunction with other projects anticipated to be under construction during that same period would result in a significant impact relative to cumulative emissions for VOCs, NO_x, and PM₁₀, of which the Alternative 4 ADP's contribution to that significant impact would be cumulatively considerable for NO_x and PM₁₀. There are no feasible mitigation measures within the control of the Authority to reduce to less than significant the cumulative emissions from all projects under construction at the same time as the Alternative 4 ADP, and the Authority already includes in construction contract requirements for SDIA project provisions related to the use of clean-fuel construction vehicles with pollution-control technology or low-emission construction vehicles. As such, the Statement of Overriding Considerations, as adopted by Resolution No. 2020-0001, weighed the benefits of the Alternative 4 ADP against the adverse air quality impacts and found that the impacts are acceptable after considering the other benefits of the Alternative 4 ADP.
- As set forth more fully in Sections 8.3 and 10.4 of the CEQA Findings of Fact, the Alternative 4 ADP will have a significant and unavoidable impact on Greenhouse Gases and Climate Change. More specifically, construction and operation of the

Alternative 4 ADP would generate more greenhouse gases (GHGs) than currently occur under baseline conditions (i.e., more than a 40 percent increase over baseline conditions), which may result in a significant impact on the environment. Construction and operation of the Alternative 4 ADP would also conflict with some applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs, which would also be a significant impact. Similar to above for air quality, the vast majority (i.e., over 90 percent) of GHG emissions are from aircraft and motor vehicle operations. Although mitigation measures MM-AQ/GHG-1 through MM-AQ/GHG-9, along with MM-TR-LRP-2, would serve to reduce GHG emissions, the only way to reduce GHG emission to a less-than-significant impact would be to substantially reduce aircraft and motor vehicle operations. The ability to do so, however, is beyond the control of the Authority, and is therefore not considered a feasible mitigation measure. As such, the GHG impacts are considered significant and unavoidable. The Statement of Overriding Considerations, as adopted by Resolution No. 2020-0001, weighed the benefits of the Alternative 4 ADP against the adverse GHG impacts and found that the impacts are acceptable after considering the other benefits of the Alternative 4 ADP.

- As set forth more fully in Sections 8.6 and 10.4 of the CEQA Findings of Fact, the Alternative 4 ADP will have a significant and unavoidable impact on cultural resources, specifically as related to the demolition and removal of Terminal 1, which is considered to be a significant historical building. Mitigation Measure MM-HR-1 calls for the preparation of Historic American Buildings Survey (HABS) documentation, which will document and memorialize the history and architectural characteristics of Terminal 1, and Mitigation Measure MM-HR-4 will provide for an interpretative display that will make the HABS information, as well as other information regarding the history of Terminal 1, available to the general public. Nevertheless, the permanent loss of Terminal 1, through its demolition and removal, would be a significant and unavoidable impact. As such, the cultural resources impacts are considered significant and unavoidable. The Statement of Overriding Considerations, as adopted by Resolution No. 2020-0001, weighed the benefits of the Alternative 4 ADP against the adverse cultural resources impact and found that the impact is acceptable after considering the other benefits of the Alternative 4 ADP.

- As set forth more fully in Sections 8.9 and 10.4 of the CEQA Findings of Fact, the Alternative 4 ADP will have a significant and unavoidable impact related to hazards, specifically as related to noise impacts. As further discussed below, relative to noise impacts addressed in Section 8.12 of the CEQA Findings of Fact, operation of the Alternative 4 ADP will result in significant aircraft and motor vehicle noise impacts. For the reasons stated in the discussion below, noise impacts are considered significant and unavoidable. The Statement of Overriding Considerations, as adopted by Resolution No. 2020-0001, weighed the benefits of the Alternative 4 ADP against the adverse noise impacts, as also considered to be a hazards impact, and found that the impacts are acceptable after considering the other benefits of the Alternative 4 ADP.

- As set forth more fully in Sections 8.11 and 10.4 of the CEQA Findings of Fact, the Alternative 4 ADP will have a significant and unavoidable impact related to land use and planning, specifically as related to future project-related noise and traffic impacts conflicting with certain aspects of land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. As further discussed below, relative to noise impacts addressed in Section 8.12 of the CEQA Findings of Fact, and relative to traffic impacts in Section 8.14 of the CEQA Findings of Fact, operation of the Alternative 4 ADP will result in significant noise impacts and traffic impacts. For the reasons stated in those discussions below, noise impacts and traffic impacts are considered significant and unavoidable. The Statement of Overriding Considerations, as adopted by Resolution No. 2020-0001, weighed the benefits of the Alternative 4 ADP against the adverse land use and planning impacts, specifically as related to noise and traffic impacts, and found that the impacts are acceptable after considering the other benefits of the Alternative 4 ADP.

- As set forth more fully in Sections 8.12 and 10.4 of the CEQA Findings of Fact, the Alternative 4 ADP will have significant and unavoidable impacts related to aircraft noise and roadway noise. Airport operations at SDIA in future years (i.e., 2024, 2026, 2030, 2035, and 2050) would generate aircraft noise that, as compared to the existing (2018) baseline condition, would: increase noise levels at exterior use areas of residences and other noise-sensitive uses to noise levels of 65 CNEL or above; cause a 1.5 dB or more increase resulting in noise-sensitive areas being exposed to 65 CNEL or greater; cause a 3 dB or more increase resulting in noise-sensitive areas being exposed

to 60 CNEL to less than 65 CNEL; and cause a substantial increase in the number of nighttime flight operations that produce exterior SELs sufficient to awaken an increasing proportion of the population. Mitigation Measures MM-NOI-1 through MM-NOI-5 are included with Alternative 4 ADP to reduce aircraft noise impacts; however, based on uncertainties regarding whether all of the impacted noise-sensitive uses could be mitigated through these five mitigation measures, especially given that MM-NOI-1 is subject to funding availability and FAA approval, the aircraft noise impacts are considered to be significant and unavoidable. Regarding roadway noise impacts, implementation of the Alternative 4 ADP would cause: traffic noise levels for existing development along Grape Street from Pacific Highway to State Street to exceed the noise levels considered compatible for noise-sensitive areas associated with the applicable land use categories; and traffic noise levels along India Street from Sassafras Street to Laurel Street that already exceeds the levels considered compatible for noise-sensitive land use associated with the applicable land use categories to increase by more than 3 dB CNEL, as compared to existing baseline conditions. These roadway noise impacts would be significant. Mitigation Measures MM-NOI-6 through MM-NOI-9 were formulated and evaluated, but were found to be infeasible; hence, the roadway noise impacts would be significant and unavoidable. Based on the above, the Statement of Overriding Considerations, as adopted by Resolution No. 2020-0001, weighed the benefits of the Alternative 4 ADP against the adverse noise impacts, and found that the impacts are acceptable after considering the other benefits of the Alternative 4 ADP.

- As set forth more fully in Sections 8.14 and 10.4 of the CEQA Findings of Fact, the Alternative 4 ADP may have several significant and unavoidable impacts related to traffic, including significant impacts on certain street and freeway segment operations and intersections. Although the Final EIR identifies specific mitigation measure to reduce some impacts to a less-than-significant level, either the City of San Diego or Caltrans has the responsibility and jurisdiction over each of the identified mitigation measures. The identified mitigation measures can and should be made by these other governmental authorities. (CEQA Guidelines, § 15091(a)(2).) Because adoption of these mitigation measures rests with other agencies, the Authority lacks the ability to ensure that they will be implemented. For this reason, the identified significant traffic related impacts may remain as a result of the Alternative 4 ADP. As such, the

Statement of Overriding Considerations, as adopted by Resolution No. 2020-0001, weighed the benefits of the Alternative 4 ADP against the adverse traffic impacts and found that impacts are acceptable after considering the other benefits of the Alternative 4 ADP.

5. The Statement of Overriding Considerations, attached as Exhibit B to Resolution 2020-0004, as it relates to the Alternative 4 ADP, is true and correct and is incorporated herein by reference. In particular, the Board finds and reaffirms that:
 - The FAA-approved aviation activity forecast for SDIA indicates that SDIA could reach 39 million annual passengers and 3 million international passengers by 2035. In 2018, passenger facilities were already congested during peak periods with queues for passenger check-in and security exceeding current terminal facilities. Terminal 1 served 2.5 million passengers in 1967; it served more than 12 million passengers in 2018. Increased passengers and operations forecast for the SDIA will result in excessive congestion in terminals, which already experience crowding and low levels of service in some locations of the terminals, curbside, aircraft and vehicle parking, and airfield movement areas.
 - As described fully in the Statement of Overriding Considerations adopted by Resolution No. 2020-0004, the specific physical improvements under the Alternative 4 ADP will resolve the congestion issues through 2035 and enable SDIA to effectively continue its mission of serving the San Diego region's commercial air transportation needs as forecasted through 2035.
 - Based on substantial evidence in the whole of the Administrative Record, the Authority hereby determines that the unavoidable potentially significant adverse environmental impacts of the Alternative 4 ADP are acceptable in light of the benefits identified above and in the Statement of Overriding Considerations adopted by Resolution No. 2020-0004. Each benefit described above constitutes an overriding consideration warranting adoption of the Alternative 4 ADP, independent of the other benefits, despite each and every potentially significant unavoidable impact.
6. The mitigation measures applicable to the Alternative 4 ADP set forth in the Mitigation Monitoring and Reporting Program, attached to Resolution No. 2020-0004 as Exhibit A, are specific and are incorporated into the Alternative 4 ADP and fully comply with CEQA.

BE IT FURTHER RESOLVED, that the Board hereby adopts the San Diego International Airport Development Plan – Alternative 4.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

ITEM 1

INFORMATION RECEIVED FROM THE PUBLIC

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January 8, 2020

Via E-Mail and U.S. Mail

San Diego County Regional Airport Authority
Third Floor, SDCRAA Administration Building
3225 North Harbor Drive
San Diego, California 92101

Re: San Diego International Airport – Airport Development Plan

Dear Board Members:

We submit the following letter on behalf of the Cleveland National Forest Foundation (“CNFF”), a nonprofit organization committed to sustainable regional land use planning to stem the tide of urban encroachment into the San Diego backcountry and its wildlands. These comments address the San Diego International Airport Development Plan (“Project”) and its Environmental Impact Report (“EIR”). CNFF submitted comments on the Draft Environmental Impact Report (“DEIR”) and the Recirculated Draft EIR (“RDEIR”). *See* letters from Shute, Mihaly & Weinberger, LLP to T. Anasis, September 5, 2018 and November 4, 2019, submitted under separate cover.

Although CNFF has serious concerns with the Project’s failure to achieve more immediate intermodal access to the Airport, the organization is heartened that staff is recommending that the Authority Board approve Alternative 4 as we believe this alternative is critical to the success of long-term regional transit. Moreover, as discussed below, because Alternative 4 is feasible and would reduce the environmental impacts of the Project, the Authority is bound to adopt it.

CNFF is also encouraged by recent efforts on the part of the Authority to participate in and support regional collaboration toward effective transit access to the airport. As the San Diego Association of Governments (“SANDAG”) continues its work toward building a “Grand Central Station” mobility hub near the existing Old Town Transit Center, it is essential that a reliable and time-competitive transit link to the airport be a core component in regional planning.

While CNFF firmly believes that the Authority can and must do more to support an increase in transit mode share to support the Project, it also recognizes that the Federal Aviation Administration (“FAA”) has imposed certain constraints on use of airport revenues for off-site mitigation. CNFF also understands that the Authority believes it cannot request approval for funding of specific transit projects until such time as those projects’ specific scope is more firmly determined. Nonetheless, the Authority’s recent announcement of an agreement with airline partners to provide significant funding for transportation infrastructure is welcome. Because ground access to the airport is currently almost entirely auto-based, CNFF continues to urge the Authority to seek authority to spend these transportation dollars on developing multi-modal transit, rather than auto-based, infrastructure.

That said, as discussed below, the EIR continues to fall short of the requirements of the California Environmental Quality Act (CEQA), Public Resources Code § 21000 et seq., and the CEQA Guidelines, California Code of Regulations, title 14, § 15000 et seq. This letter does not seek to repeat the deficiencies identified in our prior letters; instead, we focus primarily on the need for additional mitigation for the Project’s significant and purportedly unavoidable greenhouse gas, air quality, noise and ground traffic-related land use, and traffic and circulation impacts, as well as the need for clearer commitments to the mitigation measures already proposed.

I. The Authority Must Adopt Alternative 4.

Because Alternative 4 is feasible and would reduce or avoid at least some of the Project’s significant environmental impacts, the Authority cannot approve the Project as originally proposed, and instead must approve Alternative 4. CEQA prohibits a public agency from approving a project that has significant environmental impacts if there are feasible alternatives or mitigation measures that would reduce or avoid those impacts. Pub. Resources Code §§ 21002, 21002.1(b). Moreover, before approving a project despite significant environmental impacts, the agency must expressly find that mitigation measures or alternatives identified in the EIR are infeasible. Pub. Resources Code §§ 21081(a)(3).

The FEIR states that Alternative 4 “is feasible, meets all the project objectives, and would have reduced environmental impacts compared to the proposed project.” FEIR at 1-1. Accordingly, the Authority cannot lawfully make the findings required to approve the Project as originally proposed, and instead must adopt Alternative 4.

II. The Authority Should Clarify and Strengthen Its Commitment to Regional Transit Improvements in MM-TR-LRP-2.

Mitigation measure MM-TR-LRP-2 is the primary measure addressing transit connections that could reduce the Project's significant traffic, air quality, and climate impacts. While CNFF appreciates the Authority's stated commitment to continue participating in (and, if possible, to provide significant funding for) regional transit improvements, CNFF remains concerned that the Authority has not yet identified all feasible options for supporting these efforts. Moreover, even to the extent that FAA approval is required before the Authority can spend at least some of its resources on off-site improvements, other commitments in MM-TR-LRP-2 can be clarified and strengthened.

First, the FEIR does not respond to CNFF's comments related to the possibility of using non-airport revenues or obtaining additional funding that might not be subject to FAA restrictions. CNFF first raised this issue in its September 5, 2018 comments on the DEIR (at pages 17-20) and reiterated its concerns in its November 4, 2019 comments on the RDEIR (at pages 6-8 and Exhibit 1). CNFF pointed to specific statutory provisions that appear to allow the Authority to access other sources of revenue, including provisions authorizing special benefit assessments, borrowing of funds, and state grants. CNFF also pointed out that the Authority's FY 2018 and 2019 budgets identified more than \$100 million in "Non-Airline Revenue." CNFF requested an analysis of whether any or all of these potential sources of funding might allow the Authority to commit to supporting its fair share of on-site and off-site transit improvements. The FEIR does not appear to contain any thorough, substantive response to CNFF's detailed comments on this point, which CEQA requires. See CEQA Guidelines § 15088(c).

Second, and relatedly, the Authority has a responsibility to seek out adequate funding for mitigation of the impacts of the Project, whether those impacts occur on-site or off-site. See *City of San Diego v. Board of Trustees of the California State University* (2015) 61 Cal.4th 945, 959-61; *City of Marina v. Board of Trustees of the California State University* (2006) 39 Cal.4th 341, 359-60. That funding may include, but is not necessarily limited to, funds in the agency's own budget over which it exercises discretionary control. See *City of San Diego*, 61 Cal.4th at 960-61. Both *City of San Diego* and *City of Marina* clearly indicate that an agency cannot dismiss mitigation measures as infeasible based on unsupported or legally erroneous assumptions regarding its authority to pay its fair share of off-site improvements necessary to address significant impacts of its projects. Absent some clear legal analysis or cogent evidence showing that *all* funds the Authority might hold or reasonably obtain, from any source whatsoever,

cannot be spent on any transit mitigation without FAA approval, the Authority cannot support a finding that MM-TR-LRP-2 is infeasible.

Third, even if the Authority were able to demonstrate that fair-share mitigation commitments are not presently feasible without FAA approval, other agency commitments in MM-TR-LRP-2 should be clarified. The measure is drafted in a somewhat ambiguous manner, with two separate lists of points numbered 1 through 4. Each point in the second list appears to modify or expand on the corresponding numbered point in the first list, but this is not entirely clear. Moreover, only point 4 appears to involve any discussion of the feasibility of constructing or paying for off-site transit or roadway improvements. Yet the text of the second point numbered 4 suggests that MM-TR-LRP-2 *in its entirety* “is presently not considered feasible.” Mitigation Monitoring and Reporting Plan at 17-19. This language is overbroad and could potentially undermine other important commitments in MM-TR-LRP-2, including the Authority’s basic commitment to work with SANDAG and other agencies to develop—and, to the fullest extent possible, to seek and provide significant funding for—regional transit projects that will reduce the Project’s significant environmental impacts. The FEIR presents no evidence that these aspects of MM-TR-LRP-2 are infeasible. Accordingly, MM-TR-LRP-2 should be clarified so that both the Authority and the public understand that the agency is making an enforceable commitment to do everything in its power to pursue regional transit solutions *before* approving the Project. This could be accomplished by clarifying the “presently infeasible” finding so that it applies only to the actual construction of off-site improvements and the use of FAA-restricted funds to pay for the Authority’s fair share of such improvements before specific projects are identified.

Finally, MM LRP-2 should be strengthened to ensure that the Project does not foreclose the possible implementation of any of the airport-related transit projects currently being considered as part of SANDAG’s October 2019 Airport Connections Study. Thus, we request LRP-2 be revised to include the following language: “SDCRAA understands that a transit connection to the Airport, as contemplated by SANDAG’s Airport Connectivity Analysis, is a critical component of the regional transit network and SDCRAA shall be fully engaged with other stakeholders in studying, designing, entitling, and, subject to any necessary FAA approval, funding its fair share of agreed to improvements. SDCRAA also commits to not take any action under the Airport Development Plan that would foreclose any option for airport transit connections identified in the Airport Connectivity Analysis. Specifically, SDCRAA commits to preserve land and necessary right-of-way for the on-airport components of all of the conceptual transit connection options identified in the Airport Connectivity Analysis pending identification and approval of a specific option.”

III. The Authority Should Adopt Additional Mitigation Measures Recommended by CNFF and Others.

Lead agencies must evaluate and respond to additional mitigation measures suggested by commenters on an EIR, and must adopt those measures if they are feasible. *See, e.g., Covington v. Great Basin Unified Air Pollution Control District* (Cal. App. 3d Dist. No. C080342; Nov. 26, 2019) 2019 WL 7169140 at p. *6. CNFF suggested a number of potentially feasible mitigation measures in its comments on both the DEIR and the RDEIR. Notably, these proposed measures do not involve off-site improvements, but rather address matters within the Authority's control; as a result, FAA restrictions on expenditures of airport revenue may not be relevant. The Authority should carefully consider whether those measures are feasible, and if they are, must adopt them.

First, by improving multi-modal access to the Airport, the Authority could reduce traffic congestion in and around the airport while also reducing each of the aforementioned significant environmental impacts. To this end, we respectfully request that the Authority adopt the following mitigation measure:

- *Enact a Long-term Program to Modify Project Components That Encourage Vehicular Travel.* Given the lack of existing transit infrastructure supporting the airport, the Project would develop new roadway infrastructure and additional parking intended to facilitate automobile travel. Upon completion of a direct transit connection to the airport, however, excessive roadway and parking capacity will deter transit use. Consequently, once the direct transit connection to the Airport is established, the Authority should take steps to remove excess roadway and parking capacity.

Second, in our prior comments on the DEIR, we requested that the Authority evaluate the feasibility of a series of mitigation measures to reduce the Project's significant impacts relating to transportation, greenhouse gas emissions and air quality. The FEIR failed to include an evaluation of the following measures:

- *Reduce Parking to Discourage Auto-based Travel.* The FEIR explains that while the proposed Project could build up to 7,500 parking spaces at the proposed Terminal 1 parking structure, only 5,000 spaces would be built initially (Phase 1), resulting in a net increase of 250 parking spaces for airline passengers in 2024. FEIR at 2-117. Assuming Alternative 4 is approved, the Authority would construct 5,500 parking spaces in the Terminal 1 parking plaza. The FEIR goes on to explain "that *should parking demand continue to decline*, SDCRAA would not need to expand

the parking supply at the Terminal 1 parking plaza.” FEIR at 2-117 (emphasis added). The Authority misunderstands our comment relating to the relationship between parking supply and transit use. Ample parking provides an incentive to drive, and a disincentive for airport patrons to ride transit. The Authority’s response to our comment implies that parking supply would only be reduced if the demand for parking declines. In fact, the Authority should reduce the supply of parking to encourage airport patrons to travel to the airport by transit rather than by automobile.

- *Shared Parking.* Pursuant to the suggestions of the Port of San Diego and the City of San Diego, the Airport should use shared parking sites to accommodate the parking needs of Airport patrons. *See* Letter from the San Diego Unified Port District to the Airport Authority, March 1, 2017.
- *Enhanced TDM Program.* The following components would increase the effectiveness of MM-TDM-1:
 - Provision of adequate curb space to facilitate transit and shared mobility services such as rideshare and shuttle buses.
 - Provision of secure and convenient parking and amenities such as showers, lockers, and bicycle repair stands for airport employees.
 - Provision of free or reduced cost transit passes for employees of the Airport Authority and airport tenants.
 - Promotion of transit pass sales on-site to expand transit ridership and other connecting services within the airport and potential commercial development areas.
 - Provision of interactive transportation kiosks that display real-time information about regional transit services, bikeshare, carshare, rideshare, and other transportation options.
 - Eliminate subsidized parking for employees and offer an equivalent subsidy to employees that use commute alternatives to driving alone (transit, vanpool, etc.)
- *Additional greenhouse gas reduction measures.* The following measures would help reduce the Project’s significant greenhouse gas impacts:

- The Authority could commit to implementing all applicable measures in: (1) City of San Diego’s Climate Action Plan and consistency checklist; (2) memorandum of understanding with the California Attorney General’s office; (3) Port of San Diego’s Climate Action Plan. *See* September 5, 2018 letter from Shute, Mihaly & Weinberger, LLP to T. Anasis, p. 39.
- Commit to: (1) “zero net energy” buildings; (2) expanding solar generation; and (3) achieve LEED Platinum certification.

In sum, the EIR impermissibly leaves a long list of potentially feasible mitigation measures on the table, and thus cannot support the findings CEQA requires. Simply declaring the Project’s transportation, greenhouse gas, and air quality impacts are significant and unavoidable is insufficient. The Authority must do everything it feasibly can to reduce or avoid these impacts.

IV. Conclusion

Alternative 4 represents a step in the right direction for the Airport and the Authority because it would accommodate future regional transit planning efforts. Moreover, if any alternative is adopted, it must be Alternative 4. However, prior to adopting Alternative 4, the Authority must include the aforementioned mitigation measures to reduce the Project’s significant and “unavoidable” environmental impacts as these measures are certainly feasible. In addition, the Authority must seek all available funding to support both on-airport and off-airport transit infrastructure before finding a contribution to any such improvements infeasible.

Thank you for your consideration of these comments.

Very truly yours,

SHUTE, MIHALY & WEINBERGER LLP



Kevin P. Bundy

cc: Duncan McFetridge, CNFF

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Approve and Authorize Adoption of a Mid-Year Adjustment of \$3,000,000,000 to the Fiscal Year 2020-2024 Capital Program Budget to Incorporate Implementation of the Airport Development Plan - Alternative 4

Recommendation:

Adopt Resolution No. 2020-0003, approving and authorizing adoption of a mid-year adjustment of \$3,000,000,000 to the Fiscal Year 2020-2024 Capital Program Budget to incorporate implementation of the Airport Development Plan - Alternative 4.

Background/Justification:

The Airport Development Plan

In 2012, the San Diego County Regional Airport Authority (“Authority”) embarked on the next master-planning effort for San Diego International Airport (“SDIA”) known as the Airport Development Plan (“ADP”). The ADP focuses on identifying and developing the improvements needed to serve forecasted aviation demand through 2035 with more modern, efficient, and comfortable facilities. SDIA has had record-breaking growth over the last five years with over 24 million passengers being served in 2019. Activity levels at the Airport could approach 39 million passengers and 290,000 annual aircraft operations in 2035, based on the latest Federal Aviation Administration (“FAA”) approved forecast. SDIA’S ultimate capacity is determined by its single runway system and its mandatory departure curfew. In response to regional demand, operational growth is expected to continue over the next 30 years, but the rate of growth will likely decline as the throughput capacity of SDIA’s single runway is approached. Nevertheless, SDIA’s existing terminal gates and airfield facilities can accommodate the forecasted demand, but aircraft delays and passenger service levels of service would be unacceptable. In addition to accommodating this anticipated future activity level, the goals of the ADP are to maintain high levels of passenger satisfaction, ensure an operationally efficient airfield which meets FAA standards, optimize the productive use of Airport properties, improve ground access to the Airport, and meet passenger and employee parking demand. These goals are to be met in a manner that is socially responsible, as well as fiscally and environmentally sustainable.

The cornerstone of the ADP is the replacement of existing Terminal 1, which is over 50 years old, with a more modern, comfortable, and efficient terminal facility. The new Terminal 1 will increase to 30 gates (from 19) and be able to accommodate both narrow-body and wide-body aircraft. The new facility’s amenities will include more gate-area seating, restrooms, restaurants, and shops, as well as expanded security check point lanes. Similar to the curb front of the Airport’s Terminal 2, the new Terminal 1 will also separate arriving and departing passenger traffic with an elevated departures roadway that will include curbside check-in and will offer additional close-in parking options for passengers. A new on-airport entry roadway will provide a dedicated Airport access point for vehicles coming from the east, and will also include a multi-use path for pedestrians and bicyclists.

To help further reduce traffic on North Harbor Drive, all buses currently moving to and from the Rental Car Center and Employee Parking Lot will be removed from city streets and routed exclusively through the new on-airport entry and link road. On the airside, Taxiway B will be realigned to meet FAA standards and a new Taxiway A will allow bidirectional flow of aircraft. ADP - Alternative 4 also preserves an area for a future transit station to directly serve the terminals and for on-airport exit lanes that can be integrated into future regional transportation network improvements, which are now being evaluated as part of San Diego Association of Governments' (SANDAG) new Regional Transportation Plan.

A separate resolution is currently pending before the Authority Board ("Board") related to the certification of the ADP Environmental Impact Report ("EIR") and the Adoption of ADP - Alternative 4.

Adjustment to the Capital Program Budget

On July 11, 2019, the Board approved a Capital Program Budget of \$955,000,000 for FY2020-2024 at SDIA.

Should the Board proceed with certifying the ADP EIR, staff is requesting a mid-year adjustment of \$3,000,000,000 to the FY2020-2024 Capital Program Budget to incorporate the following portions of the ADP into the Capital Program:

Package 1 – Terminal and Roadways: Phased construction of a new terminal building with up to 30 gates, aircraft boarding bridges, portion of aircraft apron surrounding the new terminal building, new entry, circulation, dual level arrival and departure roadways, pedestrian bridges, demolition of buildings, surface features and utilities, new and relocated utilities, storm drainage collection, storage and transmission facilities and existing central utility plant upgrades. This package also includes construction of new modular buildings for Airport and Contractor staff offices during design and construction.

Package 2 – Airside Improvements: Airfield pavement for aircraft parking and circulation at the new Terminal building, a new Group III Taxiway A, relocation of Group V Taxiway B, remain overnight aircraft parking apron, and associated airfield marking, lighting, signage, security/jet blast fencing and other associated facilities. Work also includes storm-water capture, infiltration and reuse facilities to meet the Authority sustainability goals and current and future State of California water quality regulations.

Package 3 – Administration Building: A new 4-story approximately 130,000 square foot office building that includes the Authority's administrative offices, Authority Board Room, Airport Operations Center, Security Operations Center, and Emergency Operations Center.

Package 4 – Parking Structure: A parking structure of up to five stories with a capacity of up to 5,500 parking spaces. The structure includes commercial vehicle transportation islands on the ground level. This package also preserves space on the west side of the structure for a future transit station that would connect to a regional transit extension. The work of this package may be combined with Package 1 if the Authority determines that such a combination would provide significant benefits to the overall program.

The estimated amounts for the work packages are summarized in the table below:

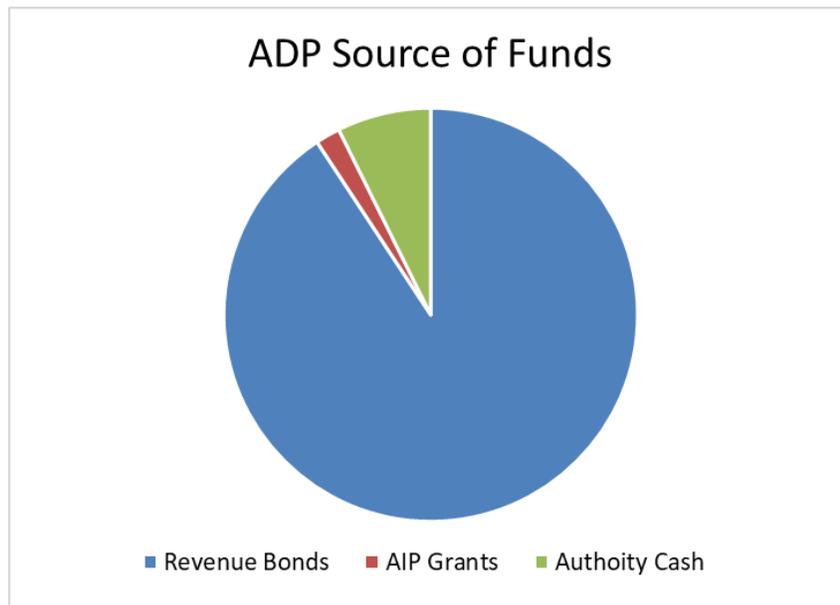
ADP Package	Estimated Amount¹
Package 1 - Terminal and Roadways	\$ 2,213,000,000
Package 2 - Airfield Pavement	\$ 219,000,000
Package 3 - Administration Building	\$ 103,000,000
Package 4 - Structured Parking	\$ 291,000,000
Owner Contingency	\$ 174,000,000
Total Program Authorization Requested	\$ 3,000,000,000

¹ Estimated Package amounts will be adjusted in the future within the Total Program Authorization amount requested.

Staff expects to return to the Board over the next 24 months to request the award of design-build contracts for Packages 1,3, and 4 and to request the award of design and construction contracts for Package 2.

