

# Update on the Regional Aviation Strategic Plan for San Diego County

**San Diego County Regional Airport Authority Board**

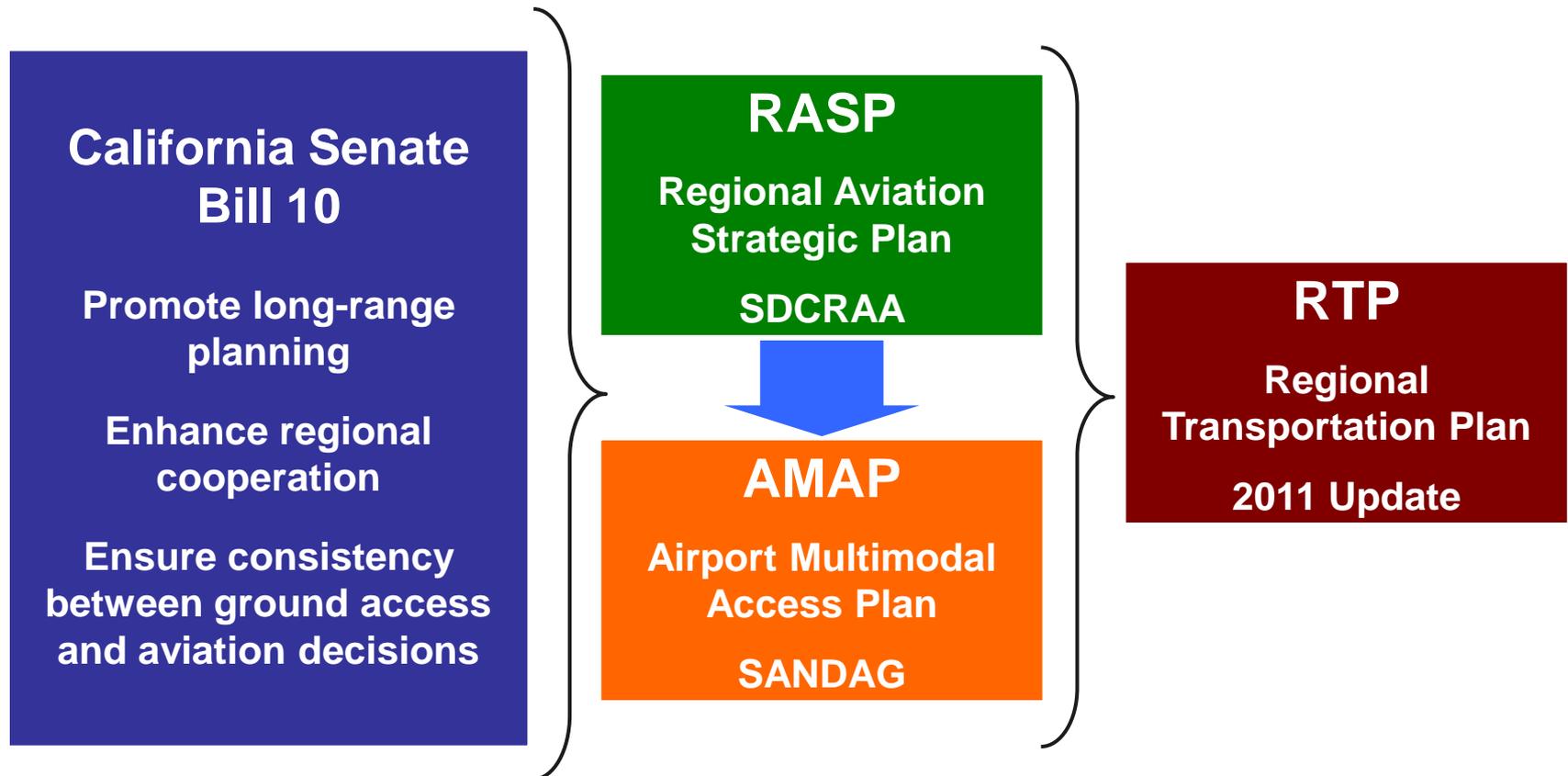
