

DRAFT

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY
SPECIAL ADVISORY COMMITTEE/SPECIAL BOARD MEETING MINUTES
Thursday, April 26, 2007
SHERATON SAN DIEGO HOTEL AND MARINA, HARBOR ISLAND**

CALL TO ORDER

Chair Gail K. Naughton, Dean of the College of Business Administration at San Diego State University, called the meeting of the Special Advisory Committee to the San Diego County Regional Airport Authority to order at 1:30 p.m. The meeting was held on Thursday, April 26, 2007 at the Sheraton San Diego Hotel and Marina, West Tower, Fairbanks Room, 1590 Harbor Island Drive, San Diego, CA 92101.

PLEDGE OF ALLEGIANCE

ROLL CALL

Committee Members Present:

Rick Alexander	East County EDC
Brad Barnum	Alternate for Jim Ryan, AGC
Dennis Burks	Alternate for John Chalker
Dianne Coombs	Executive Director, Citizens Coordinate for Century 3
Oris Dunham	Airport Industry Consultant
Doug Eatros	Fed Ex Representative
Brian Gray	San Diego Taxpayers Association
Curtis Holmes	Transport Workers Union
Peter B. Houghton	Southwest Airlines
Gary Knight	North County EDC
Lucy Killea	Former State Senator
Harry Mathis	Chairman, MTS
Richard Miller	San Diego Chapter, Sierra Club
Alan Murphy	Director, John Wayne Airport
Gail K. Naughton	Dean, SDSU College of Business Administration
Ellen Roundtree	Alternate for Julianne Nygaard
Col. David Myers	Aviation Policy Branch Head-USMC MCI-WEST
VADM Raymond Peet	Member of Board of Overseers, UCSD
Leon Williams	Former Chairman, MTS

Regional Airport Authority Representatives Present:

Thella Bowens, President/CEO
Angela Shafer-Payne, Vice President - Strategic Planning
Peggy L. Cooper, Strategic Planning Coordinator
Ted Anasis, Manager of Airport Planning
Lee Kaminetz, General Counsel
Brett Caldwell, Airport Planner II
Diana Lucero, Director of Public, Community, and Customer Relations

Regional Airport Authority Board Members Present:

Robert J. Watkins
James Panknin
Charlene Zettel

Elected Officials Present:

State Senator Christine Kehoe

Approval of Minutes

The January 11, 2007 Airport Advisory Committee meeting minutes were approved as revised by Committee members.

Welcome Remarks from Authority Board Member Mr. Panknin:

James stated he is one of the Advisory Committee's biggest advocates. He explained the focus and personality of the Authority Board has changed due to new Authority Board members and the election results from last fall. The Authority Board and committee meetings are now run to increase efficiency, Board members can openly discuss issues in a public forum at Board workshops, and the Authority Board is collaborating with other agencies such as SANDAG, Port, and the City and County of San Diego on issues such as Senate Bill 10. He said the Board is considering expanding the size of the Airport Advisory Committee with the goal of improving collaboration among all interested parties for future air transportation planning efforts. This expansion effort is also being considered based on the success of the Airport Technical Advisory Group (ATAG). He also commented that the Board looks forward to getting the committee's input on alternatives discussed in the Airport Master Plan. Also he envisions this committee having a big role in developing the Long Term Regional Aviation Transportation Plan, required by Senate Bill 10. He recognized and thanked all the other Authority Board members for their work now and in the future.

NEW BUSINESS:

1. The committee voted to change the meeting time from the morning (9:30 a.m. to noon) to the afternoon (1 to 3:30 p.m.). Lunch will be served at 11:30 a.m. prior to each meeting.

- 14 committee members voted for an afternoon meeting.
- No members voted against changing the meeting time to the afternoon.