Fiscal Impact:

Adequate funds for the Airport Development Program (ADP) packages 1 through 4 are included within the Board approved FY2020-FY2024 Capital Program-Budget. Funding for the \$3 billion is made possible with the new ten year Airline Operating and Lease Agreement (AOLA), which became effective on July 1, 2019. This new agreement provides a guaranteed 1.4x debt service coverage, 600 days cash on hand, and a rate structure that accommodates the costs for ADP. Based on the budget and Plan of Finance over the next 5-7 years, the Authority anticipates Cost per Enplaned Passenger (CPE) will increase to a range of \$23 to \$24 and Debt per Enplaned Passenger will increase to a range of \$275 to \$315. Expected sources of funding include Revolving Lines of Credit on an interim basis, Authority Cash, FAA Airport Improvement Program Entitlement and Discretionary Grants, and General Airport Revenue Bonds (including Revenue Bonds backed by PFCs). Staff will periodically update the Board on the funding plan as it is further developed and refined, especially in regards to anticipated debt issuances which comprise the vast majority of ADP funding. Below is a graphic representation of the sources of funds for these projects.



Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Focus Areas

- Advance the Airport Development Plan
 Transform the Customer Journey
 Optimize Ongoing Business

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 and policy: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program and Policy 5.12. These programs and policy are intended to promote the inclusion of small, local, service disabled/veteran owned small business, historically underrepresented businesses and other business enterprises, on all contracts.

Through the Airport Development Plan work packages the Authority will work with future prime contractor awardees to maximize participation by small, local, disadvantaged business enterprises, service disabled/veteran owned small businesses and historically underrepresented businesses.

Prepared by:

DENNIS PROBST
DEVELOPMENT: VICE PRESIDENT & CHIEF DEVELOPMENT OFFICER

RESOLUTION NO. 2020-0003

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING ADOPTION OF A MID-YEAR ADJUSTMENT OF \$3,000,000,000 TO THE FISCAL YEAR 2020-2024 CAPITAL PROGRAM BUDGET TO INCORPORATE IMPLEMENTATION OF THE AIRPORT DEVELOPMENT PLAN - ALTERNATIVE 4

WHEREAS, in 2012, the San Diego County Regional Airport Authority (“Authority”) embarked on the next master-planning effort for San Diego International Airport (“SDIA”) known as the Airport Development Plan (“ADP”); and

WHEREAS, the ADP focuses on identifying and developing the improvements needed to serve forecasted aviation demand through the year 2035 with more modern, efficient and comfortable facilities; and

WHEREAS, SDIA has had record-breaking growth over the last five years with over 24 million passengers served in 2019; and

WHEREAS, activity levels at SDIA could approach 39 million passengers and 290,000 annual aircraft operations in 2035, based on the latest Federal Aviation Administration (“FAA”) approved forecast; and

WHEREAS, SDIA’S ultimate capacity is determined by its single runway system and its mandatory departure curfew; and

WHEREAS, SDIA’s existing terminal gates and airfield facilities can accommodate the forecasted demand, but aircraft delays and passenger service levels of service would be unacceptable; and

WHEREAS, in addition to accommodating this anticipated future activity level, the goals of the ADP are to maintain high levels of passenger satisfaction, ensure an operationally efficient airfield which meets FAA standards, optimize the productive use of Airport properties, improve ground access to the Airport, and meet passenger and employee parking demand; and

WHEREAS, these goals are to be met in a manner that is socially responsible, as well as fiscally and environmentally sustainable; and

WHEREAS, the cornerstone of the ADP is the replacement of existing Terminal 1, which is over 50 years old, with a more modern, comfortable, and efficient terminal facility; and

WHEREAS, the new Terminal 1 will increase to 30 gates (from 19) and be able to accommodate both narrow-body and wide-body aircraft, will include more gate-area seating, restrooms, restaurants, shops, as well as expanded security check point lanes, and also separate arriving and departing passenger traffic with an elevated departures roadway that will include curbside check-in and will offer additional close-in parking options for passengers; and

WHEREAS, a new on-airport entry roadway will provide a dedicated Airport access point for vehicles coming from the east, and will also include a multi-use path for pedestrians and bicyclists; and

WHEREAS, to help further reduce traffic on North Harbor Drive, all buses currently moving to and from the Rental Car Center and Employee Parking Lot will be removed from city streets and routed exclusively through the new on-airport entry and link road; and

WHEREAS, on the airside, Taxiway B will be realigned to meet FAA standards and a new Taxiway A will allow bidirectional flow of aircraft; and

WHEREAS, the ADP - Alternative 4 also preserves an area for a future transit station to directly serve the terminals and for on-airport exit lanes that can be integrated into future regional transportation network improvements, which are now being evaluated as part of San Diego Association of Governments' (SANDAG) new Regional Transportation Plan; and

WHEREAS, on July 11, 2019, the Board approved a Capital Program Budget of \$955,000,000 for FY2020-2024 at SDIA; and

WHEREAS, should the Board proceed with certifying the ADP EIR, staff is requesting a mid-year adjustment of \$3,000,000,000 to the FY2020-2024 Capital Program Budget to incorporate the following portions of the ADP into the Capital Program:

Package 1 – Terminal and Roadways: Phased construction of a new terminal building with up to 30 gates, aircraft boarding bridges, portion of aircraft apron surrounding the new terminal building, new entry, circulation, dual level arrival and departure roadways, pedestrian bridges, demolition of buildings, surface features and utilities, new and relocated utilities, storm drainage collection, storage and transmission facilities and existing central utility plant upgrades. This package also includes construction of new modular buildings for Airport and Contractor staff offices during design and construction.

Package 2 – Airside Improvements: Airfield pavement for aircraft parking and circulation at the new Terminal building, a new Group III Taxiway A, relocation of Group V Taxiway B, remain overnight aircraft parking apron, and associated airfield marking, lighting, signage, security/jet blast fencing and other associated facilities. Work also includes storm-water capture, infiltration and reuse facilities to meet the Authority sustainability goals and current and future State of California water quality regulations.

Package 3 – Administration Building: A new 4-story approximately 130,000 square foot office building that includes the Authority’s administrative offices, Authority Board Room, Airport Operations Center, Security Operations Center, and Emergency Operations Center.

Package 4 – Parking Structure: A parking structure of up to five stories with a capacity of up to 5,500 parking spaces. The structure includes commercial vehicle transportation islands on the ground level. This package also preserves space on the west side of the structure for a future transit station that would connect to a regional transit extension. The work of this package may be combined with Package 1 if the Authority determines that such a combination would provide significant benefits to the overall program; and

WHEREAS, staff expects to return to the Board over the next 24 months to request the award of design-build contracts for Packages 1,3, and 4 and to request the award of design and construction contracts for Package 2.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the adoption of a mid-year adjustment of \$3,000,000,000 to the Fiscal Year 2020-2024 Capital Program Budget to incorporate implementation of the Airport Development Plan - Alternative 4; and

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

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

**Approve and Authorize Adoption of a
Mid-Year Adjustment of \$3,000,000,000
to the Fiscal Year 2020-2024 Capital
Program Budget to Incorporate
Implementation of the Airport
Development Plan - Alternative 4**

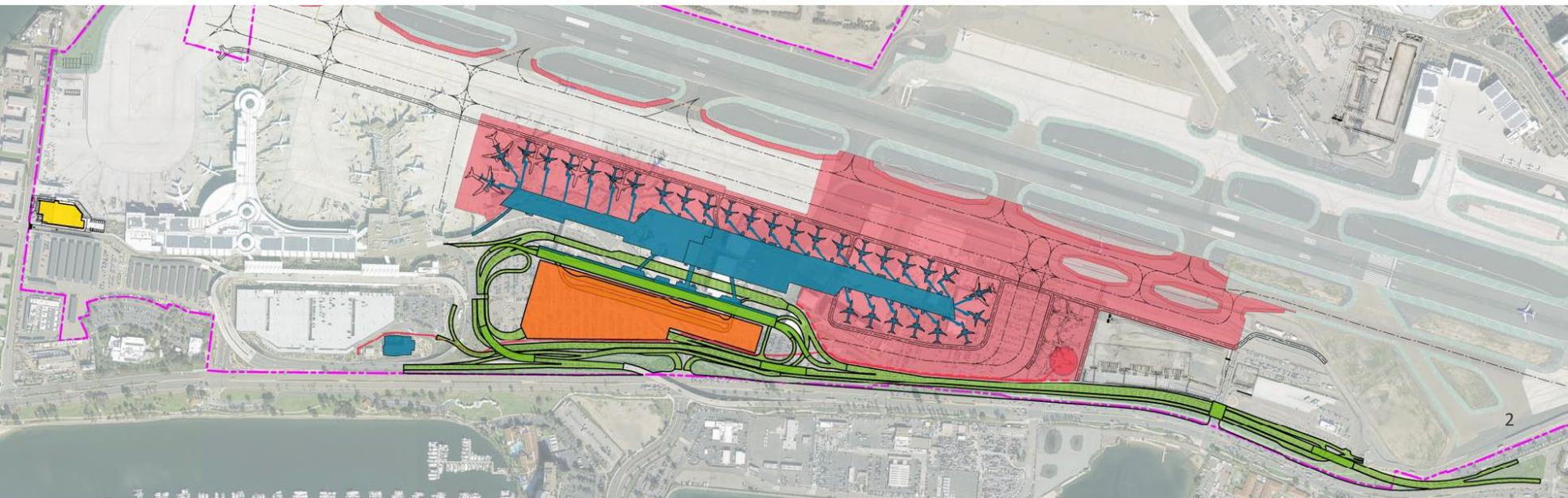
Board Meeting
January 09, 2020

Dennis Probst

Vice President & Chief Development Officer

Alternative 4 - Overall Project Scope

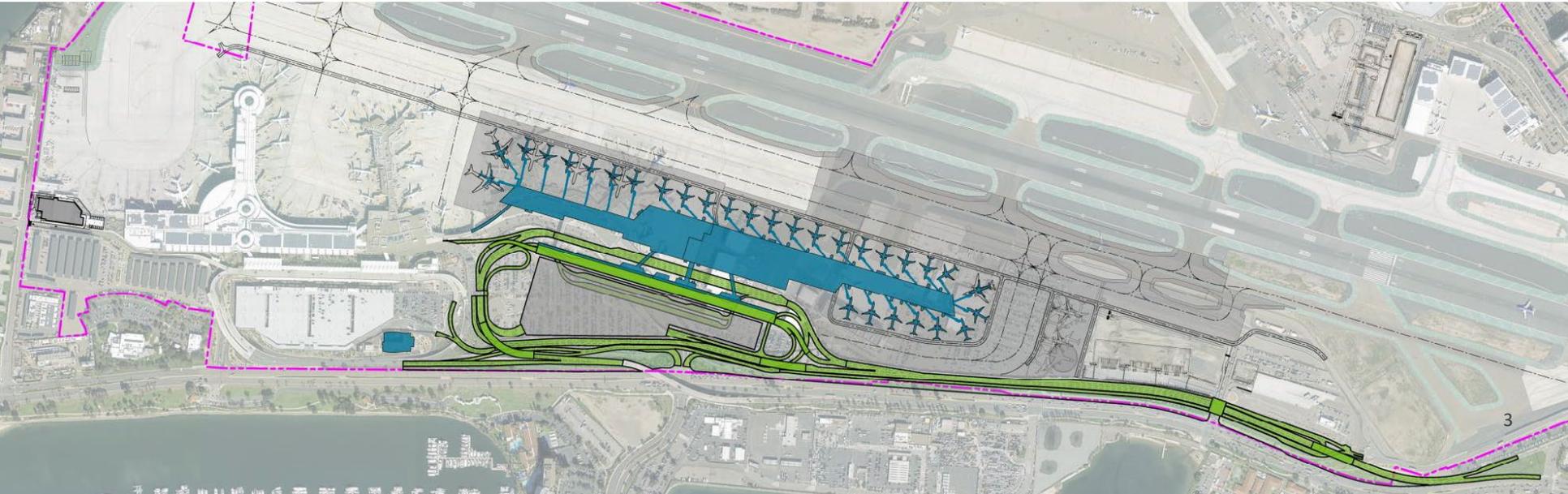
-  Package 1 – Terminal and Roadways
-  Package 2 – Airside Improvements
-  Package 3 – Administration Building
-  Package 4 – Parking Structure



Alternative 4 - Project Scope

Package 1 – Terminal and Roadways:

- New 30 Gate Terminal Building (Built in 2 Phases)
- Portion of Aircraft Apron
- New Entry Roadways
- New Circulation, Dual Level Arrival and Departure Roadways
- Storm Drainage Collection



Alternative 4 - Project Scope

Package 2 – Airside Improvements:

- Airfield Pavement for Aircraft Parking and Circulation
- New Taxiway A
- Relocation of Taxiway B
- Remain Overnight Aircraft Parking Apron
- Security / Jet Blast Fencing
- Stormwater Capture, Infiltration and Reuse Facilities

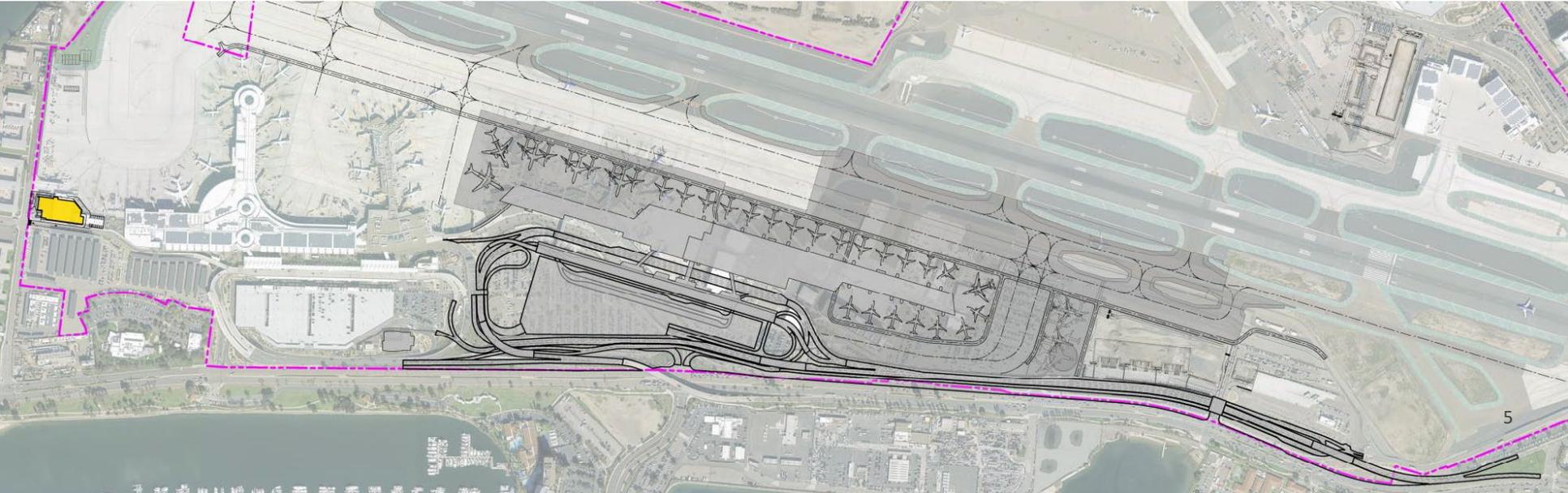


Alternative 4 - Project Scope

Package 3 – Administration Building:



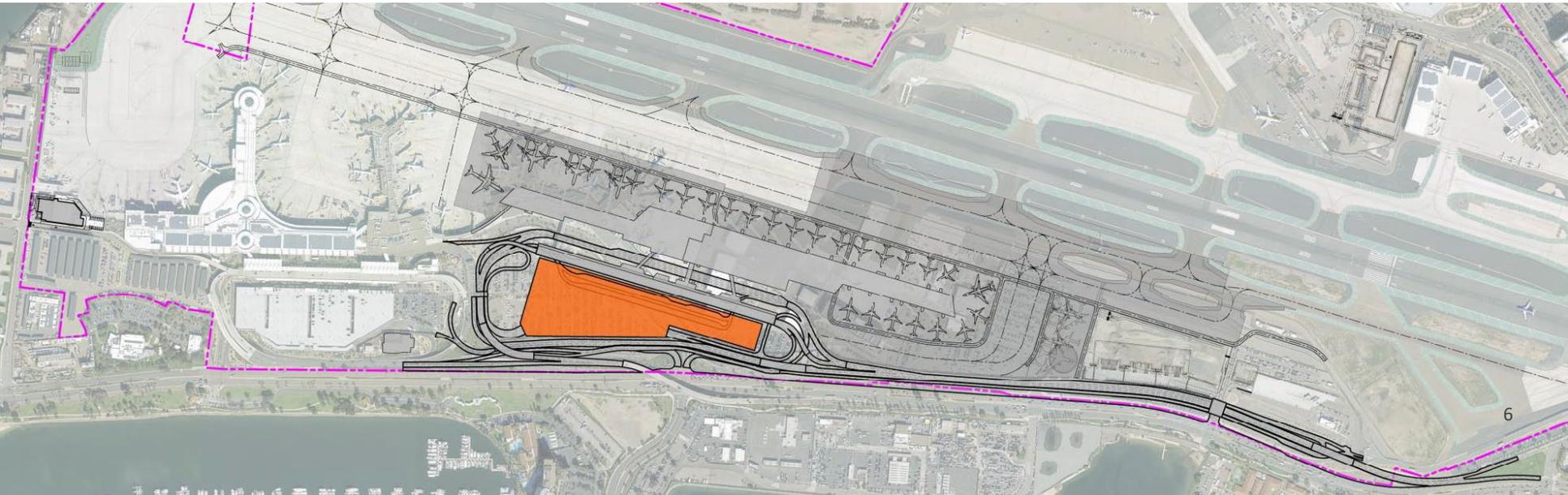
- New 4-Story Office Building
- Authority's Administrative Offices
- Authority Board Room
- Airport Operations Center
- Security Operations Center
- Emergency Operations Center



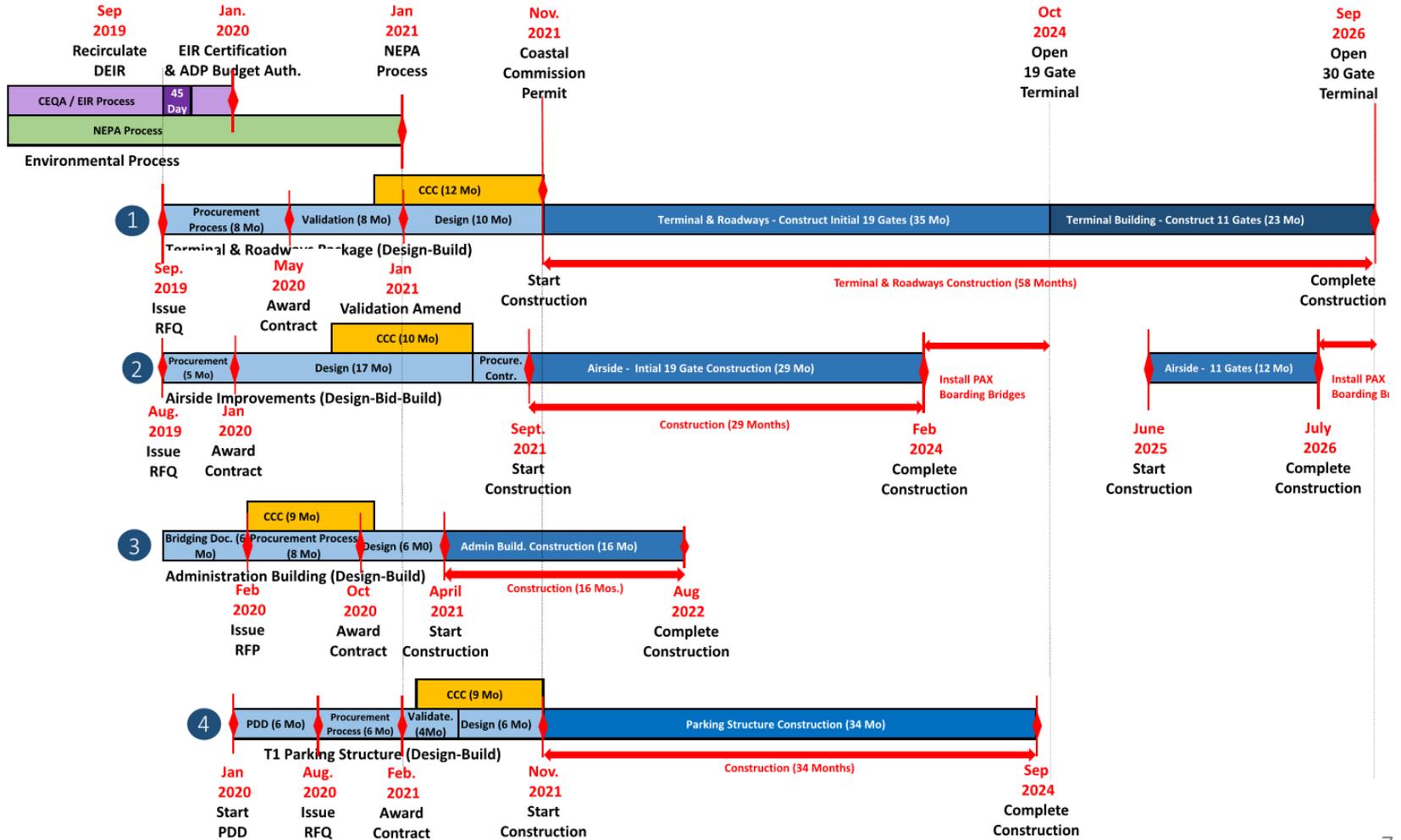
Alternative 4 - Project Scope

Package 4 – Parking Structure:

- Up to Five Stories With a Capacity of up to 5,500 Parking Spaces
- Commercial Vehicle Transportation Islands
- Preserves Space for a Future Transit Station Connecting to a Regional Transit Extension



ADP Alternative 4 Anticipated Implementation Timeline



ADP Alternative 4 Proposed Budget

ADP Package	Estimate
Package 1 – Terminal & Roadways	\$2,213,000,000
Package 2 – Airside Improvements	\$ 219,000,000
Package 3 – Administration Building	\$ 103,000,000
Package 4 – Parking Structure	\$ 291,000,000
Authority Controlled Contingency	\$ 174,000,000
Total Program Authorization Requested	\$3,000,000,000

Recommendation

Adopt Resolution No. 2020-00XX, approving and authorizing adoption of a mid-year adjustment of \$3,000,000,000 to the Fiscal Year 2020-2024 Capital Improvement Program Budget to incorporate implementation of the Airport Development Plan – Alternative 4

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Approve and Authorize the President/CEO to Execute an Airside/Landside Engineering Consulting Services Agreement

Recommendation:

Adopt Resolution No. 2020-0004, approving and authorizing the President/CEO to execute an Airside/Landside Engineering Consulting Services Agreement with Jacobs Engineering Group, Inc., for a term of five years, with the option for two one-year extensions in the sole discretion of the President/CEO, in an amount not-to-exceed \$35,000,000, in support of the Airport Development and Capital Improvement Programs at San Diego International Airport.

Background/Justification:

The San Diego County Regional Airport Authority (“Authority”) maintains and improves facilities and infrastructure at San Diego International Airport (“SDIA”) through its Airport Development and Capital Improvement Programs. Authority staff (“Staff”) utilizes engineering consulting services to provide engineering design work for these programs. These consultants are selected utilizing a qualificationS-based selection process.

This Airside/Landside Engineering Consulting Services Agreement will support the Authority’s on-going Airport Development and Capital Improvement Programs, to include construction and maintenance of airside apron, taxiways, runway areas, landside roads, parking lots, storm water system, security blast wall, and associated utilities.

On August 30, 2019, a Request for Qualifications (“RFQ”) was issued to obtain Statements of Qualifications (“SOQ”) from qualified firms to provide Airside/Landside Engineering Consulting Services for the Authority.

An Evaluation Panel (“Panel”) was established which included key representatives from the Authority’s Airport Design & Construction and Airside & Terminal Operations Departments.

On October 16, 2019, the Authority received three SOQs from prospective consulting firms.

The Panel conducted a thorough review of the SOQs and determined the two most qualified firms to perform the requested engineering services.

The SOQ Scoring Criteria used to short-list qualified firms was based on the Consultant’s proposed work plan and approach methodology, project manager’s

Page 2 of 4

qualifications, project team qualifications, record of past performance, Consultant's sustainable practices, and inclusionary approach and outreach.

On November 20, 2019, the Panel interviewed and ranked the two short-listed firms as follows:

1. Jacobs Engineering Group, Inc. ("Jacobs")
2. Burns & McDonnell Engineering Group, Inc.

The Evaluation Criteria used by the Panel to rank the above firms matched the Evaluation Criteria used during the SOQ short-listing process.

Rankings	Panelist 1	Panelist 2	Panelist 3	Panelist 4	Panelist 5	Total	Rank
Burns & McDonnell	2	2	2	2	2	10	2
Jacobs	1	1	1	1	1	5	1

Combined Scores	Project Team Qualifications & Organization	Project Management Qualifications	Key Personnel Qualifications	Record of Past Performance	Work Plan & Approach/ Methodology	Inclusionary Approach & Outreach	Total
Burns & McDonnell	570	700	740	585	850	185	3630
Jacobs	615	780	820	615	1075	185	4090

The top firm selected by the Panel was Jacobs. A brief background of the two short-listed firms selected firms is provided:

Jacobs

Jacobs has over 60 years of experience supporting airport clients at every phase of project development, from planning through design and construction, to facilities management and operations and maintenance. Jacobs has more than 60 airfield design professionals and more than 110 airport experts. The project team will be led by a project manager with 30 years of experience in aviation design and construction for runways, taxiways, aprons, access roads, parking lots, facilities, lighting systems, navigational aids, security systems and a host of other infrastructure improvements at 60+ airports and, military airfields across the U.S. and around the world.

Jacobs, partnering with C&S Companies, proposes to utilize the following subconsultants:

- BSE Engineering
- Burns
- Helix Environmental Planning
- Ninyo & Moore
- Proteus
- RDM Engineering Technology Research
- Snypes-Dye Associates
- TransSolutions
- Underground Solutions
- West Coast Civil

Burns & McDonnell Engineering Company, Inc.

Burns & McDonnell Engineering Company, Inc. has been in the aviation industry for 75 years and has designed and managed more than \$400 million in runway-related construction projects and more than \$1 billion in other AIP-funded projects, as well as airport support facilities, within the past decade alone. The Burns and McDonnell team has extensive experience delivering critical infrastructure projects at airports including, LaGuardia, Airfield Reconfiguration Program for Delta Airlines; LAWA/LAX International Terminal East Aprons Design; and San Diego International Airport, with the most recent projects including Federal Inspection Station (FIS), Jet Fuel Storage Tanks, planning and conceptual design of airport-wide Fuel Distribution System, Hydrant Fuel Infrastructure, and West Refueler Load Rack projects.

Future Steps:

Authority Staff recommends that the Authority enter into an Airside/Landside Engineering Consulting Services Agreement (“Agreement”) with the top-ranked firm, Jacobs. In order to enter into an agreement with Jacobs, Staff will negotiate the scope of work and billing rates. If Staff cannot reach an agreement with Jacobs, Staff will then enter into negotiations with the next ranked firm-Burns & McDonnell until a scope and billing rates are achieved to the satisfaction of the Authority and the consultant(s). Under the proposed resolution, the President/CEO would then have the authority to award an agreement to Burns & McDonnell and establish an agreement with that firm without further Board action.

Fiscal Impact:

Funds for the Airside/Landside Engineering Consulting Services Agreement are included within the approved FY2020-FY2024 Capital Program Budget and the adopted FY2020 Operating Budget, on an as-needed basis. Capital sources of funding will include Passenger Facility Charges, Airport Revenue Bonds, Airport Improvement Program Grants, and Airport Cash, depending on the individual project.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

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 and policy: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program and Policy 5.12. These programs/policies are intended to promote the inclusion of small, local, veteran owned small businesses, 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.

No preferences were applied to the award of the Airside/Landside Consulting Services Agreement with Jacobs Engineering Group, Inc., however Jacobs Engineering Group, Inc. proposed an aggressive Inclusionary Outreach Plan that delineates their commitment to engaging the local business community and maximizing participation on small, local and veteran owned small businesses.