**October 7, 2010**



**San Diego International Airport**

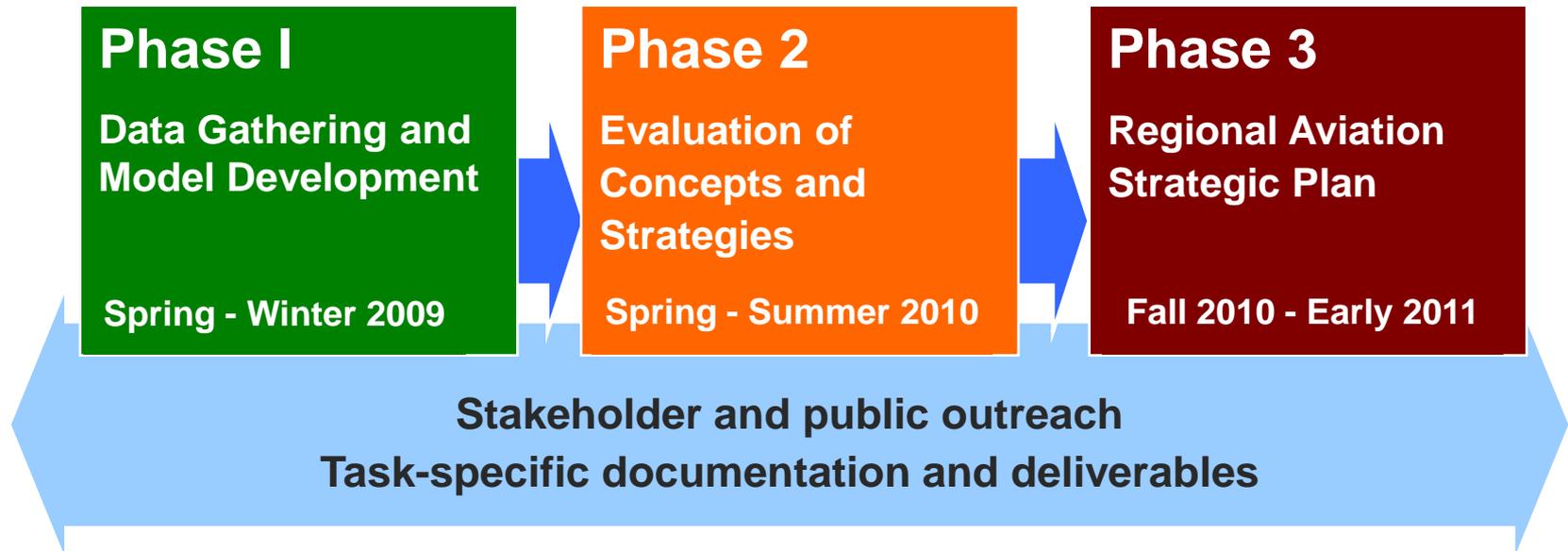
# Regional Aviation Strategic Plan (RASP)

