

# DRAFT

## SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY SPECIAL ADVISORY COMMITTEE/SPECIAL BOARD MEETING MINUTES THURSDAY, SEPTEMBER 14, 2006 SHERATON SAN DIEGO HOTEL AND MARINA, HARBOR ISLAND

### CALL TO ORDER

Ms. Patricia Tennyson, Senior Vice President of Katz & Associates, called the meeting of the Special Advisory Committee to the San Diego County Regional Airport Authority to order at 9:40 a.m. The meeting was held on Thursday, Sept. 14, 2006 at the Sheraton San Diego Hotel and Marina, West Tower, Catalina Room, 1590 Harbor Island Drive, San Diego, CA 92101.

### PLEDGE OF ALLEGIANCE

### ROLL CALL

#### Committee Members Present:

Rick Alexander	East County EDC
Jack Boda	Alternate for Gary Gallegos
Daniel Burkhart	National Business Aviation Association
John Chalker	Founder, ASAP21
Diane Coombs	Executive Director, Citizens Coordinate for Century 3
Oris Dunham	Airport Industry Consultant
Doug Eatros	Alternate for Frank Adams
Bill Figgy	Alternate for Pedro Orso-Delgado
Trey Hettinger	Airline-Cargo Representative
Curtis Holmes	Transport Workers Union
Lucy Killea	Former State Senator, State Assembly Member
Gary Knight	North County EDC
Kurt Lanz	South County EDC
Lani Lutar	Alternate for Brian Gray
James Panknin, Jr.	Santee Representative-Community Leaders Forum, MCAS Miramar
RADM Paul Speer, USN (ret.)	Former Commissioner, Port of San Diego
Laura Thornton	Alternate for Col. Brooker
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  
Breton Lobner, General Counsel

#### Regional Airport Authority Board Members Present:

Joe Craver  
Xema Jacobson

The July 13<sup>th</sup> Airport Advisory Committee meeting minutes were approved by Committee members. The May 18<sup>th</sup> Advisory Committee meeting minutes were approved by Committee members with a revision of Leon Williams' comments.

#### Chairman's Report

Chairman James Panknin explained today's meeting will include presentations about ground transportation access to SDIA and potential transportation improvements associated with the Airport Master Plan. He feels the ground transportation limitations are a greater problem than the single runway at SDIA. He hopes members can provide recommendations to the Authority Board on this issue. He also recommended canceling the November 2<sup>nd</sup> Advisory Committee meeting and meet quarterly starting January 2007. These recommendations were included in a motion approved by the Committee.

<b>2007 Advisory Committee Meetings</b>		
<b>Date</b>	<b>Time</b>	<b>Location</b>
Thursday, January 11, 2007	9:30 a.m. to 12 p.m.	Sheraton San Diego Hotel & Marina
Thursday, April 5, 2007	9:30 a.m. to 12 p.m.	Sheraton San Diego Hotel & Marina
Thursday, July 12, 2007	9:30 a.m. to 12 p.m.	Sheraton San Diego Hotel & Marina
Thursday, October 4, 2007	9:30 a.m. to 12 p.m.	Sheraton San Diego Hotel & Marina

#### **NEW BUSINESS:**

1. Mr. Mark Thomsen, Senior Transportation Planner, presented information about the Metropolitan Transit System (MTS) transit options. He explained direct access to SDIA via public transit is currently provided by Route 992, the "Flyer". The Flyer bus generates 1,400 passengers (boardings and alightings) per day, of which approximately 65% are employees and 35% are airline passengers. He also stated MTS is restructuring 90% of the routes in the transit system to address changes in regional travel patterns, improve service for existing riders, and expand into new markets. The reconfiguration of on-airport roadways with the expansion of Terminal 2 would enable MTS to provide for the first-time direct bus service to Terminals 1 and 2 from the peninsula. This residential area includes a significant number of airline passengers and airport-related employees.
  - Ms. Diane Coombs asked if the MTS vehicles are designed to easily accommodate a passenger's luggage.
    - Mr. Thomsen stated the existing fleet of seven vehicles traveling to SDIA has luggage racks. MTS is ordering replacement vehicles arriving in 2007 that will operate using cleaner burning fuels, have low floors and luggage racks.
  - Mr. Leon Williams asked about the types of services that could be provided to the community if there were more revenue at SDIA.
    - Mr. Thomsen stated MTS receives 38 percent of its revenue from the fare box, which limits transit improvements. If MTS got more funding, they could provide more routes from more locations, a greater frequency of

buses, additional facilities, and a greater span of service throughout the day.