Prepared by:

DENNIS PROBST
DEVELOPMENT: VICE PRESIDENT & CHIEF DEVELOPMENT OFFICER

RESOLUTION NO. 2020-0004

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE AN AIRSIDE/LANDSIDE ENGINEERING CONSULTING SERVICES AGREEMENT WITH JACOBS ENGINEERING GROUP, INC., FOR A TERM OF FIVE YEARS, WITH THE OPTION FOR TWO ONE-YEAR EXTENSIONS IN THE SOLE DISCRETION OF THE PRESIDENT/CEO, IN AN AMOUNT NOT-TO-EXCEED \$35,000,000, IN SUPPORT OF THE AIRPORT DEVELOPMENT AND CAPITAL IMPROVEMENT PROGRAMS AT SAN DIEGO INTERNATIONAL AIRPORT

WHEREAS, the San Diego County Regional Airport Authority (“Authority”) maintains and improved facilities and infrastructure at San Diego International Airport (“SDIA”) through its Airport Development and Capital Improvement Programs; and

WHEREAS, Authority staff (“Staff”) utilizes engineering consulting services to provide engineering design work for these programs on an as-needed basis; and

WHEREAS, these consultants are selected utilizing a qualifications-based selection process; and

WHEREAS, on August 30, 2019, a Request for Qualifications (“RFQ”) was issued to obtain Statements of Qualifications (“SOQ”) from qualified firms to provide Airside/Landside Engineering Consulting Services for the Authority; and

WHEREAS, this Airside/Landside Engineering Consulting Services Agreement will support the Authority’s on-going Airport Development and Capital Improvement Programs, to include construction and maintenance of airside apron, taxiways, runway areas, landside roads, parking lots, storm water system, security blast wall, and associated utilities; and

WHEREAS, on October 16, 2019, the Authority received three SOQs from prospective consulting firms; and

WHEREAS, an Evaluation Panel (“Panel”) was established which included key representatives from the Authority’s Airport Design & Construction and Airside & Terminal Operations Departments; and

WHEREAS, the Panel conducted a thorough review of the SOQs and determined the two most qualified firms to perform the requested engineering services were Jacobs Engineering Group, Inc. (“Jacobs”) and Burns & McDonnell Engineering Group, Inc.; and

WHEREAS, the SOQ Scoring Criteria used to short-list qualified firms was based on the Consultant’s proposed work plan and approach methodology, project manager’s qualifications, project team qualifications, record of past performance, Consultant’s sustainable practices, and inclusionary approach and outreach; and

WHEREAS, on November 20, 2019, the Panel interviewed and ranked the two short-listed firms; and

WHEREAS, the Evaluation Criteria used by the Panel to rank the above listed firms matched the Evaluation Criteria used during the SOQ short-listing process; and

WHEREAS, the top firm selected by the Panel was Jacobs Engineering Group, Inc.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to execute an Airside/Landside Engineering Consulting Services Agreement with Jacobs Engineering Group, Inc., for a term of five years, with the option for two one-year extensions in the sole discretion of the President/CEO, in an amount not-to-exceed \$35,000,000, in support of the Airport Development and Capital Improvement Programs at San Diego International Airport; and

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL



SAN DIEGO
INTERNATIONAL AIRPORT

LET'S **GO.**

**Approve and Authorize the President/CEO to
Execute an Airside/Landside Engineering
Consulting Services Agreement**

Board Meeting
January 09, 2020

Dennis Probst

Vice President & Chief Development Officer

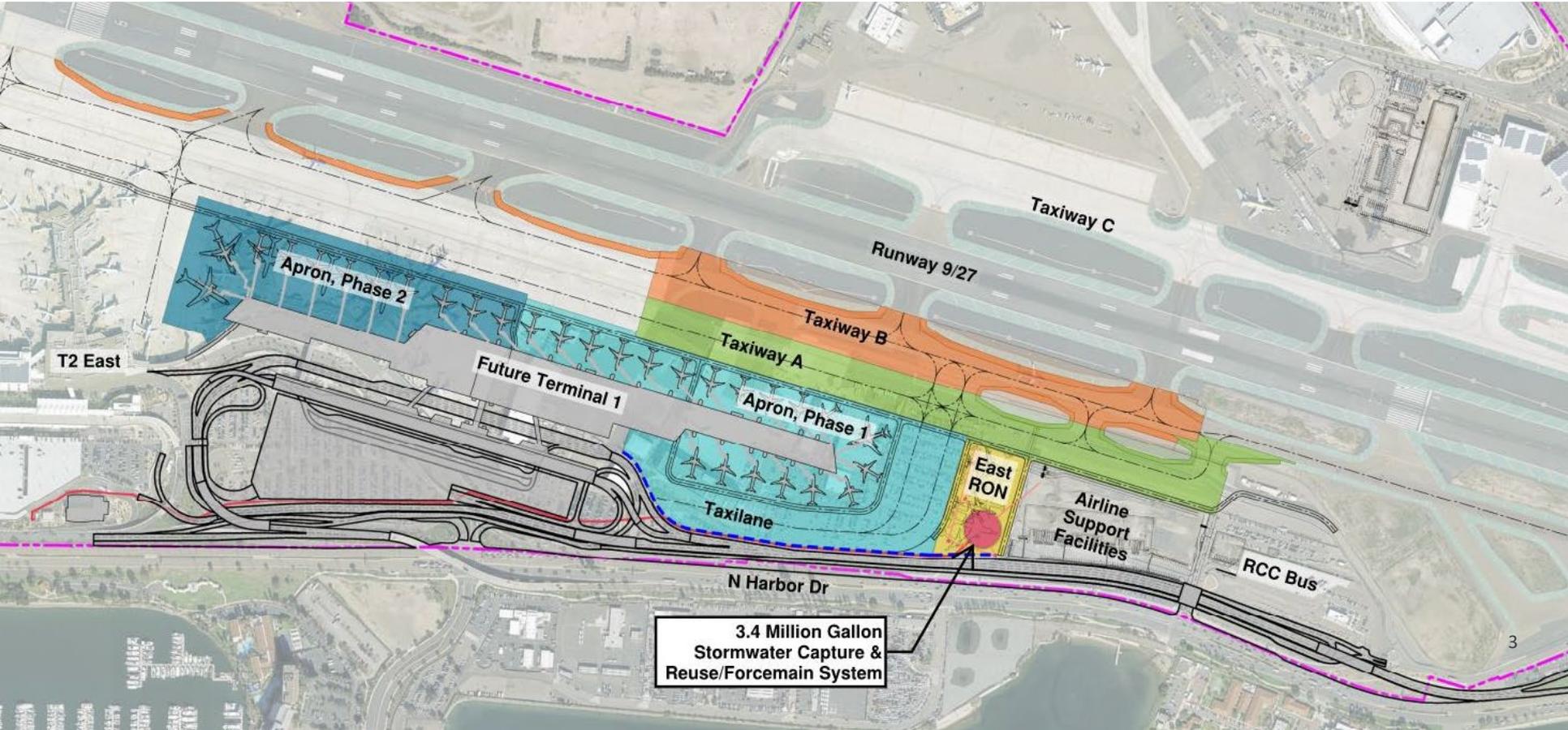
Airside-Landside Engineering Consulting Services

Scope of Work

Airside-Landside Engineering Consulting Services Agreement will support on-going Airport Development and Capital Improvement Programs to include:

- Airside Apron
- Taxiways
- Runway Areas
- Stormwater System
- Security Blast Wall
- Associated Utilities

Overview of Airside Projects



Airside-Landside Engineering Consulting Services Selection Process

- RFQ Issued: August 30, 2019
- Proposals Received: October 16, 2019
- Interviews Held: November 20, 2019

Airside-Landside Engineering Consulting Services Ranking & Scoring

Rankings	Panelist 1	Panelist 2	Panelist 3	Panelist 4	Panelist 5	Total	Rank
Burns & McDonnell	2	2	2	2	2	10	2
Jacobs	1	1	1	1	1	5	1

Combined Scores	Project Team Qualifications & Organization	Project Management Qualifications	Key Personnel Qualifications	Record of Past Performance	Work Plan & Approach/ Methodology	Inclusionary Approach & Outreach	Total
Burns & McDonnell	570	700	740	585	850	185	3630
Jacobs	615	780	820	615	1075	185	4090

Airside-Landside Engineering Consulting Services

Recommended Team

Jacobs Engineering Group

- Over 60 years of experience supporting airport clients at every phase of project development
- More than 60 airfield design professionals and more than 110 airport experts
- Project team led by a project manager with 30 years of experience in aviation design and construction
- Project Team experienced at 60+ airports and military airfields across the U.S. and around the world

Recommendation

Adopt Resolution No. 2020-____, approving and authorizing the President/CEO to execute an Airside/Landside Engineering Consulting Services Agreement with Jacobs Engineering Group, Inc., for a term of five years, with the option for two one-year extensions in the sole discretion of the President/CEO, in an amount not-to-exceed \$35,000,000, in support of the Airport Development and Capital Improvement Programs at San Diego International Airport.

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Approve and Authorize the President/CEO to Negotiate and Execute the First Amendment to the On-Call Program Management Services Agreement with AECOM Technical Services, Inc.

Recommendation:

Adopt Resolution No. 2020-0005, approving and authorizing the President/CEO to negotiate and execute the first amendment to the On-Call Program Management Services Agreement with AECOM Technical Services, Inc., increasing the compensation by an amount not-to-exceed \$134,800,000 for a new total not-to-exceed \$154,300,000 for services through April 2024.

Background/Justification:

In August 2018, the San Diego County Regional Airport Authority ("Authority") Board ("Board") adopted Resolution No. 2018-0087, approving and authorizing the President/CEO to negotiate and execute a Program Management/Construction Management ("PM/CM") Agreement ("Agreement") with AECOM Technical Services, Inc. ("AECOM") for a term of five years with two one-year options, in an amount not-to-exceed \$19,500,000 for the first 18 months of the term.

The Agreement allows the Authority to benefit from immediate access to highly-skilled individuals for program management services. Professional services under the Agreement include, but are not limited to: program management, project management, construction management, project cost accounting and scheduling, project inspection, safety management, contract management, design development, and other related design and construction services.

The ability to mobilize and demobilize consultants when needed is the most cost-effective and efficient approach for implementing the Authority's operational and financial strategic goals: it enables increased staffing flexibility and optimized use of resources for accelerated project delivery. This allows the Authority to manage the Capital Improvement and Major Maintenance Program using a blended organization that integrates Authority staff and Consultant personnel into a high-performing team while still maintaining the benefits of a consultant/independent contractor relationship.

The Agreement was approved in August 2018 and executed in April 2019. Since then, \$8.1 million has been spent through November 22, 2019 supporting both the Capital Improvement Program and the Airport Development Plan. When the agreement was approved in 2018, an initial amount of \$19,500,000 was authorized to be spent. The Board directed that when returning to the Board for the next funding authorization request, staff provide an explanation of the spending of the initially authorized \$19,500,000.

The table below summarizes the amounts spent to date:

Projects	Tasks	Total (In millions)
Other Capital Improvement Projects	PMCM support for various Capital Improvement Projects	\$ 2.4
Terminal 1 Replacement Program	PMCM support during Procurement and Logistics	\$ 1.4
Program Support	Project Controls support, Process Optimization	\$ 1.3
Airport Support Facilities	PMCM support during construction	\$ 1.1
Tenant Improvements	PMCM support	\$ 0.7
Federal Inspection Svc Facility	PMCM support to Closeout project	\$ 0.4
New Administration Building	PMCM support through PDD & Schematic Dsgn	\$ 0.4
Other Depts Support (Env, GT, FMD)	Regional Transportation Connectivity Study; FIS Total Cost of Ownership Forecast; Parking & Roadway Operational Evaluation Support	\$ 0.3
Total Spent through 11/22/2019		\$ 8.1

Staff is requesting approval for the full ADP budget in a separate resolution currently pending before the Board. Should that approval be granted, staff is requesting that the Board authorize the President/CEO to negotiate and execute an amendment to the agreement that would increase the value of the Agreement by \$134,800,000 from \$19,500,000 to an amount not to exceed \$154,300,000, for services through April 2024.

This increase will enable the Authority to engage consultant personnel, as necessary, to continue to provide support to ongoing Capital Improvement Program/Major Maintenance Program and oversight to tenant improvement projects. It will also allow the Authority to provide specialized support and oversight through completion of the Administration Building and during 51 months of design and construction for Phase 1 of the ADP Terminal and Roadways, Airfield, and Parking Structure.

Fiscal Impact:

Adequate funds for the On-call Program Management Services Agreement is included with the Board approved FY2020-2024 Capital Program Budget and adopted FY2020 and conceptually approved FY2021 Operating Expense Budgets within the Services – Other Professional line item. Sources of funding will depend on the project(s) utilizing the services and include, but are not limited to, Airport Revenue Bonds, Passenger Facility Charges, Customer Facility Charges, Airport Cash, short-term borrowing using the Revolving Line of Credit and Federal Entitlement and Discretionary Grants.

Authority Strategies:

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

Strategies

- Community Strategy
 Customer Strategy
 Employee Strategy
 Financial Strategy
 Operations Strategy

Focus Areas

- Advance the Airport Development Plan
 Transform the Customer Journey
 Optimize Ongoing Business

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 and policy: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program and Policy 5.12. These programs/policies are intended to promote the inclusion of small, local, service disabled/veteran owned small businesses, 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 from Policies 5.12. Therefore, the Authority must utilize other means as provided in the DBE Program Plan to achieve participation.

This agreement utilizes federal funds; therefore, it will be applied toward the Authority's overall DBE goal. AECOM proposed an Inclusionary Approach and Outreach Plan which delineates their commitment to help the Airport meet the DBE goal of 9% and to maximize participation by small, local, historically underrepresented businesses.

Prepared by:

DENNIS PROBST
DEVELOPMENT: VICE PRESIDENT & CHIEF DEVELOPMENT OFFICER

RESOLUTION NO. 2020-0005

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE THE FIRST AMENDMENT TO THE ON-CALL PROGRAM MANAGEMENT SERVICES AGREEMENT WITH AECOM TECHNICAL SERVICES, INC., INCREASING THE COMPENSATION BY AN AMOUNT NOT-TO-EXCEED \$134,800,000 FOR A NEW TOTAL NOT-TO-EXCEED \$154,300,000 FOR SERVICES THROUGH APRIL 2024

WHEREAS, in August 2018, the San Diego County Regional Airport Authority ("Authority") Board ("Board") adopted Resolution No. 2018-0087, approving and authorizing the President/CEO to negotiate and execute a Program Management/Construction Management ("PM/CM") Agreement ("Agreement") with AECOM Technical Services, Inc. ("AECOM") for a term of five years with two one-year options, in an amount not-to-exceed \$19,500,000 for the first 18 months of the term; and

WHEREAS, the Agreement allows the Authority to benefit from immediate access to highly-skilled individuals for program management services. Professional services under the Agreement include, but are not limited to: program management, project management, construction management, project cost accounting and scheduling, project inspection, safety management, contract management, design development, and other related design and construction services; and

WHEREAS, the ability to mobilize and demobilize consultants when needed is the most cost-effective and efficient approach for implementing the Authority's operational and financial strategic goals: it enables increased staffing flexibility and optimized use of resources for accelerated project delivery; and

WHEREAS, this allows the Authority to manage the Capital Improvement and Major Maintenance Program using a blended organization that integrates Authority staff and Consultant personnel into a high-performing team while still maintaining the benefits of a consultant/independent contractor relationship; and

WHEREAS, the Agreement was approved in August 2018 and executed in April of 2019. Since then, \$8.1 million have been spent through November 22, 2019 supporting both the Capital Improvement Program and the Airport Development Plan; and

WHEREAS, when the agreement was approved in 2018, staff was directed by the Board to return with an explanation of the spending in the first \$19,500,000 authorized when the next request was made; and

WHEREAS, staff is requesting approval for the full Airport Development Program (ADP) budget in a separate resolution currently pending before the Board. Should that approval be granted, staff is requesting that the Board authorize the President/CEO to negotiate and execute an amendment to the agreement that would increase the value of the agreement by \$134,800,000 from \$19,500,000 to an amount not to exceed \$154,300,000, for services through April 2024; and

WHEREAS, this increase will enable the Authority to engage consultant personnel as necessary, to continue to provide support to ongoing Capital Improvement Program/Major Maintenance Program and oversight to tenant improvement projects; and

WHEREAS, it will also allow the Authority to provide specialized support and oversight through completion of the Administration Building and during 51 months of design and construction for Phase 1 of the ADP Terminal and Roadways, Airfield, and Parking Structure.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to negotiate and execute the first amendment to the On-Call Program Management Services Agreement with AECOM Technical Services, Inc., increasing the compensation by an amount not-to-exceed \$134,800,000 for a new total not-to-exceed \$154,300,000 for services through April 2024; and

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

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL



Approve and Authorize the President/CEO to Negotiate and Execute the First Amendment to the On-Call Program Management Services Agreement with AECOM Technical Services, Inc.

Board Meeting
January 09, 2020

Dennis Probst
Vice President & Chief Development Officer

2019 AECOM Program Management/Construction Management (PM/CM) Work Elements

Projects	Tasks	Total (In Millions)
Other Capital Improvement Projects	PM/CM support for various Capital Improvement Projects	\$ 2.4
Terminal 1 Replacement Program	PM/CM support during Procurement and Logistics	\$ 1.4
Program Support	Project Controls support, Process Optimization	\$ 1.3
Airport Support Facilities	PM/CM support during construction	\$ 1.1
Tenant Improvements	PM/CM support	\$ 0.7
Federal Inspection Svc Facility	PM/CM support to Closeout project	\$ 0.4
New Administration Building	PM/CM support through PDD & Schematic Design	\$ 0.4
Other Depts Support (Env, GT, FMD)	Regional Transportation Connectivity Study; FIS Total Cost of Ownership Forecast; Parking & Roadway Operational Evaluation Support	\$ 0.3
Total Spent through 11/22/2019		\$ 8.1

Future AECOM PM/CM Work Elements

This increase will enable the Authority to:

- Provide specialized Program Management, Construction Management, and oversight for ADP during:
 - Completion of the Administration Building
 - 51 months of design and construction for Phase 1 of the ADP Terminal and Roadways, Airfield, and Parking Structure
- Continue to provide Program Management and Construction Management to ongoing Capital Improvement Program/Major Maintenance Program
- Oversight of Tenant Improvement Projects

Recommendation

Adopt Resolution No. 2020-00___, approving and authorizing the President/CEO to negotiate and execute the first amendment to the On-Call Program Management Services Agreement with AECOM Technical Services, Inc., increasing the compensation by an amount not-to-exceed \$134,800,000 for a new total amount not-to-exceed amount of \$154,300,000 for services through April 2024.

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Approve and Authorize the President/CEO to Negotiate and Execute Current and Future Change Orders to the Contract with Sundt Construction, Inc., in an Amount Not to Exceed \$10,283,365 and to Increase the Contract Duration for the Airport Support Facilities Project at San Diego International Airport

Recommendation:

Adopt Resolution No. 2020-0006, approving and authorizing the President/CEO to negotiate and execute current and future change orders to the Contract with Sundt Construction, Inc., for the design and construction of the Airport Support Facilities Project in an amount not to exceed \$10,283,365 and increasing the contract duration from 903 to 1208 calendar days, for Project No. 104245, Airport Support Facilities, at San Diego International Airport.

Background/Justification:

On May 3, 2018, the San Diego County Regional Airport Authority Board ("Board") adopted Resolution No. 2018-0047 authorizing the President/CEO to: (1) execute a progressive design-build Contract with Sundt Construction Inc. ("Sundt"); and (2) negotiation and execute work authorizations for Validation Phase services in an amount to exceed \$9,000,000 for the Airport Support Facilities Project ("ASF Project"). On November 1, 2018, the Board adopted Resolution No. 2018-0126, approving and authorizing the President/CEO to negotiate and execute: (1) the Validation Amendment to the Contract with Sundt, establishing a Maximum Contract Price ("MCP") of \$107.2 million and a Master Project Schedule ("MPS") within the Package 1 MCP for the design and construction of Package 1 and (2) work authorizations and a Guaranteed Maximum Price Amendment within the Package 1 MCP. On February 7, 2019, the Board adopted Resolution No. 2019-0021, approving and authorizing the President/CEO to negotiate and execute: (1) a Second Amendment to the Contract with Sundt, establishing an amended MCP of \$150,103,880 and an amended MPS for Packages 1 and 2 of the ASF Project; and (2) Work Authorizations and a Guaranteed Maximum Price (GMP) Amendment within the amended MCP for Packages 1 and 2.

The ASF Project consists of the following elements:

1. Facilities Management Department (FMD) campus
 - Administration Building
 - Maintenance Shops and Procurement Warehouse
2. Storm Water Storage Cistern
3. Airline Support Building (ASB)
4. Airport Fueling Operations (AFO) Facility
5. Airside Operations Area (AOA) Gate P-018 Replacement

Pursuant to Authority Policy 5.02(4)(b)(iii), the President/CEO has authority to increase the MCP by 4% or \$6,004,155 without Board action. The ASF Project budget of \$173,816,850, including the 4% stated above, was approved by the Board on February 7, 2019.

The President/CEO's change order authority allowed under Board Policy 5.02(4)(b)(iii), in the amount of \$6,004,155 will fund unforeseen conditions such as:

- Removal of existing steel beams encountered during cistern excavation
- Addition of Vapor Containment Barrier at FMD Campus buildings
- Addition of Vapor Containment Barrier at AFO building

Additional modifications to the ASB have been requested by the airlines, such as:

- Addition of 10'-wide canopy to cover overhead doors on north side of building
- Modifications to location & sizes of overhead doors, requiring redesign of structural steel
- Revision to location & number of truck docks, requiring modification of foundation design

As a result of the unforeseen conditions and additional airline scope requests, the ASF Project will exceed the currently approved President/CEO change order capacity of 4%. Therefore, staff recommends that the President/CEO's change order authority be increased from \$6,004,155 to \$10,283,365, which keeps the overall spending within the Board approved program budget including contingency and will cover any potential changes and/or additional unforeseen conditions that may be required to complete the ASF Project.

Staff also recommends that the Contract end date be extended from November 16, 2020 to September 20, 2021 to accommodate the additional scope elements and comply with regulations covering the least tern nesting season. There will be no impact to any other Airport projects or Airport operations as a result of these proposed modifications to the Program budget or contract end date.

Fiscal Impact:

Adequate funds for the Sundt Construction, Inc., Contract to construct the Airport Support Facilities Project are included within the Board approved FY2019-FY2023 Capital Program Budget. Sources of funding for this project include Airport Revenue Bonds, Airport Revolving Lines of Credit and Airport Cash.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA: Based upon an Initial Study prepared in January 2018 evaluating the potential environmental impacts of the proposed project, a Notice of Exemption was prepared that determined the project is a categorical exemption under CEQA Sections 15301 – Existing Facilities – Class 1; 15302 – Replacement or Reconstruction – Class 2 and 15304 Minor Alternations to Land – Class 4. The Notice of Exemption was filed with the County of San Diego Clerk on January 22, 2018.

- B. California Coastal Act Review: The proposed project was included as an Airport Support land use evaluated and considered by the California Coastal Commission as part of the San Diego International Airport Master Plan adopted May 1, 2008 and Coastal Development Permit 6-09-015 dated September 1, 2009. A coastal development permit (CDP No. 6-19-0348) was approved and issued by the California Coastal Commission for this proposed project on December 13, 2019.

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.

No preferences were applied to the award of the Contractor Agreement with Sundt; however, Sundt's proposal included commitments for Small Businesses (SB), Local Businesses (LB), and Service Disabled Veteran Owned Small Businesses (SDVOSB) participation, and Sundt is required by the contract to work with the Authority in accordance with their small business plan and outreach plan to maximize participation of small, local, historically underutilized and service disabled veteran owned small businesses.

Prepared by:

DENNIS PROBST
DEVELOPMENT: VICE PRESIDENT & CHIEF DEVELOPMENT OFFICER

RESOLUTION NO. 2020-0006

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO NEGOTIATE AND EXECUTE CURRENT AND FUTURE CHANGE ORDERS TO THE CONTRACT WITH SUNDT CONSTRUCTION, INC., FOR THE DESIGN AND CONSTRUCTION OF THE AIRPORT SUPPORT FACILITIES PROJECT IN AN AMOUNT NOT TO EXCEED \$10,283,365 AND INCREASING THE CONTRACT DURATION FROM 903 TO 1208 CALENDAR DAYS, FOR PROJECT NO. 104245, AIRPORT SUPPORT FACILITIES, AT SAN DIEGO INTERNATIONAL AIRPORT

WHEREAS, on February 7, 2019, the San Diego County Regional Airport (“Airport”) Authority (“Authority”) Board (“Board”) adopted Resolution No. 2019-0021, approving and authorizing the President/CEO to negotiate and execute: (1) a Second Amendment to the Contract with Sundt Construction, Inc., establishing an amended Maximum Contract Price (“MCP”) of \$150,103,880 and an amended Master Project Schedule for Packages 1 and 2 of the Airport Support Facilities (“ASF”) Project (“Project”); and (2) Work Authorizations and a Guaranteed Maximum Price (“GMP”) Amendment within the amended Maximum Contract Price for Packages 1 and 2; and

WHEREAS, the Airport Support Facilities Project consists of the following elements:

1. Facilities Management Department (FMD) campus
 - Administration Building
 - Maintenance Shops and Procurement Warehouse
2. Storm Water Storage Cistern
3. Airline Support Building (ASB)
4. Airport Fueling Operations (AFO) Facility
5. Airside Operations Area (AOA) Gate P-018 Replacement ; and

WHEREAS, Board Policy 5.02(4)(b)(iii) authorizes the President/CEO to increase the MCP by 4% without Board actions; and

WHEREAS, the ASF Project budget of \$173,816,850, was approved by the Board on February 7, 2019; and

WHEREAS, the President/CEO's change order authority allowed under Board Policy 5.02(4)(b)(iii), in the amount of \$6,004,155 will fund unforeseen conditions such as. They include unforeseen conditions such as:

- Removal of existing steel beams encountered during cistern excavation
- Addition of Vapor Containment Barrier at FMD Campus buildings
- Addition of Vapor Containment Barrier at AFO building; and

WHEREAS, additional modifications to the ASB have been requested by the airlines, such as:

- Addition of 10'-wide canopy to cover overhead doors on north side of building
- Modifications to location & sizes of overhead doors, requiring redesign of structural steel
- Revision to location & number of truck docks, requiring modification of foundation design; and

WHEREAS, a result of the unforeseen conditions and additional airline scope requests, additional funds are needed in excess of the established MCP; and

WHEREAS, staff recommends that the President/CEO's change order authority be increased from \$6,004,155 to \$10,283,365; and

WHEREAS, the increased amount for the Project is within the Board approved program budget including contingency and will cover any potential changes and/or additional unforeseen conditions that may be required to complete the ASF Project; and

WHEREAS, the construction duration required to accommodate additional scope elements is extended to comply with regulations covering the least tern nesting season; and

WHEREAS, a revision to the Contract completion date from November 16, 2020 to September 20, 2021 is also requested, as a result of delays associated with the changes noted; and

WHEREAS, there will be no impact to any other Airport projects or Airport operations as a result of these proposed modifications to the Program budget or contract end date.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to negotiate and execute current and future change orders to the contract with Sundt Construction, Inc., for the design and construction of the Airport Support Facilities Project in an amount not to exceed \$10,283,365 and increasing the contract duration from 903 to 1208 calendar days, for Project No. 104245, Airport Support Facilities, at San Diego International Airport; and

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

BE IT FURTHER RESOLVED that the Board finds that based upon an Initial Study prepared in January 2018 evaluating the potential environmental impacts of the proposed project, a Notice of Exemption was prepared that determined the project is a categorical exemption under CEQA Sections 15301 – Existing Facilities – Class 1; 15302 – Replacement or Reconstruction – Class 2 and 15304 Minor Alternations to Land – Class 4. The Notice of Exemption was filed with the County of San Diego Clerk on January 22, 2018; and that the proposed project was evaluated and considered by the California Coastal Commission as an Airport Support land use as part of the San Diego International Airport Master Plan adopted May 1, 2008 and Coastal Development Permit 6-09-015 by the California Coastal Commission dated September 1, 2009. A coastal development permit (CDP No. 6-19-0348) was approved and issued by the California Coastal Commission for this proposed project on December 13, 2019.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

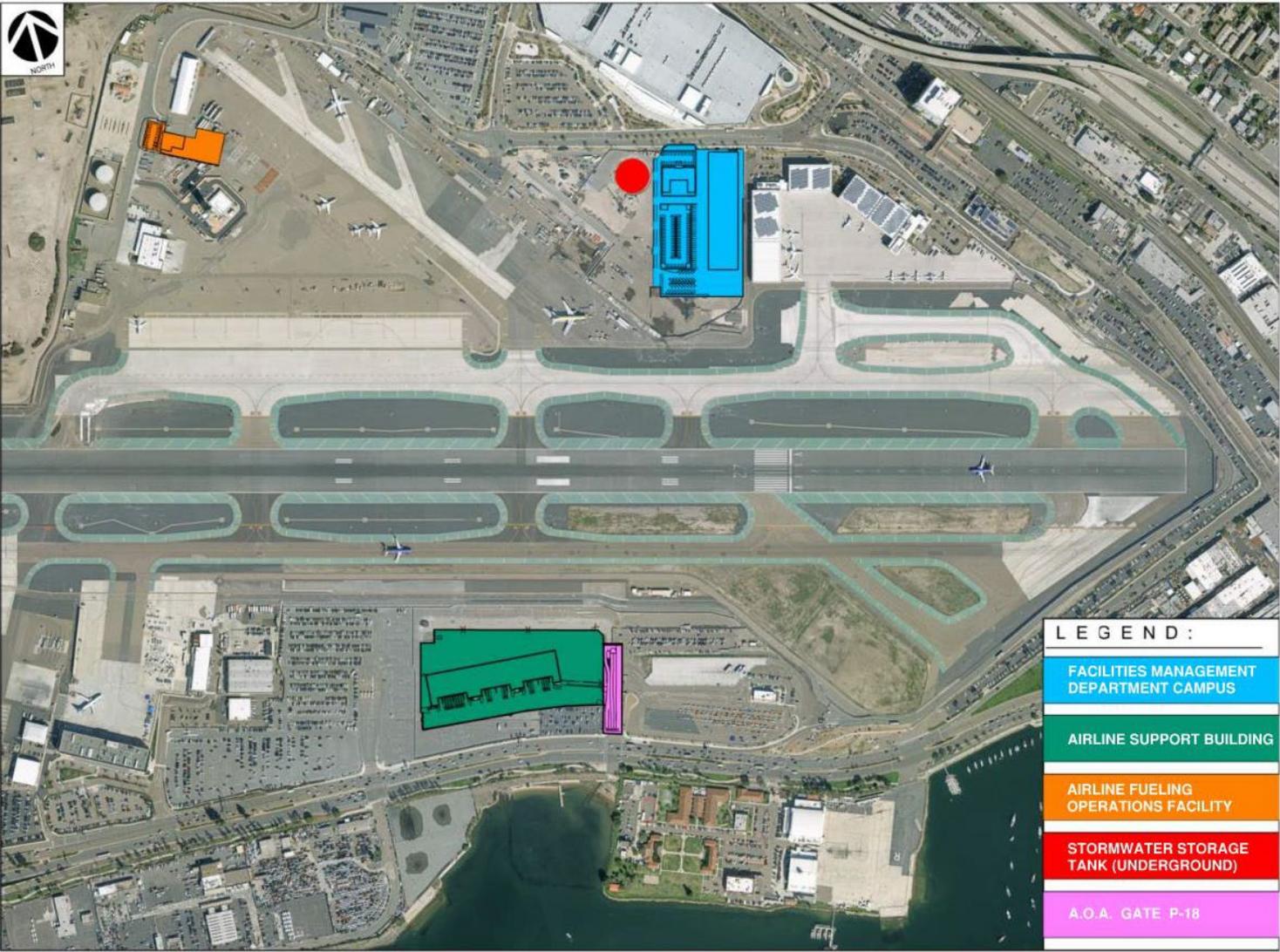


Approve and Authorize the President/CEO to Negotiate and Execute Current and Future Change Orders to the Contract with Sundt Construction, Inc., in an Amount Not-to-Exceed \$10,283,365 and to Increase the Contract Duration for the Airport Support Facilities Project at San Diego International Airport

Board Meeting
January 09, 2020

Dennis Probst
Vice President & Chief Development Officer

Airport Support Facilities Site Plan



LEGEND:	
[Blue Box]	FACILITIES MANAGEMENT DEPARTMENT CAMPUS
[Green Box]	AIRLINE SUPPORT BUILDING
[Orange Box]	AIRLINE FUELING OPERATIONS FACILITY
[Red Box]	STORMWATER STORAGE TANK (UNDERGROUND)
[Pink Box]	A.O.A. GATE P-18

Airport Support Facilities (ASF)

FMD
Campus
Admin
Building
(Entry Area)



FMD
Campus
Shops &
Warehouse
Building



Airline
Support
Building
(ASB)



Airport
Fueling
Operations
(AFO)
Facility



ASF - Additional Scope Items

Increase President/CEO Change Order authority from \$6,004,155 to \$10,283,365 to fund changes including, but not limited to, the following:

- Unforeseen conditions, including:
 - Removal of existing steel piles encountered during cistern excavation
 - Addition of Vapor Containment Barrier at FMD Campus buildings
 - Addition of Vapor Containment Barrier at AFO building
- Airline-requested modifications to Airline Support Building, including:
 - Addition of 10'-wide canopy to cover overhead doors on north side of building
 - Modifications to location and sizes of overhead doors, requiring redesign of structural steel
 - Revisions to location and number of truck docks, requiring modification of foundation design

This requested Board authorization is within the program budget that was approved by the Board on February 7, 2019.