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



# Project Overview

## 3-Phase Work Plan Culminating in 2011



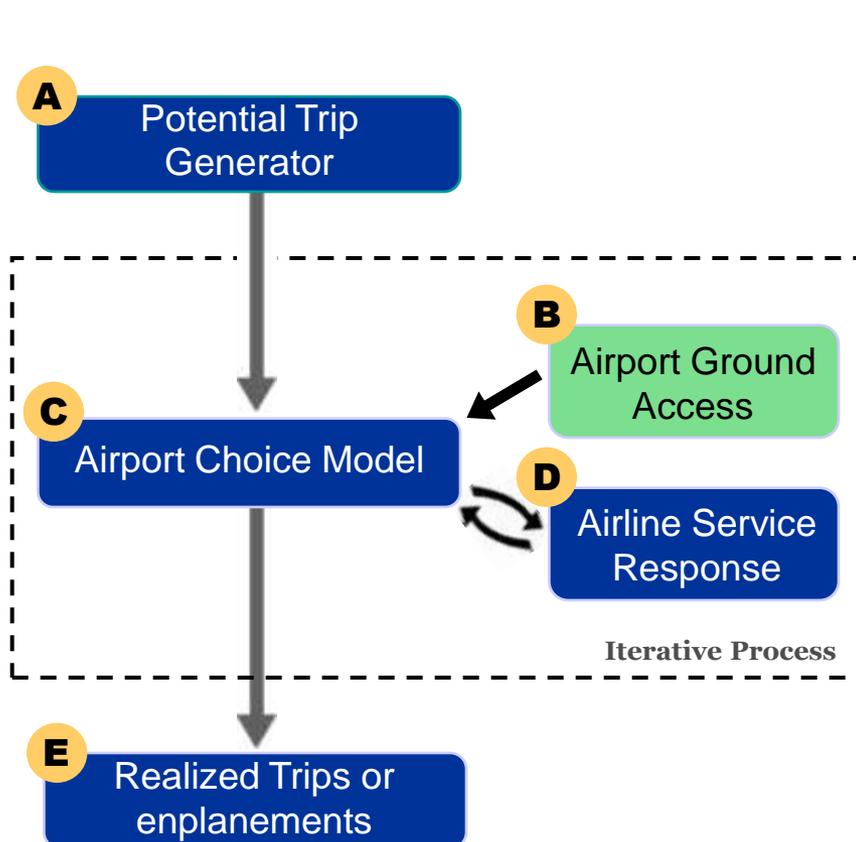


# System Optimization Toolkit

*A Wide-range of Options Were Considered in Fall 2009*

- **Airport capability and/or capacity**
  - Runway upgrade or extension
  - Passenger terminal development
  - Cargo or general aviation facility development
- **Airport market – construct facilities to accommodate new markets**
- **Federal, state and/or local aviation initiatives**
  - Congestion management / slot controls
  - Induce traffic to other airports (price controls)
- **Enhance Tijuana international Airport for U.S.-based travelers**
- **Changes to surface infrastructure (in coordination with SANDAG)**

# Regional Aviation Travel Demand Model Framework



- A Potential Trip Generator** – Potential trips from population areas within the region
- B Airport Ground Access** – Mode, travel time, and cost to get from a population area to an airport
- C Airport Choice Model** – The airport to which a generated trip is assigned
- D Airline Service Response** – Airlines’ response to changing demand



- E Realized Trips** – Number of trips (translated to enplanements) once equilibrium is reached

# Baseline Scenario

*The “Do–Nothing” Scenario Against Which Other Scenarios Will Be Evaluated*

- A** Airfield facility constraints “cap” activity at SDIA at around 28M annual passengers
- B** Airfield capacity constraint results in higher fares and lower levels of service
- C** Accommodation of some San Diego demand at LA region airports
- D** Accommodation of some regional demand at Tijuana International Airport
- E** Increased commercial service at McClellan-Palomar



# Thirteen Alternative Scenarios (5 Families)

*Findings for Highlighted Scenarios are Presented Herein*

## 1. Commercial Passenger Optimization

- A. Full build-out of the Intermodal Transit Center and north side passenger terminal at SDIA
- B. Preserve SDIA airfield capacity for commercial passenger service
- C. Enhance commercial passenger service at McClellan-Palomar Airport
- D. Introduce commercial passenger service at Brown Field

## 2. Enhanced Utilization of Tijuana

- A. Tijuana 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

# Alternative Commercial Passenger Optimization Scenarios

*Focus on SDIA or Commercial Service at Other Regional Airports*

## A. Full Build-out of the Intermodal Transit Center and North Side Passenger Terminal at SDIA

- Passenger processing (ticketing, baggage, security) and people mover connection to south concourses
- Additional improvements to improve access and congestion

