

**SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY  
SPECIAL AIRPORT ADVISORY COMMITTEE MEETING MINUTES  
Friday, December 11, 2009**

**CALL TO ORDER**

Peggy L. Cooper, Strategic Planning Coordinator, called the meeting of the Special Airport Advisory Committee of the San Diego County Regional Airport Authority to order at 8:30 a.m. The meeting was held on Friday, December 11, 2009, at the San Diego County Regional Airport Authority Board Room, 3225 N. Harbor Drive, Third Floor, San Diego, CA 92101.

**PLEDGE OF ALLEGIANCE**

**ROLL CALL**

Barbara Baker, Chair, Miramar Technical Advisory Committee  
Brad Barnum, Vice President Government Relations, AGC  
Ruben Barrales, President/CEO San Diego Regional Chamber of Commerce,  
represented by Carmen Sandoval  
Richard Beach, President, Community Airfields Association of San Diego  
Sharon Bernie-Cloward, Executive Director, Port Tenants Association  
Clara Carter, President/Founder, Multi-Cultural Convention Services Network  
John Chalker, Founder, ASAP21  
Bill Clevenger, South County EDC  
Diane Coombs, Executive Director, Citizens Coordinate for Century 3  
Sharon Cooney, Director of Multimodal Operations, Metropolitan Transit  
System-Taxicab represented by Mark Thomsen  
Oris Dunham, Airport Industry Consultant  
Gary Geis, Western Flight  
Brad Gessner, General Manager, San Diego Convention Center  
JoAnne Golden, San Diego Taxpayers Association  
John Hawkins, President/CEO, Cloud 9 Shuttle  
Bella Heule, Chair, President/CEO San Diego World Trade Center  
Suhail Khalil, Board member, Peninsula Community Planning Board  
Ramona Salisbury Klitz, SANDAG Regional Comprehensive Plan Stakeholders Group  
Member & County  
Carelyn Reynolds, President, Coronado Livery, Inc.  
Sandor Shapery, President, Shapery Enterprises  
Brian Trotier, Acting Chief Executive Officer, Southeastern Economic Development  
Corporation  
Mike Tussey, Deputy Director, Airports Division, City of San Diego  
Jason Wells, Executive Director, San Ysidro Chamber of Commerce  
Julie Meier Wright, President/CEO San Diego Regional Economic Development  
Corporation represented by Chris Duggan

Airport Authority Representatives Present:

Peggy L. Cooper, Strategic Planning Coordinator  
Vernon Evans, Vice President, Finance/Treasury  
Mary De Felice, Administrative Assistant II  
Dan Frazee, Director, Noise Mitigation  
Amelia A. Garza, Administrative Assistant II  
Matt Harris, Senior Director, Executive Office  
Bret Lobner, General Counsel

Airport Authority Board members Present:

Jim Panknin  
Bob Watkins

Welcome remarks from Jim Panknin, Board member

Board member Panknin welcomed the members to the December 11 meeting. He stated that the Board and staff have been looking for the past year at ways for generating revenue, improving customer service, and formulating a comprehensive ground transportation plan.

Comments from Bella Heule, Chair, President/CEO World Trade Center

Ms. Bella Heule welcomed the Advisory Committee members. She stated that the Board is going to vote on the Ground Transportation Plan issue at the January 7 meeting. She called this special meeting to review the issue and to ensure that this committee acts in an advisory role. After the meeting, the Advisory Committee members will go on a two hour tour of the Airport to better understand the roles of airport planning, development, and operations. She stated that there are not enough members to have a quorum to make an official vote, but would like input for her to take, as Committee Chair, to the Board meeting.

Presentation from Vernon Evans, Vice President, Finance/Treasury

Mr. Evans provided a presentation on the Airport Authority Five – Year Ground Transportation Management Plan. He stated that there are various modes of transportation in and out of the airport where 7 million trips are made on 666 acres at the Airport and 68 acres are for parking and roadways. The overall goal of the study is to move people efficiently, safely, cost effectively, improve the travel in and out of SDIA, and optimize the revenue from ground transportation. He stated that the roadway system, in the past, has been subsidized by the airlines and the airport. As we move forward with the Green Build, the resources that have been dedicated by the airlines for the roadway systems will now be dedicated to the Green Build project to help maintain and pay for the terminal expansion. Therefore, the ground transportation cost, needs to be recovered. The Airport Authority is only trying to recover fees that it will incur to maintain the roadway system, parking lots etc., and not to make a profit. The Airport Authority must comply with the Memorandum of Understanding (MOU) from the Attorney General, work to reduce green house environmental emissions, and improve ADA accessibility ground transportation modes. He also stated that the Airport Authority is looking forward to the development of the Teledyne Ryan site once it is free

of litigation. He stated that the project started in May 2009 with consultants and stakeholders who in developing a “working paper” document for each mode of transportation. Numerous meeting were held and the plan was presented to the Authority Board, Board Executive Committee, outside stakeholders such as Taxpayer Association, Chamber of Commerce, Transportation Committee, and Policy Committee. Mr. Evans then presented his power point presentation in which he spoke about the overall goals and objectives, project processes, tactics under consideration, parking rates, consolidation of pick-up and drop-off functions, management fees, incentives for alternative fuel vehicle and shuttle consolidation, vehicle for hire (VFH) and taxi concession agreements, cost recovery, and overall implementation of the 5 year plan. He stated the next step is to make the presentation at the next Authority Finance Committee meeting on January 22, followed by a presentation to the Authority Board on January 7, 2010.

