

THE REGIONAL AVIATION STRATEGIC PLAN (RASP) AND THE AIRPORT MULTIMODAL ACCESSIBILITY PLAN (AMAP)

California Transportation Commission

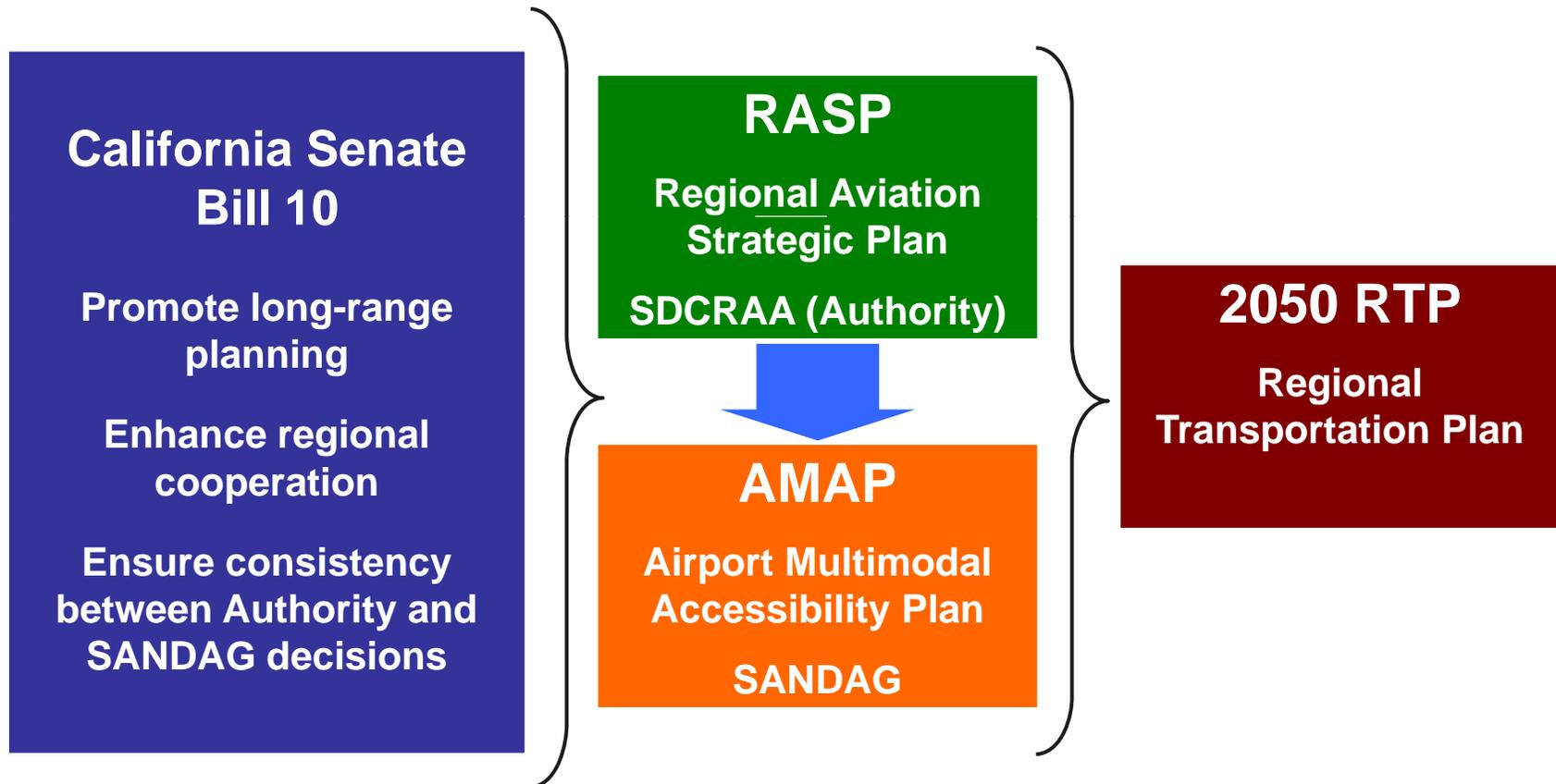
Technical Advisory Committee on Aeronautics