Recommendation

Adopt Resolution No. 2020-00___, approving and authorizing the President/CEO to negotiate and execute current and future change orders to the Contract with Sundt Construction, Inc., for the design and construction of the Airport Support Facilities Project in an amount not-to-exceed \$10,283,365 and increasing the contract duration from 903 to 1208 calendar days, for Project No. 104245, Airport Support Facilities, at San Diego International Airport.

DRAFT
SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY BOARD
MINUTES
THURSDAY, DECEMBER 5, 2019
SAN DIEGO INTERNATIONAL AIRPORT
BOARD ROOM

CALL TO ORDER: Vice Chair Robinson called the regular meeting of the San Diego County Regional Airport Authority Board to order at 9:06 a.m. on Thursday, December 5, 2019, in the Board Room at the San Diego International Airport, Administration Building, 3225 North Harbor Drive, San Diego, CA 92101.

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

ROLL CALL:

PRESENT:	Board Members:	Boling, Dockery (Ex-Officio), Kersey, McNamara, Robinson, Schiavoni, Schumacher, West
ABSENT:	Board Members:	Cox, Dallarda (Ex-Officio), Lloyd, Miller (Ex-Officio)
ALSO PRESENT:	Kimberly J. Becker, President/CEO; Lee Kaminetz, Director, Counsel Services; Tony R. Russell, Director, Board Services/Authority Clerk; Martha Morales, Assistant Authority Clerk I	

Board Member Boling arrived to the meeting at 9:07 a.m.

PRESENTATIONS:

- A. SERIES 2019/2020 BOND SALE BRIEFING:**
 Scott Brickner, Vice President/CFO, provided a presentation on Series 2019/2020 Bond Sale Briefing that included Authority Bond Financing Requirements, Favorable Market Conditions, Feasibility Report and Preliminary Official Statements (POS), Rating Agency Presentations & Credit Ratings, Marketing and Investor Outreach, Debt Service Comparison, Authority GARB Deal Summaries and 2019 Bond Financing Team.

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

- **AUDIT COMMITTEE:** Board Member Robinson reported that the Committee met on November 4 where two items related to the Authority's fiscal year 2019 financial report and CAFR were forwarded to the Board in November and five items are on the Board agenda today. He also reported that six applications have been received to fill a Public Member vacancy on the Committee, and that the deadline to submit an application was extended to December 6.
- **CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE:** None.

- **EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE:** None.
- **FINANCE COMMITTEE:** Board Member Schiavoni reported that the Committee met on November 25 where the Authority's Unaudited Financial Statements and Investment report ended October 31 were reviewed. She reported that they also received a presentation regarding the Authority's recent bond offering.

ADVISORY COMMITTEES

- **AUTHORITY ADVISORY COMMITTEE:** Board Member Robinson reported that the next scheduled meeting for the Committee is February 19.
- **ART ADVISORY COMMITTEE:** Chris Chalupsky, Senior Manager, Art & Community Partnership, reported that through the month of December the Arts program will have a variety of special Holiday performances throughout both terminals with three holiday themed groups caroling on December 20. He also reported that on December 6 the Airport's Performing Arts Residency artist, Blindspot Collective, will hold their final performance and that the first public Arts Program tour will be held that will be led by Airport Ambassadors.

LIAISONS

- **CALTRANS:** None.
- **INTER-GOVERNMENTAL AFFAIRS:** Matt Harris, Director, Government Affairs, reported that Authority staff continued Airport Development plan outreach by providing updates to Assembly Member Lorena Gonzalez; the Imperial Beach, National City, and Lemon Grove City Councils; Banker's Hill Planning Group; the South County Economic Development Council; the Chula Vista Chamber of Commerce; the North San Diego Business Chamber; the Building Owners and Managers Association; the National Association for Industrial and Office Parks; Leadership Chula Vista; the American Society of Civil Engineers; and the Grande North Home Owners Association. He also reported that Authority staff participated on a panel organized by the California State Assembly Select Committee on Sea Level Rise and the California Economy where they highlighted the need for regional collaboration to protect public safety and prevent against negative economic impacts of sea level rise.
- **MILITARY AFFAIRS:** Board Member Dockery reported that there will be a spike in activity in January as the Miramar base will be hosting an exercise, Winter Fury, as well as officially moving Marine Fighter Attack Squadron 314 from Lemoore to Miramar. He also reported that they are still on track to officially release their Air Installation Compatible Use Zones early 2020.
- **PORT:** Board Member Robinson reported that the Committee's next meeting is December 16.

- **WORLD TRADE CENTER:** Hampton Brown, Director, Marketing & Air Service Development reported that on November 14 the Committee amended their by-laws to clarify where the official records of the organization would be held. He reported that a status update was received on the 2019 work plan and the three work streams (Increase Exports to San Diego County, Increase Foreign Direct Investment to the Region, and Enhance San Diego's Global Identity) as well as a report on the recently concluded Germany Trade Mission. He reported that an update was received on License Holder Deliverables as well as the 2019 Annual Report; and that the 2020 Annual Work Plan was reviewed and adopted.

BOARD REPRESENTATIVES (EXTERNAL)

- **SANDAG BOARD OF DIRECTORS:** Chairman Boling reported that the Board received an update on the TransNet program. She reported that they adopted the Final Regional Housing Needs Assessment Methodology and Allocation as well as authorized the funding of certain outstanding bonds.
- **SANDAG TRANSPORTATION COMMITTEE:** Board Member Schiavoni reported that their next meeting is December 6.

CHAIR'S REPORT: Chairman Boling encouraged the Board to attend the annual event honoring the volunteer Airport Ambassadors on December 10. She reported that the Marketing Department has been busy coordinating Holiday Customer Appreciation events throughout the terminals; and that "surprise and delight" moments with customers, Ambassadors, Therapy Dogs, and staff in the terminals were captured by our film crew to showcase the heart and personality of SAN.

PRESIDENT/CEO'S REPORT: Kimberly Becker, President/CEO, reported that over the Thanksgiving holiday the passenger rate was 73,000 passengers daily which is a 12% increase from last year. She reported that Southwest Airlines will be offering flights to Maui on April 14 and Honolulu on April 20; and that Air Transat, will be starting service to Montreal on June 15. She reported that on November 21 the Authority hosted students currently enrolled in a Transportation Engineering class at SDSU as part of our Take Flight program. She reported that on December 11 the Authority's Innovation Lab will hold a demonstration day to provide the opportunity to see what's happening with the current group of companies. She also reported that on November 21 a workshop was held for the Part 150 Noise Study that allowed the public to learn about the study, provide public comment, meet with members of the study team, learn about the Quieter Home Program, and review projected noise contours. She reported that a Veteran's Appreciation Lunch to recognize Veteran Owned Small Businesses was held November 21.

NON-AGENDA PUBLIC COMMENT: None.

CONSENT AGENDA (Items 1-12):

Board Member Schiavoni requested that Item 1 be pulled from the Consent Agenda for discussion.

ACTION: Moved by Board Member Schumacher and seconded by Board Member West to approve the Consent Agenda as amended. Motion carried by the following votes: YES – Boling, Kersey, McNamara, Robinson, Schiavoni, Schumacher, West; NO – None; ABSENT – Cox, Lloyd; (Weighted Vote Points: YES – 84; NO – 0; ABSENT – 16).

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the minutes of the November 7, 2019 regular meeting.

ACTION: This item was pulled from the agenda for discussion.

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

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

3. AWARDED CONTRACTS, APPROVED CHANGE ORDERS FROM OCTOBER 14, 2019 THROUGH NOVEMBER 7, 2019 AND REAL PROPERTY AGREEMENTS GRANTED AND ACCEPTED FROM OCTOBER 14, 2019 THROUGH NOVEMBER 7, 2019:

RECOMMENDATION: Receive the report.

4. DISPOSITION OF SURPLUS PROPERTY:

RECOMMENDATION: Adopt Resolution No. 2019-0106, authorizing the disposition of surplus property (materials and/or equipment) by: (1) sale to the highest bidder; and, (2) donation to the County of San Diego.

5. DECEMBER 2019 LEGISLATIVE REPORT:

RECOMMENDATION: Adopt Resolution No. 2019-0107, approving the December 2019 Legislative Report.

CLAIMS

6. REJECT THE CLAIM OF MARIA HURTADO:

RECOMMENDATION: Adopt Resolution No. 2019-0108, rejecting the claim of Maria Hurtado.

COMMITTEE RECOMMENDATIONS

- 7. FISCAL YEAR 2019 ANNUAL REPORT FROM THE AUDIT COMMITTEE:**
RECOMMENDATION: The Audit Committee recommends that the Board accept the report.
- 8. FISCAL YEAR 2019 ANNUAL REPORT FROM THE OFFICE OF THE CHIEF AUDITOR:**
RECOMMENDATION: The Audit Committee recommends that the Board accept the report.
- 9. REVISION TO THE FISCAL YEAR 2020 AUDIT PLAN OF THE OFFICE OF THE CHIEF AUDITOR:**
RECOMMENDATION: The Audit Committee recommends that the Board adopt Resolution No. 2019-0109, approving the revision to the Fiscal Year 2020 Audit Plan of the Office of the Chief Auditor.
- 10. FISCAL YEAR 2020 FIRST QUARTER REPORT FROM THE OFFICE OF THE CHIEF AUDITOR:**
RECOMMENDATION: The Audit Committee recommends that the Board accept the report.
- 11. AMEND AUTHORITY POLICY 1.50 – GOVERNANCE AND COMMITTEES:**
RECOMMENDATION: Adopt Resolution No. 2019-0110, amending Policy 1.50 – Governance and Committees to specify the number of terms that public members may serve on the Audit Committee to two full terms, and that the current Audit Committee Public Members are allowed to serve out their current terms through to completion.

CONTRACTS AND AGREEMENTS

- 12. AMEND THE BUSINESS TERMS OF THE PREVIOUSLY-AWARDED CONCESSION LEASE TO TAV-AMERICA TO DESIGN, BUILD AND OPERATE A COMMON USE LOUNGE WITHIN TERMINAL 2 WEST:**
RECOMMENDATION: Rescind Resolution No. 2018-0076 and adopt Resolution No. 2019-0111, updating the business terms of the non-exclusive concession lease previously awarded by the Board to TAV-America, to Design, Build and Operate a Common Use Lounge within Terminal 2 West at San Diego International Airport, and authorize the President/CEO to take all necessary actions to execute the concession lease.

ITEM REMOVED FROM THE CONSENT AGENDA FOR DISCUSSION

1. APPROVAL OF MINUTES:

RECOMMENDATION: Approve the minutes of the November 7, 2019 regular meeting.

In regards to the draft November 7, 2019 Board Minutes on page 5 of 11, Board Member Schiavoni clarified that she reported that “the innovation information shared will likely benefit Frankfurt, Munich, and SAN regions.”

ACTION: Moved by Board Member West and seconded by Board Member Schumacher to approve the minutes as amended, clarifying Board Member Schiavoni’s report on her trip to Germany on page 5 of 11. Motion carried by the following vote: YES – Boling, Kersey, McNamara, Robinson, Schiavoni, Schumacher, West; NO – None; ABSENT – Cox, Lloyd (Weighted Vote Points: YES – 84; NO – 0; ABSENT– 16)

PUBLIC HEARINGS:

OLD BUSINESS:

NEW BUSINESS:

The Board recessed at 9:36 a.m. and reconvened at 9:39 a.m.

CLOSED SESSION: The Board recessed into Closed Session at 9:40 a.m. to discuss Item 21.

13. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:

(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)

Name of Case: San Diego County Regional Airport Authority v. American Car Rental, Inc., San Diego Superior Court Case No. 37-2016-00024056-CL-BC-CTL

14. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:

(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)

Name of Case: Future DB International, Inc. v. San Diego County Regional Airport Authority, et al.

San Diego Superior Court Case No. 37-2018-00001531-CU-CR-CTL

15. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION:

(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)

Name of Case: Park Assist LLC v. San Diego County Regional Airport Authority, et al.

United States District Court Case No. 18 CV2068 LAB MDD

- 16. CONFERENCE WITH LEGAL COUNSEL-EXISTING LITIGATION:**
(Paragraph (1) of subdivision (d) of Cal. Gov. Code §54956.9)
Name of Case: M.W. Vasquez Construction Co. Inc. v. San Diego County Regional Airport Authority, et al.
San Diego Superior Court Case No. 37-2019-000215
- 17. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Cal. Gov. Code §54956.9)
Number of cases: 2
- 18. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Investigative Order No. R9-2012-0009 by the California Regional Water Quality Control Board pertaining to an investigation of bay sediments at the Downtown Anchorage Area in San Diego.
Number of potential cases: 1
- 19. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Navy Boat Channel Environmental Remediation
Number of potential cases: 1
- 20. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Number of potential cases: 1
- 21. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:**
(Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Cal. Gov. Code §54956.9)
Order No. WQ 2019-0005-DWQ by the State Water Resources Control Board pertaining to PFAS
Number of potential cases: 1

REPORT ON CLOSED SESSION: The Board adjourned out of Closed Session at 9:55 a.m. There was no reportable action.

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 adjourned at 9:55 a.m.

APPROVED BY A MOTION OF THE SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY BOARD THIS 9TH DAY OF JANUARY, 2020.

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

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. 2019-0074, 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.

Fiscal Impact:

Board and Committee Member Compensation is included in the FY 2020 Budget

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

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

Application of Inclusionary Policies:

Not applicable.

Prepared by:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/AUTHORITY CLERK

A. BOLING

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY JAN 02 2020
Board Member Event/Meeting/Training Report Summary

Period Covered: December 2019

Board Services

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

BOARD MEMBER NAME:		DATE:
C. APRIL BOLING		1/02/20
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 12/05 Time: 9:00 Location: Airport	Board/ALUC Meeting
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 12/10 Time: 6:00 Location: Marriott Liberty Station	Airport Ambassador Holiday Event
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 12/16 Time: Location: SD Port	Port Leadership Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 12/19 Time: 9:00 Location: Airport	Exec./Finance Committee Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 11/8 Time: 9:00 Location: SANDAG	SANDAG Board of Directors Meeting
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 12/03 Time: 4:00 Location: Airport	Preparation for EIR Certification
<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: 

G. COX

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

Board Member Event/Meeting/Training Report Summary

Period Covered: DECEMBER 1-31, 2019

DEC 19 2019

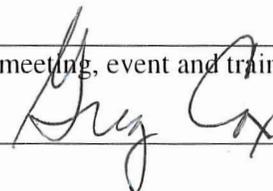
Board Services

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 Board or Board Committee meeting held pursuant to the Brown Act, attendance must be pre-approved prior to attendance and a written report delivered at the next Board meeting. After completing this Form, please forward it to Tony Russell, Authority Chief Clerk.

BOARD MEMBER NAME: (Please print)		DATE OF THIS REPORT:
GREG COX		DECEMBER 19, 2019
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: DEC. 16, 2019 Time: 9:00am Location: SDUPD	PORT/AIRPORT LEADERSHIP MEETING
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: DEC. 19, 2019 Time: 9:00am Location: SDIA	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:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: Time: Location:	

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

Signature: _____




SAN DIEGO
INTERNATIONAL
AIRPORT

M. KERSEY

DEC 19 2019

Board Services

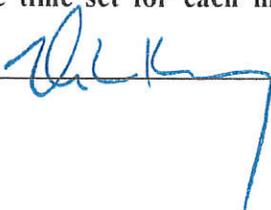
**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
Board Member Event/Meeting/Training Report Summary**

Period Covered: December 2019

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

BOARD MEMBER NAME:		DATE:
Mark Kersey		12/19/19
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: December 5, 2019 Time: 9:00 am Location: 3225 N Harbor Drive	BOD/ALUC Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: December 19, 2019 Time: 9:00 am Location: 3225 N Harbor Drive	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:	
<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: 

P. MCNAMARA

DEC 20 2019

Board Services

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

Period Covered: December 2019

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

BOARD MEMBER NAME:		DATE:
Paul McNamara		12/20/19
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: December 19, 2019 Time: 9:00 am Location: SDCRAA Admin Bldg	Special Committee Meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: December 5, 2019 Time: 8:00 am Location: SDCRAA Admin Bldg	EIR Brief 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:	
<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 McNamara

Digitally signed by Paul McNamara
 DN: dc=us, dc=ca, dc=escondido, dc=ci, dc=city, ou=CDE, ou=City-
 Hall, cn=Paul McNamara, email=pmcnamara@escondido.org
 Date: 2019.12.20 12:56:36 -0800

P. ROBINSON

DEC 19 2019

Board Services

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

Period Covered: 12/31/19

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

BOARD MEMBER NAME:		DATE:
PAUL ROBINSON		12-19-19
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 12/15/19 Time: 9:00 a.m. Location: SDCRAA Bd Rm	Board /ALUC mtgs
<input checked="" type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 12/16/19 Time: 9:00 a.m. Location: Port	Airport /Port Leadership Mtg.
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: 12/19/19 Time: 9:00 a.m. 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:	

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

J. SCHIAVONI

DEC 26 2019

Board Services

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

Period Covered: Dec. 1-19, 2019

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

BOARD MEMBER NAME:		DATE:
Johanna Schiavoni		12/23/19
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"/> Res2009-0149R	Date: December 5, 2019 Time: 9:00 am Location: SDCRAA	SDCRAA Board meeting
<input checked="" type="checkbox"/> Brown Act <input type="checkbox"/> Pre -approved <input type="checkbox"/> Res2009-0149R	Date: December 19, 2019 Time: 9:00 am Location: SDCRAA	SDCRAA Finance Committee and Special Board meeting
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre -approved <input type="checkbox"/> Res2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre -approved <input type="checkbox"/> Res2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre -approved <input type="checkbox"/> Res2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre -approved <input type="checkbox"/> Res2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre -approved <input type="checkbox"/> Res2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre -approved <input type="checkbox"/> Res2009-0149R	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: Johanna Schiavoni

M. SCHUMACHER

DEC 19 2019

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

Board Services

Period Covered: December 1-31, 2019

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

BOARD MEMBER NAME:		DATE:
Michael Schumacher		12/31/19
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: Time: 9:00 am Location: SDCRAA Office	SDCRAA BOD/ALUC meeting
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: Time: 9:00 am Location: SDCRAA Office	SDCRAA BOD meeting Exec/Finance
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: Time: Location:	
<input type="checkbox"/> Brown Act <input type="checkbox"/> Pre - approved <input type="checkbox"/> Res.2009-0149R	Date: Time: Location:	

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

Signature: Michael Schumacher Digitally signed by Michael Schumacher
 Date: 2017.03.29 08:32:08 -07'00'

M. WEST

DEC 19 2019

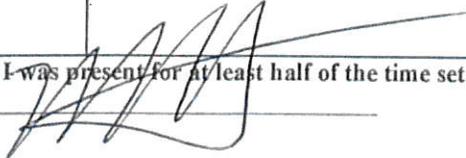
Board Services

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

Period Covered: December 2019

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:
Mark B. West		12/19/2019
TYPE OF MEETING	DATE/TIME/LOCATION OF EVENT/MEETING/TRAINING	SUMMARY AND DESCRIPTION OF THE EVENT/MEETING/TRAINING
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 12/5 Time: 9-11 pm Location: SDCRAA	Board/ALUC Meeting
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 12/10 Time: 2-4 pm Location: Dial in	EIR Certification CEO to Board Preparation
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 12/12 Time: 9-11 am Location: SDCRAA	Arts Advisory Cmte
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 12/16 Time: 12-2 pm Location: DCRAA	Arts Advisory Tour
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 12/19 Time: 9-11 am Location: SDCRAA	SDCRAA Executive/Finance meeting
<input type="checkbox"/> Brown Act <input checked="" type="checkbox"/> Pre-approved <input type="checkbox"/> Res. 2009-0149R	Date: 11/25 Time: 9:00-10:30 Location: SDCRAA	SDCRAA Executive/Finance meeting

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

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Awarded Contracts, Approved Change Orders from November 8, 2019 through December 8, 2019 and Real Property Agreements Granted and Accepted from November 8, 2019 through December 8, 2019

Recommendation:

Receive the Report.

Background/Justification:

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

Fiscal Impact:

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

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

The fiscal impact of each reported real property agreement is identified for consideration on Attachment B.

Authority Strategies/Focus Areas:

This item supports one or more of the following:

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

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

Application of Inclusionary Policies:

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

Prepared by:

JANA VARGAS
DIRECTOR, PROCUREMENT

Attachment "A"**AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN November 8, 2019 to December 8, 2019****New Contracts**

Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
11/21/2019		California Strategies & Advocacy LLC	The Contractor will provide advisory and advocacy services related to policy issues at the local and regional level at San Diego County Regional Airport Authority.	RFP	Airport Planning & Environmental Affairs	\$400,000.00	10/31/2022
11/21/2019		Kovin Corp. dba NEBCAL Printing	The Contractor is one of two (2) pre-qualified and approved to bid on-call high-end printing services at San Diego County Regional Airport Authority. The contract value reflects the total compensation for entire pool of pre-qualified contractors.	RFP	Procurement	\$150,000.00	10/31/2022
11/21/2019		Scantech Graphics, Inc.	The Contractor is one of two (2) pre-qualified and approved to bid on-call large format printing services at San Diego County Regional Airport Authority. The contract value reflects the total compensation for entire pool of pre-qualified contractors.	RFP	Procurement	\$150,000.00	10/31/2022
11/21/2019		Zuza LLC dba Golden State Graphics	The Contractor is one of two (2) pre-qualified and approved to bid on-call high-end printing services at San Diego County Regional Airport Authority. The contract value reflects the total compensation for entire pool of pre-qualified contractors.	RFP	Procurement	\$150,000.00	10/31/2022
11/26/2019		Loren Smith Productions	The Contractor will recommend, manage and direct art performances at San Diego International Airport.	RFP	Marketing, Arts & Air Service Development	\$910,000.00	11/12/2022

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN November 8, 2019 to December 8, 2019

New Contracts Approved by the Board

Date Signed	CIP #	Company	Description	Solicitation Method	Owner	Contract Value	End Date
11/7/2019		Siemens Logistics, LLC	The contract was approved by the Board at the September 5, 2019 Board Meeting. The Contractor will replace baggage screening equipment at Terminal 2 east at San Diego International Airport.	RFB	Airport Design & Construction	\$7,360,860.00	8/29/2020

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN November 8, 2019 to December 8, 2019

Amendments and Change Orders

Date Signed	CIP #	Company	Description of Change	Owner	Previous Contract Amount	Change Order Value (+ / -)	Change Order Value (%) (+ / -)	New Contract Value	New End Date
11/20/2019		L3Harris Technologies, Inc.	The 1st Amendment reflects the legal name change from Harris Corporation to L3Harris Technologies, Inc. and increases the total compensation amount by \$32,000 to cover the cost of an additional third license for real time data management system services at San Diego International Airport.	Airside & Terminal Operations	\$320,000.00	\$32,000.00	10%	\$352,000.00	4/4/2020

Attachment "A"

AWARDED CONTRACTS AND CHANGE ORDERS SIGNED BETWEEN November 8, 2019 to December 8, 2019

Amendments and Change Orders Approved by the Board

Date Signed	CIP #	Company	Description of Change	Owner	Previous Contract Amount	Change Order Value (+ / -)	Change Order Value (%) (+ / -)	New Contract Value	New End Date
11/21/2019		Leighfisher Inc.	The 10th Amendment was approved by the Board at the October 3, 2019 Board Meeting. The 10th Amendment increases the maximum amount payable by \$800,000 to provide additional resources that will support the continued refinement of the ADP at San Diego International Airport Authority.	Airport Planning & Environmental Affairs	\$11,648,655.00	\$800,000.00	7%	\$12,448,655.00	2/21/2021

Attachment "B"

REAL PROPERTY AGREEMENTS EXECUTED FROM NOVEMBER 8, 2019 through DECEMBER 8, 2019



Real Property Agreements

Begin/End Dates	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
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NO REAL PROPERTY AGREEMENTS TO REPORT



Real Property Agreement Amendments and Assignments

Effective Date	Authority Doc. #	Tenant/Company	Agreement Type	Property Location	Use	Property Area (s.f)	Consideration	Comments
10/31/2019	LE-0667	SSP America, Inc.	Fourth Amendment to Concession Lease Package 3 F&B	Terminals 1 and 2	Operation of a Food and Beverage Concession	N/A	N/A	Amendment to revise Street Pricing Language under Section 4.05 E and Section 8.03
10/31/2019	LE-0668	SSP America, Inc.	Fifth Amendment to Concession Lease Package 5 F&B	Terminals 1 and 2	Operation of a Food and Beverage Concession	N/A	N/A	Amendment to revise Street Pricing Language under Section 4.05 E and Section 8.03
10/31/2019	LE-0669	SSP America, Inc.	Fifth Amendment to Concession Lease Package 6 F&B	Terminals 1 and 2	Operation of a Food and Beverage Concession	N/A	N/A	Amendment to revise Street Pricing Language under Section 4.05 E and Section 8.03
9/11/2019	LE-0665	PGC-PCI San Diego, LLC	Sixth Amendment to Concession Lease Package 3 Retail	Terminals 1 and 2	Operation of Retail Concessions	N/A	N/A	Amendment to revise Street Pricing Language under Section 4.05 E and Section 8.04

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

January 2020 Legislative Report

Recommendation:

Adopt Resolution No. 2020-0007, approving the January 2020 Legislative Report.

Background/Justification:

The Authority's Legislative Advocacy Program Policy (Policy 1.60) requires that staff present the Board with monthly reports concerning the status of legislation with potential impact to the Authority. The Authority Board provides direction to staff on legislative issues by adoption of a monthly Legislative Report (Attachment A). The January 2020 Legislative Report updates Board members on legislative activities that have taken place since the previous Board meeting. In directing staff, the Authority Board may take a position on pending or proposed legislation that has been determined to have a potential impact on the Authority's operations and functions.

State Legislative Action

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

Federal Legislative Action

In December, the U.S. Senate and House of Representatives passed two appropriations packages to fund the federal government through the rest of the current fiscal year, which ends on September 30, 2020. The President has indicated that he will sign both bills, thus averting a government shutdown in FY 2020. The first package, H.R. 1158 includes funding for the Department of Homeland Security, the Transportation Security Administration and Customs and Border Protection and includes \$104.4 million to support over 800 new positions in Customs and Border Protection's (CBP) Office of Field Operations, including 610 additional CBP Officers and Agriculture Specialists; \$77.7 million for the Transportation Security Administration (TSA) to fund 1,090 new Transportation Security Officers to conduct security screening of passengers, baggage, and cargo; \$46.3 million for TSA to maintain the law enforcement officer reimbursement program; and \$83.5 million for TSA to continue staffing airport exit lanes.

The second package, H.R. 1865 funds the Department of Transportation and the Federal Aviation Authority and includes \$3.75 billion for the Airport Improvement Program. This amount includes \$400 million in additional discretionary funding available to all-sized airports. The spending measure also includes \$312.5 million for the Essential Air Service Program, \$170 million for the Contract Towner Program, \$15 million for the

Page 2 of 2

Airport Cooperative Research Program and \$10 million for the Small Community Air Service Development Program.

The Senate also passed a final Department of Defense authorization bill (S. 1790) that did not include a proposal that would have required Environmental Protection Agency (EPA) to designate all per- and polyfluoroalkyl substances (PFAS) as hazardous materials within one year. The House-passed version included the requirement, but was left out of the final bill. House Majority Leader Steny Hoyer (D-MD) has vowed to bring stand-alone PFAS legislation (H.R. 535) to the House floor in January 2020.

Fiscal Impact:

Not applicable.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

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:

MATT HARRIS
DIRECTOR, GOVERNMENT RELATIONS

RESOLUTION NO. 2020 - 0007

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY, APPROVING THE JANUARY 2020
LEGISLATIVE REPORT

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the January 2020 Legislative Report (“Attachment A”); and

BE IT FURTHER RESOLVED that the Board finds that this action is not a “project” as defined by the California Environmental Quality Act (“CEQA”) (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 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

January 2020 Legislative Report

State Legislation

New Assembly Bills

There are no new Assembly bills to report.

Assembly Bills from Previous Report

Legislation/Topic

AB 245 (Muratsuchi) – California Aerospace and Aviation Commission

Background/Summary

AB 245 would establish a 17-member California Aerospace and Aviation Commission (Commission) within the Governor's Office of Business and Economic Development. The Commission would serve as a central point of contact for businesses engaged in the aerospace and aviation industries, and support the health and competitiveness of these industries in California. AB 245 would require the Commission to make recommendations on legislative and administration action that may be necessary or helpful to maintain or improve the state's aerospace and aviation industries and would require the Commission to report and provide recommendations to the Governor and State Legislature.

Anticipated Impact/Discussion

Although this legislation is not expected to have any significant impact on the Airport Authority or San Diego International Airport (SDIA), if the bill were enacted, the Airport Authority's legislative team would work with the California Airports Council to identify any potential opportunities to engage with the Commission on actions that could impact California airports.

Status: 06/19/19 – This bill passed the Senate Business, Professions and Economic Development Committee on an 8 – 0 vote and is now in the Senate Government Organization Committee. AB 245 is now a 2-year bill.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1112 (Friedman) – Motorized Scooters

Background/Summary

AB 1112 would authorize a local agency, as defined, to regulate motorized scooters by assessing limited penalties for moving or parking violations involving the use of motorized scooters. This bill would also allow a local authority to regulate scooter share operators by requiring a scooter share operator to pay fees that do not exceed the reasonable cost to the local authority of regulating the scooter share operator. The local authority would also be authorized to require a scooter share company to provide the local authority with trip data for all trips starting or ending within the jurisdiction of the local authority and would prohibit the disclosure of the information pursuant to public records requests received by the local authority.

Anticipated Impact/Discussion

This bill could benefit San Diego International Airport (SDIA) by providing the Airport Authority with additional enforcement tools to deter unsafe motorized scooter operations at or near SDIA.

Status: 06/19/19 – Re-referred to the Senate Transportation Committee. AB 1112 is now a 2-year bill.

Position: Watch (05/02/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1190 (Irwin) – Unmanned Aircraft: State and Local Regulations

Background/Summary

AB 1190 would prohibit a state or local agency from adopting any law or regulation that bans the operation of an unmanned aircraft system. This bill would also include the operation of small unmanned aircraft systems within the definition of hazardous recreational activity for purposes of public entity liability. Existing law provides a local public entity or employee immunity as to any person engaging in hazardous recreational activity and for damage to an unmanned aircraft while the local entity or employee is providing emergency services. Additionally, AB 1190 would authorize a state or local agency to adopt regulations to enforce a requirement that a small unmanned aircraft system be properly registered under existing federal regulations and authorize a state or local agency to require proof of such registration from an unmanned aircraft operator.