Date	Time	Location
Thursday, July 12, 2007	1 to 3:30 p.m.	Sheraton San Diego Hotel & Marina
Thursday, October 11, 2007	1 to 3:30 p.m.	Sheraton San Diego Hotel & Marina

2. Committee members provided comments and asked questions about the Airport Authority's Q&A Sheet.

- Mr. Rick Alexander asked what the distance would be between the two center lines if a second auxiliary runway were put in at Lindbergh Field.
 - Ms. Angela Shafer-Payne stated it would be less than 4,500 feet. There are several concepts that have been previously analyzed, but none are being considered at this time. An additional runway could intersect with the first runway or could be several hundred feet away from the current runway.
- Mr. Harry Mathis stated it is important to keep the two runways separate for them to operate independently (one runway for landings and one runway for take-offs). He asked what the capacity increase would be with a second runway compared to the costs for building it.
 - Ms. Shafer-Payne said with a second runway, SDIA could achieve a 15 to 20 percent increase in capacity. Estimates for the cost for building a second runway would start at one billion dollars. It is also important to consider the impacts of the surrounding communities, homes, businesses, and land that would need to be purchased. There has been no definitive cost estimate for an additional runway.
- Mr. Brad Barnum asked about the impacts of the Airport Master Plan and the additional gates on SDIA.
 - Ms. Shafer-Payne responded 661 acres is the existing acreage and it will accommodate the ten additional gates identified in the Airport Master Plan. It could not accommodate a second runway (as described in previous responses without acquisition of additional land).
- Col. David Myers asked where the 661 acres comes from and if it includes the Marine Corps Recruit Depot.
 - Ms. Shafer-Payne stated the 661 acres is the existing property boundary for SDIA and does not include MCRD.
- VADM Raymond Peet stated he feels Dr. Carson should have the opportunity to make his case to the Authority Board since he was not given the chance to respond to questions at his previous presentation to the Board.
 - Ms. Thella Bowens stated Dr. Carson has already spoken to the Authority Board and subcommittees.
- Mr. Oris Dunham explained that LAX completed a master plan over the past several years and spent \$120 million on improvements that actually decreased the capacity of the airport. LAX is planning to revise its master plan, but he recommended not looking to LAX to help SDIA.
- VADM Raymond Peet inquired about studying LAX's solution to utilize alternate airports in the Los Angeles area and how that solution could impact SDIA's capacity issues.

- Mr. Dunham said the City of Los Angeles owns and operates four airports. Currently, the terminals at Ontario Airport are under-utilized and the only option for relief for LAX is to increase flights in and out of Ontario Airport. He stated all the other airports in Los Angeles are at capacity.
- Mr. Alan Murphy explained John Wayne Airport is almost at its full capacity. In 2006, the airport served 9.6 million passengers. Currently, a master plan is being implemented that will help it reach 10.8 million passengers, its full capacity. He also explained there is a transportation challenge of getting passengers from West L.A. and Orange County to and from Palmdale Airport.
- Mr. Brian Gray stated he thinks it would be interesting for the Advisory Committee to see the Authority's overall budget and passenger survey satisfaction data.

Update on Sub-committee on Senate Bill 10

Mr. Brian Gray, chair of the sub-committee for Senate Bill 10, reported the sub-committee (Brian, Julianne Nygaard, and Gary Knight) met with Senator Kehoe's staff to learn more about the bill and encouraged the Senator to address the Advisory Committee.

PRESENTATIONS:

1. Mr. Ted Anasis, Manager of Airport Planning at SDCRAA, presented an update on the status of the San Diego International Airport Master Plan and Airport Transit Plan. He explained the transit goals of the Airport Master Plan are to identify improvements that provide seamless connections to transit service for passengers to and from SDIA and to enhance transit services where possible. Although 48,000 passengers go through SDIA each day, only 1.2 percent of those passengers utilize public transit. The transit plan proposes to increase transit ridership from 1.2 percent to four to six percent of airport passengers over the next three to five years. He also explained the Airport Master Plan includes: a 10-gate build-out of Terminal 2 West and construction of airfield, terminal, and ground transportation improvements. Currently, the Airport Authority is preparing cost estimates and conducting an environmental review for the Airport Master Plan. The Authority has also held a series of board workshops about the master plan. He described some potential transportation improvements including: customer service training to improve passenger experience and provide information about transit options, target marketing to residents and visitors, low-floor buses, transit ticket machines, free transit rides for arriving passengers, dedicated transit lanes, express bus service, and an Airport Employee Transit Incentive Program. The transit plan, previously presented to the Authority Board in February 2007, will be revised based on feedback from transit agencies. Current issues with transit service to SDIA include: the regional transit system is focused on downtown commuters, the lack of night and

weekend Coaster service for airport passengers, and the requirement for multiple transportation mode changes to get to/from SDIA.