May 25, 2011



Multimodal Airport Planning

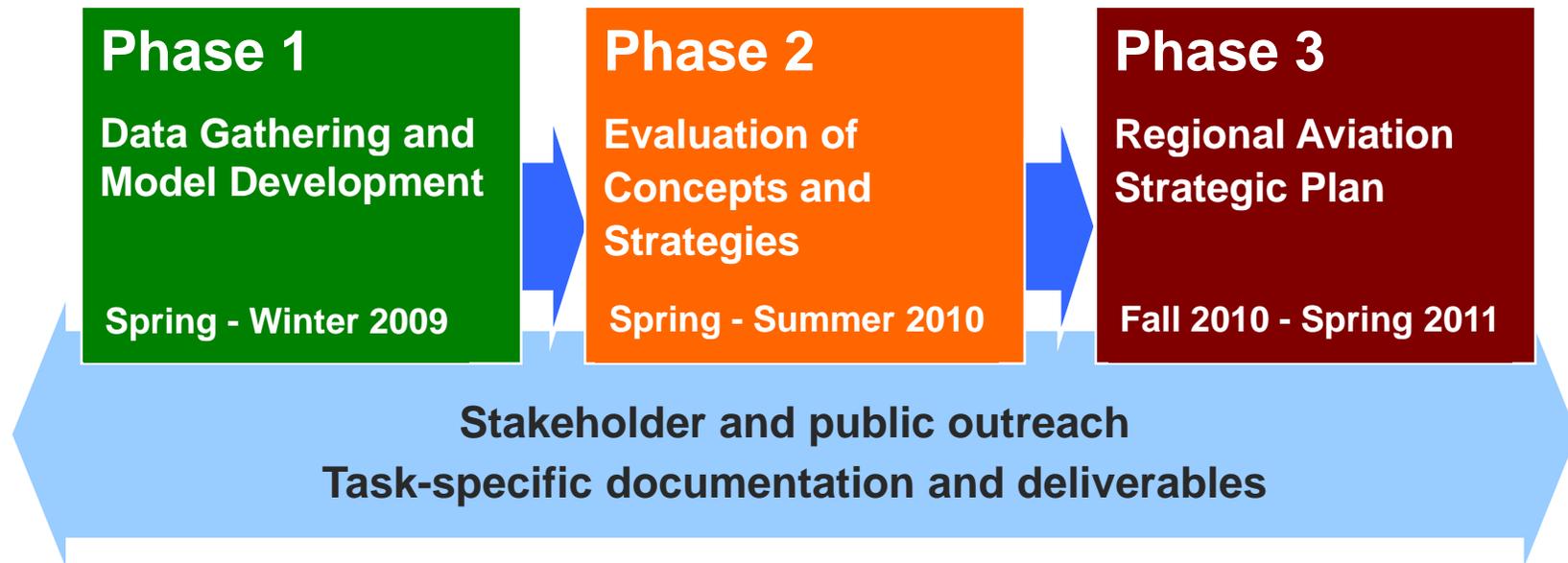
Senate Bill 10 – Multimodal Planning to be Coordinated by SDCRAA and SANDAG