## B. Policy Option to Reserve SDIA Airfield for Passenger Service

## C. Enhance Passenger Service at McClellan-Palomar Airport

## D. Commercial Passenger Service at Brown Field



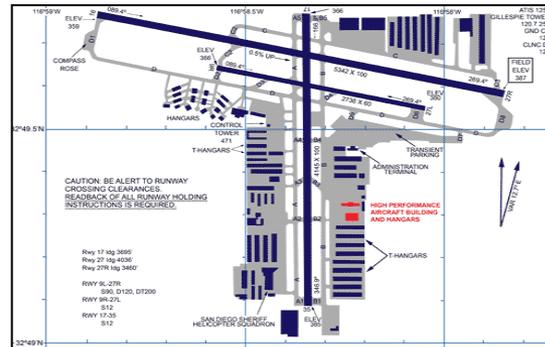
McClellan-Palomar terminal and rendering



# Alternative General Aviation Scenarios

*Focus on High-end / Corporate General Aviation*

- 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**



# Air Cargo Optimization Scenario

*Focus on Alternative Locations for Air Cargo Operations*

## A. Introduce Cargo Service at Brown Field



# Alternative Scenarios

## *Brown Field Scenarios Eliminated From Further Consideration*



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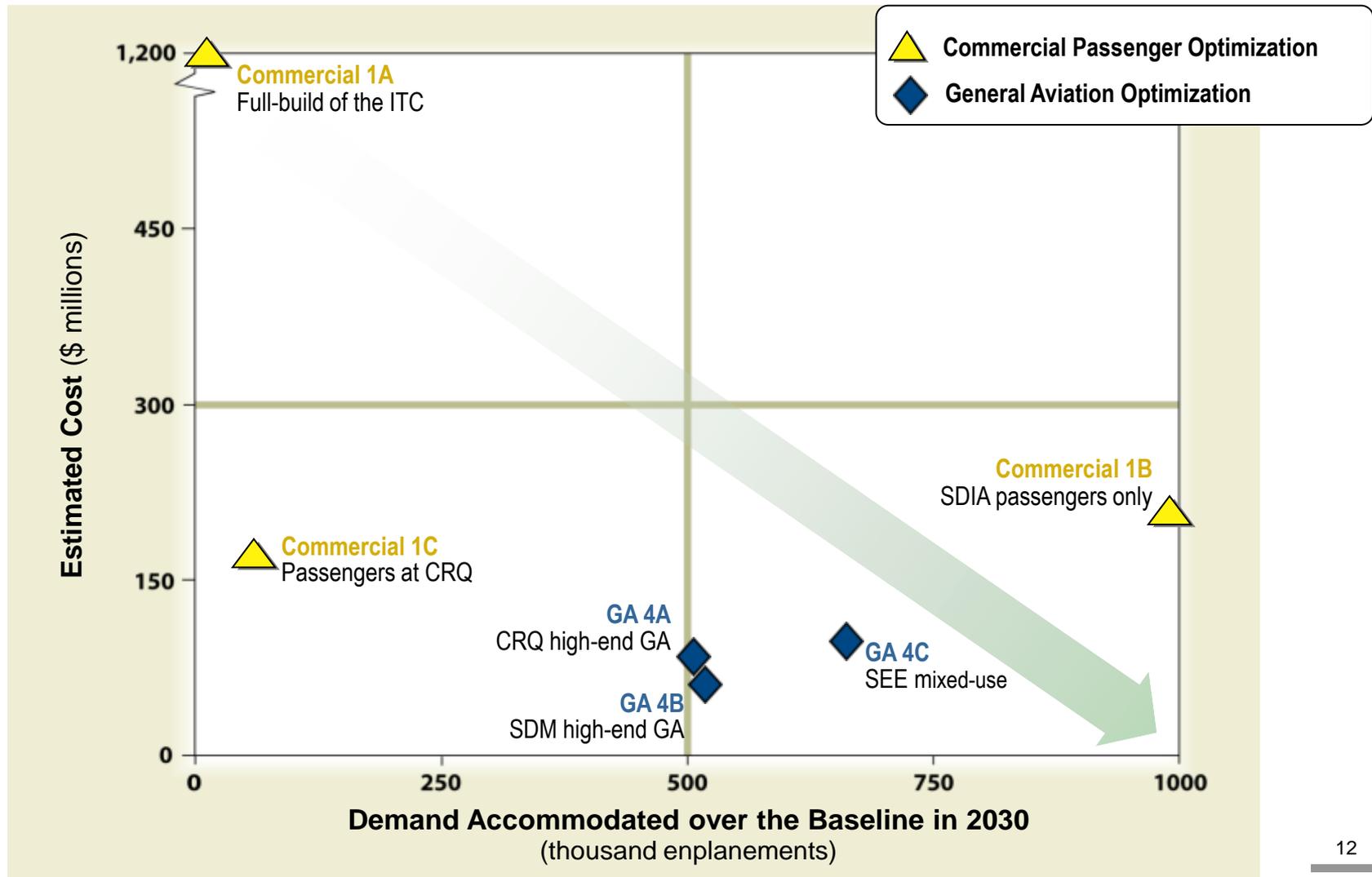