- Mr. Gary Knight said he recalled from a previous meeting that if transportation options involve other agencies and are considered mixed transportation, Authority funds cannot be used to make improvements. He also asked if the Authority was working with NCTD to expand the Coaster service to the airport.
 - Mr. Anasis explained Authority funds can only be used for services dedicated solely to the airport. For example, the Bus Rapid Transit Service from Old Town and the Fly Away Service are eligible for Authority funds. He said expanding the Coaster service would be a fixed cost to NCTD, and the Authority could only contribute funds to those airport-bound passengers possibly through the use of vouchers.
- Ms. Diane Coombs thanked the Authority for including FlexCar in the transportation improvements. She asked if private transportation groups (shuttles, taxi cabs, private buses) have been included in the Airport Transit Committee.
 - Mr. Anasis said those groups have been included in some stakeholders workshops, but they will have opportunities in future transportation planning efforts to participate.
- Ms. Ellen Roundtree asked if the Authority has engaged in discussions with Amtrak on the rail service in North County for evening and Sunday service to the airport.
 - Mr. Anasis stated currently Amtrak does provide limited evening and Sunday service to Old Town Station. The Amtrak timelines have been included in future transportation planning.
- Ms. Lucy Killea asked about the passenger service training, and if it means there will be training for airport personnel on how to treat customers. Also she asked who will pay for these training programs.
 - Mr. Anasis said the plans do involve training for airport personnel. They are also examining ways to enhance the Flyer service. He explained there is some existing customer service training and there is also a possibility to include the transportation operators in those trainings.
- Ms. Coombs asked if the concept of moving the terminals closer to transit centers is being considered with the long-term airport planning.
 - Ms. Thella Bowens stated the Authority Board will be examining the long term strategies for providing air transportation for the region beyond the initial ten gates we need currently. At that time, the Board will look at various configurations of terminals and air service. She explained that it costs billions of dollars to replace and move terminals. But, it is also important to have mass transit into the airport.
- Mr. Gray asked when the deadline is for providing comments on the environmental impact report.

- Mr. Anasis informed the group that the initial public comment period was five months and it ended in October 2006. A new draft EIR will be released and circulated for comments fall.
 - Mr. Mathis observed it is important to recognize there has already been a tremendous investment in the airport facilities on the south side. Further, he has seen some airports that have people movers under runways to move people to the terminals. He commented Harbor Drive is not the best way to get people in and out of the airport.
 - Mr. Barnum said that he feels the AirBart concept is a great deal and noted the importance of marketing with that type of system.
- 2. State Senator Christine Kehoe addressed the group regarding Senate Bill 10, her legislation related to SDCRAA. She explained the San Diego County Regional Airport Authority Reform Act of 2007 (Senate Bill 10) proposes changes to the structure the Airport Authority. She explained the purpose of the bill is to provide direct accountability to the public, save money for the taxpayers, ensure efficient and effective operations at SDIA, require a regional aviation strategy for the county's 16 airports, and ensure ground and air transportation planning takes place in a cooperative manner. Senate Bill 10 was developed using the analysis from a study on airport operations and land use compatibility planning within California conducted by California Research Bureau, and from an analysis of the accountability of the current Airport Authority structure completed by the Legislative Analyst's office. During the development of this bill, there have been two committee hearings in San Diego and extensive discussions involving SANDAG, Airport Authority staff and the Authority's Executive Board. The bill will go to the Senate floor prior to the June 8 deadline. All agreed-upon amendments to the bill will be made when the bill is with the First Policy Committee.
 - Mr. Dunham asked how the new Authority Board members would be selected. He commented if all the Authority Board members are elected, the members will run as individuals. From personal experience, he believes the best scenario is a mix of elected and appointed members on the Board.
 - Senator Kehoe stated the SANDAG regional model will be used to select the Authority Board members. There will be nine members of the Authority Board (two from the County, three from the City of San Diego and four selected by elected officials in Northern Coastal, Northern Inland, Eastern and Southern parts of the County). She stated it is critical to tie airport operations to local jurisdictions and government.
 - Mr. Gray said he would recommend a name change for the Independent Taxpayer Oversight Committee in the bill due to the fact that the Authority does not necessarily deal with taxpayer funds. He feels representatives from the tourist industry, airline industry, airport tenants association, and taxpayer association should all be involved in that committee.