- Mr. John Chalker asked about the travel time on the route from Horton Plaza to Terminal 1. He also asked about the fare, the fare box recovery rate, the performance measurements, and if there were schedule adjustments for peak times for passengers arriving or departing from SDIA. Further, he asked if the increase in residential units in downtown San Diego had been considered when the routes are planned.
  - Mr. Thomsen stated the route takes approximately 10 minutes, and it costs \$2.25. He stated he does not know the fare box recovery rate for that route. MTS does have performance measures, but they are currently being re-developed and should be adopted by the MTS Board and available in early 2007. He said the 12-15 minute variability reflects the intensity of ridership, so the higher frequency of buses at 12 minutes apart occurs during those peak periods. As part of the restructuring, additional routes will be implemented in 2007 to better serve the Market Street corridor. With additional funding, other services for residents in and around downtown could be provided.
- Mr. Chalker then asked if the airport employment total of 2,000 employees includes all the concessions, air cargo, and airlines employees.
  - Ms. Angela Shafer- Payne stated the Authority has 300 employees and there are 6,100 employees with badges who work at SDIA.

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 the airport 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 was Bus Rapid Transit route 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
- 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 having all agencies commit to pay for their fair share of these improvements.

- Mr. Chalker asked if the Bus Rapid Transit route from the Old Town Transit Center to SDIA is included in Regional Transportation Plan (RTP). He also asked about

- the project's time frame, the cost estimate for this project and if other SDIA projects were included in previous RTPs.
- Ms. Kirshner stated the Old Town route recommendation was developed a few years ago and is included in the current RTP, but was most likely not included in previous RTPs. The design work for the Old Town BRT route would take approximately two years and construction would take one to two years. SANDAG and SDIA need to do preliminary engineering studies to develop an accurate cost estimate.
  - Mr. Chalker asked if these projects have reached a priority level with SANDAG, recommended as regional projects, included in the State Transportation Improvements Plan, or included in TransNet.
    - Ms. Kirshner stated the BRT route is not funded by TransNet.
  - Ms. Coombs stated Citizens Coordinate for Century 3 is interested in coordinating land use and infrastructure planning. She is concerned that the recent employment and housing dispersal represents a failure of regional efforts for smart growth. She asked that SANDAG plans to not only respond to dispersal patterns, but to also try to better influence them in the future.
    - Ms. Kirshner stated SANDAG is interested in coordinating transit and land use planning when it is possible. SANDAG recently adopted a Regional Comprehensive Plan and a Smart Growth Concept Map and is working with jurisdictions to concentrate development where transit and other public facilities are available.
  - Mr. James Panknin asked if SANDAG has studies to show the potential ridership of the Old Town BRT route.
    - Ms. Kirshner stated SANDAG does not have any of these studies, but it is a good suggestion.
3. Mr. Stefan Marks, Manager of Service Planning, presented an overview of the services provided by the North County Transit District (NCTD). He explained the Coaster ridership to SDIA is 0.5% from a 2002 Coaster survey and the 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.
- Mr. Chalker commended the success of the Coaster rail service. He stated three of the five heaviest traveled rail routes in the country are in California, based on passenger volume. He asked if Coaster ridership to SDIA is low because passengers have to transfer.
    - Mr. Marks stated a direct rail link to SDIA would be more convenient for passengers. However, it would cost a lot of money to provide that service

given the constraints at SDIA. They are considering other ways to quickly and cost-effectively transfer people to and from SDIA.

