



**Strategic Planning Division
Airport Planning Department**

San Diego International Airport
3225 Harbor Drive
3rd Floor Commuter Terminal Building
San Diego, CA

DRAFT MEETING MINUTES

Phone: (619) 400-2478 – Ted Anasis
Fax: (619) 400-2459

DATE: 02/28/07 **TIME:** 11:00 AM

PROJECT TITLE: AMP Transit/Roadway
Committee

SUBJECT: Airport Transit Plan and
Updated Transit Report

LOCATION: Tuskegee Conference Room

NEXT MEETING DATE: April 2007

	INITIALS	ATTENDEE	AGENCY NAME
	BL	Bob Leiter	SANDAG
	AES	Alex Estrella	SANDAG
	MC	Mike Calandra	SANDAG
X	JM	Jeff Martin	SANDAG
	MH	Mike Hix	SANDAG
	MKI	Miriam Kirshner	SANDAG
	CE	Christine Eary	SANDAG
	DLE	Dan Levy	SANDAG
X	SM	Stefan Marks	NCTD
	KL	Kurt Luhrsen	NCTD
	BF	Bill Figge	Caltrans
X	PL	Pat Landrum	Caltrans
	EA	Ellison Alegre	Caltrans
X	MT	Mark Thomsen	MTS
	CC	Conan Cheung	MTS
	AE	Alexandra Elias	CCDC
	DL	Diana Lilly	CA Coastal Commission
X	MD	Margie Drilling	FAA
	CM	Candice Magnus	San Diego Unified Port District
	WM	Wileen Manaois	San Diego Unified Port District
X	TG	Tait Galloway	City of San Diego
	MS	Maxx Stalheim	City of San Diego
	FL	Fernando Lasaga	City of San Diego
	BM	Bob Maxwell	SDCRAA
X	TA	Ted Anasis	SDCRAA
	PC	Peggy Cooper	SDCRAA
	BC	Brett Caldwell	SDCRAA
X	ASP	Angela Shafer-Payne	SDCRAA
X	LT	Lynda Tamura	SDCRAA
X	JW	Jessica Wyatt	HNTB
	HM	Harley Moore	Lea+Elliott

X indicates this person was present at the meeting.



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	TRANSIT			
	<p>TA updated the group on the Airport Transit Plan schedule and noted that the draft Transit Report is in preparation and will be sent for review in a few days. Ted also noted that both the Plan and the Transit Improvements Recommended table are on the san.org website.</p> <p>TA discussed the Purpose & Goal of increasing airport ridership from 1.2% to 4-6% over the next 3-5 years. 4-6% is the national average, so this is a target goal to achieve. But, how do we achieve this? We presented the Draft ATP to the SDCRAA Board in February. We want to chronicle all presentations made to the transportation agencies and input received to achieve transit ridership goals.</p>			
	<p>SM – We haven't really promoted freight access in terms of ground infrastructure. To improve our ability to serve more people we need more track capacity. It's important to move people, but if we're able to move more freight by rail, then we can pay for improvements.</p> <p>TA informed SM that there is a Freight Working Group under SANDAG in which all participate to address freight and rail issues.</p>			



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	<p>TG – The LRT relation to the airport should be going in the next RTP.</p> <p>TA – Miriam Kirshner was preparing an issue paper for SANDAG’s Transportation Committee addressing the RTP, covering three issues: 1) Airport Master Plan; 2) Airport Transit Plan; and 3) how to address the Airport in the RTP, including access improvements like Bus Rapid Transit along the I-15 corridor, connector ramps to the central I-5 corridor, and the trolley/bus route to Old Town.</p>			
	<p>ASP – We would like additional planning studies and need to support working with other transportation agencies.</p>			
	<p>SM – The challenge is there’s no cash; there’s no money to expand services. The money will come from the regional policymakers to expand service. MTS and NCTD are cash poor. NCTD has a \$60 million CIP, but the majority of that is for rail maintenance.</p>			
	<p>MT – It’s \$65-75 million a year for the next several years to catch up with maintenance for MTS facilities.</p>			
	<p>MT brought up Old Town transit center concerns and objections. One of the major concerns about expenditures through SANDAG was the location of the Airport terminals, about making investments now without knowing the ultimate location of the Airport.</p>			
	<p>ASP – Our Board is looking at the Airport through 2030.</p>			



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	<p>TG – A concern about the Master Plan was looking at short-term needs. Will something more long-term and visionary be presented in one document?</p> <p>ASP – Nothing we are doing in this Master Plan precludes any future development Phase II expansion.</p> <p>TG – So to consider LRT you would have to be in the Phase II expansion?</p> <p>ASP – We don't officially have to wait until we've started the official kickoff of "Phase II". We need to start getting more information.</p>			
	<p>MT – The MTS Board has not clarified what "Direct Service" to the Airport means.</p> <p>MD – Why would the MTS Board talk about the North Area taxiway?</p> <p>MT – In the context of putting terminal facilities in the North.</p> <p>TA – You could only get 14 gates on the North without additional land beyond Airport boundaries.</p>			
	<p>PL brought up the I-5 corridor study. Caltrans is starting to look at it again from the 54 to Seaworld. Pat will get more information on it.</p>	X (PL)		
	<p>TA then discussed the proposed "study/action plans" for items in Tier 1 or 2 on the Transit Plan recommendation table.</p> <p>BC will send the draft Transit Report and draft "study/action plans" to the Committee for review and comment.</p>	X (TA/BC)		



