



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 evaluate ways to optimize the public use airports in the region. To date, the RASP has defined the region's long range air transportation needs and the roles of each airport in meeting those needs. The next step in the analysis will be to develop a plan that makes the most of our aviation assets given the regional needs and the opportunities and constraints specific to each airport. It is important to note that the decision to act on the RASP findings is the responsibility of each airport owner/operator and jurisdiction (primarily, the City and County of San Diego). While the Airport Authority is leading the effort, it can only implement changes specific to San Diego International Airport. 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
- SANDAG, representing all 18 incorporated cities in San Diego County
- 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

No funding was provided by the Legislature when SB 10 mandated the RASP; the Airport Authority is funding the project with the help of an FAA grant to cover some eligible costs. No local tax dollars are being used.

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 addition to attending a public meeting, interested parties can visit www.sdrasp.com, where they can sign up to stay informed about the RASP or request a presentation to their organization. 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 will be incorporated into the 2050 San Diego Regional Transportation Plan.

HOW

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.

There are three phases of development for the AMAP. Phase 1 addresses the region's future air-rail connections and specifically, work underway on the state's high-speed train system. Phase 2 will include analysis on the public transportation, highway, and other modal needs in order to efficiently serve these aviation facilities. Phase 3 develops cost estimates and financial strategies.

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 websites at both www.sdrasp.com or www.sandag.org.