### 5. Air Cargo Optimization

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

# Summary of Findings to Date

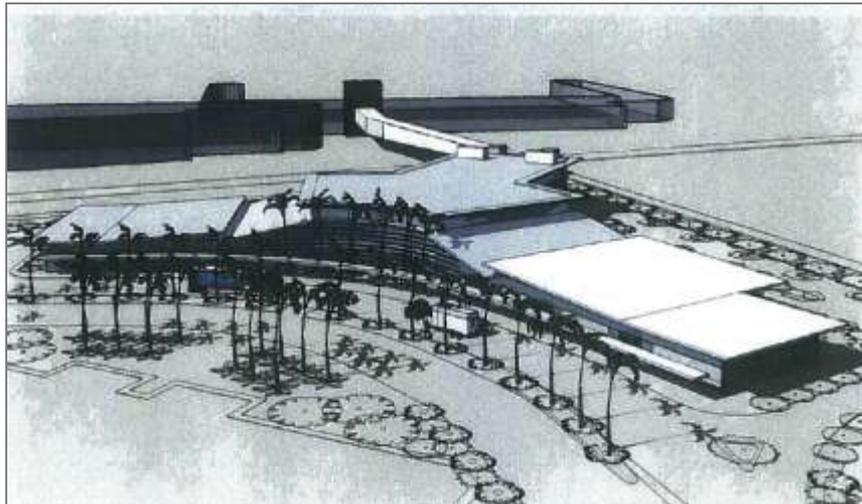
## Evaluation Matrix Compares Relative Costs and Benefits (Based on Model Findings)



# Alternative Tijuana Enhancement Scenarios

*Includes Enhancement to Tijuana Airport (TIJ) or Cross Border Facilities*

- A. TIJ / Grupo Aeropuerto del Pacifico Focus on Commercial Service**
- B. Aviation Passenger Cross Border Facility (currently proposed)**
- C. Cross Border Airport Terminal**