### **COMMITTEE MEMBER COMMENTS:**

- Mr. Sandor Shapery stated that he was surprised that the Advisory Committee had not been briefed on the presentation first. He stated it was like a couple of years ago when the Airport Authority decided they wanted 10 gates and a parking structure without getting other groups involved. He felt that the plan was being rushed through to try to gain some revenue without really addressing transportation issues such as a multi-modal transportation center, AMTRAK, light rail, freeway on ramps, and no dedication in the direction of looking into green solutions. He stated that the trip charges that are being proposed will produce large amounts of revenue, but there is nothing indicating that trip charges will be waived for zero emission vehicles. Mr. Shapery expressed his concerns that the program is being motivated to raise revenue, not to solve traffic problems.
- Mr. Vernon Evans stated that the plan does address the issue of emissions and as far as the off ramps etc., it is compatible with Destination Lindbergh. He stated that we need to deal with our congestions and emission problems now. The plan is not to generate revenue it is strictly to recover revenue.
- Mr. Matt Harris stated incentives have not been developed as of yet. The Board has addressed the concept regarding fees issue to determine what can be done to incentivize operators to operate vehicles that have low or no emissions.
- Mr. Sandor Shapery made a recommendation to start out showing the big picture; what you are looking at long range and what your immediate needs are. Rather than make it appear as if this is a runaway staff project and that people might find the plan more acceptable.
- Mr. Suhail Khalil asked a question regarding the reduction of carbon emissions: “Is that your main focus or is it ground transportation efficiency?” He stated that you tied both the carbon emissions reduction pursuant to the Attorney General and spoke about ground transportation efficiencies. He also stated that if it is focused on reduction of carbon emissions then why isn’t air traffic part of that solution and why aren’t you allowing the airlines to have incentives for landing fees if they change their fleet mix to fly more efficient planes.

- Mr. Vernon Evans stated that we are looking at this as ground transportation issues in compliance with the emissions and reduction act.
- General Counsel Bret Lobner stated the Attorney General's MOU, which was agreed to by our Board, addresses different types of green house gas emissions. There are different initiatives under the Attorney General's plan. The plan today is only to deal with the ground transportation industry on the airport and not addressing conditions off of the airport. He stated there are two parts to the study; part one, about ground transportation and parking which is "cost recovery" and trying to put in place good procedures, operations, management, both for the roadway, parking, and concessions etc. Part two, is to meet the Attorney General's obligation in regards to ground transportation and to have incentives programs and gasoline vehicles changed into alternative fuel vehicles. There will be a program for the zero emission vehicles by March 2010 that would impose a fee structure for incentives for vehicles that have changed over.
- Ms. JoAnne Golden asked if an actual report is going to be done before a vote takes place and what is the timeline.
- Mr. Vernon Evans stated that the Board package is mailed out one week prior to the December 22 Executive Committee meeting and nothing else would be issued other than the information forwarded to the Board.
- Mr. John Hawkins stated that there should be a plan to figure out from a global point of view, how we can reduce 5,000 private vehicles a day. This plan focuses on the commercial vehicles only and the cost associated with 100% of the ground transportation infrastructure being burden on the commercial vehicles only. He further stated the Advisory Committee, Chamber of Commerce, EDC, etc., need to figure out a way to help find a solution towards lessening the traffic and green house gas emissions.
- Ms. Bella Heule asked if an Ad hoc committee should be formed around this topic and make recommendations prior to the vote on January 7.
- Mr. Jason Wells asked two questions, regarding limiting the vehicle for hire in concessions: Question one, "If you are limiting the number of concessions, are the concessions that you do give going to recover the cost for per trip fee if there were other modes?" Question two, "We have a lot of people crossing the border to use the Airport and might not know of a Cloud 9 or they are crossing and grabbing that first cab that is there, are we limiting the customer service in order to make a few concessions?"
- Mr. Vernon Evans stated that the methodology for a concession fee structure has not been determined.
- Mr. Jason Wells stated by giving concession to certain companies you would limit who could bring people to the airport.
- Mr. Vernon Evans stated we would have two or three concessionaires who would provide taxi cab service at the airport.
- Mr. Jason Wells stated you are assuming two or three companies could make up for the business currently; how many did you say that 100 – 200 are doing?
- Mr. Vernon Evans stated that is correct.
- Mr. John Hawkins clarified that it is from the airport that the Authority controls the cabs, not to the airport.