Project Overview

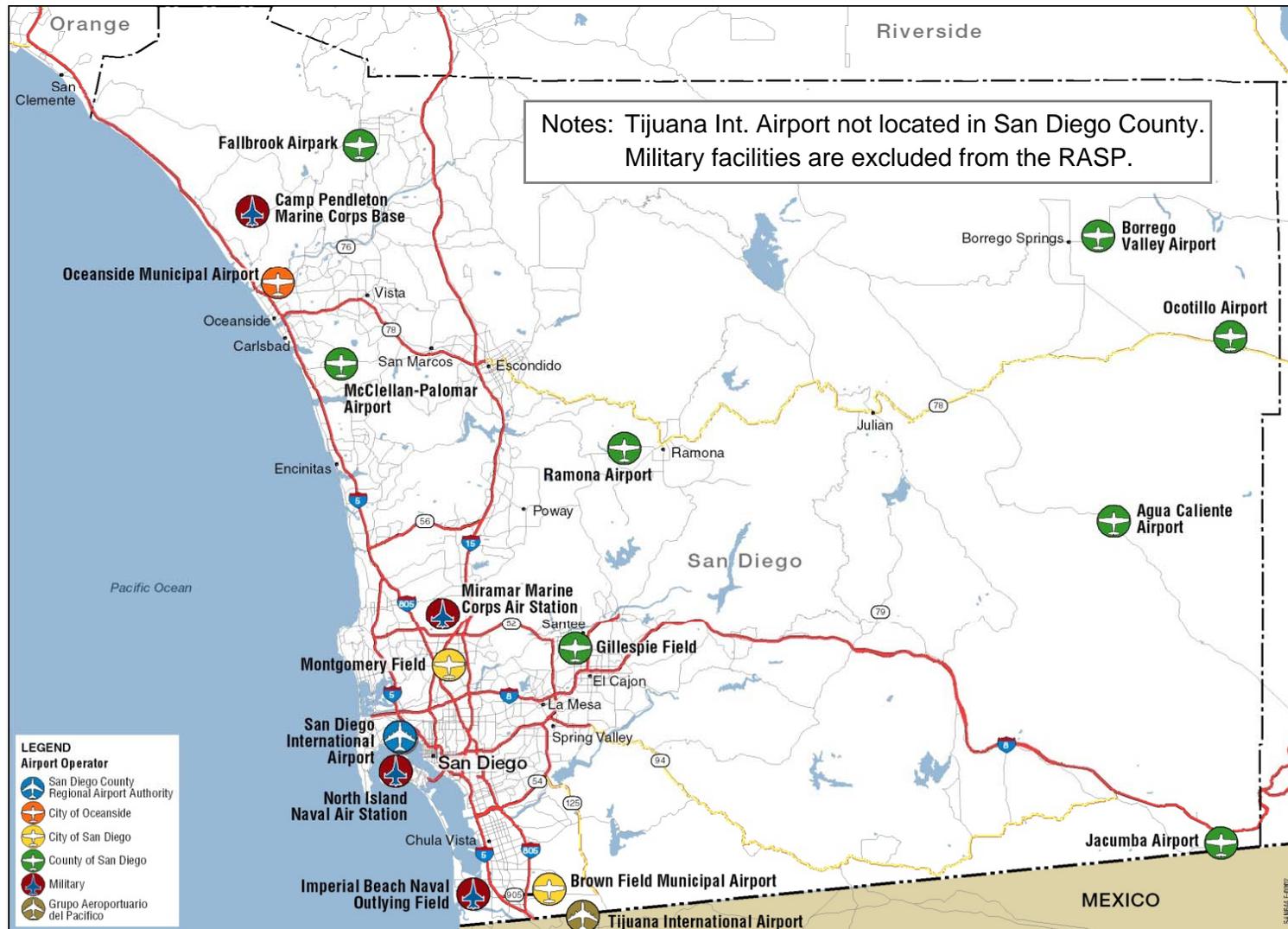
Regional Aviation Strategic Plan (RASP)

3-Phase Work Plan



RASP Study Area

12 Public Use Airports Located in a Densely Populated and Developed Region



Strategic Assessment Findings

Airports That Should be Considered For Additional Uses/Opportunities



Note: Tijuana International Airport not located in San Diego County.