# Alternative California High Speed Rail (HSR) Scenarios

## Two Alternatives Depending on Station Locations

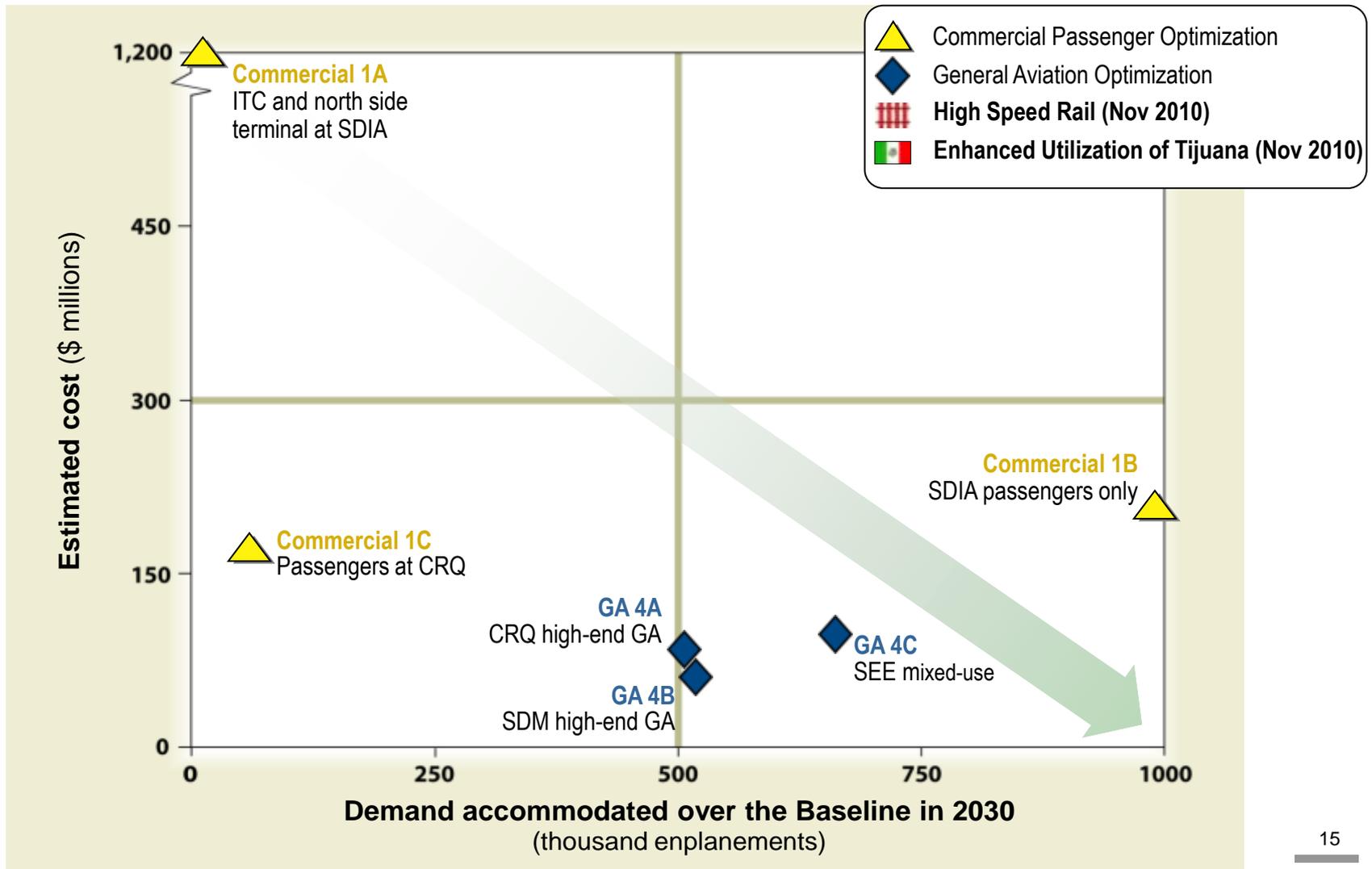


## Stations in Downtown LA and Ontario Airport with Station at:

- A. Downtown San Diego; or
- B. San Diego International Airport

# Summary of Findings to Date

## Evaluation Matrix Compares Relative Costs and Benefits (Based on Model Findings)



# Challenges to Implementation

- **Regulatory Factors**

- No single controlling entity to implement solutions
- No regulatory mechanisms to relocate activity segments

- **Political Factors**

- Community opposition
- Pre-conceived notions regarding solutions
- Consensus among stakeholders

- **Technical Factors**

- Lack of appropriate existing facilities
- Regional demand characteristics
- Benefit-cost considerations

# Next Steps

## *Project On Schedule for Early 2011 Completion*

- **Technical efforts**
  - Compile and assess input
  - Assess alternatives
  - Prepare implementation strategies for preferred scenarios
  - Prepare draft and final reports
- **Progress reports to airport operators / stakeholders**
- **Airport Authority Board receives additional findings (HSR & Tijuana) in November/December**
  -  *Opportunity for public comment*
- **Address comments and prepare final report**
- **Airport Authority Board accepts final RASP report in early 2011**
  -  *Opportunity for public comment*
- **Findings to be included in AMAP / 2011 RTP update**