- Mr. Chalker stated he understands NCTD acts as a separate entity in operating its own trains, but he asked who is in charge of transportation planning and funding.
  - Mr. Marks stated SANDAG is responsible for all regional transit and transportation planning as a result of regional consolidation efforts a few years ago. SANDAG is also responsible for programming all regional transportation improvements including financing them. NCTD acts under the SANDAG umbrella to deliver transportation services in the North County area.
- Mr. Gary Knight asked about possible bus service to SDIA from the Escondido or Oceanside Transit Center.
  - Mr. Marks stated it would work, but would be very expensive to subsidize because it would only have one specific trip service. NCTD has made an investment in the Coaster as a region and we need to find a way to continue to fund it. Regional express buses have been used in the past along the I-5 corridor with limited success. He feels it would be more beneficial to provide more frequent service on the Coaster.
- Mr. Dunham commented the Fly Away system, operated by LAX, has been successful. Passengers are able to check in bags at the Fly Away station and only need to go through security once they arrive at the airport. If there is a dedicated bus and sufficient parking, it can be successful.
- Mr. Panknin asked if the Coaster would be more successful if it had a connection at the Old Town station. He also asked about the ticket cost and parking associated with the Coaster.
  - Mr. Marks stated the Coaster currently provides a connection at the Old Town station. This connection does reduce the travel time from the North County area, but a direct bus link from the train would be extremely successful. Overnight parking is allowed at the Coaster stations, but there are not facilities for long-term parking. One challenge if the demand for the Coaster increases, is that there must be adequate parking available. He explained a structured parking area costs \$30-40,000 per space and if you make more parking available people will use it. The bus ride from the Coaster is free, because it is part of your Coaster ticket, but passengers have to pay on the ride back. This is very frustrating for passengers and NCTD is working to try to fix this problem.
- Mr. Dan Burkhart stated he lives north of Escondido and travels frequently. He has to plan 1 ½ hours to drive to and park at SDIA. He believes the San Diego area has potential ridership for the Fly Away system to be successful.
  - Mr. Marks will consider the Fly Away system. He explained the new I-15 service using managed lanes will provide significant opportunities to include SDIA as a destination.
  - Mr. Dunham clarified the Fly Away system can only operate as he described (with passengers being able to check their bags when they

board the bus) if it provides direct service to SDIA due to Homeland Security standards.

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 Drive from Barnett.
- Ms. Coombs asked if private sector businesses that provide transportation services to SDIA are participants in the Authority's Transportation Committee.
  - Mr. Anasis stated the Transportation Committee meetings are public and meeting agendas are posted on the Authority's website. He explained several organizations have attended the meetings and the committee welcomes their participation.
- Mr. Lanz asked about preliminary cost estimates for making the connection South from I-8 to I-5 to relieve congestion on I-5, specifically the Old Town exit to get to Barnett Avenue. He stated that area continuously floods. He also stated the Rosecrans Exit has a considerable amount of traffic congestion.
  - Mr. Figge stated Caltrans will need to consider what improvements can be implemented to allow additional vehicles to move through the area. The Central I-5 Corridor Study did have cost estimates in it, but the estimates are out of date and have not been updated.
- Mr. Panknin asked if all the agencies would share the cost if they teamed up to develop a direct route to SDIA.
  - Mr. Figge stated all the agencies want to work together to solve the transportation issues. Caltrans would be primarily involved with the freeway improvements associated with the project. This type of project would not be state funded.
- Ms. Lutar stated the agencies appear frustrated with the traffic mitigation efforts listed in the draft environmental impact report. She asked if the Authority will address their concerns about the traffic mitigation measures.

- Mr. Anasis stated the draft EIR identifies the traffic impacts through the year 2015. It also identifies traffic mitigation measures that will be implemented by the areas of jurisdiction.
- Ms. Shafer-Payne stated the Authority is restricted in terms of jurisdiction and how SDIA revenue can be expended off airport to help pay for improvements. The Transportation Committee was developed to provide project recommendations that can be completed before 2015. However, the Authority does not have the jurisdiction to implement these projects.
- Mr. Figge stated Caltrans is willing to work together to mitigate traffic congestion for drivers, but needs more time to address these issues.
- Ms. Bowens stated the Authority Board voted to extend the Draft EIR comment period until Oct. 18, 2006. During this period and moving forward, staff will work with these agencies to identify ways to address these issues.
- Mr. Trey Hettinger asked if Authority staff could clarify the Authority's restrictions on funding improvements.
  - Mr. Breton Lobner explained the federal government has set up regulations that state all airport revenues can only be used at the airport. This creates tension between what the airport can and cannot pay for. A transportation service that provided direct service to the airport, without any stops, could be financed and run by the Authority. Each mitigation measure associated with the Airport Master Plan needs to serve SDIA one-hundred percent.
- Mr. Figge asked if these regulations apply to all airport revenues or only federal revenues.
  - Mr. Lobner stated these regulations apply to all airport revenues.
- Mr. Chalker explained the state develops a State Transportation Improvement Program (STIP) every 2 years that allocates money to each county for projects. Those projects are recommended by SANDAG are approved by the California Transportation Commission. None of the projects mentioned today have been identified in the STIP, which means it will be at least 2 years before state funding is available for them. Each year, local cities are entitled to a share of state funds for transportation projects and have complete discretion on how to use the funds. TransNet projects are listed individually, cannot be addressed or changed for 10 years, and none of the SDIA projects are on that list. It is important that funding sources are identified and that the region decides what projects are priorities, because to complete those projects would mean taking money away from other projects.
- Ms. Lutar asked about the Employee Incentive Program and if the Authority will follow up on the recommendation to provide this program for SDIA employees.
  - Ms. Shafer-Payne stated the Authority does have an employee transit incentive program for its employees, but she is not sure if other SDIA tenants have similar programs.

