

# DRAFT

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY  
SPECIAL ADVISORY COMMITTEE/SPECIAL BOARD MEETING MINUTES  
THURSDAY, JULY 13, 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 9:45 a.m. The meeting was held on Thursday, July 13, 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:

Frank Adams	FedEx Representative
Rick Alexander	East County EDC
Capt. Mike Allen	Chief of Staff of Navy Region Southwest Replacement for Capt. Daniel P. King
Daniel Burkhardt	National Business Aviation Association
Oris Dunham	Airport Industry Consultant
Doug Eatros	Alternate for Fed Ex
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
Lani Lutar	Alternate for Brian Gray
Gail K. Naughton	Dean, SDSU College of Business Administration
Julianne Nygaard	North County Transit District
Pedro Orso-Delgado	District 11 Director, CalTrans
James Panknin, Jr.	Santee Representative-Community Leaders Forum, MCAS Miramar
Thomas Paquette	Alternate for Col. Mike Brooker

### 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  
Steve Cornell, Director of Airport Master Plan Program

### Regional Airport Authority Board Members Present:

Joe Craver  
Xema Jacobson

### Approval of May 18, 2006 Meeting Minutes

Chairman James Panknin raised concern about the vote tally regarding the MCAS Miramar ballot proposal from the May 18 Airport Advisory Committee meeting that incorporated Committee members' positions on the site selection program. He explained his numbers did not match those that appeared in the resolution passed by the board of the Airport Authority. The following was his final vote tally: four members supported joint use at MCAS Miramar, one member supported a supplemental runway at MCAS Miramar, five members opposed joint-use at MCAS Miramar, nine members took no position, and one member was neutral. The tapes from the May 18 meeting will be reviewed to clarify the vote tally. The May 18 Advisory Committee meeting minutes were approved by Committee members pending the meeting tape review.

### Chairman's Report

Mr. Panknin explained the goal of this Committee is to provide transparency to the ballot process and ensure the public has trust in the Board's decisions. The Authority Board staff report stated "whereas on May 18, 2006 the Board's Advisory Committee recommended to advance the MCAS Miramar concept". The report from the May 18 meeting failed to include nine no positions on MCAS Miramar or the two military positions opposed to MCAS Miramar. He was disappointed the members' positions were misrepresented in the report. This error makes him question the credibility and objectivity of Authority staff and he asked for an apology from staff.

Ms. Bowens stated she has issues with Mr. Panknin's statement. The Executive Summary from the May 18 committee meeting was sent to Mr. Panknin prior to its publication and that would have been the appropriate time to contact the Authority staff about his concerns. The Authority's job is to execute the Board's recommendations. If there was any misrepresentation of a committee member position, this was simply an error. The Authority staff has no stake in this issue and she apologized for any errors that may have occurred.

Mr. Oris Dunham stated in his opinion the results of the discussion at the May 18 committee meeting was to put forward MCAS Miramar as the future airport site regardless of nine members having no position at that time. He further stated his opinion that it is unacceptable for Chairman Panknin to submit articles and sign them as the Chairman of the Airport Advisory Committee because his own opinion does not represent the position of the committee as a whole.

### **NEW BUSINESS:**

1. Mr. Ted Anasis, Airport Authority Manager of Airport Planning, presented an update on the progress of the Airport Master Plan. He summarized the airfield, terminal, ground transportation, and airport support facility requirements needed at SDIA to prepare for projected passenger growth. He explained annual SDIA operations are composed of 71% large passenger airlines, 18% regional airlines, 8% general

aviation, 3% cargo, and less than 1% military. The two components of the Master Plan include: 1) the Airport Land Use Plan that identifies airport boundaries and describes existing and future airport uses; and 2) the Implementation Plan which describes the facilities to construct and operate them by 2015. He also provided an update on the status of the environmental review process associated with the Master Plan. Currently, the draft Environmental Impact Report (EIR) is available for a four-month public and agency review period with comments due September 18, 2006. The Authority is coordinating with the Federal Aviation Administration on the federal environmental review. The Authority is also informing and coordinating with the Coastal Commission staff and preparing applications for the necessary coastal development permits. He described the Master Plan's public outreach efforts including holding public scoping meetings, public outreach in 2005 and 2006, distributing a guide for the draft EIR, and updating community planning groups.