- Mr. Sandor Shapery questioned if there is a burning need to get this before the Board to address at their January meeting and can an Ad hoc committee be set up.
- Board member Panknin stated he agreed that this is being rushed. He would like to see the Advisory Committee move forward with their January meeting, discussing this issue, and come up with suggestions. He would like to have a special Board meeting after the Advisory Committee meeting to deal with one subject.
- Ms. Bella Heule stated that there does need to be a quorum in order to establish a subcommittee and suggested to float the idea electronically out to the committee to constitute a subcommittee targeted to this matter and ask for volunteers. Ms. Heule asked the question to Board member Panknin “If your Board meeting is January 7 and our committee meeting is January 21 do you have to vote on January 7?”
- Board member Panknin responded that he is only one vote and his vote is to delay it, but it is up to the Board.
- Mr. John Chalker stated that this industry handles about 25% of the vehicles and brings in 50% of the passengers that come in and out of this Airport. The fact that they are here because they reduce those individual passenger trips helps you meet your green house gas emissions goals considerably. Mr. Chalker asked the question “If you do the cost recovery fees, when it comes to negotiating the concessions with these fleets, isn’t that the more appropriate time to really look at all these things?”
- Mr. Vernon Evans stated it costs to maintain the roadway system and a facility. In the past, the airlines having been picking up the cost, but are now doing the Green Build and will not maintain the cost of the roadway system. The airlines believe that the users of the roadway system should maintain the roadway system.
- Mr. Oris Dunham stated if you travel around to most airports and as you get into a taxi cabs, and as part of the fare, there will be a little sign that will states “\$1 Airport Recovery Fee.” Mr. Dunham stated if this Airport charges a recovery fee, they will find a way to get their money back.
- Ms. Carelyn Reynolds stated stakeholders are still finding themselves learning what is going on, understanding the impact, and find that there are conflicting points that lead us in different directions. One being over the role of the Airport whether it is a regulatory agency or a business.
- Ms. Bella Heule asked the assembled members if they were in favor of establishing an Ad hoc subcommittee; the response was in favor.

### **Public Comment**

- Mr. Kameron Hamids stated that the Ground Transportation study is inadequate and recommends (1) no trip tax; and (2) no three company concession. He also recommended a revision to the current schedule fees with the current permitting system and asked that you visit [www.lovesan.org](http://www.lovesan.org) for research and news on these issues.

- Mr. Richard Abdala, President of the Airport Parking Association, stated he does not support the proposed AVI fees because it would require all vehicles to be changed to alternative fuel vehicles, a \$20,000 investment. The current economy does not allow for any more airport taxes and the industry has been affected severely; some of our airport parking facilities have closed due to the bad economy and occupancies remain below a sustainable level. He also stated that he did not mind permitting fees going up, double or triple, but what this plan is calling for is 2,500% increase of fees. He further stated he would like this committee to consider removing the proposed AVI fees from the plan and stated that any imposed AVI fees would be passed on to San Diegan's one way or another as an airport tax.
- Mr. Adrian Kwiatkowski, Executive Director, Airport Parking Association, stated the off airport industry provides 50% of the parking around the airport, as we have about 6,000 stalls the Airport Authority has 6,000 stalls. We are in the unique position of the Airport Authority being our regulator and our competition. Last year the Airport Authority made over 34 million dollars on long and short term parking. Parking is the second largest revenue sources behind concessions for the Airport. He stated that the Ground Transportation Plan did not get any input from the City, SANDAG, MTS, Port of San Diego, and that the plan is being lead by the Finance Department and it is all about money. He further stated that if you want to deal with ground transportation, than let's figure out a way to improve customer service at the Airport and getting people to and from the airport.
- Mr. Anthony Palmeri, Yellow Cab, stated there are there are 450 permits for approximately 300 taxi cabs. Some taxi cabs have two permits, some have one permit, and most of the owners don't drive; they lease their taxi cabs out. The price for a lease for a taxi cab at the Airport is almost double the price of a taxi cab that works in the streets of San Diego. The permits which are owned by the Airport are given for a minimal amount of \$200 a year to a taxi cab company or a single owner. He further stated that John Wayne Airport has had concessions for over five years and suggested the Airport Authority check it out.

**ADJOURNMENT:**

The special Airport Advisory Committee was adjourned. Members of the Advisory Committee were given a tour of San Diego International Airport and flight operations area facilitated by Dan Frazee, Director, Noise Mitigation.

**NEXT MEETING:**

The next regular meeting will be held on Thursday, January 21, 2010, from 1:45 p.m. to 3:30 p.m. at the Courtyard Marriott at Liberty Station, Liberty Hall, San Diego, CA 92106.

APPROVAL BY A MOTION OF THE ADVISORY COMMITTEE THIS 21<sup>ST</sup> DAY OF JANUARY 2010.

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DAN FRAZEE  
DIRECTOR, AIRPORT NOISE MITIGATION