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	<p>MT – A number of items are controversial on the table without a great deal of positioning to incorporate into the plan.</p> <p>TA – We're not saying that each and every one of the items on the table has to be implemented. We need to study what ridership level can be gained.</p>			
	<p>SM – There is nothing about employees or TDM coordination on the table.</p> <p>TA – We will include an airport employee transit program in the Transit Plan.</p> <p>JW – The study started with passenger focus, and we need to decide how to incorporate this. If we achieve higher ridership for passengers, this will make it easier for employees.</p>			
	<p>SM – Even though strategies are in here, we might find that they cost too much. It puts MTS and NCTD in a position to make commitments that they're not in a financial position to do.</p> <p>PL – To look at cost estimates and funding sources would be a lot of work.</p>			
	<p>SM – What are short-term things we could do collectively to increase passengers, i.e., increase frequency of bus service? Then we could move to broad-based items, i.e., move to the north or move to the south. How do we get these items done?</p>			



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	<p>JW – Tier 1 includes passenger service improvements that can be implemented now, i.e., make it easier to pay. Tier 2 and Tier 3 require more study. Tier 3 could be recommended after ridership levels increase, i.e., light rail. We need to identify what additional studies should be done for each.</p>			
	<p>JW – Is there an area in front or in back of the Santa Fe Depot where buses could be staged?</p> <p>MT – Yes, on Kettner, but the use of Kettner is even more congested than crossing Broadway and has more time constraints.</p>			
	<p>TG – Is the direct shuttle from LAX to Union Station paid for by the airport operator? Could there be a shuttle from the (SD) airport to Santa Fe/Old Town?</p> <p>TA – If it's 100% dedicated to the Airport, the operations may be eligible for airport funding, but there may be restrictions.</p> <p>MD – The Airport needs to have full control, scheduling, drivers, etc., and also needs to be a cooperative agreement in terms of use of other agency vehicles if they are used.</p> <p>JW – LAX operates the Flyaway.</p>			



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	<p>SM – Has Improvement A-1 (“Low Floor Buses”) already been implemented (referring to Recommended Transit Improvement document)? Regarding A-2 (“Customer Service Training for Drivers”), Coaster conductors could make announcements to take the 992 bus to the airport.</p> <p>TA – When will the low floor buses be implemented? We are taking out “For Drivers”; it’s been modified to “Passenger/Customer Service Training”.</p> <p>MT – We will get a date on when the buses will be in service.</p>	X (MT)		
	<p>SM – On A-3 (“Install Transit Ticket Machines at Airport”), SANDAG is the primary agency on ticket machines. The fare structure involves: 1) buying the machine; 2) maintenance of the machine; 3) collecting the money. There needs to be better street signage for way-finding. Stefan would like to see the Flyer free, but there are financial implications.</p>			
	<p>MT – This is more “how should it be implemented,” not “should it be implemented”. Suggested that the passenger show airline ticket to the driver.</p> <p>TA – Need to remove barriers for arriving passengers to get on a bus and find some easy way to identify an arriving passenger.</p>			



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	<p>SM – A-5 (“Turn On Next Bus Signs”) is a SANDAG/MTS issue. On A-6 (“Targeted Marketing”), how much does SDCRAA spend on marketing? How can we collectively use SDCRAA’s money to promote airport transit ridership?</p> <p>TA – The costs here are less than those for physical improvements.</p>			
	<p>PL – There are proposed transit center locations on the I-15 corridor. Pat will get information on this (map, descriptive text, etc.)</p>	X (PL)		
	<p>SM – Can the Airport Authority purchase land that is not contiguous to the airport?</p> <p>TA – If it is strictly for Airport use, it might be possible.</p>			
	<p>TA distributed the Airport Transit Passenger Survey. How can we structure the survey protocol? A quarterly survey will be done to capture airline passenger and employee ridership data; the annual survey will focus on passenger behavior. The next step is to develop the survey. A quarterly customer satisfaction survey is already conducted for all airport passengers.</p> <p>JM indicated that he has a draft scope of work/summary.</p>			
	<p>JM – Surveys are typically done in the Spring and Fall. They are looking at surveys being done on board the bus. People boarding at each transit stop will be identified as passenger or employee during the quarterly survey.</p>			



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	PL – There should also be a question added to the customer satisfaction survey, "Have you heard about the Flyer or other services and what mode of transportation are you using to reach the airport?"			
	OTHER ITEMS AND NEXT MEETING			
	The next meeting is tentatively scheduled for April 2007. Committee members will be contacted when the next meeting date is final. The next meeting date and location will also be posted on the Airport Authority website.			

These meeting minutes reflect the writer's understanding of the meeting. If your understanding is different than that stated above, please contact the writer within 3 working days.

Signed: 
Ted Anasis
Manager, Airport Planning
tanasis@san.org

Date: 03/07/07

/LJT