- Mr. Dunham asked if it was possible to have a consolidated bus that uses the roadway system within the airport boundaries and would be able to reach the rental car facilities.
  - Mr. Anasis stated the Authority is considering developing an airport roadway circulation system that could be designated for high occupancy vehicles, even though there are some right-of-way challenges associated with it.
- Mr. Frank Adams asked why air cargo and rental car facilities were not included in the Master Plan.
  - Mr. Anasis stated the Master Plan program is concurrent with the Site Selection Program and they are focusing on incremental improvements over the next ten years at SDIA. The current Master Plan designates areas for future expansion of air cargo and rental car facilities, and the Authority will continue working towards the implementation of these improvements once it receives policy direction from the board to move forward with future phases.
- Mr. Trey Hettinger asked if the Authority has considered consolidating rental car facilities and moving them off SDIA property.
  - Mr. Anasis stated the airport must maintain a good balance of all airport services such as air cargo facilities, rental car facilities, and ground transportation. Currently, all the rental car facilities are located off airport property, but constraints are evident as the future expansion planning continues. Also being considered in the Master Plan is development of a consolidated rental car facility and bus system to reduce vehicle trips to and from SDIA, as well as improve access and convenience for the passengers.
  - Ms. Bowens explained some of the property owned by the Port and occupied by some of the rental car companies may be reclaimed by the Port in the near future for non-airport uses.
- Mr. Dunham explained he understands the Master Plan's goal is to maximize the runway space which is necessary to accommodate the additional gates.

- Mr. Pedro Orso-Delgado stated the consolidated rental car is a good idea because it facilitates traffic flow in and out of SDIA on a single bus system. Any person entering SDIA will no longer have to use Harbor Drive. He asked if the Authority has considered a connection to Interstate 5 and Harbor Drive from the Sports Arena corridor of Pacific Highway. There could also be signage on Interstate 5 directing drivers to exit at Sea World Drive to get to SDIA.
  - Mr. Anasis stated the Authority has looked at direct connections from Interstate 5 to SDIA as well as opportunities to provide public transportation access to the airport such as a rapid bus system to transit stations.
- Mr. Rick Alexander asked if the new ground transportation system at SDIA will affect passenger pick up locations at the terminal.
  - Mr. Anasis stated the new ground transportation system should not have any significant impact on passenger pick up at SDIA. Rental car buses may be consolidated to decrease traffic at the terminals. Also, departures will be on the second level so passengers can be dropped off and use the pedestrian bridges to get directly to the check in areas. The arrivals will remain on the first level with baggage claim areas as they are today.
- Former Senator Lucy Killea asked if there was legislation in the Authority's Charter to allow them to work with transit organizations in the area to reduce car traffic around SDIA. For example, the Authority could collaborate with the current transit system to help finance the effort to develop a good transit system for SDIA. She also inquired about improving transportation for airport employees.
  - Mr. Anasis stated the Authority has formed an Airport Roadway Transit Committee including representatives from CalTrans, North County Transit District, MTS, SANDAG, City of San Diego, and the Port District. This group is collaborating to develop recommendations on how to enhance and improve the roadways surrounding SDIA to reduce demand and increase traffic flow and transit connections. At their next meeting on August 8, the group will examine preliminary results from transit consultants who will analyze and begin to identify recommended improvements. One consideration is to make the Flyer a free connection from the Old Town Transit center to SDIA. The Authority feels it is important to create seamless transitions for passengers and their luggage with all transportation solutions. He also stated there are 2,000 employees at the airport including all the airport tenants. These workers account for a large percentage of ridership on the Flyer.
- Mr. Daniel Burkhart suggested the Authority consider increasing the amount of FBO or private hangar availability at SAN. Currently, several San Diego County business owners base their long range business jets at other county airports. While this may seem like good space planning for SAN's limited real estate, it often requires operators of those aircraft to reposition their aircraft at SAN in order to use its full range. This is a result of shorter runway lengths at other San Diego County airports. He believes repositioning aircrafts will add additional

operations at SAN requiring ramp and airspace assets. He also explained the arrival and departure airspace access is equally critical and affects airport ground time.

