



**Planning and Operations Division  
Airport Planning Department**

San Diego International Airport  
3225 Harbor Drive  
3<sup>rd</sup> Floor Commuter Terminal Building  
San Diego, CA

**DRAFT MEETING MINUTES  
No. 1**

Phone: (619) 400-2482 – Brett Caldwell  
Fax: (619) 400-2459

**DATE:** 5/12/10      **TIME:** 10 AM

**PROJECT TITLE:** Airport Transit Plan - Phase II

**SUBJECT:** Airport Transit Plan – Phase II Report, Remote Terminal Operating Plan Parameters, Trip Cost Comparison Data, OTTC Express Bus Update

**LOCATION:** Tuskegee Conference Room

**NEXT MEETING DATE:** Aug./Sept. 2010

	INITIALS	ATTENDEE	AGENCY NAME
	AES	Alex Estrella	SANDAG
	MC	Mike Calandra	SANDAG
	MF	Maria Filippelli	SANDAG
	MK	Miriam Kirshner	SANDAG
	SC	Steve Celniker	SANDAG
	DLE	Dan Levy	SANDAG
	TM	Tim McCormick	NCTD
	CS	Chris Schmidt	Caltrans
X	AC	Al Cox	Caltrans
X	MT	Mark Thomsen	MTS
	RS	Rob Schupp	MTS
	MP	Mark Peterson	WCI/CCDC
	DL	Diana Lilly	CA Coastal Commission
X	MD	Margie Drilling	FAA
X	CM	Candice Magnus	San Diego Unified Port District
	MV	Matt Valerio	San Diego Unified Port District
	TG	Tait Galloway	City of San Diego
	MG	Maureen Gardiner	City of San Diego
	LB	Labib Quasem	City of San Diego
	RD	Richard Dennison	CA State Parks - Old Town
X	TA	Ted Anasis	SDCRAA
X	BC	Brett Caldwell	SDCRAA
X	JW	Jessica Wyatt	HNTB
X	DC	Delia Chi	HNTB
X	DR	Diane Ricard	DMR Consulting

**X indicates this person was present at the meeting.**



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ITEM	SUMMARY	TASKED	DUE DATE	STATUS
	TA opened the meeting. He welcomed everyone and gave a brief update of the status of the Airport Transit Plan - Phase II.			
	JW discussed the Remote Terminal Analysis. She talked about catchment areas, schedules, etc.			
	MT - Passenger processing will probably be affected by remote terminal changes and/or additions.			
	DR - Are the premium express buses used by MTS powered by alternative fuel?			
	MT - Stated that the buses are powered by compressed natural gas (CNG). He said that he would send information on the buses to the Transit Plan consultant team. Has the Airport Authority selected a fuel for remote terminal buses?	Action Item - MT will send bus costs and information to Team		
	BC - Stated that the alternative fuel issue is detailed and described in the Air Quality Management Plan (AQMP).			
	MT stated that MTS can provide RFP information for alternative fuel and buses. ADD			
	MD - Remote terminal alternative fuel buses might qualify for VALE.			* See note below
	BC asked MD if VALE would fund electric chargers for taxis at a hold lot.			
	MD stated that she would find the answer to that question. Does MTS have fuel savings information for the premium express buses?			
	MT stated that MTS will provide any information that has been calculated concerning carbon savings			
	JW discussed remote terminal operations and costs.			
	MD - Is a list of potential remote terminal sites that were analyzed available?			



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	JW - Yes, the list is available in the appendix of the yet to be released Airport Transit Plan - Phase II Report.			
	MT - Premium express bus service costs the passengers \$5.00 per ride. A day pass costs \$14.00, and a monthly pass costs \$100.00.			
	MD - Has parking been analyzed for the remote terminals?			
	JW - Yes, parking has been analyzed for the remote terminals.			
	MD - What time do ticket counters at SDIA open in the morning?			
	TA - Ticket counters open at 4:30 am.			
	JW - The ticket counter / security screening opening time was taken into account when looking at potential bus operating parameters.			
	MT- Is there any information available that addresses non peak-hour ridership?			
	DR stated that passengers are less likely to use late remote terminal service if there is shorter service hours and that a “guaranteed ride home” might attract a few more users to a remote terminal service but at a cost. Other similar services do not provide.			
	JW - The Airport would need a location to stage buses both at the remote terminal site and at the airport between passenger drop-off and pick-up.			
	MD - Was the former Hadley Orchards site located near Palomar Airport Road analyzed? Security cameras should be listed as minimum or preferred amenities along with covered waiting areas.			
	BC stated that the cost of “time” for passengers using the remote terminals should be added to the remote terminal cost comparison tables.			
	MT - Is SAN Park the least expensive parking at the Airport? This could be used as a barometer for cost of the service and parking.			



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	TA - SAN Park is the least expensive Authority-operated facility.			

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

**Signed:** \_\_\_\_\_  
Brett Caldwell, AICP  
Airport Planner II

**Date:** 06/16/10

**\*Note:** Added 5/27/10 - MD stated to TA and BC via e-mail that she had spoken with a VALE contact at FAA headquarters to discuss the eligibility of the Flyaway buses being funded with VALE monies as well as the taxi recharging stations.

She stated that she was told that “the emission reductions must be on-airport, not off-airport.” These buses would provide off-airport emission reductions to the "region"; therefore, they cannot be funded through the VALE program.”

She suggested that the Airport Authority contact the Federal Transit Authority (FTA), as they are the funding mechanism for "regional" elements in emission reductions.

She stated that the same issue applies to taxi electric recharging stations. The emission savings must be on-airport. These are considered an off-airport "regional" improvement, not directly tied to the airport itself.