# Regional Aviation Strategic Plan



## Four RASP Open Houses



# RASP Open Houses

- Communicate what the RASP is and why it is being prepared
- Present work completed to date (mid-way point)
- Obtain public input on the scenarios and preliminary findings



## Regional Aviation Strategic Plan Open Houses

**San Diego County Regional Airport Authority** has been working with airport operators to assess long-range capabilities for all of the county's public use airports with the goal of improving the performance of the regional airport system. The Regional Aviation Strategic Plan will provide input to the San Diego Association of Governments' next update of the Regional Transportation Plan in 2011.

You are invited to attend an upcoming open house to learn more about the Regional Aviation Strategic Plan and provide your input on preliminary alternatives being considered. We are hosting open houses at various locations throughout the region for your convenience and hope you can join us.

### WHEN & WHERE

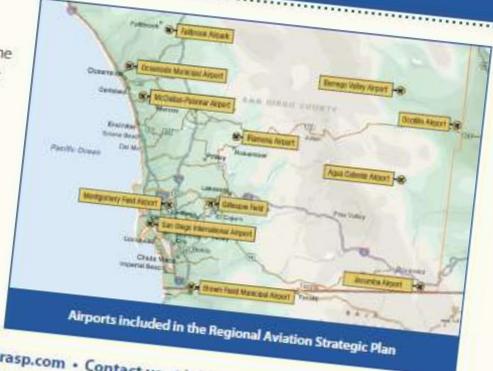
**Open house format with a formal presentation at 6 p.m.**

<p><b>Tuesday, Sept. 14, 2010</b> 5:30-7:30 p.m. <b>San Diego County Regional Airport Authority</b> Commuter Terminal, Board Room 3225 North Harbor Drive San Diego, CA 92101</p> <p><b>Thursday, Sept. 16, 2010</b> 5:30-7:30 p.m. <b>McClellan-Palomar Airport</b> Airport Administration Office 2192 Palomar Airport Road Carlsbad, CA 92011</p>	<p><b>Wednesday, Sept. 22, 2010</b> 5:30-7:30 p.m. <b>Gillespie Field</b> Airport Administration Office 1960 Joe Crosson Drive El Cajon, CA 92020</p> <p><b>Thursday, Sept. 30, 2010</b> 5:30-7:30 p.m. <b>South County Economic Development Council</b> Career Center 1111 Bay Boulevard, Suite E Chula Vista, CA 91911</p>
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**About the Regional Aviation Strategic Plan**

Senate Bill 10, authored by Senator Christine Kehoe and passed in 2007, mandates that the San Diego County Regional Airport Authority, in collaboration with the San Diego Association of Governments, prepare a Regional Aviation Strategic Plan.

Providing air transportation is essential to the transportation needs and economic growth of the San Diego County region. It is the decision of each airport owner/operator, primarily the City and County of San Diego, whether to implement the findings identified in the RASP.



**Airports included in the Regional Aviation Strategic Plan**

Learn more at [www.sdrasp.com](http://www.sdrasp.com) • Contact us at [info@sdrasp.com](mailto:info@sdrasp.com)  
San Diego County Regional Airport Authority, P.O. Box 82776, San Diego, CA 92138-2776 Phone: 619-400-2881







# Public Involvement

- **Stakeholders and community members attended 4 open houses**
  - 25 attended at San Diego International Airport (September 14)
  - 33 attended at McClellan Palomar Airport in Carlsbad (September 16)
  - 35 attended at Gillespie Field in El Cajon (September 22)
  - ## attended at South County EDC in Chula Vista (September 30)
- **Over 30 comments/questions received to date** (comment card and e-mail)