Anticipated Impact/Discussion

This bill could benefit San Diego International Airport (SDIA) by providing the Airport Authority with enforcement tools to deter unsafe unmanned aircraft system operations at or near SDIA. However, this bill would also prohibit the Airport Authority, the City of San Diego, or other governmental entities from banning the operation of unmanned aircraft on or near airport property or in the flight path.

Status: 06/19/19 – To the Senate Rules Committee for assignment. AB 1190 is now a 2-year bill.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1263 (Low) – Peer-to-Peer Car Sharing

Background/Summary

As amended, AB 1263 would require specified disclosures to be made in a peer-to-peer car sharing contract. The bill would also authorize a peer-to-peer car sharing program to only enter into a contract with a licensed driver, as specified, and make such programs responsible for any equipment installed in participating vehicles for the purpose of facilitating car sharing transactions. AB 1263 would authorize airports to regulate access and use by peer-to-peer car sharing vehicles as well as requiring peer-to-peer car sharing programs and participants to be insured.

Anticipated Impact/Discussion

If enacted, the amended AB 1263 would allow the Airport Authority to regulate peer-to-peer car sharing programs doing business on Airport property. The Airport Authority's Ground Transportation Department would, therefore, need to update San Diego International Airport's (SDIA) permitting rules and regulations to incorporate the aforementioned programs. Further, SDIA's Airport Traffic Officers would need to be made aware of such programs and trained accordingly.

Status: 04/29/19 – This bill is now a 2-year bill and no further action will be taken during this legislative session.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1277 (Oberholte) – Transportation Projects: Oversight Committees

Background/Summary

AB 1277 would require a public agency administering a transportation project with total estimated development and construction costs exceeding \$1 billion to take specified actions to manage the risks associated with the project. These actions include establishing a comprehensive risk management project, regularly assessing reserves for potential claims and unknown risks, and establishing a project oversight committee composed of specified individuals to review the project and perform other specified duties. The public agency would be required to provide annual reports to the oversight committee which would be required to provide annual reports to the California Transportation Commission until the year following the project's completion.

Anticipated Impact/Discussion

San Diego International Airport's (SDIA) Airport Development Plan (ADP) does not meet the project criteria set forth in this bill and thus this bill's risk management requirements would not apply to that project. The Airport Authority's legislative team will closely monitor the development of this bill language for any potential impact to SDIA or the Airport Authority.

Status: 03/20/19 – Re-referred to the Assembly Transportation Committee. AB 1277 is now a 2-year bill.

Position: Watch (05/02/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1360 (Ting) – Food Retail Establishments: Third-Party Food Delivery

Background/Summary

AB 1360 would define a food delivery platform as a business engaged in the service of online food ordering and delivery from food retail establishments to a consumer, and would require a food delivery platform and food delivery driver to ensure that food is transported during delivery in a manner that meets specified food safety requirements. The bill would require a food delivery driver to obtain a food handler card, and would prohibit a food delivery driver from making any stops, except when necessary for rest, fuel, or vehicle repair, during the process of delivery, as defined.

AB 1360 would also prohibit a food retail establishment from selling or otherwise transferring any food for delivery to a consumer through the use of a food delivery platform unless it maintains liability insurance for all deliveries made by a food delivery platform through a food delivery driver or ensures that the food delivery platform assumes liability, has necessary liability insurance to protect against any liability to a consumer, and is in compliance with the requirements described above.

Anticipated Impact/Discussion

This bill was amended and no longer impacts San Diego International Airport or the Airport Authority.

Status: 09/14/19 – This bill was ordered to the inactive file on the Senate Floor and is now a 2 year bill.

Position: Watch (04/04/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1433 (Diep) – Transportation Network Companies (TNC)

Background/Summary

AB 1433 is a placeholder (spot bill) making nonsubstantive changes to the Passenger Charter-party Carriers' Act, which provides regulation of charter-party carriers of passengers and includes requirements for liability insurance coverage, background checks, and other regulations pertaining to TNCs and their drivers.

Anticipated Impact/Discussion

The Airport Authority's legislative team will closely monitor the development of this bill language for any potential impact on San Diego International Airport (SDIA) and the Airport Authority's future ground transportation operations.

Status: 02/25/19 – Read first time.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

AB 1782 (Chau) – Automated License Plate Recognition Systems

Background/Summary

Existing law requires an Automated License Plate Recognition (ALPR) end-user, as defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Existing law requires that the privacy policy include the length of time ALPR information will be retained, and the process the ALPR end-user will utilize to determine if and when to destroy retained ALPR information. AB 1782, as amended, would require that the privacy policy include a procedure to ensure the destruction of all non-anonymized ALPR information no more than 60 days from the date of collection, except as provided. The bill would also require the privacy policy to include a procedure to ensure that all ALPR information that is shared with an outside entity be anonymized, as defined, to protect the privacy of the license plate holder.

Anticipated Impact/Discussion

As an ALPR end-user, as defined, the Airport Authority would need to incorporate these new requirements into its ALPR privacy policy.

Status: 06/12/19 – Referred to the Senate Judiciary Committee. AB 1782 is now a 2-year bill.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

New Senate Bills

There are no new Senate bills to report.

Senate Bills from Previous Report

Legislation/Topic

SB 615 (Hueso) – Public Records Disclosure

Background/Summary

The California Public Records Act, when it appears to a superior court that certain public records are being improperly withheld from a member of the public, requires the court to order the officer or person charged with withholding the records to disclose the public record or show cause why they should not do so. The act requires the court to award court costs and reasonable attorney's fees to the requester if the requester prevails in litigation filed pursuant to these provisions, and requires the court to award court costs and reasonable attorney's fees to the public agency if the court finds that the requestor's case is clearly frivolous. SB 615 would require a person to meet and confer in good faith with the agency in an attempt to informally resolve each issue before instituting any proceeding for injunctive or declarative relief or writ of mandate.

The bill would require that in order for a requester to prevail in litigation related to the act, the trial court must find by a preponderance of the evidence that an agency knowingly, willfully, and without substantial justification failed to respond to a request for records, improperly withheld from a member of the public records that were clearly subject to public disclosure, unreasonably delayed providing the contents of a record subject to disclosure in part or in whole, improperly assessed a fee upon a requester that exceeded the direct cost of duplication, or otherwise did not act in good faith to comply with these provisions.

Anticipated Impact/Discussion

Because the bill would require a person or entity requesting public records to take measures to resolve a conflict informally before asking a court to intervene, the bill could have a positive impact on the Airport Authority.

Status: 03/13/19 – No further action is expected to be taken on this bill during the 2019 session.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

SB 648 (Chang) – Unmanned Aircraft Systems: Accident Notification

Background/Summary

SB 648 would require, except as specified, the operator of an unmanned aircraft system (UAS) involved in an accident resulting in injury to an individual or damage to property to immediately land the UAS at the nearest location that will not jeopardize the safety of others and to provide certain information to the injured individual or the owner or person in charge of the damaged property, or place that information in a conspicuous place on the damaged property.

Anticipated Impact/Discussion

The bill is not expected to directly impact San Diego International Airport.

Status: 06/27/19 – Re-referred to the Senate Transportation Committee. SB 648 is now a 2-year bill.

Position: Watch (03/14/19)

*Shaded text represents new or updated legislative information

Federal Legislation

New House Bills

There are no new House bills to report.

House Bills from Previous Report

Legislation/Topic

H.R. 976 (Lynch) – Air Traffic Noise and Pollution Expert Consensus Act of 2019

Background/Summary

H.R. 976 would require the Federal Aviation Administration (FAA) to enter into arrangements with the National Academies of Sciences, Engineering, and Medicine to provide a report on the health impacts of air traffic noise and pollution caused by aircraft flying over residential areas.

Anticipated Impact/Discussion

This bill would not directly impact operations at San Diego International Airport (SDIA), however, the information collected by the study may be useful in helping the community and the Airport Authority assess any environmental and health impacts of air traffic noise and pollution.

Status: 02/07/19 – Referred to House Committee on Transportation & Infrastructure Subcommittee on Aviation

Position: Support (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

H.R. 1108 (DeFazio) – Aviation Funding Stability Act of 2019

Background/Summary

H.R. 1108 would provide funding from the Airport and Airway Trust Fund for all Federal Aviation Administration (FAA) activities in the event of a Government shutdown. This would only apply to funds not otherwise appropriated and would be available on the first day of a lapse in appropriations and end on the date that the regular appropriation bill for that fiscal year becomes law.

Anticipated Impact/Discussion

This bill would help minimize the impact of another government shutdown on the Airport Authority and San Diego International Airport by ensuring that there would be no disruption in FAA operations due to a lack of appropriations.

Status: 03/27/19 – The bill is before the full House for consideration.

Position: Support (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

H.R. 1171 (DeFazio) - Funding for Aviation Screeners and Threat Elimination Restoration (FASTER) Act

Background/Summary

In 2013, Congress started diverting one-third of the revenue collected from airline passenger security fees to be deposited into the general fund of the Treasury. In Fiscal Year 2019, an estimated \$1.36 billion will be diverted away from aviation security and used for unrelated government spending. H.R. 1171 would repeal the requirement to divert funds, and ensure that passenger security fees are used for aviation security purposes. H.R. 1171 would also give the Transportation Security Administration (TSA) access to September 11 Security Fee revenue in the event of a lapse in appropriations. This means that, in the event of another government shutdown, TSA would be able to continue paying its officers.

Anticipated Impact/Discussion

Giving TSA access to the full amount of airline passenger security fee revenue would allow TSA to invest in new equipment as well as hire additional staff to better serve passengers, airlines, and airports, including San Diego International Airport (SDIA). This bill would also help minimize the impact of another government shutdown on SDIA by ensuring that there would be no disruption in TSA operations due to a lack of appropriations.

Status: 03/04/19 Referred to the House Committee on Homeland Security's Subcommittee on Transportation and Maritime Security.

Position: Support (03/14/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

H.R. 3791 (Massie) – Investing in America: Rebuilding America’s Airport Infrastructure Act

Background/Summary

H.R. 3791 would remove the federal cap on the Passenger Facility Charge (PFC), which is currently set at \$4.50. In exchange for removing the PFC cap, the bill proposes to reduce Airport Improvement Program funding by \$400 million annually and eliminate funding entitlements for large hub airports.

Anticipated Impact/Discussion

The Passenger Facility Charge Program allows commercial airports controlled by public agencies to collect up to \$4.50 for every eligible passenger. Airports use these fees to fund FAA-approved projects, including those that enhance safety, security or capacity; reduce noise; or increase air carrier completion. This bill would allow airports the flexibility to set the PFC and these fees could be used to fund FAA-approved projects, including infrastructure upgrades that improve the overall passenger experience. This bill could provide additional funding for San Diego International Airport infrastructure development projects.

Status: 07/18/19 – This bill was referred to the Subcommittee on Aviation.

Position: Support (03/14/19)

*Shaded text represents new or updated legislative information

New Senate Bills

There are no new Senate bills to report.

Senate Bills from Previous Report

Legislation/Topic

S. 563 (Duckworth) – Transportation Infrastructure Finance and Innovation Act (TIFIA) for Airports

Background/Summary

S. 563 would allow eligible airport-related projects to participate in the TIFIA program which provides credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to projects of national or regional significance.

Anticipated Impact/Discussion

In enacted, the Airport Authority could apply for loans through the TIFIA program to pay for certain projects related to the Airport Development Plan (ADP). These loans would significantly decrease the Airport Authority's interest expenses and thus reduce the total cost of the ADP.

Status: 02/26/19 – Read twice and referred to the Committee on Environment and Public Works

Position: Support (05/02/19)

*Shaded text represents new or updated legislative information

Legislation/Topic

S. 1004 (Peters) – Securing America’s Ports of Entry Act of 2019

Background/Summary

S. 1004 would fully staff United States Ports of Entry by requiring Customs and Border Protection (CBP) to hire no less than 600 additional officers per year until CBP’s staffing needs are met. This bill also authorizes CBP to hire support staff to perform non-law enforcement administrative duties in support of CBP Officers.

Anticipated Impact/Discussion

If enacted, this bill would help ensure that the CBP Offices at San Diego International Airport (SDIA) are always fully staffed, and avoid potential reassignments to other ports of entry, thus allowing daily operations at SDIA to continue as normal.

Status: 06/19/19 – The bill is before the full Senate for consideration.

Position: Support (05/02/19)

Legislation/Topic

S. 1710 (Cornyn) – Airport Infrastructure Resources Security Act of 2019

Background/Summary

This bill would prohibit funds made available under the Federal Aviation Administration’s Airport Improvement Program from being provided to entities that have violated the intellectual property rights of United States entities.

Anticipated Impact/Discussion

While this bill is not anticipated to have a direct impact on operations at San Diego International Airport (SDIA), the Airport Authority’s legislative team will monitor the development of the bill language for any potential impacts to SDIA or the Airport Authority.

Status: 06/04/19 – Read twice and referred to the Senate Committee on Commerce, Science and Transportation Senate.

Position: Watch

*Shaded text represents new or updated legislative information

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Reject the Claim of Deborah Lys

Recommendation:

Adopt Resolution No. 2020-0008, rejecting the Claim of Deborah Lys.

Background/Justification:

On November 27, 2019, Deborah Lys filed a claim ("Attachment A") with the San Diego County Regional Airport Authority ("Authority"). Specifically, Lys alleges that while riding a descending escalator she tumbled from the very top to the very bottom at the Terminal One transportation island at San Diego International Airport. Lys claims damages in an unknown amount to cover an extensive list of damages, including pain, suffering, property damage and current and future medical treatment.

As described above, Lys alleges that on November 4, 2019, she was taking the descending escalator to the Terminal One transportation island when it briefly jolted, causing her to tumble from the very top to the very bottom. She claims the fall resulted in disfigurement, physiognomy, extreme pain and suffering, anxiety, PTSD, depression, nightmares, and headaches. She further claims loss of income, torn clothing, damaged luggage and a destroyed Cartier watch.

Lys's claim should be denied. An investigation into the alleged incident revealed no dangerous condition. Video of the incident shows that the claimant's low, wide rolling suitcase did not clear the right railing as she boarded the escalator. She tugged to free the suitcase and it ended up several steps behind her. As the stairs separated, she attempted to pull the suitcase closer as it rose above her and lost her balance. No jolting motion is observed in the video footage. The General Counsel has reviewed the claim and recommends rejection.

Fiscal Impact:

Not applicable.

Authority Strategies:

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

Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

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

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

Application of Inclusionary Policies:

Not applicable.

Prepared by:

AMY GONZALEZ
GENERAL COUNSEL

SAN DIEGO
COUNTY
REGIONAL
AIRPORT
AUTHORITY

ACCIDENT OR DAMAGE

CLAIM FORM

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

FOR AUTHORITY USE ONLY

Document No.: _____

Filed: _____

1) Claimant Name: Deborah Lys

2) Address to which correspondence regarding this claim should be sent:
3047 Curie St.
San Diego, CA 92122

Telephone No.: 617-821-9821

Date: Nov. 21, 2019

3) Date and time of incident: Nov 5, 2019 est. 11:30 pm

4) Location of incident: outside SW terminal on outside escalator

5) Description of incident resulting in claim:

Escator briefly jolted and I tumbled from the very top to the very bottom of it.

6) Name(s) of the Authority employee(s) causing the injury, damage or loss, if known: UNKNOWN

7) Persons having firsthand knowledge of incident:

Witness (es) <u>unknown</u>	Physician(s): <u>Jorge Ramirez, MD.</u>
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Name:	Name: <u>Emergency Room</u>
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Address:	Address: <u>7901 Frost St.</u>
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	<u>San Diego, CA 92123</u>
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Phone:	Phone: <u>858-939-3411</u>
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8) Describe property damage or personal injury. ATTACHMENT A

* 3 large lacerations on left cheek resulting in 12 stitches, multiple contusions, abrasions, deep cuts on both elbows, back, knees.
* Cartier Tank watch broken * luggage * clothing worn

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

Deborah Lys
3047 Curie St.
San Diego, CA
92122 } both

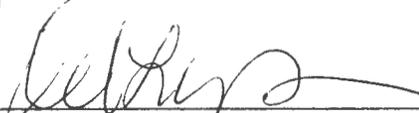
10) Detailed list and amount of damages claimed as of date of presentation of claim, including prospective damages. If amount exceeds \$10,000.00, a specific amount need not be included.

physiognomy disfigurement EXTREME PAIN + suffering
mental health (anxiety, PTSD, depression, nightmares)
plastic surgery to hopefully hide scars.
loss of income
clothing torn
luggage damaged
personal suffering
CARTIER Watch destroyed
physical health (headaches)

These damages, as of 11/27/19 may increase as time progresses. Future damages are not included in this list.

Dated: 11/27/19

Claimant:


(Signature)

Notice to Claimant:

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

Mail completed original form to:

OR

Deliver completed original form in person to:

Claims
San Diego County Regional Airport Authority
P.O. Box 82776
San Diego, CA 92138-2776

San Diego County Regional Airport Authority
Administration Reception Desk
3225 N. Harbor Drive, 3rd Floor
San Diego, CA 92101

RESOLUTION NO. 2020-0008

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY REJECTING THE CLAIM OF DEBORAH
LYS

WHEREAS, on November 27, 2019, Deborah Lys filed a claim with the San Diego County Regional Airport Authority (“Authority”) for losses she claims to have suffered as the result of falling on an escalator across from Terminal One at San Diego International Airport; and

WHEREAS, at its regular meeting on January 9, 2020, the Board considered the claim filed by Deborah Lys 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 Deborah Lys; and

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at its regular meeting this 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Establish the Date and Time of Board and ALUC Meetings for 2020, as Indicated on the Proposed 2020 Master Calendar of Board and Committee Meetings

Recommendation:

Adopt Resolution No. 2020-0009, establishing the date and time of Board and ALUC meetings; and Committee meetings for 2020 as indicated on the proposed 2020 Master Calendar of Board and Committee Meetings.

Background/Justification:

Pursuant to the Ralph M. Brown Act Cal. Gov. Code (§54954(a)), a legislative body shall provide for the time and place for holding regular meetings by ordinance, resolution, or by-laws. Authority Policy 1.30(2) establishes criteria for scheduling regular meetings of the Board and Airport Land Use Commission and Authority Policy 1.20(2)(a) establishes the criteria for scheduling the time and date of Committee meetings.

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

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

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

The proposed 2020 Master Calendar of Board and Committee meetings is attached as Exhibit A.

Staff presented the proposed calendar to the Executive Committee during its December 19, 2019 meeting and the Committee voted unanimously to forward the calendar to the Board for approval.

Fiscal Impact:

Not applicable.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

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

Application of Inclusionary Policies:

Not applicable.

Prepared by:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/AUTHORITY CLERK

RESOLUTION NO. 2020-0009

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY, ESTABLISHING THE DATE AND TIME
OF BOARD AND ALUC MEETINGS; AND
COMMITTEE MEETINGS FOR 2020 AS INDICATED
ON THE PROPOSED 2020 MASTER CALENDAR
OF BOARD AND COMMITTEE MEETINGS

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

WHEREAS, in accordance with Authority Policy 1.30(2) and 1.20(2)(a), regular meetings shall be held at least once each month; regular meeting dates, time and location shall be set annually by Board resolution; and notice of the meetings shall be provided to the media and public as required by law; and

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

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves establishing the date and time of Board and ALUC meetings and Committee meetings for 2020, as indicated on the proposed 2020 Master Calendar of Board and Committee Meetings (Exhibit A); and

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

DRAFT 2020 MASTER CALENDAR OF BOARD AND COMMITTEE MEETINGS

	ALUC/BOARD 1 st Thursday of Month	EXECUTIVE COMMITTEE (Monday in Week Preceding the Board meeting)	AUDIT COMMITTEE Monday (Quarterly)	EXECUTIVE PERSONNEL AND COMPENSATION COMMITTEE Thursday	FINANCE COMMITTEE Meets with the Executive Committee Monday	CAPITAL IMPROVEMENT PROGRAM OVERSIGHT COMMITTEE Quarterly Thursday
Month	9:00 AM	9:00 AM	10:00 AM	9:00 AM	9:00 AM	11:00 AM
January	9	27		23	27	16
February	6	24	10		24	
March	5	23		26	23	
March	27 & 28 Board Retreat					
April	2	27			27	16 Special Board Meeting Capital Budget Workshop
May	7	21	11	28	21	
May	14 Budget Workshop					
June	4	22			22	
July	9					16
August		24		27	24	
September	3	21	10		21	
October	1	26			26	15
November	5	23	16		23	
December	3	21			21	

**BOLD - Denotes a change in the regular schedule due to holidays and conflicts with other Board or Committee meetings.
(January 1; January 20; February 17; May 25; July 3; September 7; November 11; November 26; December 25; December 31)**

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Approve and Authorize the President/CEO to Execute Modification Number P00003 to the Other Transaction Agreement with the U.S. Department of Homeland Security - Transportation Security Administration

Recommendation:

Adopt Resolution No. 2020-0010, approving and authorizing the President/CEO to execute Modification Number P00003 to the Other Transaction Agreement (OTA Number 70T04018T9CAP1007) with the U.S. Department of Homeland Security - Transportation Security Administration, extending the Agreement completion date from March 13, 2020 to April 30, 2021.

Background/Justification:

As part of the Board approved 2020 Capital Improvement Program, Project No. 104235, Replace Baggage Screening Equipment – Terminal 2 East, is currently in construction and will replace the existing outdated Explosion Detection System (EDS) with new machines capable of higher throughput and more effective detection technology.

On December 7, 2017, the Board approved and authorized the President/CEO to execute the Other Transaction Agreement (OTA Number 70T04018T9CAP1007) with U.S. Department of Homeland Security - Transportation Security Administration (TSA) to allow reimbursement of qualified costs related to EDS replacement in an amount not-to-exceed \$1,140,834 [Resolution No. 2017-0114].

Subsequent to the execution of the OTA, there has been two (2) modifications executed by the Authority. Modification No. P00001 supported changes in the OTA language for system testing and acceptance by TSA, and Modification No. P00002 extended the OTA expiration date by 90 days.

Execution of pending Modification Number P00003 would extend the OTA expiration date to April 30, 2021, allowing sufficient time to complete construction and closeout of the project and support the Authority to be reimbursed on qualified project costs.

Fiscal Impact:

Adequate funds for Replace Baggage Screening Equipment – T2 East are included within the Board adopted FY2020-FY2024 Capital Program Budget in Project No. 104235. Source of funding for this project include this OTA and Airport Bonds.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

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:

JEFF RASOR
DIRECTOR, AVIATION OPERATIONS

RESOLUTION NO. 2020-0010

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE MODIFICATION NUMBER P00003 TO THE OTHER TRANSACTION AGREEMENT (OTA NUMBER 70T04018T9CAP1007) WITH THE U.S. DEPARTMENT OF HOMELAND SECURITY - TRANSPORTATION SECURITY ADMINISTRATION, EXTENDING THE AGREEMENT COMPLETION DATE FROM MARCH 13, 2020 TO APRIL 30, 2021

WHEREAS, as part of the Board approved 2020 Capital Improvement Program, Project No. 104235, Replace Baggage Screening Equipment – Terminal 2 East, is currently in construction and will replace the existing outdated Explosion Detection System (EDS) with new machines capable of higher throughput and more effective detection technology; and

WHEREAS, on December 7, 2017 the Board approved and authorized the President/CEO to execute a the Other Transaction Agreement (OTA Number 70T04018T9CAP1007) with U.S. Department of Homeland Security - Transportation Security Administration (TSA) to allow reimbursement of qualified costs related to EDS replacement in an amount not-to-exceed \$1,140,834 [Resolution No. 2017-0114]; and

WHEREAS, subsequent to execution of the OTA on December 14, 2017, there have been two (2) modifications executed by the Authority. Modification No. P00001 supported changes in the OTA language for system testing and acceptance by TSA and Modification No. P00002 extended the OTA expiration date by 90 days; and

WHEREAS, execution of proposed Modification Number P00003 would extend the OTA expiration date to April 30, 2021, allowing sufficient time to complete construction and closeout of the project and support the Authority to be reimbursed on qualified project costs.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to execute Modification Number P00003 to the Other Transaction Agreement (OTA Number 70T04018T9CAP1007) with the U.S. Department of Homeland Security - Transportation Security Administration, extending the Agreement completion date from March 13, 2020 to April 30, 2021; and

BE IT FURTHER RESOLVED that the Authority and its officers, employees, and agents hereby are authorized, empowered, and directed to do and perform all such acts as may be necessary or appropriate in order to effectuate fully the foregoing resolution; 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 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Approve and Authorize the President/CEO to Execute Consent to Assignment Agreements with Europcar Mobility Group USA LLC.

Recommendation:

Rescind Resolution No. 2019-0099, and Adopt Resolution No. 2020-0011, approving and authorizing the President/CEO to execute a Consent to Assignment Agreement of the Non-Exclusive On-Airport Rental Car Concession Agreement with Europcar Mobility Group USA LLC.

Rescind Resolution No. 2019-0100, and Adopt Resolution No. 2020-0012, approving and authorizing the President/CEO to execute a Consent to Assignment Agreement of the Rental Car Facility Lease with Europcar Mobility Group USA LLC.

Background/Justification:

On November 7, 2019, the Board adopted Resolution No. 2019-0099 and Resolution No. 2019-0100, authorizing the President/CEO to execute Consent to Assignment of the Authority's two agreements with Fox-Rent-A-Car, Inc. ("Fox"), to French company, Europcar Participations SAS ("Europcar SAS"). At the time the Board adopted these resolutions, Europcar SAS had executed a share purchase agreement to acquire the entire share capital of Fox. However, during the subsequent review and negotiation of the assignment agreements, Europcar SAS assigned all its rights and obligations under its share purchase agreement of Fox to a recently formed entity in the United States, named Europcar Mobility Group USA LLC ("Europcar USA LLC"). As such, Europcar SAS now requests that the Authority assign the two agreements to this new entity, Europcar USA LLC. Since Authority staff was not notified of the formation of Europcar USA LLC until after the November 7, 2019 Board action, in order to accommodate this request, Authority staff recommends that the Board rescind the resolutions approved on November 7, 2019; and that the above-referenced resolutions be approved.

The following agreements were executed between Fox, Europcar SAS, and Europcar USA LLC to support the acquisition of Fox by Europcar USA LLC:

1. On August 1, 2019, Fox entered into a Share Purchase Agreement ("SPA") with Europcar SAS for the sale of one-hundred percent (100%) of Fox's outstanding share capital and voting rights to Europcar SAS.
2. On October 28, 2019, in accordance with the provisions of the above noted SPA, Europcar SAS entered into a Substitution and Assignment Agreement to transfer all of its rights and obligations under the SPA to Europcar USA LLC, a wholly owned subsidiary of Europcar SAS; and Europcar SAS agreed to remain joint and severally liable for all monetary obligations Europcar USA LLC assumed as part of the Substitution and Assignment Agreement.

3. On October 31, 2019, upon closing of the Substitution and Assignment Agreement, Europcar USA LLC acquired one hundred percent (100%) of Fox's outstanding share capital and voting rights.

The attached corporate structure of the Europcar conglomerate illustrates that Europcar SAS will remain the parent company to Europcar USA LLC. Additionally, Europcar SAS will remain joint and severally liable for all monetary obligations Europcar USA LLC has assumed under the SPA.

In accordance with San Diego County Regional Airport Authority ("Authority") Leasing Policy, Section 6.01, the Authority's President/CEO shall bring all proposed assignments of leasehold interests with a remaining term exceeding five years in duration to the Board for its prior consent. Accordingly, Authority staff requests that the Authority Board consent to the assignment of Fox's two agreements that permit it to operate at the Rental Car Center.

The Authority has two separate agreements with Fox whose remaining terms exceed five-years duration, including: 1) a Non-Exclusive On-Airport Rental Car Concession Agreement dated November 20, 2013 (LE-0750), which has a remaining term of approximately 6 years and 6 months; and, 2) a Rental Car Facility Lease Agreement dated November 20, 2013, which has a remaining term of approximately 26 years and 6 months (LE-0751). These agreements will be assigned to Europcar USA LLC when the consent to assignment agreements are executed.

Furthermore, the Fox Rent-A-Car brand will continue to operate at the Rental Car Center and there will be no change to the Authority's business contacts and processes related to operations and lease administration at the Airport.

Fiscal Impact:

The proposed Consent to Assignment does not provide for monetary consideration to be paid to or by the Authority. Therefore, there is no direct fiscal impact.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

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/policy: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program and Policy 5.12. 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/policy named above can be used in any single contracting opportunity.

The Authority has an Airport Concession Disadvantaged Business Enterprise ("ACDBE") Plan as required by the U.S. Department of Transportation, 49 Code of Federal Regulations (CFR) Part 23. The ACDBE Plan calls for the Authority to submit a triennial overall goal for ACDBE participation on all concession projects other than car rentals and a separate triennial overall goal for car rentals. The current ACDBE goal for Federal Fiscal Years 2018-2020 (October 1, 2017-September 30, 2020) car rentals is 2.4% since all airport car rental operations are considered off-airport by the regulations. The next triennial ACDBE goals will be established for the period commencing October 1, 2021 to September 31, 2024. Fox Rent-A-Car Inc. and Europcar Mobility Group USA LLC agree to use good faith efforts to provide maximum opportunity for the consideration and use of ACDBEs in the contracting, subcontracting and purchasing activities associated with its concession business at the Airport and to abide by all applicable provisions of the Authority's ACDBE Program and Lease(s).