- Senator Kehoe stated she was reluctant to put specific representatives in the bill, but agrees with the recommended categories. The goal of the bill is to move the decision-making back to San Diego, and she wants local authorities to decide the best member to serve on that committee.
- Mr. Knight explained he feels it is important that the board have a mixture of elected officials who have a short term focus based on their term length and appointed individuals who have a long term focus for planning purposes. He asked if it was possible to have the same elected officials making decisions on land-use issues and SDIA operations issues.
 - Senator Kehoe said it is possible to have some overlap where elected officials deal with both land use and airport operations issues, but there will not be 100 percent overlap with elected officials.
- Mr. Mathis stated he believes it is important to ensure equitable representation on the Authority Board, and he feels a mix of elected officials and appointed individuals is desirable for the Authority Board. He is also concerned that we do not blur the identity of the Authority with that of SANDAG and end up with the same individuals on both Boards.
 - Senator Kehoe said there may be a mixture of elected and non-elected officials on the Board since local officials will be making the appointments. She does feel it is important to have individuals on the Board who are focused on the job and want to give policy direction to Authority staff whether they are elected or appointed.
- Ms. Killea observed balancing the Board out with elected officials will be difficult because each elected official will be partisan to the district they represent. She felt it would be important to have a strong Board, but too many elected officials might result in it being difficult for them to work together.
 - Senator Kehoe explained she is examining ways to ensure the Board is balanced. Elected officials will make the appointments, but those individuals could be non-elected, so the Authority Board might not be an all-elected body. She stated there has been an evolution on the regional governance in the last few years, and SANDAG's Board has become more empowered because of it. She is hopeful the Authority Board can be a part of that.
- Mr. Leon Williams thanked the Senator for attending the meeting. He believes the elected officials from the County and City of San Diego and the Board of Supervisors will be too busy to have another serious assignment such as the Authority Board. Also elected officials from smaller cities are usually employed full time. This means there will be substitutes, absences, and alternates at the meetings. He also observed elected officials do have loyalty to their geographic area and will act in the best interest of their own constituency. He believes for regional issues that affect everyone, it is important to have individuals that are regionally responsible. The Authority needs to examine the region as a whole. Consequently, he would like to see

- people appointed by some method, serve a specific term and be able to be removed if necessary. He believes we need someone with the ability, power and willingness to make difficult decisions that affect everyone in San Diego.
- Senator Kehoe stated she understood Leon's frustrations and concerns. If the SANDAG model is used for a nine member Authority Board, it will be one of the most balanced regional authorities with a fair allotment of members. She believes restructuring the Board is a step towards regionalism and more balanced, long-term planning. She understands there will be some parochialism with Board members from various geographic regions, but it is important to guard against that as much as possible. Senate Bill 10 is about how to make SDIA operations better in the near term and long term.
 - Mr. Alexander commented just because an individual is appointed does not mean he or she will be less parochial than an elected official. He feels an elected official may take a more global point of view because he or she has to satisfy his or her constituency. He also recommended keeping the taxpayers oversight group as broad as possible. He has had challenges with not finding a qualified individual to fill a board position that was too narrowly defined.
 - Senator Kehoe said she agrees with keeping the oversight committee as broad as possible. She also thought the committee should be called the Independent Fiscal Oversight Committee.
 - Ms. Coombs said this discussion reminds her of the original legislation that gave some authority to regional government. The criticism of SANDAG at that time was the same as what we are hearing today. In particular, with the smaller cities where the mayor and councilmembers have full time jobs and are too busy to take on additional responsibilities. She stated she feels it is difficult to hold appointed officials responsible and ensure they are responsive to the public.
 - Senator Kehoe expressed appreciation for the committee members' thoughts on the direction of the bill. She sees the bill as an improvement in a regional outlook, and she feels SANDAG currently reflects a regional view. She feels the Authority has the opportunity to be the second regional agency in the County as it fulfills its role with regard to the 16 airports in San Diego County.
 - Ms. Roundtree asked if the new Authority Board will have the ability to provide non-voting expertise.
 - Senator Kehoe said the goal is to empower the local board to do their policy making for air transportation planning and operations – to that end, she expects they will continue with the ATAG process for example.
 - Mr. Dunham said he feels the Airport Advisory Committee has worked well and provided good direction to the Authority Board. He asked if under the bill this group would be the Ad-Hoc Committee for the Authority Board or will it be deleted.