- Mr. Anasis stated other than providing a transportation subsidy to the 300 employees at the Authority, there are no other programs.
- Ms. Bowens stated all other employees pay to park at SDIA. She said the Authority will look into the recommendation of an employee transit incentive program.
- Mr. Leon Williams asked what Committee members are supposed to do with the letter from Senator Kehoe.
  - Mr. Panknin stated the letter is for informational purposes only. There will be hearings on Oct. 10 and Nov. 17 regarding the Authority.
- Mr. Dunham asked if the Authority is a permanent governing structure or a temporary one. He also asked if Committee members would have an opportunity to comment on Senator Kehoe's study.
  - Ms. Jacobson stated the legislation that was used to create the Authority also included a governance structure, but the legislature that created the Authority can re-create it. Senator Kehoe has studied the Authority, its governance and its success over the past four years.
  - Mr. Lobner stated the legislation used to create the Authority resulted in one set of statutory provisions including an interim board and a permanent board. This indicates the Authority was intended to be a permanent agency and Board.
  - Mr. Panknin stated the charter of this Committee is to provide guidance to the Authority Board. He feels it is not appropriate for this Committee as a whole to make recommendations regarding this matter. During today's period for Committee Comments members can provide feedback on the Authority if they wish.

#### **PUBLIC COMMENTS:**

- There were no public comments.

#### **COMMITTEE MEMBER COMMENTS:**

- James Panknin recommended the Fly Away concept should be studied further as a transit option for SDIA to relieve congestion on the freeways. He noted if this facility is dedicated only for the airport it could be funded by SDIA. He also 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. She also feels all efforts to address transportation mitigation should be explored. She recommended an employee transportation plan be suggested to the Authority's board as another mitigation measure.
- Kurt Lanz stated the 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 will not 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 for the employees. 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 transit 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 purpose needs to be determined?
  - Deanna Spehn, Policy Director for State Senator Christine Kehoe, explained the letter speaks for itself, and the intent is to hold hearings to get testimony on the governance structure of the Authority, the composition of the Board, the appointment process for Board members, and the requirements for serving on the Board.
- Diane Coombs feels the Fly Away concept could work for SDIA at appropriate locations. She also feels Authority staff should meet with representatives from the private sector companies who transport people via shuttles or taxi cabs to SDIA and include them in the transportation discussions. She explained the Authority was created out of a larger effort for comprehensive regional governance. Her organization has concerns with how the legislation was passed and feels there was not adequate public involvement in the decision-making process related to the legislation. It seemed to be more of a "behind the scenes" process between state and local legislators. 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. He stated he is not sure how the Authority Board members are selected, but he feels the Board and staff have done a good job. He proposed having a presentation at a future meeting regarding potential international air service at SDIA and suggested the Authority move towards getting feedback from the business community about preferred international destinations.
- John Chalker supports the Fly Away concept for SDIA. He also stated one of ASAP21's principle tenets is to address the importance of integrating mass transit into the design of a new airport, which carries over to mass transit and improving access to the existing airport. Regarding Senator Kehoe's letter about re-examining Authority governance, he applauds the open hearings that will be held. He feels it will be interesting to see if the number of elected officials on the Board will be increased or not. He explained if you look around the country, you typically do not find Authority Board's populated with elected officials. He stated

the issues surrounding the airport will not go away regardless of who is on the Authority Board.

- Leon Williams stated he was a member of the board that was structured to make the recommendation to create the Airport Authority. When creating the Authority, all the delegation members considered this government 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 transit incentive program as part of the traffic mitigation measures in the SDIA environmental impact report.

**ADJOURNMENT:**

The Committee adjourned at 11:45 a.m. The next regular meeting will be held on Thursday, January 11, 2007 at 9:30 a.m. at the Sheraton San Diego Hotel & Marina, San Diego, CA 92101.

APPROVED BY A MOTION OF THE ADVISORY COMMITTEE THIS 4TH DAY OF JANUARY 2007.

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ANGELA SHAFER-PAYNE  
VICE PRESIDENT, STRATEGIC PLANNING

ATTEST:

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TONY R. RUSSELL, DIRECTOR  
CORPORATE SERVICES/  
AUTHORITY CLERK