# Earned Media & Outreach



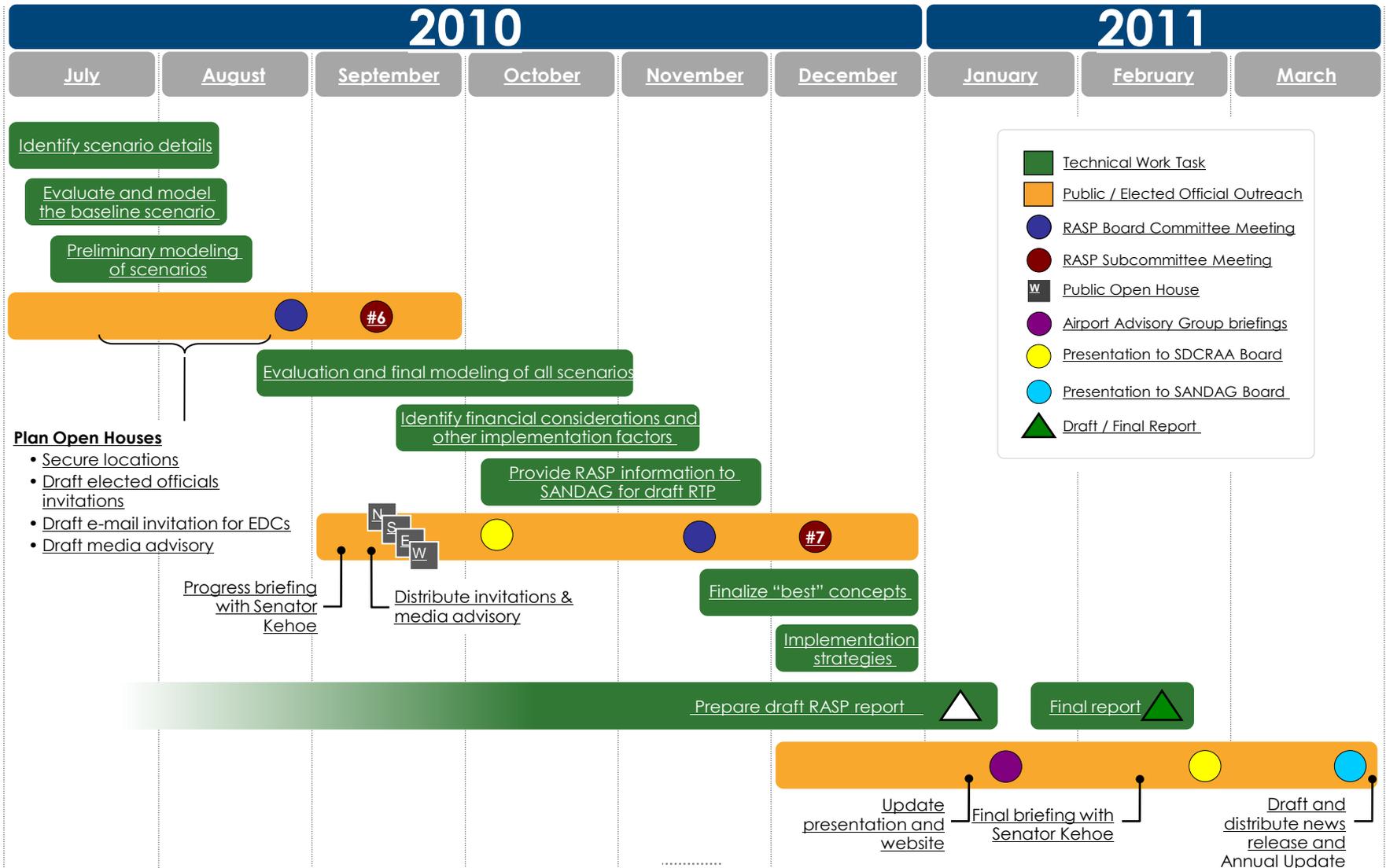
San Diego's Voice for  
Binational Business



San Diego International Airport



# Schedule and Work Plan



**RASP information and presentations available  
at:**

**[www.sdrasp.com](http://www.sdrasp.com)**

**Questions or Comments may be submitted at:**

**[info@sdrasp.com](mailto:info@sdrasp.com)**