Prepared by:

LISA POITRAS
PROGRAM MANAGER, PARKING & PASSENGER SERVICES

RESOLUTION NO. 2020-0011

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY, APPROVING AND AUTHORIZING THE
PRESIDENT/CEO TO EXECUTE A CONSENT TO
ASSIGNMENT AGREEMENT OF THE NON-
EXCLUSIVE ON-AIRPORT RENTAL CAR
CONCESSION AGREEMENT WITH EUROPCAR
MOBILITY GROUP USA LLC

WHEREAS, the Authority has entered into a Non-Exclusive On-Airport Rental Car Concession Agreement (LE-0750) that has a remaining term of approximately six years and six months ("Concession Agreement") with Fox-Rent-A-Car, Inc. ("Fox"); and

WHEREAS, on August 1, 2019, Fox entered into a Share Purchase Agreement with Europcar Participations SAS ("Europcar SAS"), a French *société par actions simplifiée* incorporated under the laws of France, for the sale of all of Fox's outstanding shares to Europcar SAS; and

WHEREAS, on October 28, 2019, Europcar SAS entered into a Substitution and Assignment Agreement to transfer all of its rights and obligations under the Share Purchase Agreement to Europcar Mobility Group USA LLC ("Europcar USA LLC"), a wholly owned subsidiary of Europcar SAS; and

WHEREAS, on October 31, 2019, Europcar USA LLC acquired one hundred percent (100%) of Fox's outstanding share capital and voting rights; and

WHEREAS, on November 7, 2019, the Board adopted Resolution No. 2019-0099, approving and authorizing the President/CEO to execute a Consent to Assignment Agreement of the Fox Concession Agreement to Europcar SAS; and

WHEREAS, subsequent to the adoption of Resolution No. 2019-0099, the San Diego County Regional Airport Authority ("Authority") was informed that Europcar SAS assigned all of its rights and obligations under the Share Purchase Agreement of Fox to Europcar USA LLC; and

WHEREAS, due to the change in entity subsequent to the November 7, 2019 Board meeting, Resolution No. 2019-0099 is rescinded; and

WHEREAS, in accordance to Authority Leasing Policy, Section 6.01, the Authority's President/CEO shall bring all proposed assignments of leasehold interest with a remaining term exceeding five years in duration to the Board for its prior consent; and

WHEREAS, the Concession Agreement will be assigned to Europcar USA LLC when the Consent to Assignment Agreement has been executed.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to execute a Consent to Assignment Agreement of the Non-Exclusive On-Airport Rental Car Concession Agreement with Europcar Mobility Group USA LLC.; and

BE IT FURTHER RESOLVED that the Board rescinds Resolution No. 2019-0099; 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 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

RESOLUTION NO. 2020-0012

A RESOLUTION OF THE BOARD OF THE
SAN DIEGO COUNTY REGIONAL AIRPORT
AUTHORITY, APPROVING AND AUTHORIZING THE
PRESIDENT/CEO TO EXECUTE A CONSENT TO
ASSIGNMENT AGREEMENT OF THE RENTAL CAR
FACILITY LEASE WITH EUROPCAR MOBILITY
GROUP USA LLC

WHEREAS, the Authority has entered into a Rental Car Facility Lease Agreement (LE-0751) that has a remaining term of approximately twenty-six years and six months ("Lease Agreement") with Fox-Rent-A-Car, Inc. ("Fox"); and

WHEREAS, on August 1, 2019, Fox entered into a Share Purchase Agreement with Europcar Participations SAS ("Europcar SAS"), a French *société par actions simplifiée* incorporated under the laws of France, for the sale of all of Fox's outstanding shares to Europcar SAS; and

WHEREAS, on October 28, 2019, Europcar SAS entered into a Substitution and Assignment Agreement to transfer all of its rights and obligations under the Share Purchase Agreement to Europcar Mobility Group USA LLC ("Europcar USA LLC"), a wholly owned subsidiary of Europcar SAS; and

WHEREAS, on October 31, 2019, Europcar USA LLC acquired one hundred percent (100%) of Fox's outstanding share capital and voting rights; and

WHEREAS, on November 7, 2019, the Board adopted Resolution No. 2019-0100, approving and authorizing the President/CEO to execute a Consent to Assignment Agreement of the Fox Lease Agreement to Europcar SAS; and

WHEREAS, subsequent to the adoption of Resolution No. 2019-0100, the San Diego County Regional Airport Authority ("Authority") was informed that Europcar SAS assigned all of its rights and obligations under the Share Purchase Agreement of Fox to Europcar USA LLC; and

WHEREAS, due to the change in entity subsequent to the November 7, 2019 Board meeting, Resolution No. 2019-0100 is rescinded; and

WHEREAS, in accordance to Authority Leasing Policy, Section 6.01, the Authority's President/CEO shall bring all proposed assignments of leasehold interest with a remaining term exceeding five years in duration to the Board for its prior consent; and

WHEREAS, the Lease Agreement will be assigned to Europcar USA LLC when the Consent to Assignment Agreement has been executed.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to execute a Consent to Assignment Agreement of the Rental Car Facility Lease with Europcar Mobility Group USA LLC; and

BE IT FURTHER RESOLVED that the Board rescinds Resolution No. 2019-0100; 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 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Approve and Authorize the Award of a Contract to University Mechanical & Engineering Contractors, Inc., for Distributed Antenna System (DAS) Room Cooling Upgrade – Terminal 2 West, at San Diego International Airport

Recommendation:

Adopt Resolution No. 2020-0013, approving and authorizing the award of a contract to University Mechanical & Engineering Contractors, Inc., in the amount of \$345,330 for Project No. 104267, for Distributed Antenna System (DAS) Room Cooling Upgrade – Terminal 2 West, at San Diego International Airport.

Background/Justification:

Project No. 104267, DAS Room Cooling Upgrade – Terminal 2 West, is an approved project in the Board-adopted FY2020 Capital Improvement Program (“CIP”).

This project will address cooling deficiencies in the Distributed Antenna System (DAS) cellular equipment room, located on the third floor of Terminal 2 West (T2W). The DAS room houses the Airport’s critical cellular and Wi-Fi equipment that service the airlines’ and passengers’ communication needs.

The scope of work for this project includes installation of two (2) new 9,000 CFM computer room air conditioning units and associated infrastructure, to protect the sensitive DAS equipment from excessive heat which could lead to premature equipment failure impacting Wi-Fi and cellular service. (Attachment A).

This opportunity was advertised on October 8, 2019, and sealed bids were opened on November 8, 2019. The following bids were received: (Attachment B)

Company	Total Bid
RICCO Refrigeration & Air Conditioning Co.	\$319,500
University Mechanical & Engineering Contractors, Inc.	\$345,330

The Engineer’s estimate for this project is \$350,000.

The apparent low bid submitted by RICCO Refrigeration & Air Conditioning Co. (“RICCO”), in the amount of \$319,500 is non-responsive, because: (1) RICCO failed to provide audited financial statements which is required by the Request for Bids (“RFB”) and (2) RICCO failed to include Department of Industrial Relations (DIR) numbers for two of its listed subcontractors which is required by the RFB and California Public Contract Code §4104.

Page 2 of 3

The bid submitted by University Mechanical & Engineering Contractors, Inc., is the lowest responsive bid by a responsible bidder. It is therefore, recommended that the Board approve and authorize award of a contract to University Mechanical & Engineering Contractors, Inc., in the amount of \$345,330.

The low bid of \$345,330, is responsive, and University Mechanical & Engineering Contractors, Inc., is considered responsible. Staff recommends award to University Mechanical & Engineering Contractors, Inc., in the amount of \$345,330.

Fiscal Impact:

Adequate funds for DAS Room Cooling Upgrade - Terminal 2 are included within the Board adopted FY2020-FY2024 Capital Program Budget in Project No. 104267. Source of funding for this project is General Airport Revenue Bonds (GARB).

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

- A. CEQA: This project is consistent with a project that is categorically exempt, 15301 Existing Facilities - Class 1, and consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.
- B. California Coastal Act 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 and policy: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program and Policy 5.12. These programs and policy are intended to promote the inclusion of small, local, veteran owned small businesses, historically underrepresented businesses and other business enterprises, on all contracts. Only one of the programs/policies named above can be used in any single contracting opportunity.

This contract does not utilize federal funds and provides opportunities for sub-contractor participation; therefore; at the option of the Authority, Policy 5.12 was applied. Policy 5.12 establishes separate goals for the participation of: (1) small businesses (SB); (2) local businesses (LB); and, (3) veteran owned small businesses (VOSB). The maximum preference applied under Policy 5.12 is seven percent (7%): three percent (3%) for small business participation; two percent (2%) for local business participation; and, two percent (2%) for VOSB participation. When bid price is the primary selection criteria, the maximum amount of the preference cannot exceed \$200,000. The preference is only applied in measuring the bid. The final contract award is based on the amount of the original bid. When bid price is not the primary selection criteria, the preference is only applied to determine which proposers are interviewed for final consideration. Per Policy 5.12, the preference is not applied in the final selection.

In accordance with Policy 5.12, University Mechanical & Engineering Contractors, Inc. did not meet the 37% SB goal and 3% VOSB goal. Therefore, University Mechanical & Engineering Contractors, Inc. did not receive any preference.

Prepared by:

BOB BOLTON
DIRECTOR, AIRPORT DESIGN & CONSTRUCTION

ATTACHMENT A
104267 - DAS Room Cooling Upgrade - Terminal T2W

**TERMINAL 2 WEST - THIRD FLOOR
DISTRIBUTED ANTENNA SYSTEM (DAS) ROOM**



ATTACHMENT B BID TABULATION

Project Title: **DAS ROOM COOLING UPGRADE - TERMINAL 2 WEST**

CIP Number: **104267**

DATE/TIME BIDS OPENED: **November 8, 2019 / 2:00 P.M.**

ENGINEER'S ESTIMATE: \$ 350,000.00			
GUARANTEE OF GOOD FAITH:			
BID ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT ITEM
Bid Schedule A - Base Bid			
1	DAS Room Cooling Upgrade – T2W (includes all Work under this Contract, excluding Bid Items 2 through 4)	LS	Lump Sum
2	Allowance for Reimbursement of Work Performed on HVAC Controls Integration by Authority HVAC Maintenance Contractor	AL	Allowance
3	Allowance for Reimbursement of Work Performed on Fire Alarm System by Authority Fire Alarm Maintenance Contractor	AL	Allowance
4	Allowance for Relocation of Unknown Utilities and Mitigation of Unknown Conditions	AL	Allowance
5	Allowance for Reimbursement of Permit Fees	AL	Allowance
Total for Bid Schedule A			
ADDENDUM NO. NOTED BY BIDDERS ON THEIR SUBMITTED BID SCHEDULE:			
Addendum 1 (Questions & Answers Only)			

ENGINEER'S ESTIMATE	
UNIT PRICE (In Figures)	TOTAL (In Figures)
\$ 298,000.00	\$ 298,000.00
\$ 7,000.00	\$ 7,000.00
\$ 20,000.00	\$ 20,000.00
\$ 20,000.00	\$ 20,000.00
\$ 5,000.00	\$ 5,000.00
\$ 350,000.00	

APPARENT LOW BIDDER NON-RESPONSIVE	
1 RICCO Refrigeration & Air Conditioning Co.	
2118 Crestline Drive Oceanside, CA 92054	
The Ohio Casualty Insurance Company	
UNIT PRICE (In Figures)	TOTAL (In Figures)
\$ 267,500.00	\$ 267,500.00
\$ 7,000.00	\$ 7,000.00
\$ 20,000.00	\$ 20,000.00
\$ 20,000.00	\$ 20,000.00
\$ 5,000.00	\$ 5,000.00
\$ 319,500.00	
Yes	

ACTUAL RESPONSIVE & RESPONSIBLE LOW BIDDER	
2 University Mechanical & Engineering Contractors, Inc.	
1168 Fesler Street El Cajon, CA 92020	
Travelers Casualty & Surety Company of America	
UNIT PRICE (In Figures)	TOTAL (In Figures)
\$ 293,330.00	\$ 293,330.00
\$ 7,000.00	\$ 7,000.00
\$ 20,000.00	\$ 20,000.00
\$ 20,000.00	\$ 20,000.00
\$ 5,000.00	\$ 5,000.00
\$ 345,330.00	
Yes	

CONTRACTOR'S Submitted Bid Schedule Amount

\$ 319,500.00

\$ 345,330.00

Policy 5.12 Points and Bid Adjustment Amount Table			
Low Bid Amt	\$ 319,500.00	7%	
Points	Bid Adjustment Amount Based on Low Bid or Max. \$200,000		
7 or 7%	\$22,365.00	7%	7
6 or 6%	\$19,170.00	6%	6
5 or 5%	\$15,975.00	5%	5
4 or 4%	\$12,780.00	4%	4
3 or 3%	\$9,585.00	3%	3
2 or 2%	\$6,390.00	2%	2
1 or 1%	\$3,195.00	1%	1

Policy 5.12 Bid Adjustment Amount	
Points	\$
Adjustment Amount (Enter Amount from Table Based on Number of Points)	\$ 9,585.00
	\$309,915.00

Policy 5.12 Bid Adjustment Amount	
Points	0
Adjustment Amount (Enter Amount from Table Based on Number of Points)	
	\$345,330.00

Distribution: Project Bid Review Checklist (Original)
Staff Report
FDD Estimator (Excel File)
Director, Small Business (PDF copy)
Program Coordinator, Small Business (PDF copy)
Project Procurement Analyst (PDF copy)

NIB Minimum Experience Requirements:
The bidder shall have minimum 5 years experience performing work similar in scope to that included in this Request for Bids in an airport of similar size or larger.
The Bidder shall identify prior experience and exposure on the following major elements directly required for the Work: 1. Mechanical contractor acting as prime contractor; Similar projects completed within the last 5 years. 2. The Bidder is required to list work of similar character to that included in the Request for Bids and that such work has been successfully performed, and provide references for verification purposes.

Bidder Meets Minimum Requirements?
No. Bid documents do not establish any prior airport experience
1. Yes 2. Yes, but not in an airport

Bidder Meets Minimum Requirements?
Yes
1. Yes 2. Yes, but no references provided

RESOLUTION NO. 2020-0013

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY APPROVING AND AUTHORIZING THE AWARD OF A CONTRACT TO UNIVERSITY MECHANICAL & ENGINEERING CONTRACTORS, INC., IN THE AMOUNT OF \$345,330 FOR PROJECT NO 104267, FOR DISTRIBUTED ANTENNA SYSTEM (DAS) ROOM COOLING UPGRADE – TERMINAL 2 WEST, AT SAN DIEGO INTERNATIONAL AIRPORT

WHEREAS, Project 104267, DAS Room Cooling Upgrade – Terminal 2 West, is an approved projects in the Board-adopted FY2020 Capital Improvement Program (“CIP”); and

WHEREAS, this project will address cooling deficiencies in the Distributed Antenna System (DAS) cellular equipment room, located on the third floor of Terminal 2 West (T2W); and

WHEREAS, the DAS room houses the Airport’s critical cellular and Wi-Fi equipment that service the airlines’ and passengers’ communication needs; and

WHEREAS, the scope of work for this project includes installation of two (2) new 9,000 CFM computer room air conditioning units and associated infrastructure, to protect the sensitive DAS equipment from excessive heat which could lead to premature equipment failure impacting Wi-Fi and cellular service; and

WHEREAS, the Request for Bids for this project was advertised on October 8, 2019; and

WHEREAS, on November 8, 2019, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, RICCO Refrigeration & Air Conditioning Co., was the apparent low bidder; and

WHEREAS, after the bids were opened, the Authority staff determined that RICCO Refrigeration & Air Conditioning Company’s bid was non-responsive; and

WHEREAS, University Mechanical & Engineering Contractors, Inc., submitted a bid in the amount of \$345,330 and the Authority's staff has duly considered University Mechanical & Engineering Contractors, Inc.'s bid, and has determined University Mechanical & Engineering Contractors, Inc., is responsible and that its bid is responsive in all material respects; and

WHEREAS, the Board believes that it is in the best interest of the Authority and the public that it serves to award University Mechanical & Engineering Contractors, Inc. the contract for Project No. 104267, DAS Room Cooling Upgrade – Terminal 2 West, upon the terms and conditions set forth in the Bid Solicitation Package.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the award of a contract to University Mechanical & Engineering Contractors, Inc., in the amount of \$345,330 for Project No. 104267, for Distributed Antenna System (DAS) Room Cooling Upgrade – Terminal 2 West, at San Diego International Airport.; and

BE IT FURTHER RESOLVED that the Board authorizes the President/CEO or designee to execute and deliver such contract to University Mechanical & Engineering Contractors, Inc.; and

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

BE IT FURTHER RESOLVED that the Board finds that this action is for a project consistent with a project that is categorically exempt, 15301 Existing Facilities - Class 1, and 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. (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 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Approve and Authorize the President/CEO to Execute an Acknowledgement and Consent to Assignment Agreement with Atlas Air, Inc. and DHL Express (USA), Inc.

Recommendation:

Adopt Resolution No. 2020-0014, approving and authorizing the President/CEO to execute an Acknowledgement and Consent to Assignment Agreement with Atlas Air, Inc. and DHL Express (USA), Inc.

Background/Justification:

On November 1, 2018, Board Resolution 2018-0127 approved and authorized the President/CEO to finalize the negotiations for and to execute with the airlines operating at the San Diego International Airport ("SAN") the Airline Operating and Lease Agreement ("AOLA") for a ten-year term commencing July 1, 2019.

Pursuant to that authorization, the San Diego County Regional Airport Authority ("Authority") entered into an AOLA with Atlas Air, Inc. ("Atlas"), effective July 1, 2019.

Atlas currently performs the entirety of its operations at SAN on behalf of DHL Express (USA), Inc. ("DHL"). However, DHL informed the Authority in December 2019 that DHL will replace Atlas with ABX Air, Inc. ("ABX") for the performance of the operations that Atlas conducts on behalf of DHL at SAN.

To enable this transition, Atlas and DHL have requested the Authority's consent to Atlas's assignment of its AOLA to DHL, whereby DHL would assume Atlas's rights and responsibilities under the AOLA and would designate ABX as an Affiliate, as permitted by Article 6 of the AOLA.

Article 3.3.1 of the AOLA requires the prior written authorization of the Authority for assignment of the AOLA.

Moreover, Authority Leasing Policy, Section 6.01, requires the Authority's President/CEO to bring all proposed assignments of leasehold interests with a remaining term exceeding five years in duration to the Board for its prior consent.

The assignment of Atlas's AOLA to DHL would be an appropriate mechanism for ensuring the timely and cost-effective transition of the operations described above.

Accordingly, Authority staff requests that the Board approve and authorize the President/CEO to execute an Acknowledgement and Consent to Assignment Agreement with Atlas and DHL.

Fiscal Impact:

The proposed Acknowledgement and Consent to Assignment Agreement does not provide for monetary consideration to be paid to or by the Authority. Moreover, the assignment will transfer the entirety of Atlas's rights and obligations under the AOLA, including the rates, fees and charges obligations, to DHL. Therefore, there is no direct fiscal impact to the Authority that would result from the assignment.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

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:

KATHY KIEFER
SENIOR DIRECTOR FINANCE, ACCOUNTING & AIRLINE RELATIONS

RESOLUTION NO. 2020-0014

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, APPROVING AND AUTHORIZING THE PRESIDENT/CEO TO EXECUTE AN ACKNOWLEDGEMENT AND CONSENT TO ASSIGNMENT AGREEMENT WITH ATLAS AIR, INC. AND DHL EXPRESS (USA), INC.

WHEREAS, on November 1, 2018, Board Resolution 2018-0127 approved and authorized the President/CEO to finalize the negotiations for and to execute with the airlines operating at the San Diego International Airport (“SAN”) the Airline Operating and Lease Agreement (“AOLA”) for a ten-year term commencing July 1, 2019; and

WHEREAS, pursuant to that authorization, the San Diego County Regional Airport Authority (“Authority”) entered into an AOLA with Atlas Air, Inc. (“Atlas”), effective July 1, 2019; and

WHEREAS, Atlas currently performs the entirety of its operations at SAN on behalf of DHL Express (USA), Inc. (“DHL”). However, DHL informed the Authority in December 2019 that DHL will replace Atlas with ABX Air, Inc. (“ABX”) for the performance of the operations that Atlas conducts on behalf of DHL at SAN; and

WHEREAS, to enable this transition, Atlas and DHL have requested the Authority’s consent to Atlas’s assignment of its AOLA to DHL, whereby DHL would assume Atlas’s rights and responsibilities under the AOLA and would designate ABX as an Affiliate, as permitted by Article 6 of the AOLA; and

WHEREAS, Article 3.3.1 of the AOLA requires the prior written authorization of the Authority for assignment of the AOLA; and

WHEREAS, Authority Leasing Policy, Section 6.01, requires the Authority’s President/CEO to bring all proposed assignments of leasehold interests with a remaining term exceeding five years in duration to the Board for its prior consent; and

WHEREAS, the assignment of Atlas’s AOLA to DHL would be an appropriate mechanism for ensuring the timely and cost-effective transition of the operations described above.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves and authorizes the President/CEO to execute an Acknowledgement and Consent to Assignment Agreement with Atlas Air, Inc. and DHL Express (USA), Inc.; 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 9th day of January, 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES /
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

Subject:

Award a Contract to S&L Specialty Construction, Inc. for Quieter Home Program Phase 10, Group 5, Project No. 381005, Thirteen (13) Historic Single-Family Units on Thirteen (13) Residential Properties located East and West of the San Diego International Airport.

Recommendation:

Adopt Resolution No. 2020-0015, awarding a contract to S&L Specialty Construction, Inc., in the amount of \$984,841 for Phase 10, Group 5, Project No. 381005, of the San Diego County Regional Airport Authority's Quieter Home Program.

Background/Justification:

The San Diego County Regional Airport Authority's ("Authority") Quieter Home Program ("Program") provides sound attenuation treatment to residences within the highest noise-impacted neighborhoods surrounding San Diego International Airport ("SDIA"). This contract for Phase 10, Group 5, project number 381005 includes installation of new acoustical windows, doors, and ventilation improvements to reduce aircraft-related noise levels and provide sound attenuation to thirteen (13) historic single-family units on thirteen (13) residential properties located east and west of the Airport (refer to Attachment A).

To date, the Program has completed 4,122 residences, of which 969 are historic and 3,153 are non-historic. 2,600 residences are located west of SDIA and 1,522 are located east of SDIA.

Project No. 381005 was advertised on October 31, 2019, and bids were opened on December 3, 2019. The following bids were received (refer to Attachment B):

Company	Total Bid
S&L Specialty Construction, Inc.	\$984,841.00

The Engineer's estimate is \$1,159,492.87

Although only one bid was received, the bid of \$984,841.00 is less than the Engineer's estimate and is considered responsive, and S&L Specialty Construction, Inc. is considered responsible. Award to S&L Specialty Construction, Inc. is, therefore, recommended in the amount of \$984,841.00.

Fiscal Impact:

Adequate funds for the contract with S&L Specialty Construction, Inc. are included in the adopted FY 2020 and conceptual FY 2021 Operating Expense Budgets within the Quieter Home Program budget line item. Sources of funding include federal Airport Improvement Program grants and Passenger Facility Charges.

Authority Strategies/Focus Areas:

This item supports one or more of the following (*select at least one under each area*):

Strategies

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

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

Application of Inclusionary Policies:

The Authority has the following inclusionary programs/policies: a Disadvantaged Business Enterprise (DBE) Program, an Airport Concession Disadvantaged Business Enterprise (ACDBE) Program, and Policy 5.12. These programs/policy are intended to promote the inclusion of small, local, service disabled/veteran owned small businesses, historically underrepresented businesses, and other business enterprises, on all contracts. Only one of the programs/policy 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 Policy 5.12. 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 Construction, Inc. proposed 2.5% DBE participation on QHP Phase 10, Group 5.

Prepared by:

BRENDAN REED
DIRECTOR, PLANNING & ENVIRONMENTAL AFFAIRS

Attachment A



LEGEND

-  66 dB Boundary
-  65 dB CNEL Contour

San Diego County Regional Airport Authority
Quieter Home Program
Project 381005

TABULATION OF BIDS

TITLE: QUIETER HOME PROGRAM PROJECT NO. 381005
 BIDS OPENED: December 3, 2019 at 2:00 p.m.
 ENGINEER'S ESTIMATE: \$1,159,492.87

CONTRACTOR:				Engineer's Estimate				S&L Specialty Construction, Inc.				
ADDRESS:								315 S. Franklin Street, Syracuse, NY 13202				
GUARANTEE OF GOOD FAITH:								Liberty Mutual Insurance Company				
Res No.	Bid Item Number - Name/Address		Dwelling Units	Unit of Measure	General Construction (In Figures)	Ventilation Construction (In Figures)	Electrical Construction (In Figures)	TOTAL (In Figures)	General Construction (In Figures)	Ventilation Construction (In Figures)	Electrical Construction (In Figures)	TOTAL (In Figures)
381005.01	ALVAREZ	1412 DALE STREET	1	Lump Sum	\$48,930.87	\$0.00	\$0.00	\$48,930.87	\$50,000.00	\$0.00	\$0.00	\$50,000.00
381005.02	SOTELO	3072 A STREET	1	Lump Sum	\$81,108.71	\$0.00	\$0.00	\$81,108.71	\$64,000.00	\$0.00	\$0.00	\$64,000.00
381005.03	CARTAGENA	3038 A STREET	1	Lump Sum	\$50,659.87	\$10,218.30	\$2,125.06	\$63,003.23	\$42,000.00	\$9,000.00	\$2,000.00	\$53,000.00
381005.06	HEBERT-BROWN	1525 28TH STREET	1	Lump Sum	\$133,451.75	\$23,887.46	\$7,489.28	\$164,828.49	\$101,000.00	\$22,000.00	\$7,000.00	\$130,000.00
381005.07	GUERRA / JIMENEZ	1436 30TH STREET	1	Lump Sum	\$46,382.77	\$13,579.88	\$2,840.88	\$62,803.53	\$35,000.00	\$13,000.00	\$4,000.00	\$52,000.00
381005.08	JIMENEZ	1302 GROVE STREET	1	Lump Sum	\$57,577.74	\$11,719.27	\$2,040.93	\$71,337.94	\$49,000.00	\$11,000.00	\$2,000.00	\$62,000.00
381005.09	JIMENEZ	3086 A STREET	1	Lump Sum	\$43,880.61	\$11,186.18	\$2,772.35	\$57,839.14	\$33,000.00	\$11,000.00	\$4,000.00	\$48,000.00
381005.10	JOHNSON	1514 GRANADA AVENUE	1	Lump Sum	\$89,866.63	\$11,630.97	\$4,834.31	\$106,331.91	\$65,000.00	\$12,000.00	\$5,000.00	\$82,000.00
381005.11	NATWICK / BLACK	1344 31ST STREET	1	Lump Sum	\$40,953.67	\$0.00	\$0.00	\$40,953.67	\$35,000.00	\$0.00	\$0.00	\$35,000.00
381005.12	PEREZ	1325 FERN STREET	1	Lump Sum	\$56,326.23	\$11,631.82	\$2,312.33	\$70,270.38	\$47,000.00	\$13,000.00	\$2,000.00	\$62,000.00
381005.14	REIS, JR.	1445 FERN STREET	1	Lump Sum	\$166,345.21	\$0.00	\$0.00	\$166,345.21	\$164,000.00	\$0.00	\$0.00	\$164,000.00
381005.16	MULLIGAN	1509 28TH STREET	1	Lump Sum	\$65,487.91	\$0.00	\$0.00	\$65,487.91	\$52,000.00	\$0.00	\$0.00	\$52,000.00
380409.15	NESBIT	3242 ZOLA STREET	1	Lump Sum	\$143,410.87	\$0.00	\$0.00	\$143,410.87	\$114,000.00	\$0.00	\$0.00	\$114,000.00
							Subtotal	\$1,142,651.87			Subtotal	\$968,000.00
							Probable Cost for Permits:	\$16,841.00			Probable Cost for Permits:	\$16,841.00
							TOTAL	\$1,159,492.87			TOTAL BID	\$984,841.00

RESOLUTION NO. 2020-0015

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY, AWARDING A CONTRACT TO S&L SPECIALTY CONSTRUCTION, INC., IN THE AMOUNT OF \$984,841 FOR PHASE 10, GROUP 5, PROJECT NO. 381005, OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY'S QUIETER HOME PROGRAM

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

WHEREAS, Phase 10, Group 5, of the Program will include installation of new acoustical windows, doors, and ventilation improvements to reduce aircraft-related noise levels inside the homes; and

WHEREAS, Phase 10, Group 5, of the Program provides sound attenuation to thirteen (13) historic single-family units on thirteen (13) residential properties located east and west of the Airport; and

WHEREAS, the Authority issued a Bid Solicitation Package for Phase 10, Group 5, on October 31, 2019; and

WHEREAS, on December 3, 2019, the Authority opened sealed bids received in response to the Bid Solicitation Package; and

WHEREAS, the apparent low bidder S&L Specialty Construction, Inc. submitted a bid of \$984,841.00 and the Authority's staff has duly considered the bid and has determined that S&L Specialty Construction, Inc. is responsible and 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 Construction, Inc., the lowest bidder, the contract for Phase 10, Group 5, upon the terms and conditions set forth in the Bid Solicitation Package.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby awards a contract to S&L Specialty Construction, Inc., in the amount of \$984,841 for Phase 10, Group 5, Project No. 381005, of the San Diego County Regional Airport Authority's Quieter Home Program; and

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

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

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

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 9th day of January 2020, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

AMY GONZALEZ
GENERAL COUNSEL

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY

STAFF REPORT

Meeting Date: **JANUARY 9, 2020**

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 (3)(b) and (4) require that travel and business expense reimbursements of Board Members, the President/CEO, the Chief Auditor and the General Counsel be approved or pre-approved by the Executive Committee and presented to the Board for its information at its next regularly scheduled meeting.

On July 1, 2019, the Executive Committee pre-approved set dollar amounts for routine, in-town business expenses to be used during Fiscal Year 2020 for the President/CEO, General Counsel and Chief Auditor as authorized in Policy 3.30(3)(b)(i)(C).

The attached reports are being presented to comply with the requirements of Policy 3.30.

Fiscal Impact:

Funds for Business and Travel Expenses are included in the FY 2020 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

Focus Areas

- Advance the Airport Development Plan Transform the Customer Journey Optimize Ongoing Business

Environmental Review:

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

Application of Inclusionary Policies:

Not applicable.

Prepared by:

TONY R. RUSSELL
DIRECTOR, BOARD SERVICES/AUTHORITY CLERK

TRAVEL REQUEST

KIM BECKER

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All out-of-town travel requests must conform to applicable provisions of Policy 3.30.
- B. Once traveler completes form, submit to the traveler's Administrator for approval (for Board Members, President/CEO, General Counsel and Chief Auditor, Administrator is Board Executive Committee).