Strategic Assessment Findings

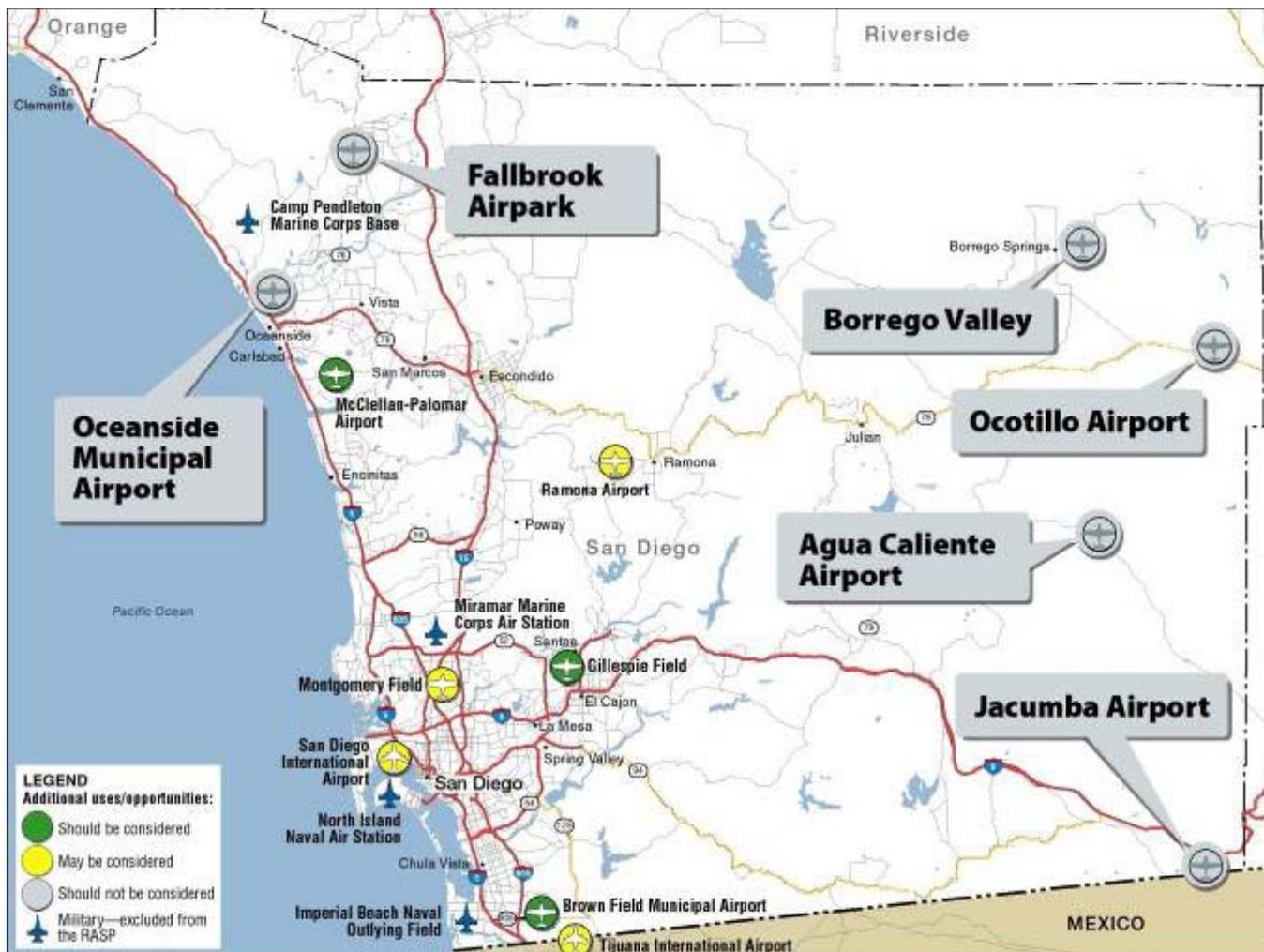
Airports That May be Considered For Additional Uses/Opportunities



Note: Tijuana International Airport not located in San Diego County.

Strategic Assessment Findings

Airports That Should Not be Considered For Additional Uses/Opportunities



Note: Tijuana International Airport not located in San Diego County.

Alternative Scenarios

15 Scenarios Considered; 13 Subject to Technical Evaluation



1. Commercial Passenger Optimization

- A. Full build-out of the ITC and north side terminal at San Diego International
- B. Preserve SDIA airfield capacity for commercial service
- C. Enhance commercial passenger service at McClellan-Palomar Airport
- ~~D. Introduce commercial passenger service at Brown Field~~
- E. Up-gauge SDIA's Fleet Mix –Narrow-body Fleet
- F. Up-gauge SDIA's Fleet Mix – Increased Wide-body Fleet



2. Enhanced Utilization of Tijuana

- A. Tijuana Rodriguez International Airport focus on commercial service
- B. Aviation passenger cross border facility (currently proposed)
- C. Cross border airport terminal



3. California High Speed Rail

Stations at downtown LA, ONT Airport and:

- A. Station at downtown San Diego
- B. Station at SDIA



4. General Aviation Optimization

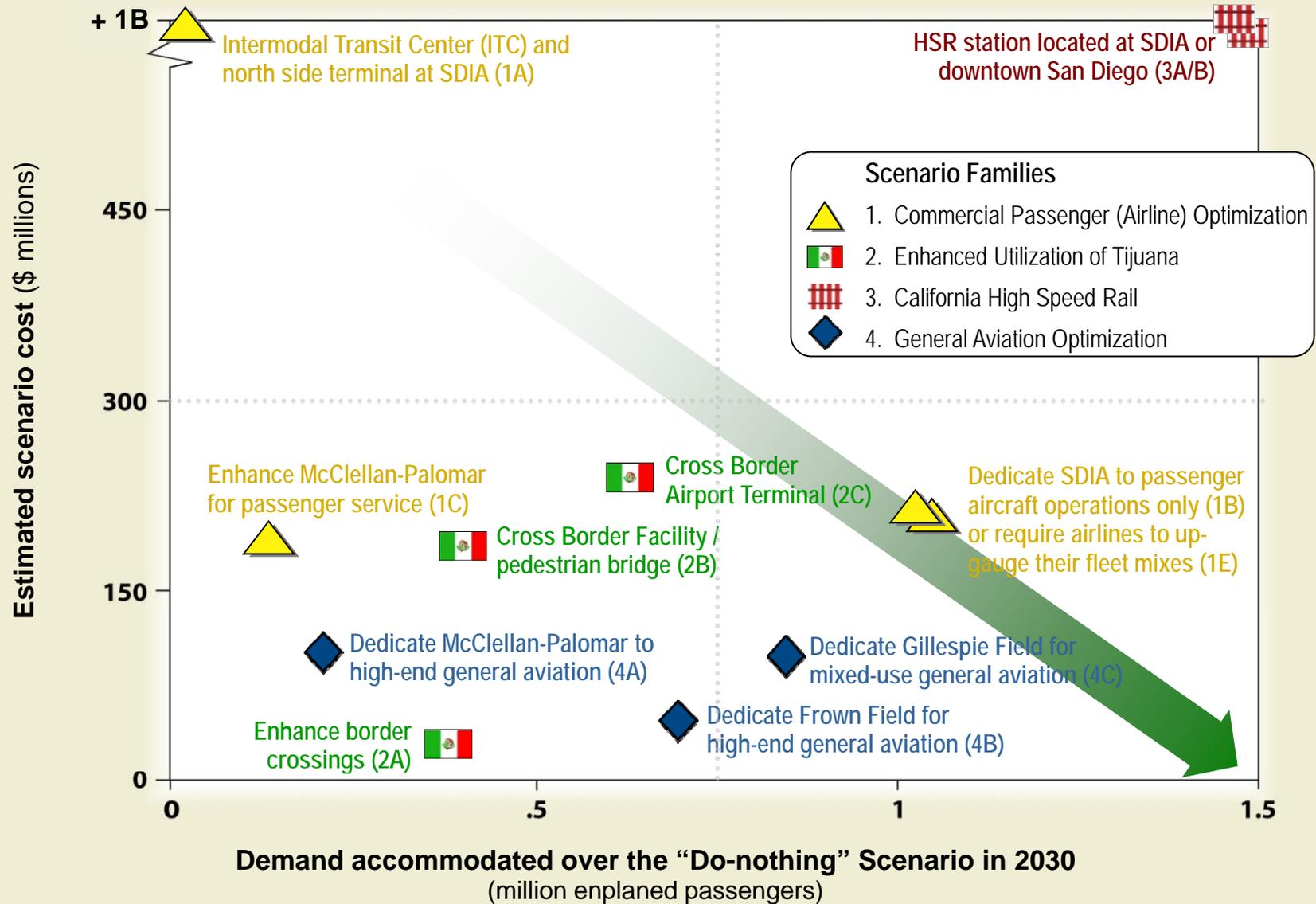
- A. Enhance McClellan-Palomar Airport for high-end / corporate general aviation
- B. Enhance Brown Field for high-end / corporate general aviation
- C. Enhance Gillespie Field for mix-use general aviation



5. Air Cargo Optimization

- ~~A. Introduce cargo service at Brown Field~~

Evaluation Matrix Compares Scenario Costs and Benefits



RASP Summary Considerations

- 1. All reasonable ideas and concepts were evaluated**
- 2. The passenger capacity of San Diego International can only marginally be improved**
- 3. Regional airport improvements are possible**
- 4. No single entity in the region can unilaterally implement RASP findings**
- 5. RASP included significant stakeholder / technical contributions**