- Senator Kehoe responded the bill does not currently include an Ad-Hoc Committee, but the Advisory Committee was not deleted in the bill.
- Mr. Gray stated he would recommend a potential amendment to the bill that would allow for Board members to have set terms and be recalled to increase the accountability of those members.
 - Senator Kehoe said currently there is no recall amendment in the bill, but she will look into it.
- Mr. Mathis said he felt it was a good idea to eliminate the specifics on the Board's capacity to be an advisory body since it is better to have broad legislation that allows for adjustments within the organization.
 - Senator Kehoe agreed it is hard to know what will raise questions on the bill, so she believes "the simpler, the better" for the bill.

PUBLIC COMMENTS:

- Ardetta Steiner said 30 years ago she worked with a group to try to move Lindbergh Field. Her group went to all the SANDAG agencies and talked to them about moving Lindbergh Field. At that time, SANDAG had the responsibility for choosing an airport site, but her group failed since the airport did not move. She said she wishes the Authority good luck in moving the airport.

COMMENTS FROM BOB WATKINS:

- Mr. Bob Watkins shared some of his thoughts about the Authority, including that it is currently on the right track. The Authority Board members include a good mix of representatives from aviation, business, land planning, and elected officials. He explained an Ad-Hoc Committee was formed in March 2007 to discuss Senate Bill 10 and look at its fiscal and taxpayer impacts. The ad-hoc committee found Senate Bill 10 would have considerable impact. The Authority Board's planning vision is to have as much affiliation as possible with all the transportation agencies in San Diego County to allow them a more in-depth review of issues and provide an opportunity to integrate the Authority's thinking with those other agencies. The Board supports Senator Kehoe's concept of regional cooperation. He also explained that in the near future, the Board will have the final document from a study at SDSU on corporate governance. After reviewing the governance document, the Authority Board will make recommendations to Senator Kehoe on the governance issues associated with Senate Bill 10. The Board is focused on looking at the governance structure, but is not focused on operations; rather they are focused on policy from a legislative point of view.

COMMITTEE MEMBER COMMENTS:

- Mr. Williams expressed his concern about the environmental impacts of SDIA operations on the Golden Hill community. He feels that if operations at SDIA are increased, the impacts to the community will increase as well and requested studies be conducted on what he believes will be potentially significant impacts. Further, he believes mitigation measures are necessary for residences in that area. Since SDIA is probably the most urban major airport in the country, he asked if studies could be conducted of those noise standards in this area.
 - Ms. Bowens stated sound mitigation measures are determined by FAA guidelines: if you live within the 65-70 decibel noise impact levels of the airport. Those levels are determined by the FAA and are consistent for all airports across the country. Currently, a large study is being conducted regarding impacts beyond the existing FAA noise impact level, but there have not been any changes to FAA guidelines recently. She also stated there may be some reductions to noise impact levels with quieter aircraft in the future. She explained one community is not going to change the industry standard of noise levels. It would need to be addressed as an industry-wide issue to ensure continuity on interstate commerce. She also stated it is important to understand an attempt to change FAA standards would be a long and arduous process.
- Mr. Barnum commented he feels there will be a push to approve the Airport Master Plan by later this year before the Senate Bill 10 legislation would take effect.
 - Mr. Panknin said the issue is not the legislation, but the increasing construction costs associated with the Airport Master Plan. He stated the Board will most likely make a decision on the Airport Master Plan by this fall.
 - Ms. Bowens explained the delay of Airport Master Plan costs about two to three million dollars per month.

ADJOURNMENT:

The Committee adjourned at 3:45 p.m. The next regular meeting will be held on Thursday, July 12, 2007 at 1 p.m. at the Sheraton San Diego Hotel & Marina, Fairbanks Room, San Diego, CA 92101.

APPROVED BY A MOTION OF THE ADVISORY COMMITTEE THIS 12TH DAY OF JULY 2007.

ANGELA SHAFER-PAYNE
VICE PRESIDENT, STRATEGIC PLANNING

ATTEST:

TONY R. RUSSELL, DIRECTOR CORPORATE SERVICES/
AUTHORITY CLERK