- Mr. Anasis stated the Authority has considered how to use SDIA's limited resources to balance passenger, air cargo, and general aviation operations and services.
  - Mr. Hettinger asked if the Authority has considered lengthening the runway at one of the smaller airfields nearby for general aviation use to free up some airspace at SDIA for future use.
    - Mr. Anasis stated the Authority has included this in its long term plans for airport development, but it involves coordination with other facilities and operators.
  - Mr. Dunham explained he thinks airport employees could get free transportation to and from the airport if they have passes. However, employees don't use public transportation because of the \$2.50 charge to ride the bus. He feels the Authority should consider designating an area outside the airport for employee parking and provide transportation to the airport from there.
    - Ms. Bowens stated the Authority provides a 50 percent discount for all employees using mass transportation to work.
  - Mr. Gary Knight asked if the Authority has considered working with SANDAG on their linkshare and rideshare programs to help offset the traffic congestion problems around SDIA.
    - Ms. Bowens stated the Authority has not examined the SANDAG programs but plans to in the near future.
  - Mr. Frank Adams stated he did not know air cargo and ground transportation improvements were not included in the environmental impact report. He feels improvements are needed for air cargo facilities because those areas have been constrained for more than 10 years. Currently the air cargo facilities do not have sewage connections or drinkable water. He asked how long it will take for the proposal of expanded air cargo facilities to be approved through the environmental process.
    - Mr. Anasis stated the Authority is laying the groundwork for establishing 32 acres for future expansion of air cargo facilities, but those improvements are not included in the current environmental impact report.
    - Ms. Bowens stated the Authority staff has consulted all the cargo companies about their future facility requirements to help in designing those facilities. The Authority believes it has a responsibility to address the needs of all the air cargo companies as a whole, rather than the needs of a single company. Once the vision for the project has been decided, an environmental analysis can be completed. Ms. Bowens stated the Authority's first priority at SDIA is to develop additional passenger gates, and air cargo improvements are the next priority.
2. Mr. Steve Cornell, Airport Authority Director of the Airport Master Plan Program (AMP<sup>2</sup>), presented an update on the Programmatic Document preparation phase of

the Airport Master Plan program. He emphasized the AMP<sup>2</sup> implementation team is responsible for the final planning, design, and construction of the facilities and the AMP<sup>2</sup> Programmatic Document phase is being performed parallel to the environmental review process to ensure compliance with the environmental requirements. The Authority's philosophy of maintaining a strong working relationship with and establishing a full understanding of the expectations and needs of airport stakeholders (tenants and users of the airport) has resulted in developing an extensive stakeholder coordination process. This includes the collection and analysis of stakeholder input presented in a programmatic document. This input defines the criteria and standards design consultants and contractors will use to build the facility to meet the Authority's needs. He also provided an overview of the programmatic development concepts, including visuals and layouts of the terminal expansion program and associated facilities. The expansion program includes: ten aircraft gates, associated apron and taxiways, twelve remain-over-night aircraft parking positions, roadway improvements, surface parking lots, and a four-level parking structure with an integrated second level departure roadway.

- Mr. Dunham asked where the security exits will be located in the new terminal area.
  - Mr. Cornell stated by moving the location of the security checkpoints the exit will be straight out through the existing security checkpoint and up the ramp.
- Mr. Adams asked if TSA is committed to funding all the necessary staff positions at the security checkpoint.
  - Mr. Cornell stated the Authority has a strong relationship with the local TSA representative, and TSA has been working closely with the Authority to develop a plan that supports an efficient security checkpoint operation. TSA does have a cap on staffing, which means they determine the number of staff at the checkpoint depending on the efficiency of the operation and the delay times at the airport. TSA is committed to providing good security service for SDIA. The Authority believes this security checkpoint will be an appropriate size and will be properly staffed to maintain minimal waiting time for passengers.
- Mr. Curtis asked how many airlines, ticket booths, and baggage claim facilities will be developed with the ten additional gates. He also asked if there will be an additional baggage facility to support the new gates.
  - Mr. Cornell stated the number of airlines that will move to the expanded terminal will depend on the number of aircraft supported at SDIA which is based on passenger demand. There will be thirty two additional ticket lanes with office space behind and above those areas that will be set up to house five independent airline operations. The Authority's plan is called a "Flexible Facility Plan", which means it has the maximum capability for a small or large number of airlines. In early 2007, the Authority will work with the airlines to finalize which ones will relocate before the detailed design

phase. The baggage screening facilities and configuration will need to be significantly modified in the new terminal.