RASP More Information

- **SDCRAA Board accepted RASP Findings At March 2011 Meeting**
- **Final RASP Technical Report available for review and input at:**
www.sdrasp.com

Project Overview – Airport Multimodal Accessibility Plan (AMAP)



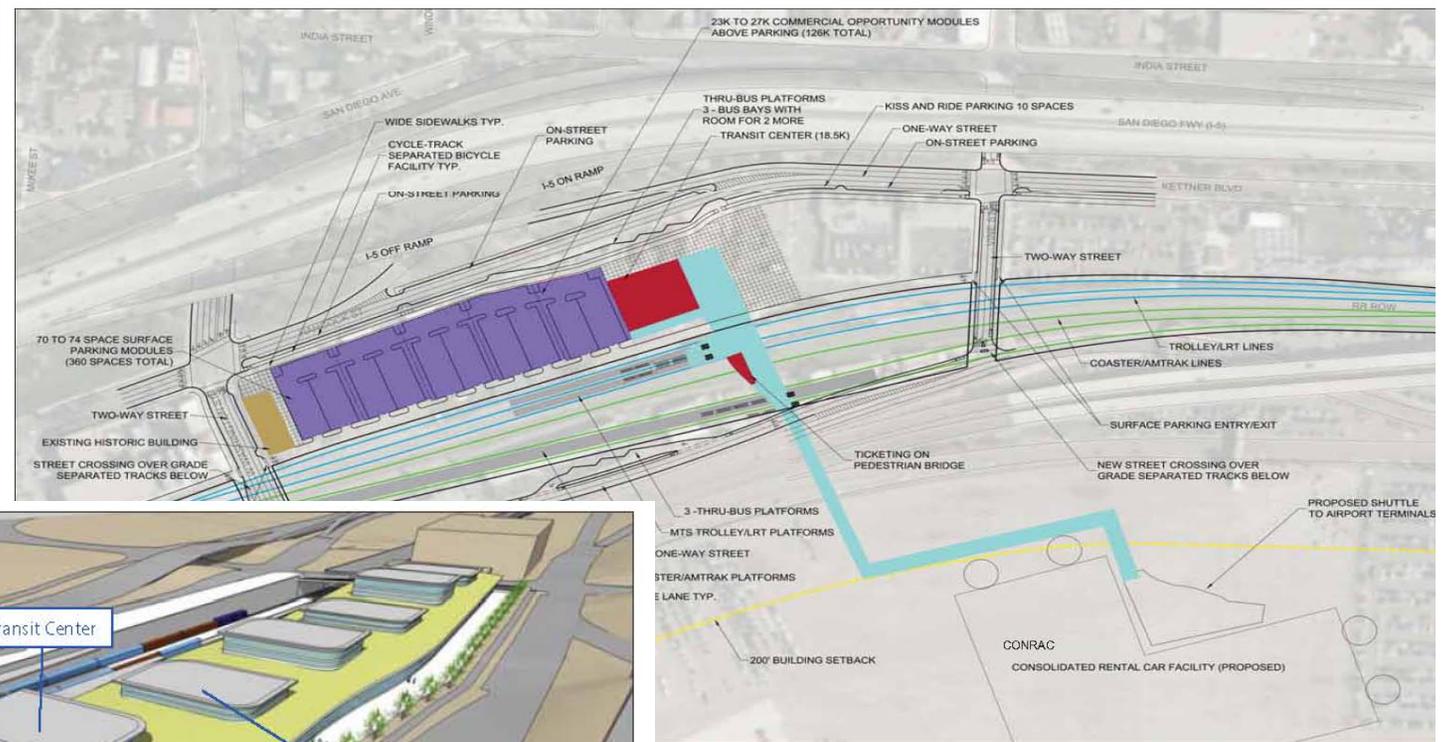
High-Speed Train Connections