TRAVELER INFORMATION:

Traveler Name: Kimberly J. Becker Department: Executive, BU6
 Position: Board Member President/CEO General Counsel Chief Auditor
 All Other Authority Employees

DATE OF REQUEST: 11/26/2019 DATE OF DEPARTURE/RETURN: 02/19/2020 / 02/20/2020

DESTINATION / BUSINESS PURPOSE:

Destination: Tucson, AZ Business Purpose: FAA Noise Forum

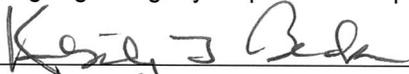
PROJECTED OUT-OF-TOWN TRAVEL EXPENSES:

A. Transportation Costs:	
• Airfare <input type="checkbox"/> <i>check box for business class or equivalent (international only)</i>	\$ <u>650.00</u>
• Rental Car	\$ _____
• Other Transportation (Taxi, TNC, Train, Bus)	\$ <u>50.00</u>
• Auto (Gas, Parking/Tolls, Mileage)	\$ _____
B. Lodging	\$ <u>250.00</u>
C. Meals and Incidental Expenses (<u>Per Diem</u>)	\$ <u>108.00</u>
D. Seminar and Conference Fees	\$ _____
E. Entertainment	\$ _____
TOTAL PROJECTED TRAVEL EXPENSES	\$ <u>1,058.00</u>

CERTIFICATION BY TRAVELER

By my signature below, I certify the following:

1. The above-listed projected out-of-town travel expenses conform to Policy 3.30, are reasonable and directly related to Authority business; and
2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Travelers Signature:  Date: 11/27/19

CERTIFICATION BY ADMINISTRATOR (If Administrator is Executive Committee, Clerk certifies below.)

By my signature below, I certify the following:

1. I have reviewed this out-of-town travel request and made inquiries to determine that the out-of-town travel and identified expenses are directly related to and necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefits to the Authority; and
2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, certify that this document was approved
 (Name of Clerk)
 by the Executive Committee at its _____ meeting.
 (Meeting Date)

Casey Diane

Subject: FW: SAVE THE DATE: WSA Noise Forum
Location: Tucson, AZ

Start: Thu 2/20/2020 8:00 AM
End: Thu 2/20/2020 4:30 PM
Show Time As: Out of Office

Recurrence: (none)

Meeting Status: Accepted

Organizer: Rock, Shannon CTR (FAA)

Categories: Out of Office, Offsite Meetings

-----Original Appointment-----

From: Rock, Shannon CTR (FAA) <shannon.ctr.rock@faa.gov>

Sent: Wednesday, August 28, 2019 3:20 PM

To: Rock, Shannon CTR (FAA); Adolph, Courtney (FAA); Dennis Anderson; Bruce Atlas; James Bennett; Cruz, Michele (FAA); Desing, Clark (FAA); DiBernardo, Tony (FAA); Curt Eikerman; Foyle, Dave (FAA); Nikolas Gaskins; Girvin, Raquel (FAA); Gregor, Ian (FAA); Charles Hall; Harrigan, Kendra (FAA); Holzman, Jacki (FAA); Hunt, Robin K (FAA); Patrick Lammerding; Long, Kerry (FAA); McClardy, Mark (FAA); Kristi McKenney; Ryan McMullan; Morgan, Thomas C (FAA); kpantoja@lawa.org; Samantha Bricker; Poole, Thomas (FAA); Arlyn Purcell (purcell.arlyn@portseattle.org); Clare Gallagher; Brendan Reed; Ron Reeves; Kim Day; Ivar Satero; Scata, Donald (FAA); Suomi, David (FAA); Swann, Tamara A (FAA); Valencia, Michael (FAA); Rosemary Vassiliadis; Warden, Kristi (FAA); White, Beth (FAA); George Merritt; Brady Fredrickson; John Aitken; Williams, Mike N (FAA); Racich, Ashley - DEN; Stewart, Jeff (FAA); ford.fuchigami@hawaii.gov; Matt Davis; mmora@renoairport.com; Jim.szczesniak@alaska.gov; NicholC@saccounty.net; rhupp@cityofboise.org; vince.granato@portofportland.com; gphillips@springsgov.com; Wood, Angila (FAA); Diane Casey; Riley, Melinda (FAA); Pearl Meza; Sandy Cikity; Xenia Smith; Melissa Ortega; Chris Arrigale; Linda Crockett; Pieculewicz, Cathy (FAA); Hardy, Traci - DEN; Stone, Grady (FAA); Suttmeier, Laurie (FAA); Cushing, Dave (FAA); Wong, Gordon (FAA); Holmes, Melissa (FAA); Szukala, Steven L (FAA); dbewley@flytucson.com; Cynthia.Guidry@longbeach.gov; Ralph, Michael J (FAA); King, Lauren S (FAA); Cathy Borders; Freeman, William E (FAA); Laron, Sky M (FAA); Biassou, Justin W (FAA); Alex Tamoria; Hyatt, Ed (FAA); Washino, Dave (FAA); Douglas, Maverick (FAA); scott.morrissey@flydenver.com; Kozica, Shawn M (FAA); Eric Freed; Sanders, Shaun (FAA)

Cc: Shepherd, Stan

Subject: SAVE THE DATE: WSA Noise Forum

When: Thursday, February 20, 2020 8:00 AM-4:30 PM (UTC-08:00) Pacific Time (US & Canada).

Where: Tucson, AZ

Casey Diane

From: Rock, Shannon CTR (FAA) <shannon.ctr.rock@faa.gov>
Sent: Monday, November 25, 2019 4:13 PM
To: Abbey, Peter (FAA); Adolph, Courtney (FAA); Alex Tamoria; Arlyn Purcell (purcell.arlyn@portseattle.org); Biassou, Justin W (FAA); Brady Fredrickson; Reed, Brendan; Bruce Atlas; Charles Hall; Cindy Nichol; Clare Gallagher; Cruz, Michele (FAA); Curt Eikerman; Cushing, Dave (FAA); Cynthia Guidry; Danette Bewley; Dennis Anderson; Desing, Clark (FAA); DiBernardo, Tony (FAA); Dixon, Holly L (FAA); Eric Freed; Ford Fuchigami; Foyle, Dave (FAA); Freeman, William E (FAA); George Merritt; Girvin, Raquel (FAA); Greg Phillips; Gregor, Ian (FAA); Harrigan, Kendra (FAA); Hoffman, Maurice (FAA); Holmes, Melissa (FAA); Holzman, Jacki (FAA); Hunt, Robin K (FAA); Ivar Satero; James Bennett; Jim Szczesniak; John Aitken; John Bergener; Kathryn Pantoja; Becker Kimberly; Kim Day; Kozica, Shawn M (FAA); Kristi McKenney; Lance Lyttle; Laron, Sky M (FAA); Marilyn Mora; Matt Davis; McClardy, Mark (FAA); Morgan, Thomas C (FAA); Nikolas Gaskins; Patrick Lammerding; Poole, Thomas (FAA); Ralph, Michael J (FAA); rhupp@cityofboise.org; Ron Reeves; Rosemary Vassiliadis; Ryan McMullan; Samantha Bricker; Sanders, Shaun (FAA); Scata, Donald (FAA); Schaffer, Chris (FAA); Scott Morrissey; Stan Shepherd (shepherd.s@portseattle.org); Stewart, Jeff (FAA); Stone, Grady (FAA); Stover, Kim (FAA); Suomi, David (FAA); Suttmeier, Laurie (FAA); Swann, Tamara A (FAA); Szukala, Steven L (FAA); Trudy Wassel; Valencia, Michael (FAA); Vince Granato; Warden, Kristi (FAA); Washino, Dave (FAA); White, Beth (FAA); Williams, Mike N (FAA); Wong, Gordon (FAA); Woods, Jerome (FAA)
Cc: Harrigan, Kendra (FAA); Aidan Ryan; Alicia, Vanessa (FAA); Ashley Racich; Cathy Borders; Chris Arrigale; Casey Diane; Linda Crockett; Lynette Marushige; Melissa Ortega; Pearl Meza; Piculewicz, Cathy (FAA); Riley, Melinda (FAA); Sandy Cikity; Spencer, Alane CTR (FAA); Spencer, Virginia (FAA); Torri, John (FAA); Traci Hardy; Wood, Angila (FAA); Xenia Smith
Subject: RE: Action: May Noise Forum Survey and Tucson Hotel

Pardon the double email, you should have all received a save-the-date calendar invite, a couple months ago for the Tucson meeting, but I neglected to put it in this email – Feb. 20, 2020.

Mia culpa!

Shannon

Shannon Rock
Contract Support for Western Service Center Director
Human Solutions Inc., Division of Oasis Systems
Northwest Mountain Regional Office
ATO Western Service Center
O: 206.231.2416
C: 202.525.8662



Let's CONNECT

yes



FY 2020 Per Diem Rates for Arizona

Meals & Incidentals (M&IE) Breakdown

Primary Destination	County	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & Last Day of Travel
Standard Rate	Applies for all locations without specified rates	\$55	\$13	\$14	\$23	\$5	\$41.25
Grand Canyon / Flagstaff	Coconino / Yavapai less the city of Sedona	\$66	\$16	\$17	\$28	\$5	\$49.50
Kayenta	Navajo	\$66	\$16	\$17	\$28	\$5	\$49.50
Phoenix / Scottsdale	Maricopa	\$56	\$13	\$15	\$23	\$5	\$42.00
Sedona	City Limits of Sedona	\$76	\$18	\$19	\$34	\$5	\$57.00
Tucson	Pima	\$61	\$14	\$16	\$26	\$5	\$45.75

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All out-of-town travel requests must conform to applicable provisions of Policy 3.30.
- B. Once traveler completes form, submit to the traveler's Administrator for approval (for Board Members, President/CEO, General Counsel and Chief Auditor, Administrator is Board Executive Committee).

TRAVELER INFORMATION:

Traveler Name: Kimberly J. Becker Department: Executive, BU6
 Position: Board Member President/CEO General Counsel Chief Auditor
 All Other Authority Employees

DATE OF REQUEST: 11/25/2019 DATE OF DEPARTURE/RETURN: 02/25/2020 / 02/26/2020

DESTINATION / BUSINESS PURPOSE:

Destination: Sacramento, CA

Business Purpose: San Diego Chamber of Commerce – Delegation to Sacramento

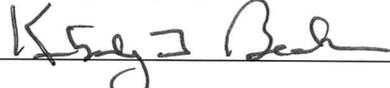
PROJECTED OUT-OF-TOWN TRAVEL EXPENSES:

A. Transportation Costs:	
• Airfare <input type="checkbox"/> <i>check box for business class or equivalent (international only)</i>	\$ 500.00
• Rental Car	\$
• Other Transportation (Taxi, TNC, Train, Bus)	\$ 100.00
• Auto (Gas, Parking/Tolls, Mileage)	\$
B. Lodging	\$ 325.00
C. Meals and Incidental Expenses (<i>Per Diem</i>)	\$ 132.00
D. Seminar and Conference Fees	\$ 450.00
E. Entertainment	\$
TOTAL PROJECTED TRAVEL EXPENSES	\$ 1507.00

CERTIFICATION BY TRAVELER

By my signature below, I certify the following:

- The above-listed projected out-of-town travel expenses conform to Policy 3.30, are reasonable and directly related to Authority business; and
- I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Travelers Signature:  Date: 11/25/19

CERTIFICATION BY ADMINISTRATOR *(If Administrator is Executive Committee, Clerk certifies below.)*

By my signature below, I certify the following:

- I have reviewed this out-of-town travel request and made inquiries to determine that the out-of-town travel and identified expenses are directly related to and necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefits to the Authority; and
- I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, certify that this document was approved
(Name of Clerk)
 by the Executive Committee at its _____ meeting.
(Meeting Date)

San Diego

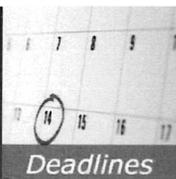


(HTTPS://SDCHAMBER.ORG/)

« All Events (<https://sdchamber.org/events/>)

2020 LEADERSHIP DELEGATION TO SACRAMENTO

February 25, 2020 @ 12:00 pm - February 26, 2020 @ 4:00 pm



(/wp-content/uploads/2016/02/Sacramento-2020-Sponsorship-Package-compressed.pdf)

Lead the charge as the San Diego Regional Chamber of Commerce heads to Sacramento to bring local, regional and state leaders together to discuss policy priorities that are in the best interest of business and job creation in the San Diego-Baja mega-region on Tuesday, February 25th and Wednesday, February 26th, 2020.

Similar to the San Diego Regional Chamber’s popular Mission to Washington, DC and Binational Delegation to Mexico City, this trip provides the opportunity to share your expertise on the issues that matter for all of California. While forging new relationships with regional business leaders, you will have the opportunity to participate in exclusive high-level meetings, and discuss industry-specific issues with state officials.

It is up to us to make sure that our leaders in Sacramento understand how to help businesses grow by making our voices heard on the issues that are pertinent to our mega-region. The policy areas and issues we will be addressing on the trip include:

- Infrastructure & Improving Mobility
- Talent Retention: Housing Supply & Affordability; Access & Affordability of Childcare
- Energy & Water
- Improving International Trade & Commerce
- Healthcare Delivery & Security
- 2020 Political Landscape

Click here (</wp-content/uploads/2016/02/Agenda-Final.pdf>) to see our 2019 agenda for the trip.

Click here (<https://sdchamber.org/sacramento-speakers-2019/>) to see our 2019 list of speakers.

DEADLINES & IMPORTANT DATES

San Diego

([HTTPS://SDCHAMBER.ORG/](https://sdchamber.org/))



January 28 – Last day for The Kimpton Sawyer Hotel room block – after which, rooms and pricing are subject to availability.

February 18 – Regular application deadline.

February 21 – Late application deadline.

January 25 – Last day for The Citizen Hotel room block. Following January 25, rooms and pricing are subject to availability

EVENT DETAILS

Date: Tuesday, February 25 (12:00 pm) – Wednesday, February 26 (4:00 pm)

Location: The Citizen Hotel | 926 J St., Sacramento, CA 95814

Event Contact: Lisa Kelley | 619-544-1343 | lkelly@sdchamber.org (mailto:lkelly@sdchamber.org)

([HTTPS://SDCHAMBER.ORG/](https://sdchamber.org/))

REGISTRATION COST*

Please note: participation fee does *not* include hotel or airfare.

Chamber Members:

\$450 per person (*Early Bird: until January 25*)

\$500 per person (*January 26 – February 18*)

\$625 per person (*February 19 – February 21*)

Non-Members:

\$650 per person (*until February 18*)

\$725 per person (*February 19 – February 21*)

*Participation subject to approval. Includes all meals, meetings, and receptions. **Payment must be received prior to departure for the trip.**

HOTELS

(/wp-content/uploads/2016/02/Hotels.jpg)We have a room block at The Kimpton Sawyer Hotel (<https://www.ihg.com/kimptonhotels/hotels/us/en/find-hotels/hotel/rooms?>

[qDest=500%20J%20Street,%20Sacramento,%20CA,%20US&qCiMy=12020&qCiD=25&qCoMy=12020&qCoD=26&qAdlt=1&qChld=0&qRms=1&qRtP=6C&itA=998](https://www.ihg.com/kimptonhotels/hotels/us/en/find-hotels/hotel/rooms?qDest=500%20J%20Street,%20Sacramento,%20CA,%20US&qCiMy=12020&qCiD=25&qCoMy=12020&qCoD=26&qAdlt=1&qChld=0&qRms=1&qRtP=6C&itA=998)

for \$284++ per night. **Book your room here** (<https://www.ihg.com/kimptonhotels/hotels/us/en/find-hotels/hotel/rooms?qDest=500%20J%20Street,%20Sacramento,%20CA,%20US&qCiMy=12020&qCiD=25&qCoMy=12020&qCoD=26&qAdlt=1&qChld=0&qRms=1&qRtP=6C&itA=998>) for the group rate or call (877) 678-6255 and ask for the "San Diego Regional" group rate.

We have a room block at The Citizen Hotel (<https://www.thecitizenhotel.com/en-us>) for \$289++ per night. **Book your group rate for San Diego Regional Chamber of Commerce 2020 Sacramento Delegation Trip** (<https://www.marriott.com/events/start.mi?id=1563472397834&key=GRP>)

Please note: this link will only show the rooms and group rate available where there were rooms contracted and still have availability within the block

Primary Destination	County	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & LastDay of Travel
Mill Valley / San Rafael / Novato	Marin	\$76	\$18	\$19	\$34	\$5	\$57.00
Monterey	Monterey	\$76	\$18	\$19	\$34	\$5	\$57.00
Napa	Napa	\$66	\$16	\$17	\$28	\$5	\$49.50
Oakhurst	Madera	\$71	\$17	\$18	\$31	\$5	\$53.25
Oakland	Alameda	\$66	\$16	\$17	\$28	\$5	\$49.50
Palm Springs	Riverside	\$66	\$16	\$17	\$28	\$5	\$49.50
Point Arena / Gualala	Mendocino	\$76	\$18	\$19	\$34	\$5	\$57.00
Sacramento	Sacramento	\$66	\$16	\$17	\$28	\$5	\$49.50
San Diego	San Diego	\$71	\$17	\$18	\$31	\$5	\$53.25
San Francisco	San Francisco	\$76	\$18	\$19	\$34	\$5	\$57.00
San Luis Obispo	San Luis Obispo	\$71	\$17	\$18	\$31	\$5	\$53.25
San Mateo / Foster City / Belmont	San Mateo	\$66	\$16	\$17	\$28	\$5	\$49.50
Santa Barbara	Santa Barbara	\$76	\$18	\$19	\$34	\$5	\$57.00
Santa Cruz	Santa Cruz	\$61	\$14	\$16	\$26	\$5	\$45.75
Santa Monica	City limits of Santa Monica	\$76	\$18	\$19	\$34	\$5	\$57.00
Santa Rosa	Sonoma	\$71	\$17	\$18	\$31	\$5	\$53.25

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All out-of-town travel requests must conform to applicable provisions of Policy 3.30.
- B. Once traveler completes form, submit to the traveler's Administrator for approval (for Board Members, President/CEO, General Counsel and Chief Auditor, Administrator is Board Executive Committee).

TRAVELER INFORMATION:

Traveler Name: Kimberly J. Becker Department: Executive, BU6
 Position: Board Member President/CEO General Counsel Chief Auditor
 All Other Authority Employees

DATE OF REQUEST: 12/12/2019 DATE OF DEPARTURE/RETURN: 03/16/2020 / 03/18/2020

DESTINATION / BUSINESS PURPOSE:

Destination: Washington, DC Business Purpose: AAAE Legislative Conference

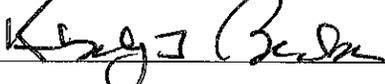
PROJECTED OUT-OF-TOWN TRAVEL EXPENSES:

A. Transportation Costs:		
• Airfare <input type="checkbox"/> check box for business class or equivalent (international only)	\$	<u>700.00</u>
• Rental Car	\$	
• Other Transportation (Taxi, TNC, Train, Bus)	\$	<u>100.00</u>
• Auto (Gas, Parking/Tolls, Mileage)	\$	
B. Lodging	\$	<u>750.00</u>
C. Meals and Incidental Expenses (Per Diem)	\$	<u>230.00</u>
D. Seminar and Conference Fees	\$	<u>625.00</u>
E. Entertainment	\$	
TOTAL PROJECTED TRAVEL EXPENSES	\$	<u>2,405.00</u>

CERTIFICATION BY TRAVELER

By my signature below, I certify the following:

- 1. The above-listed projected out-of-town travel expenses conform to Policy 3.30, are reasonable and directly related to Authority business; and
- 2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Travelers Signature:  Date: 12/12/19

CERTIFICATION BY ADMINISTRATOR (If Administrator is Executive Committee, Clerk certifies below.)

By my signature below, I certify the following:

- 1. I have reviewed this out-of-town travel request and made inquiries to determine that the out-of-town travel and identified expenses are directly related to and necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefits to the Authority; and
- 2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, certify that this document was approved
 (Name of Clerk)
 by the Executive Committee at its _____ meeting.
 (Meeting Date)

AAAE/ACI-NA Washington Legislative Conference

March 17-18, 2020 | Washington, DC



[Registration](#)

Budget for your registration!

[Welcome](#) » [Home](#) » General Information

General Information

Join your peers on Capitol Hill for the 2020 AAAE/ACI-NA Washington Legislative Conference. This two day conference will give airport industry leaders the opportunity to hear directly from members of Congress, Administration officials, and Capitol Hill staff about what the airport industry can expect from Washington in the year ahead. Don't miss your chance to get the latest developments and engage with your elected officials and key decision-makers to advance airport priorities in 2020.

Who Should Attend?

- Airport Directors
- Legislative Affairs Committee Members
- Airport Commissioners
- Airport Operators

Welcome

[Welcome](#) » Registration

Registration Fees and Deadlines

Registration for the 2020 Washington Legislative Conference will open approximately four months prior to the conference dates. For budget planning purposes only, see the registration fees from the 2019 workshop below. Fees for 2020 are subject to increase for each category and will be confirmed when registration opens.

2019 REGISTRATION FEES FOR HISTORICAL REFERENCE *(in U.S. funds drawn on a U.S. bank)*

Includes all handouts, one continental breakfast, two lunches, a conference reception and all breaks.

	Early Registration	Regular Registration
AAAE/ACI-NA Member	\$625	\$725
Non-Member	\$850	\$950
Federal Government Employee	\$300	\$300

NOTE: AAAE/ACI-NA reserves the right to cancel this program if the number of registrants is insufficient. In this event, we will notify all registrants and refund the registration fee in full. However, any costs incurred by the registrant, such as hotel cancellation or airline penalties, are the responsibility of the registrant. Confirmation letters will be emailed to attendees within two weeks of receipt of

registration. If you have not received a confirmation letter via email two business days prior to the meeting, and you enrolled at least two weeks prior to the meeting, please contact the meetings@aci-na.org. Non-receipt of the confirmation letter before the meeting is not justification for seeking a refund.



If you require any special assistance to participate or have special dietary requirements, email meetings@aci-na.org.

AAAE accepts registration regardless of race, religion, sexual orientation, sex, physical disability and national or ethnic origin. This includes but is not limited to admissions, employment and educational services.

AAAE MEDIA ACCESS POLICY

AAAE/ACI-NA reserves the right to grant at its sole discretion access to TV, radio and print media organizations or individuals that have registered and received prior authorization from AAAE/ACI-NA at least 72 hours prior to an AAAE/ACI-NA event they wish to cover. Due to the sensitive nature of some discussions, not all sessions at some AAAE/ACI-NA events will be open to media. AAAE/ACI-NA retains the sole right to grant or refuse media access for any event or section of an event it operates.

Please direct all inquiries to [Adam Snider](#), AAAE's Director of Public Affairs.

PHOTO/VIDEO DISCLAIMER

By registering for and attending any AAAE/ACI-NA event, you agree that your image may be used at any time, without further notification, for printed materials, web sites, social media and other marketing purposes.

Registration

Fees and Deadlines



FY 2020 Per Diem Rates for District of Columbia, District of Columbia

Meals & Incidentals (M&IE) Breakdown

Primary Destination	County	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & Last Day of Travel
District of Columbia	Washington DC (also the cities of Alexandria, Falls Church and Fairfax, and the counties of Arlington and Fairfax, in Virginia; and the counties of Montgomery and Prince George's in Maryland)	\$76	\$18	\$19	\$34	\$5	\$57.00

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All out-of-town travel requests must conform to applicable provisions of Policy 3.30.
- B. Once traveler completes form, submit to the traveler's Administrator for approval (for Board Members, President/CEO, General Counsel and Chief Auditor, Administrator is Board Executive Committee).

TRAVELER INFORMATION:

Traveler Name: Kimberly J. Becker Department: Executive, BU6
 Position: Board Member President/CEO General Counsel Chief Auditor
 All Other Authority Employees

DATE OF REQUEST: 12/12/2019 DATE OF DEPARTURE/RETURN: 03/31/2020 / 04/03/2020

DESTINATION / BUSINESS PURPOSE:

Destination: Washington, DC Business Purpose: GAC Directors Meeting & U.S. Travel Spring Board Meeting

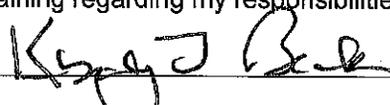
PROJECTED OUT-OF-TOWN TRAVEL EXPENSES:

A. Transportation Costs:		
• Airfare <input type="checkbox"/> <i>check box for business class or equivalent (international only)</i>		\$ <u>700.00</u>
• Rental Car		\$ _____
• Other Transportation (Taxi, TNC, Train, Bus)		\$ <u>200.00</u>
• Auto (Gas, Parking/Tolls, Mileage)		\$ _____
1,200, B. Lodging		\$ <u>1,200.00</u>
C. Meals and Incidental Expenses (<i>Per Diem</i>)		\$ <u>300.00</u>
D. Seminar and Conference Fees		\$ _____
E. Entertainment		\$ _____
TOTAL PROJECTED TRAVEL EXPENSES		\$ <u>2,400.00</u>

CERTIFICATION BY TRAVELER

By my signature below, I certify the following:

- 1. The above-listed projected out-of-town travel expenses conform to Policy 3.30, are reasonable and directly related to Authority business; and
- 2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Travelers Signature:  Date: 12/17/19

CERTIFICATION BY ADMINISTRATOR *(If Administrator is Executive Committee, Clerk certifies below.)*

By my signature below, I certify the following:

- 1. I have reviewed this out-of-town travel request and made inquiries to determine that the out-of-town travel and identified expenses are directly related to and necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefits to the Authority; and
- 2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, _____, certify that this document was approved
(Name of Clerk)
 by the Executive Committee at its _____ meeting.
(Meeting Date)

U.S. TRAVEL
ASSOCIATION®

GATEWAY AIRPORTS COUNCIL DIRECTORS MEETING

The Mayflower Hotel

1127 Connecticut Avenue, NW, Washington, DC 20036 – District Ballroom; Lower Level

Conference Line: 1-800-201-6800 Passcode: 49059130#

Thursday, November 21, 2019

12:15pm – 5:30pm ET

Working lunch; lunch served at 12:15pm

I. WELCOME AND OPENING REMARKS (12:25pm – 12:30pm)

II. EMERGING ISSUES FORUM DISCUSSION (12:30pm – 2:30pm)

- Concessionaire Issues
- Curb Innovation
- National Trends in Local Legislation
- Best Practices for Negotiating Use and Lease Agreements
- Project Delivery

BREAK (2:30pm – 2:45pm)

III. AIRLINES FOR AMERICA DISCUSSION (2:45pm – 3:30pm)

Guest Speaker: Ms. Sharon Pinkerton, SVP, Legislative and Regulatory Policy, A4A

- REAL ID
- CBP and Biometrics

IV. POLICY COMMITTEE DISCUSSION (3:30pm – 4:30pm)

- Washington Update
- REAL ID
 - Public Education
 - Survey Release
 - Policy Update
 - Next Steps
- Biometrics Update
- Infrastructure Update

V. OPEN FORUM

VI. AIRPORT STAFF CLOSED SESSION (4:30pm – 5:30pm)

VII. DIRECTORS CLOSED SESSION (4:30pm – 5:30pm)

SAVE THE DATE: FUTURE U.S TRAVEL BOARD MEETINGS

U.S. Travel Spring Meetings Week: March 31–April 3, 2020

Renaissance Hotel Washington DC Hotel

Destination Capitol Hill: Wednesday, April 1 & Thursday, April 2

GAC: Tentatively Wednesday, April 1

Board Dinner: Thursday, April 2

Board Meeting: Friday, April 3



FY 2020 Per Diem Rates for District of Columbia, District of Columbia

Meals & Incidentals (M&IE) Breakdown

Primary Destination	County	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & Last Day of Travel
District of Columbia	Washington DC (also the cities of Alexandria, Falls Church and Fairfax, and the counties of Arlington and Fairfax, in Virginia; and the counties of Montgomery and Prince George's in Maryland)	\$76	\$18	\$19	\$34	\$5	\$57.00

BUSINESS EXPENSE

A. BOLING

J. SCHIAVONI

*J. Schiavoni Central
parking for San Diego*

Parking
The US Grant
San Diego, CA

*Black Chamber
of Commerce*

TABLE# /0
SERVER 914880291/JACOB
CHECK# 1114

gala dinner

2019/11/16 09:00:45

****Sale****

MERC ID:001060000199565401164

REF No: 1117050045

CT No: *****8150

EXP: XX/XX

CARD: VISA

CheckNo:1114

TableNo:/0

APPROVAL CODE: 01368D

Subtotal: \$20.00

Total: \$20.00

+ 1.00 tip

X _____

Signature
CUSTOMER COPY

\$ 21.00

TRAVEL EXPENSE

KIM BECKER

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
TRAVEL EXPENSE REIMBURSEMENT REPORT - Board Members, President/CEO, General Counsel, Chief Auditor
 (To be completed within 30 days from travel return date for domestic travel; 45 days for international travel)

Refer to Authority Policy 3.30 - Business and Travel Expense Reimbursement Policy, outlining appropriate reimbursable expenses. 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.

Policy 3.30 - Business and Travel Expense Reimbursement

Business and Travel Reimbursement Guidelines

Employee/Trip Information

Date: _____

Name: Kimberly J. Becker Dept: Executive Division, BU6
 Departure Date: 11/20/2019 Return Date: 11/23/2019 Report Due: 12/23/19
 Destination: Washington, DC
 Business Purpose: U.S. Travel Board of Meeting & GAC Directors Meeting

Expense Items not included in Per Diem	Authority Prepaid Expenses	Employee Paid Expenses							TOTAL
		11/20/19 Wednesday	11/21/19 Thursday	11/22/19 Friday	11/23/19 Saturday	11/24/19 Sunday	11/25/19 Monday	11/26/19 Tuesday	
Air Fare, Railroad, Bus	559.00								-
Conference Fees									-
Rental Car									-
Gas									-
Parking & Tolls									-
Mileage - Attach mileage form									-
Taxi / TNC / Shuttle Fare		22.96							22.96
Lodging		372.44							372.44
Telephone, Internet and Fax									-
Laundry									-
Miscellaneous:									-
	\$ 559.00								\$ 395.40

Expense items included in Per Diem:

Meals & Incidental Expenses (M&IE)

Meals will be reimbursed at established Per Diem rates. Receipts shall not be required except for authorized meals above per diem rate (approved by CEO or Vice President below). If a meal is provided by a conference or meeting, do not include the meal for reimbursement below. On first travel day, only include lunch and dinner if flight departs after 9:00 a.m. On last travel day, only include breakfast and lunch if flight returns before 6:00 p.m.

GSA Per Diem for Domestic

US Dept of State Per Diem for International

	Enter Daily Per Diem Rate
Breakfast	\$18.00
Lunch	\$19.00
Dinner	\$34.00
Incidentals	\$5.00
Total M&IE	\$76.00

	11/20/19 Wednesday	11/21/19 Thursday	11/22/19 Friday	11/23/19 Saturday	11/24/19 Sunday	11/25/19 Monday	11/26/19 Tuesday	
Breakfast	18.00							18.00
Lunch	19.00							19.00
Dinner	34.00	34.00						68.00
Incidentals	5.00	5.00						10.00
Total M&IE	76.00	39.00						115.00
Approved Meal Exception Above Per Diem Rate ¹								-
Total Meal and Incidental Expenses	\$ 76.00	\$ 39.00	\$ -	\$ -	\$ -	\$ -	\$ -	115.00

Explanation: Substantiation for exception should be attached

Trip Grand Total	1,069.40
Less Cash Advance (Attach copy of Authority check)	
Less Expenses Prepaid by Authority	559.00
Due Traveler - if positive amount, prepare check request	
Due Authority - if negative, attach check payable to SDCRAA	\$ 510.40

Note: Send this report to Accounting even if the amount is \$0.