- Mr. Dunham asked if passengers will be able to access restaurants before or after the security checkpoint in the new terminal area.
  - Mr. Cornell stated concessions before the security checkpoint produce limited profits according to research. The most up-to-date research also shows the area directly adjacent to the security checkpoint generates the highest revenues. He explained the Authority is considering a variety of scenarios for concessions, and the plan allows for the flexibility to change the configuration if adequate revenue is not produced once operational.
- Mr. Pedro Orso-Delgado asked what the net gain of parking spaces will be with the parking enhancements. He also asked if the traffic on Harbor Drive will be increased or decreased as a result of the parking enhancements associated with the Master Plan.
  - Mr. Cornell stated the new parking structure will create 3,000 additional spaces, but the net gain of parking spaces will be around 2,000 spaces because spaces in other areas will be lost.
  - Mr. Anasis stated there are currently 4,000 short term and long term parking spaces operated at SDIA. There are also 8-10,000 long term parking spaces at private facilities off SDIA property. There is no way for SDIA to serve all the parking demands for the airport, and additional parking is proposed in the Master Plan.
- Mr. Alexander asked what the estimated completion date was for the second level drop off area. He stated Terminal 2 is very congested now and suggested the Authority advertise the cell phone parking lot.
  - Mr. Cornell stated the construction for the parking structure will be concurrent with the terminal expansion which is scheduled to be complete in 2010. He stated he will pass on the information about the congestion at Terminal 2 to the operations people.
- Mr. Curtis asked about the point where traffic merges into the roadway from the airport.
  - Mr. Cornell stated the departure curb exit ramp will move from the second level to the first level of the parking structure and merge back onto the roadway. There will be two areas for merging, one will merge back to the terminal and the other will merge to the City. He explained it is also important to allow enough distance for the cars to get down the ramp and to allow for sufficient distance for the cars to merge onto the roadway.

## **PUBLIC COMMENTS**

- There were no public comments.

## **COMMITTEE MEMBER COMMENTS:**

- Mr. Panknin said he understands transit is an important issue among committee members and suggested making airport ground transportation the focus of the next Airport Advisory Committee meeting. He also feels now would be an appropriate time to review the air cargo expansion and other future phases of improvements to be coordinated with air cargo tenants and incorporated into the Master Plan.
- Ms. Lani Lutar explained at this time the San Diego County Taxpayers Association has not taken a position on the Airport Site Selection ballot measure. She stated SDCTA's Board of Directors is making an effort to become informed on the Airport Site Selection issue, and is currently receiving presentations from the Authority and others regarding the program. The board is expected to take a position on the Airport Site Selection ballot measure in September.
- Mr. Dunham congratulated the Authority staff on a great presentation on the progress of the Master Plan. He observed the Authority is undertaking a monumental, but necessary, task through the improvements associated with the Master Plan.
- Mr. Adams repeated that he is disappointed cargo is not included in the current EIR study since the air cargo facility constraints at Lindbergh Field have been present for the last 10 years. He also said the Master Plan was well done regarding the needs of the traveling public, roadway improvements, and new parking facilities. He emphasized the importance of understanding the cargo industry and their impact on business and commerce into and out of the region.
- Mr. Hettinger thanked the Authority for the useful presentations and said he appreciates being a part of this committee.

**ADJOURNMENT:**

The Committee adjourned at 11:30 a.m. The next regular meeting will be held on Thursday, September 14, 2006 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 14TH DAY OF SEPTEMBER 2006.

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ANGELA SHAFER-PAYNE  
VICE PRESIDENT, STRATEGIC PLANNING

ATTEST:

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TONY R. RUSSELL, DIRECTOR  
CORPORATE SERVICES/  
AUTHORITY CLERK