

San Diego County Regional Airport Authority
Advisory Committee Meeting
September 14, 2006

Executive Summary Report

The meeting was held at the Sheraton San Diego Hotel and Marina West Tower in the Catalina Room. This month's meeting included presentations on ground transportation access to SDIA, potential transportation improvements and the Regional Transportation Plan (RTP).

1. Mr. Mark Thomsen, Senior Transportation Planner, presented information about the Metropolitan Transit System (MTS) that included:
 - Direct access to SDIA via public transit is currently provided by Route 992, the "Flyer". Flyer bus stops at SDIA generate 1,400 passengers (boardings and alightings) per day, of which approximately 65% are employees and 35% are airline passengers.
 - MTS is restructuring 90% of the routes in the transit system to address changes in regional travel patterns, improve service for existing riders, and to expand into new markets.
 - The reconfiguration of on-airport roadways with the expansion of Terminal 2 would enable MTS to provide first-time direct bus service to Terminals 1 and 2 from the peninsula, the residential area for a significant number of airline passengers and airport-related employees.

2. Ms. Miriam Kirshner, Senior Transit Planner, explained SANDAG's perspective on transit improvements to SDIA and on the traffic study prepared for the Airport Master Plan EIR.
 - The Airport Transit Access Study prepared in 2003 recommended that transit improvements focus on improving frequency and passenger amenities on the Flyer (Route 922 from Downtown San Diego to SDIA); connecting it to regional transit services, such as the I-15 Managed Lanes and the Coaster; and developing a direct Bus Rapid Transit route from the Old Town Transit Center to SDIA.
 - The key recommendation from the study was Bus Rapid Transit from the Old Town Transit Center to SDIA. This includes developing dedicated transit lanes where feasible, transit priority measures such as queue jumpers and signal priority, branded-stations and vehicles, and a fare pre-payment system.
 - SANDAG's recommendations include: revising the SDIA EIR Traffic Analysis to project impacts to 2030 compared to existing conditions, establishing a transit mode share to maximize mobility and provide travel choices, identifying transportation mitigation measures and implementing them incrementally with the Airport Master Plan, and all agencies committing to their fair share of improvements.

3. Mr. Stefan Marks, Manager of Service Planning, presented an overview of the services provided by the North County Transit District (NCTD).
 - The Coaster ridership to SDIA is 0.5% from a 2002 Coaster survey.
 - Annual growth for Coaster ridership is about 7% per year.
 - The Airport Master Plan concluded 15% of traffic patterns into SDIA come from the coastal corridor, and more people each year are using transit to get to SDIA. Because of this, it is important to improve transit services in the coastal region.
 - Some transit strategies to increase ridership include boosting the ability of employees to use transit to get to SDIA, and finding funding partnerships to extend service hours and frequency of trains.

4. Mr. Bill Figge, Deputy District Director for Planning at Caltrans District 11, presented an overview of the RTP and the planned improvements that will impact SDIA, study

recommendations from the Central I-5 Corridor Study, and short-term signage and operational improvements to provide alternative routes to SDIA.

- The RTP includes a list of improvement projects through the year 2030. It focuses on improving existing corridors to maximize and manage traffic flows. Currently, the I-15 Corridor Project, involving the development of a managed lane facility, is under construction. It is in the RTP and is also one of the TransNet Early Action Projects along with I-805 and I-5 Northcoast. The TransNet Early Action Projects are projects within the RTP that are also identified in the TransNet Program and given highest priority for implementation. In the vicinity of SDIA, the RTP includes an HOV lane addition to I-5 from Sea World Drive to SR-54, however it is not one of the TransNet Early Action Projects.
- The SANDAG/CT 2003 Central I-5 Corridor Study suggested improving access from I-5 to SDIA via direct connectors to Pacific Highway, revisions to the Old Town Avenue interchange and additional transit access.
- Caltrans is also suggesting new signage to identify alternative routes to SDIA, additional use of Pacific Highway from the Sea World Drive area to SDIA, including HOV or bus priority lanes, shuttle access from Old Town and other Trolley stations, and other alternatives at the west end of the airport across to Harbor Dr. from Barnett.

The committee members provided the following general comments.

Jim Panknin

- Recommended the Fly Away concept should be studied further as a transit option for SDIA. He noted if this facility is dedicated only for the airport it could be funded by SDIA.
- Agreed with member Diane Coombs' suggestion that representatives from private sector businesses should be involved with the transit planning efforts.

Lani Lutar

- Concurred with Chairman's comments about studying the Fly Away concept for SDIA.
- Explained she feels all efforts to address transportation mitigation should be explored.
- Recommended an Employee Transportation Plan be suggested to the Authority's board as another mitigation measure.

Kurt Lanz

- Stated South County EDC Board of Directors will vote this month to support or oppose the Miramar site.

Daniel Burkhart

- Stated the Fly Away concept needs to be considered and studied. However, he observed SDIA won't own the offsite land used to develop the Fly Away station (unlike the one in LA).

Curtis Holmes

- Explained everyone needs to realize SDIA is a 24-hour operation. The airlines ticket counters open at 4:30 a.m., the first flight leaves at 6:15 a.m. and the last flight leaves at 11:30 p.m. Because of the flight schedule, most SDIA employees cannot use the transportation options discussed today.

Gary Knight

- Supports the Fly Away concept for SDIA. He would like to suggest using existing transit hubs in Escondido and Oceanside for the Fly Away station.
- He requested clarification of the purpose of Senator Kehoe's letter distributed at the meeting. Is the letter questioning the purpose or intent of the Authority for ongoing

operations, or is it saying the Authority has completed its mission in determining a location for the site selection process and the Authority's future purposes need to be determined?

Diane Coombs

- Feels the Fly Away concept could work for SDIA at appropriate locations.
- Feels Authority staff should consider meeting with representatives from the private sector companies who transport people via shuttles or taxi cabs to SDIA because they should be included in the transportation discussions.
- Regarding Senator Kehoe's letter about re-examining Authority governance issues, she believes now is a good time to evaluate the governance structure and make changes if necessary.

Oris Dunham

- Believes the Fly Away concept is a good one and should be studied. It will most likely work if there is a large draw for passengers to use it and inexpensive parking is available.
- Stated he is not sure how the Authority board members were selected, but feels the board and staff have done a good job.
- Proposed having a presentation at a future meeting regarding potential international air service at SDIA and move towards getting feedback from the business community about preferred destinations.

John Chalker

- Supports Fly Away concept for SDIA.
- Recognizes the importance of integrating mass transit into improving the existing airport.
- Regarding Senator Kehoe's letter about re-examining Authority governance, he applauds the open hearings that will be held.

Leon Williams

- Stated he was a member of the board that recommended the creation of the Authority. When creating the Authority, all the delegation members considered this governance structure and whether it served the interests of all people in the county. He feels the goal was achieved when the Authority was created.

Airport Advisory Committee Recommendations based on general consensus among members present:

- Consider the Fly Away concept as part of the traffic mitigation measures.
- Include representatives from private sector companies in the Authority's Transit Committee.
- Develop an Employee Transportation Program as part of the traffic mitigation measures in the SDIA environmental impact report.

The next Airport Advisory Committee meeting is on January 4, 2007.

**Committee members agreed to hold quarterly meetings versus bi-monthly meetings beginning January 2007.

James Panknin
Chairman, Airport Advisory Committee