By signing below, TRAVELER: (a) acknowledges understanding and agreeing to be bound by Authority Policy 3.30 - Business and Travel Expense Reimbursement Policy; (b) certifies that this report is true and correct and all claimed expenses were incurred in connection with official Authority business; and (c) understands that any purchases/claims that are not allowed will be traveler's responsibility. By signing below, ADMINISTRATOR certifies, based on reasonable inquiry, that expenses approved in this report were reasonable, necessary, directly related to the Authority's business, and that they are reimbursable under Authority Policy 3.30.

Prepared By: Diane Casey Ext.: 2445
 Traveler's Signature: Kimberly J. Becker Date: 11/25/19

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE (To be completed by Clerk)

I, _____ hereby certify that this document was approved by the Executive Committee at it's meeting on _____
 Clerk Signature: _____ Date: _____

Kim Becker
Washington
11/20 - 11/23/19

Traveltrust Corporation
374 North Coast Hwy 101
Encinitas, CA 92024
Phone: (760) 635-1700

TRAVELTRUST

ADD TO OUTLOOK

Tuesday, 10 OCT 2019 10:26 PM EDT

Passengers: **KIMBERLY JANE BECKER (02)**

Agency Reference Number: WIBCZE

Click here to view your current itinerary or ETicket receipt on-line: tripcase.com

American Airlines Confirmation WIBCZE

Please review your itinerary and report any discrepancies to Traveltrust within 24hrs of receipt

AIR	Wednesday, 20NOV 2019		
American Airlines	Flight Number: 2574	Class: V-Coach/Economy	
From: San Diego CA, USA	Depart: 6:20 AM		
To: Phoenix AZ, USA	Arrive: 8:50 AM		
Stops: Nonstop	Duration: 1 hour(s) 30 minute(s)		
Seats: 09C	Status: CONFIRMED	Miles: 304 / 486 KM	
Equipment: Boeing 737-800 Jet			
DEPARTS SAN TERMINAL 2 - ARRIVES PHX TERMINAL 4			
Frequent Flyer Number [REDACTED]			
MAIN CABIN EXTRA AISLE SEAT CONFIRMED			
American Airlines Confirmation number is WIBCZE			
AIR	Wednesday, 20NOV 2019		
American Airlines	Flight Number: 0685	Class: V-Coach/Economy	
From: Phoenix AZ, USA	Depart: 9:41 AM		
To: Washington Reagan Natl DC, USA	Arrive: 3:57 PM		
Stops: Nonstop	Duration: 4 hour(s) 16 minute(s)		
Seats: 10C	Status: CONFIRMED	Miles: 1964 / 3142 KM	
Equipment: 32Q/AIR	MEAL: Food and Bev for Purchase		
DEPARTS PHX TERMINAL 4 - ARRIVES DCA TERMINAL C			
Frequent Flyer Number [REDACTED]			
MAIN CABIN EXTRA AISLE SEAT CONFIRMED			
American Airlines Confirmation number is WIBCZE			
AIR	Saturday, 23NOV 2019		
American Airlines	Flight Number: 1413	Class: G-Coach/Economy	
From: Washington Reagan Natl DC, USA	Depart: 5:55 PM		
To: Chicago O'Hare IL, USA	Arrive: 7:20 PM		
Stops: Nonstop	Duration: 2 hour(s) 25 minute(s)		
Seats: 08C	Status: CONFIRMED	Miles: 594 / 950 KM	
Equipment: Boeing 737-800 Jet	MEAL: FOOD FOR PURCHASE		
DEPARTS DCA TERMINAL C - ARRIVES ORD TERMINAL 3			

Kim Becker
Washington
11/20 - 11/23/19

Frequent Flyer Number [REDACTED]
MAIN CABIN EXTRA AISLE SEAT CONFIRMED
American Airlines Confirmation number is WIBCZE

AIR	Saturday, 23NOV 2019		
American Airlines		Flight Number: 1244	Class: G- Coach/Economy
From: Chicago O'Hare IL, USA		Depart: 8:45 PM	
To: San Diego CA, USA		Arrive: 11:09 PM	
Stops: Nonstop		Duration: 4 hour(s) 24 minute(s)	
Seats: 08C		Status: CONFIRMED	Miles: 1719 / 2750 KM
Equipment: Boeing 737-800 Jet		MEAL: FOOD FOR PURCHASE	
DEPARTS ORD TERMINAL 3 - ARRIVES SAN TERMINAL 2			
Frequent Flyer Number [REDACTED]			
MAIN CABIN EXTRA AISLE SEAT CONFIRMED			
American Airlines Confirmation number is WIBCZE			

OTHER Monday, 23DEC 2019

GLOBAL SALES SUPPORT

THIS TICKET IS NON-REFUNDABLE AND MUST BE USED FOR THE FLIGHTS BOOKED. IF THE RESERVATION IS NOT USED OR CANCELLED BEFORE THE DEPARTURE OF YOUR FLIGHTS IT MAY HAVE NO VALUE. CONTACT TRAVELTRUST BEFORE YOUR OUTBOUND FLIGHT IF CHANGE IS NECESSARY. AMERICAN AIRLINES CONFIRMATION NUMBER - WIBCZE FOR EMERGENCY SERVICE FROM UNITED STATES - 888-221-6043

Ticket/Invoice Information

Ticket for: KIMBERLY JANE BECKER
 Date issued: 10/1/2019 Invoice Nbr: 5555527
 Ticket Nbr: AA7462121318 Electronic Tkt: Yes Amount: 634.00 USD
 Exchange for: 0017349258661 Issued: 11APR19
 Total Exchange: 529.00

Charged to: AX*****1013

Service fee: KIMBERLY JANE BECKER
 Date issued: 10/1/2019
 Document Nbr: XD0789243091 Amount: 30.00
 Charged to: AX*****1013

Total Tickets: 529.00
 Total Fees: 30.00
 Total Amount: 559.00

Click here 24 hours in advance to obtain boarding passes:
[American](#)

Click here to review Baggage policies and guidelines:
[American](#)

TSA Guidance- a government issued photo id is needed for checkin.
 Please allow minimum 3 hour checkin for International flights and 2 hours for Domestic.
 For Additional security information visit www.tsa.gov.
 All coupons related to this ticket must be used in the sequence purchased or you may be subject to a change in airfare per the carrier's discretion.
 Follow us on Twitter @Traveltrustcorp

Thank you for choosing Traveltrust!

Kim Becker
 Washington
 11/20 - 11/22/19

AUTOGRAPH COLLECTION
 HOTELS

THE MAYFLOWER, AUTOGRAPH HOTEL

GUEST FOLIO

629	BECKER/KIMBERLY	324.00	11/21/19	07:19	21265	12627
ROOM	NAME	RATE	DEPART	TIME	ACCT#	GROUP
GD	SAN DIEGO COUNTY AIR		11/20/19	17:04		
TYPE	PO BOX 82776		ARRIVE	TIME		
17	SAN DIEGO CA 92138					
ROOM		MCXXXXXXXXXXXX9117			MBV#:	179369603
CLERK	ADDRESS	PAYMENT				

DATE	REFERENCES	CHARGES	CREDITS	BALANCES DUE
11/20	IR DINE 7494 629	37.75		
11/20	ROOM 629, 1	324.00		
11/20	ROOM TAX 629, 1	48.44		
11/21	CCARD-MC		410.19	
11/21	PAYMENT RECEIVED BY: MASTERCARD XXXXXXXXXXXXXXX9117			
	CASH 00	.00		
				.00
===== EXP. REPORT SUMMARY =====				
11/20	IR DINE	37.75		
	ROOM	324.00		
	ROOM TAX	48.44		

See our "Privacy & Cookie Statement" on Marriott.com

Your Marriott Bonvoy points/miles earned on your eligible earnings will be credited to your account. Check your Marriott Bonvoy Account Statement for updated activity. See members.marriott.com for new Marriott Bonvoy benefits.

AUTOGRAPH COLLECTION THE MAYFLOWER, AUTOGRAPH HOTEL
 HOTELS 1127 CONNECTICUT AVE
 WASHINGTON, DC 20036
 PH: 202-347-3000 FAX: 202-776-9182

This statement is your only receipt. You have agreed to pay in cash or by approved personal check or to authorize us to charge your credit card for all amounts charged to you. The amounts shown in the credit column opposite any credit card entry in the reference column above will be charged to the credit card number set forth above. (The credit card company will bill in the usual manner.) If for any reason the credit card company does not make payment on this account, you will owe us such amount. If you are direct billed, in the event payment is not made within 25 days after check-out, you will owe us interest from the check-out date on any unpaid amount at the rate of 1.5% per month (ANNUAL RATE 18%), or the maximum allowed by law, plus the reasonable cost of collection, including attorney fees.

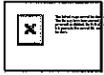
Signature X

Kim Becker
Washington
11/20 - 11/23/19

Casey Diane

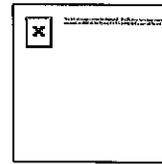
From: no-reply@lyftmail.com on behalf of Lyft Ride Receipt <no-reply@lyftmail.com>
Sent: Wednesday, November 20, 2019 2:11 PM
To: Becker Kimberly
Subject: Your ride with Aristide on November 20

11/20 - Transportation



NOVEMBER 20, 2019 AT 4:43 PM

Thanks for riding with Aristide!



100% of tips go to drivers. [Add a tip](#)

Lyft fare (4.75mi, 21m 32s)	\$19.46
Tip	\$3.50

PayPal account	\$22.96
----------------	----------------



- Pickup 4:43 PM**
2414 S Smith Blvd, Arlington, VA
- Drop-off 5:04 PM**
1792 Desales St NW, Washington, DC

Expense Code: US TRAVEL DC



Kim Becker
Washington
11/20 - 11/23/19

Round Up & Donate

By rounding up their payments, our riders have donated over \$15 million to causes they believe in.

SUPPORT YOUR CAUSE

TIP DRIVER

FIND LOST ITEM

REQUEST REVIEW

Review price in the Lyft app help tab

To share comments or complaints about a ride that violated the law in the District of Columbia, you may contact the DFHV at (202) 645-7300 or <https://dfhv.dc.gov/service/complaints>.

Help Center

Receipt #1339951629507714682

We never share your address with your driver after a ride.
[Learn more](#) about our commitment to safety.

[© Mapbox](#) [© OpenStreetMap](#) [Improve this map](#)

© 2019 Lyft, Inc.
548 Market St., P.O. Box 68514
San Francisco, CA 94104
CPUC ID No. TCP0032513 - P

Work at Lyft
Become a Driver

Kim Becker
Washington
11/20-11/23/19

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All out-of-town travel requests must conform to applicable provisions of Policy 3.30.
- B. Once traveler completes form, submit to the traveler's Administrator for approval (for Board Members, President/CEO, General Counsel and Chief Auditor, Administrator is Board Executive Committee).

TRAVELER INFORMATION:

Traveler Name: Kimberly J. Becker Department: Executive, BU6
 Position: Board Member President/CEO General Counsel Chief Auditor
 All Other Authority Employees

DATE OF REQUEST: 09/11/2019 DATE OF DEPARTURE/RETURN: 11/19/2019 / 11/21/2019

DESTINATION / BUSINESS PURPOSE:

Destination: Washington, DC Business Purpose: GAC Directors Meeting & U.S. Travel Board Meeting

PROJECTED OUT-OF-TOWN TRAVEL EXPENSES:

A. Transportation Costs:		
• Airfare <input type="checkbox"/> check box for business class or equivalent (international only)		\$ <u>650.00</u>
• Rental Car		\$ _____
• Other Transportation (Taxi, TNC, Train, Bus)		\$ <u>150.00</u>
• Auto (Gas, Parking/Tolls, Mileage)		\$ _____
B. Lodging		\$ <u>650.00</u>
C. Meals and Incidental Expenses (Per Diem)		\$ <u>225.00</u>
D. Seminar and Conference Fees		\$ _____
E. Entertainment		\$ _____
TOTAL PROJECTED TRAVEL EXPENSES		\$ <u>1675.00</u>

CERTIFICATION BY TRAVELER

By my signature below, I certify the following:

1. The above-listed projected out-of-town travel expenses conform to Policy 3.30, are reasonable and directly related to Authority business; and
2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Travelers Signature:  Date: 9.11.19

CERTIFICATION BY ADMINISTRATOR (If Administrator is Executive Committee, Clerk certifies below.)

By my signature below, I certify the following:

1. I have reviewed this out-of-town travel request and made inquiries to determine that the out-of-town travel and identified expenses are directly related to and necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefits to the Authority; and
2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

I, Martha Morales, Asst. Authority Clerk, certify that this document was approved
(Name of Clerk)
 by the Executive Committee at its September 23, 2019 meeting.
(Meeting Date)

FALL Board Meeting

November 20-21, 2019
Washington, D.C.

Kim Becker
Washington
11/20-11/23/19

SCHEDULE OF EVENTS (as of 09.24.19)

All meetings are held at the Mayflower Hotel (1127 Connecticut Avenue, NW, Washington, DC, 20036) unless otherwise noted. *All committee, coalition and council meetings and meals are open only to their respective members.*

WEDNESDAY, NOVEMBER 20

10:00-11:30 a.m. Board of Directors Member Discussion - Topic TBD
(continuation of Summer Breakout Series)

11:45 a.m.-1:30 p.m. Compensation Committee Meeting
(with working lunch)

12:00-1:30 p.m. Allied Advisory Group Meeting
(with working lunch)

2:00-4:30 p.m. Executive Committee Meeting

4:45-5:45 p.m. New Directors Orientation

5:00-5:45 p.m. TravelPAC Board Meeting

6:00-7:15 p.m. Registration

6:30-7:15 p.m. Hall of Leaders Awards Reception

7:15-8:50 p.m. Hall of Leaders Awards Dinner

8:50-9:30 p.m. Hall of Leaders Awards Dessert Reception

Kim Becker
Washington
11/20 - 11/23/19

THURSDAY, NOVEMBER 21

7:30 a.m.	Registration
7:30-8:00 a.m.	Board of Directors Breakfast
8:00 a.m.-12:15 p.m.	Board of Directors Meeting
12:15-1:00 p.m.	Board of Directors Lunch
12:15-2:00 p.m.	Governance Committee Meeting (with working lunch)
12:15-3:30 p.m.	Meetings Mean Business Coalition Meeting (with working lunch)
12:15-5:30 p.m.	Gateway Airports Council Meeting (with working lunch)



FY 2019 Per Diem Rates for District of Columbia

Meals & Incidentals (M&IE) Breakdown

Primary Destination	County	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & Last Day of Travel
Standard Rate	Applies for all locations without specified rates	\$55	\$13	\$14	\$23	\$5	\$41.25
District of Columbia	Washington DC (also the cities of Alexandria, Falls Church and Fairfax, and the counties of Arlington and Fairfax, in Virginia; and the counties of Montgomery and Prince George's in Maryland)	\$76	\$18	\$19	\$34	\$5	\$57.00

SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
TRAVEL EXPENSE REIMBURSEMENT REPORT - Board Members, President/CEO, General Counsel, Chief Auditor
 (To be completed within 30 days from travel return date for domestic travel; 45 days for international travel)

Refer to Authority Policy 3.30 - Business and Travel Expense Reimbursement Policy, outlining appropriate reimbursable expenses. 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.

Policy 3.30 - Business and Travel Expense Reimbursement

Business and Travel Reimbursement Guidelines

Employee/Trip Information

Date: _____

Name: Kimberly J. Becker Dept: Executive Division, BU6
 Departure Date: 12/11/2019 Return Date: 12/12/2019 Report Due: 1/11/20
 Destination: Seattle, WA
 Business Purpose: Alaska Airlines Headquarters Visit

Expense Items not included in Per Diem	Authority Prepaid Expenses	Employee Paid Expenses							TOTAL
		12/11/19 Wednesday	12/12/19 Thursday	12/13/19 Friday	12/14/19 Saturday	12/15/19 Sunday	12/16/19 Monday	12/17/19 Tuesday	
Air Fare, Railroad, Bus	290.60								-
Conference Fees									-
Rental Car									-
Gas									-
Parking & Tolls									-
Mileage - Attach mileage form									-
Taxi / TNC / Shuttle Fare									-
Lodging		236.91							236.91
Telephone, Internet and Fax									-
Laundry									-
Miscellaneous:									-
									-
	\$ 290.60								\$ 236.91

Expense Items included in Per Diem:

Meals & Incidental Expenses (M&IE) Meals will be reimbursed at established Per Diem rates. Receipts shall not be required except for authorized meals above per diem rate (approved by CEO or Vice President below). If a meal is provided by a conference or meeting, do not include the meal for reimbursement below. On first travel day, only include lunch and dinner if flight departs after 9:00 a.m. On last travel day, only include breakfast and lunch if flight returns before 6:00 p.m.

GSA Per Diem for Domestic

US Dept of State Per Diem for International

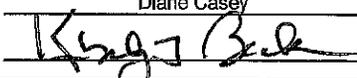
Enter Daily Per Diem Rate	12/11/19	12/12/19	12/13/19	12/14/19	12/15/19	12/16/19	12/17/19	
	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	Tuesday	
Breakfast	\$18.00							18.00
Lunch	\$19.00							19.00
Dinner	\$34.00	34.00						68.00
Incidentals	\$5.00	5.00						10.00
Total M&IE	\$76.00	58.00	57.00					115.00
Approved Meal Exception Above Per Diem Rate		32.66						32.66
Total Meal and Incidental Expenses	\$ 58.00	\$ 89.66	\$ -	\$ -	\$ -	\$ -	\$ -	147.66

Explanation: Substantiation for exception should be attached
 12/12 - SAN hosted a lunch for the Alaska Air Representatives. Hampton Brown paid for the lunch and Kim Becker paid for her own meal.

Trip Grand Total	675.17
Less Cash Advance (Attach copy of Authority check)	
Less Expenses Prepaid by Authority	290.60
Due Traveler - if positive amount, prepare check request	
Due Authority - if negative, attach check payable to SDCRAA	\$ 384.57

Note: Send this report to Accounting even if the amount is \$0.

By signing below, TRAVELER: (a) acknowledges understanding and agreeing to be bound by Authority Policy 3.30 - Business and Travel Expense Reimbursement Policy; (b) certifies that this report is true and correct and all claimed expenses were incurred in connection with official Authority business; and (c) understands that any purchases/claims that are not allowed will be traveler's responsibility. By signing below, ADMINISTRATOR certifies, based on reasonable inquiry, that expenses approved in this report were reasonable, necessary, directly related to the Authority's business, and that they are reimbursable under Authority Policy 3.30.

Prepared By: Diane Casey Ext.: 2445
 Traveler's Signature:  Date: 12/12/19

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE (To be completed by Clerk)

I, _____ hereby certify that this document was approved by the Executive Committee at its meeting on _____
 Clerk Signature: _____ Date: _____

Kim Becker
Seattle
12/11 - 12/12/19

Traveltrust Corporation
374 North Coast Hwy 101
Encinitas, CA 92024
Phone: (760) 635-1700

TRAVELTRUST

ADD TO OUTLOOK

Tuesday, 12NOV 2019 7:14 PM EST

Passengers: KIMBERLY JANE BECKER (02)

Agency Reference Number: ATJONV

Click here to view your current itinerary or ETicket receipt on-line: tripcase.com

Alaska Airlines Confirmation EJNMSA

Please review your itinerary and report any discrepancies to Traveltrust within 24hrs of receipt

AIR	Wednesday, 11DEC 2019	
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Alaska Airlines

Operated By: /HORIZON AIR AS ALASKAHORIZON
CHKIN-SAN-SEA CHECK-IN WITH ALASKA AIRLINES

From: San Diego CA, USA

To: Seattle/Tacoma WA, USA

Stops: Nonstop

Seats: 17C

Equipment: EMBRAER EMB 175

DEPARTS SAN TERMINAL 2

Frequent Flyer Number [REDACTED]

aisle SEAT CONFIRMED

Alaska Airlines Confirmation number is EJNMSA

Flight Number: 2901

Class: T- Coach/Economy

Depart: 11:40 AM

Arrive: 2:59 PM

Duration: 3 hour(s) 19 minute(s)

Status: CONFIRMED

Miles: 1038 / 1661 KM

AIR	Thursday, 12DEC 2019	
------------	-----------------------------	---

Alaska Airlines

From: Seattle/Tacoma WA, USA

To: San Diego CA, USA

Stops: Nonstop

Seats: 23C

Equipment: Airbus A321 Jet

ARRIVES SAN TERMINAL 2

Frequent Flyer Number [REDACTED]

aisle SEAT CONFIRMED

Alaska Airlines Confirmation number is EJNMSA

Flight Number: 1178

Class: G- Coach/Economy

Depart: 3:50 PM

Arrive: 6:35 PM

Duration: 2 hour(s) 45 minute(s)

Status: CONFIRMED

Miles: 1038 / 1661 KM

MEAL: FOOD FOR PURCHASE

THIS TICKET IS NON-REFUNDABLE AND MUST BE USED FOR THE FLIGHTS BOOKED. IF THE RESERVATION IS NOT USED OR CANCELLED BEFORE THE DEPARTURE OF YOUR FLIGHTS IT MAY HAVE NO VALUE. CONTACT TRAVELTRUST BEFORE YOUR OUTBOUND FLIGHT IF CHANGE IS NECESSARY. ALASKA AIRLINES CONFIRMATION NUMBER - EJNMSA FOR EMERGENCY SERVICE FROM UNITED STATES - 888-221-6043

Ticket/Invoice Information

Kim Becker
Seattle
12/11 - 12/12/19

Ticket for: KIMBERLY JANE BECKER
Date issued: 11/12/2019 Invoice Nbr: 5561445
Ticket Nbr: AS7475100014 Electronic Tkt: Yes Amount: 260.60 USD
Base: 215.81 US Tax: 16.19 USD XT Tax: 28.60 USD
Charged to: AX*****1013

Service fee: KIMBERLY JANE BECKER
Date issued: 11/12/2019
Document Nbr: XD0791451069 Amount: 30.00
Charged to: AX*****1013

Total Tickets: 260.60
Total Fees: 30.00
Total Amount: 290.60

Click here 24 hours in advance to obtain boarding passes:

[ALASKA](#)

Click here to review Baggage policies and guidelines:

[ALASKA](#)

Check operating carrier website for any policies that may vary.

TSA Guidance- a government issued photo id is needed for checkin.
Please allow minimum 3 hour check-in for International flights and 2 hours for Domestic.
For Additional security information visit www.tsa.gov.
All coupons related to this ticket must be used in the sequence purchased or you may be subject to a change in airfare per the carrier's discretion.
Follow us on Twitter @Traveltrustcorp

Thank you for choosing Traveltrust!
Our Business Hours are Sunday 10pm - Friday 10pm Pacific
Saturday from 9am-1pm Pacific.
For EMERGENCY AFTERHOURS assistance in the US, please call 888-221-6043 and use VIP Code SJE72.
You can also use the Direct Dial Number 682-233-1914 or the collect number 682-647-0061.
Each call is billable at a minimum \$25.00 per call/reservation

Kim Becker
Seattle
12/11 - 12/12/19



SEATTLE AIRPORT MARRIOTT HOTEL

GUEST FOLIO

299	BECKER/K	209.00	12/12/19	12:00	16936
ROOM	NAME	RATE	DEPART	TIME	ACCT#
GK	SAN DIEGO COUNTY AIR		12/11/19	12:11	
TYPE			ARRIVE	TIME	
105					
ROOM CLERK	ADDRESS	PAYMENT			MBV#: XXXXX9603

DATE	REFERENCES	CHARGES	CREDITS	BALANCES DUE
12/11	RACKROOM 299, 1	209.00		
12/11	ROOM TAX 299, 1	17.97		
12/11	CITY TAX 299, 1	5.85		
12/11	LOCAL TAX 299, 1	2.09		
12/11	TPA FEE 299, 1	2.00		
12/12	MC CARD			
			\$236.91	

TO BE SETTLED TO: MASTERCARD CURRENT BALANCE .00

THANK YOU FOR CHOOSING MARRIOTT! TO EXPEDITE YOUR CHECK-OUT, PLEASE CALL THE FRONT DESK, OR PRESS "MENU" ON YOUR TV REMOTE CONTROL TO ACCESS VIDEO CHECK-OUT.

See our "Privacy & Cookie Statement" on Marriott.com

Your Marriott Bonvoy points/miles earned on your eligible earnings will be credited to your account. Check your Marriott Bonvoy Account Statement for updated activity. See members.marriott.com for new Marriott Bonvoy benefits.



SEATTLE AIRPORT MARRIOTT HOTEL
3201 S. 176TH ST.
SEATTLE, WA 98188

Treat yourself to the comfort of Marriott Hotels in your home. Visit ShopMarriott.com.

This statement is your only receipt. You have agreed to pay in cash or by approved personal check or to authorize us to charge your credit card for all amounts charged to you. The amounts shown in the credit column opposite any credit card entry in the reference column above will be charged to the credit card number set forth above. (The credit card company will bill in the usual manner.) If for any reason the credit card company does not make payment on this account, you will owe us such amount. If you are direct billed, in the event payment is not made within 25 days after check-out, you will owe us interest from the check-out date on any unpaid amount at the rate of 1.5% per month (ANNUAL RATE 18%), or the maximum allowed by law, plus the reasonable cost of collection, including attorney fees.

Signature X

TRAVEL EXPENSE RECEIPTS FOR KIMBERLY J. BECKER
Alaska Airlines Headquarters Visit
December 11 - 12, 2019

12/12 - Lunch

Sam hosted lunch for
 Alaska Airlines Representatives

Meal paid by Hampton Drown,
 Kim Becker paid for her meal.

CEDARBROOK LODGE

18525 36th Avenue South
 Seattle, Washington
 Tel: (206) 901-9268

Dining

Server: Melissa Check: 273205
 Table : 25 Date : 12/12/2019
 Guests: 9 Time : 1:09:27 PM
 Seat : 3

1 Fish & Chips 18.00
 1 Iced Tea 3.00

 SUBTOTAL: 21.00
 GRATUITY (18.00%): 3.78
 TAXES: 2.48

TOTAL: 27.26

Tip: _____

Total: _____

Room # _____

Printed Name: _____

Signature: _____

CEDARBROOK LODGE

18525 36th Avenue South
 Seattle, Washington
 Tel: (206) 901-9268

Pre-Auth
 Card Type : VISA
 Card Number : *****8518
 Date/Time : 12/12/2019 01:11:06 PM
 Approval # : 03756C

Server Name : Melissa
 Check Number: 273205
 Table : 25
 Guest : 3

A gratuity of 3.78 has already
 been added to your bill.

AMOUNT : 27.26

TIP : 5.40

TOTAL : \$32.66

 Signature

Cardholder will pay card issuer above
 amount pursuant to cardholder agreement



FY 2019 Per Diem Rates for Seattle, Washington

Meals & Incidentals (M&IE) Breakdown

Primary Destination	County	M&IE Total	Continental Breakfast/Breakfast	Lunch	Dinner	Incidental Expenses	First & Last Day of Travel
Seattle	King	\$76	\$18	\$19	\$34	\$5	\$57.00

Kim Becker
Seattle
12/11 - 12/12/19

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
OUT-OF-TOWN TRAVEL REQUEST**

GENERAL INSTRUCTIONS:

- A. All out-of-town travel requests must conform to applicable provisions of Policy 3.30.
- B. Once traveler completes form, submit to the traveler's Administrator for approval (for Board Members, President/CEO, General Counsel and Chief Auditor, Administrator is Board Executive Committee).

TRAVELER INFORMATION:

Traveler Name: Kimberly J. Becker Department: Executive, BU6
 Position: Board Member President/CEO General Counsel Chief Auditor
 All Other Authority Employees

DATE OF REQUEST: 10/16/2019 DATE OF DEPARTURE/RETURN: 12/11/2019 / 12/12/2019

DESTINATION / BUSINESS PURPOSE:

Destination: Seattle, WA Business Purpose: Alaska Airlines Headquarters Visit - Air Service Development

PROJECTED OUT-OF-TOWN TRAVEL EXPENSES:

A. Transportation Costs:		
• Airfare <input type="checkbox"/> check box for business class or equivalent (international only)	\$	<u>300.00</u>
• Rental Car	\$	
• Other Transportation (Taxi, TNC, Train, Bus)	\$	<u>60.00</u>
• Auto (Gas, Parking/Tolls, Mileage)	\$	
B. Lodging	\$	<u>325.00</u>
C. Meals and Incidental Expenses (Per Diem)	\$	<u>120.00</u>
D. Seminar and Conference Fees	\$	
E. Entertainment	\$	
TOTAL PROJECTED TRAVEL EXPENSES	\$	<u>805.00</u>

CERTIFICATION BY TRAVELER

By my signature below, I certify the following:

- 1. The above-listed projected out-of-town travel expenses conform to Policy 3.30, are reasonable and directly related to Authority business; and
- 2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Travelers Signature: Kimberly J. Becker Date: 12/16/19

CERTIFICATION BY ADMINISTRATOR (If Administrator is Executive Committee, Clerk certifies below.)

By my signature below, I certify the following:

- 1. I have reviewed this out-of-town travel request and made inquiries to determine that the out-of-town travel and identified expenses are directly related to and necessary for the advancement of the Authority's business and reasonable in comparison to the anticipated benefits to the Authority; and
- 2. I have attended training regarding my responsibilities pursuant to Policy 3.30 within the past two years.

Administrator's Signature: _____ Date: _____

AUTHORITY CLERK CERTIFICATION ON BEHALF OF EXECUTIVE COMMITTEE

Janita Gonzalez, Assistant Authority Clerk, certify that this document was approved
 (Name of Clerk)
 by the Executive Committee at its October 28, 2019 meeting.
 (Meeting Date)

Kim Becker
Seattle
12/11 - 12/12/19

Casey Diane

Subject: Alaska Airlines Air Service Meeting

Start: Thu 12/12/2019 10:30 AM

End: Thu 12/12/2019 11:30 AM

Show Time As: Out of Office

Recurrence: (none)

Organizer: Becker Kimberly

Categories: Out of Office

Kim Deek
Seattle
12/11 - 12/12/19

Casey Diane

Subject: Lunch with Alaska Reps
Location: Copperleaf Restaurant

Start: Thu 12/12/2019 12:00 PM
End: Thu 12/12/2019 1:30 PM
Show Time As: Out of Office

Recurrence: (none)

Organizer: Becker Kimberly

Categories: Out of Office