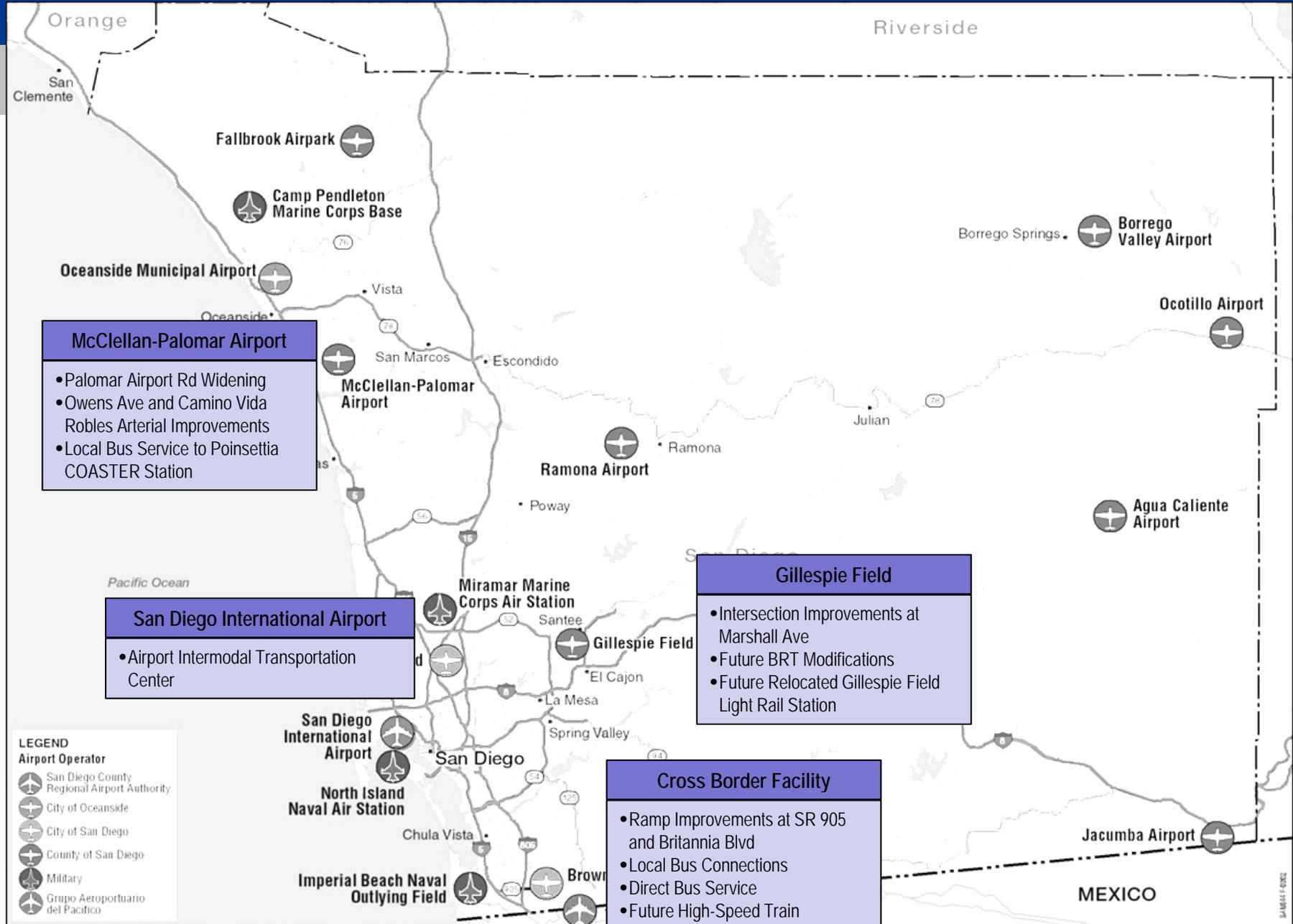
- **LA to SD via Inland Empire Section**
 - Ontario International
 - March ARB
 - San Bernardino International connection
- **San Diego Intermodal Transportation Center (ITC)**
- **Future extension to Cross Border Facility/ Tijuana International**

