



REGIONAL AVIATION STRATEGIC PLAN Fact Sheet

WHAT

Senate Bill 10, authored by Senator Christine Kehoe and passed in 2007, mandates that the San Diego County Regional Airport Authority (Airport Authority), in collaboration with the San Diego Association of Governments (SANDAG), prepare a Regional Aviation Strategic Plan (RASP) to identify workable strategies to improve the performance of the regional airport system in San Diego County. Providing air transportation is essential to the transportation needs and economic growth of the San Diego County region. Each airport's aviation capabilities and resources will be carefully considered to ensure maximum efficiency and utilization. The Airport Authority has launched a two-year process to develop long-range recommendations for all of the county's civilian airports with the goal of improving the performance of the regional airport system. The RASP will provide input to SANDAG's next update of the Regional Transportation Plan (RTP) in 2011.

WHO

Stakeholders involved in this effort

- San Diego County Regional Airport Authority
- All 18 incorporated cities in San Diego County, represented by SANDAG
- Civilian airport operators in San Diego County
 - City of San Diego
 - County of San Diego
 - City of Oceanside
- Appropriate federal and state agencies (FAA, Caltrans Division of Aeronautics)
- Airport operators in regions adjacent to San Diego County
- Regional transportation agencies (MTS, NCTD)
- Public and airport stakeholders

WHEN

As mandated in SB 10, the RASP must be completed by June 30, 2011.

HOW

Although no funding was provided by the Legislature when SB 10 mandated this work, the Airport Authority is funding the RASP to identify strategies to improve the performance of the San Diego County regional airport system, taking into account all the civilian airports in San Diego County. No local tax dollars are being used, however the Airport Authority has received an FAA grant to cover some eligible costs.

The RASP will:

- Forecast air passenger, air cargo and general aviation demand in San Diego County
- Identify existing capacity of civilian airports in the county for commercial aviation
- Identify facilities required to accommodate additional demand both for the air transportation system and ground access system at civilian airports in San Diego County
- Determine the amount of funding that can be expected and likely funding sources
- Incorporate the master plans and airport land use compatibility plans, existing or currently under development, for civilian airports in San Diego County
- Consider interregional aviation plans from the regions bordering San Diego County
- Evaluate military airports' operations only in terms of airspace issues.

PUBLIC INVOLVEMENT

Public input is welcome. In 2009, public meetings will be scheduled to inform airport stakeholders about the plan and its goals, and to gather community input. For more information, visit www.sdrasp.com. Submit questions and comments via e-mail at info@sdrasp.com.

AIRPORT MULTIMODAL ACCESSIBILITY PLAN

Fact Sheet

WHAT

SB 10 also requires the development of an Airport Multimodal Accessibility Plan (AMAP), an effort to be led by the San Diego Association of Governments (SANDAG) and coordinated with the Airport Authority. Where the RASP will identify the airport infrastructure needed to meet future aviation demand, the AMAP will identify surface transportation infrastructure needs associated with future airport expansion.

WHO

Stakeholders involved in this effort

- SANDAG, representing the 18 incorporated cities and the County of San Diego
- San Diego County Regional Airport Authority
- Civilian airport operators in San Diego County
 - City of San Diego
 - County of San Diego
 - City of Oceanside
- Appropriate state and federal agencies (e.g., Caltrans, California High-Speed Rail Authority, FAA)
- Regional transportation planning agencies and metropolitan planning organizations in regions adjacent to San Diego County
- Public

WHY

The RASP will identify aviation facilities that will help meet the future demand for air capacity. These facilities will require a multimodal transportation strategy for efficient, safe, and convenient access including high-speed rail, public transportation, and highway improvements. The AMAP will identify these surface transportation infrastructure needs and policies.

WHEN

As stated in SB 10, the RASP must be completed by June 30, 2011. However, SANDAG and the Airport Authority plan to have the major infrastructure and policy strategies developed so that they may be incorporated into the 2011 San Diego Regional Transportation Plan.

HOW

As a first step in completing the AMAP, SANDAG will complete a San Diego Regional Air-Rail Network Study that will address: (1) airports in southern California that could serve passengers in the San Diego region, and the potential for high-speed and commuter rail to connect San Diego to these facilities; and (2) the possibility for future high-speed passenger rail systems to alleviate short-haul demand at SDIA and free up capacity for long haul or international flights. SANDAG is coordinating this effort with the Airport Authority, the Southern California Association of Governments (SCAG), California High-Speed Rail Authority, San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC).

The development of the RASP and the AMAP will be a coordinated process between the Airport Authority and SANDAG. The overall schedule is designed to allow the RASP and AMAP to be incorporated into the next update of the Regional Transportation Plan.

Phase 2 will include analysis on the public transportation, highway, and other modal needs in order to efficiently serve these aviation facilities.

PUBLIC INVOLVEMENT

Public involvement will be a key component of both the RASP and AMAP. Information will be available at public meetings, at SANDAG Board of Directors and Transportation Committee meetings, and via the Web sites at both www.sdrasp.com or www.sandag.org.