Airport Intermodal Transportation Center

- Opening Day
- Full Build-out



AMAP Proposed Ground Access Improvements



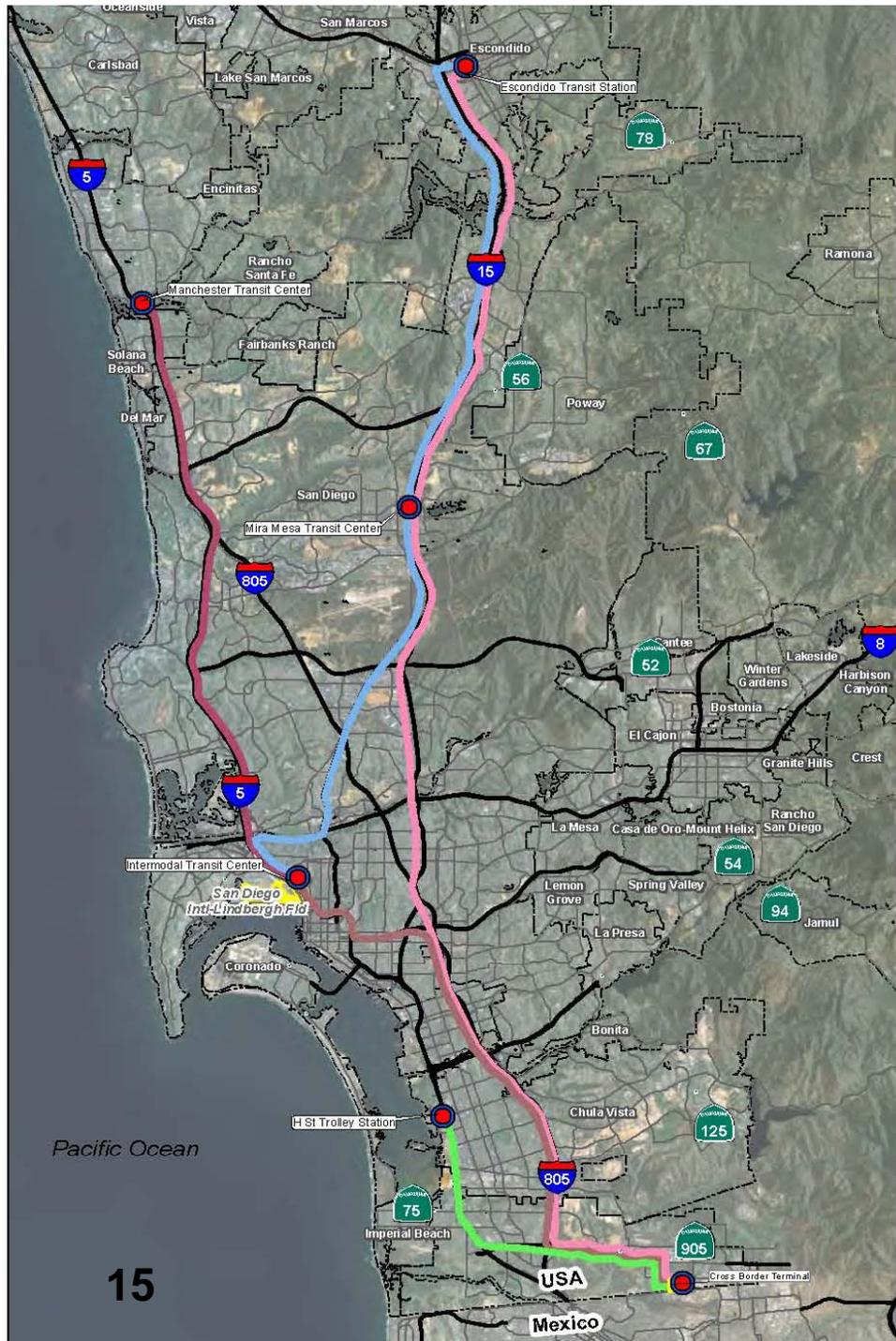
Direct Transit Service ("FlyAway")

To SDIA from:

- I-15 Corridor
- I-5 North Coast

To Cross Border Facility from:

- I-15 Corridor
- Airport ITC
- H Street Trolley Station



AMAP Next Steps

- **Additional Stakeholder Outreach**
- **Ground Access Improvements**
 - Transportation Modeling (underway)
 - Cost Estimates (underway)
- **2050 Regional Transportation Plan**
 - Aviation Forecasts (complete)
 - RASP and AMAP Findings (underway)
 - Aviation/Ground Access Section of Draft (underway)
- **Draft/Final Report**



Our Region. Our Future.

2050 Regional
Transportation Plan



2050 RTP Process and Timeline

Fall 2009

Spring 2010

Summer 2010

Fall 2010

Spring 2011

