



**SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT**

Item No.
13

Meeting Date: **JANUARY 5, 2012**

Subject:

Discuss Next Steps after the Completion of the Regional Aviation Strategic Plan (RASP) by the San Diego County Regional Airport Authority (SDCRAA) and the Completion of the Airport Multimodal Accessibility Plan (AMAP) and Regional Transportation Plan (RTP) 2050 by the San Diego Association of Governments (SANDAG)

Recommendation:

Discuss next steps and provide direction to staff.

Background/Justification:

Completion of the RASP, AMAP and RTP 2050

As required by state legislation, the SDCRAA prepared the RASP in March 2011 and SANDAG completed the AMAP and RTP 2050 in November 2011. During the preparation of the RASP, a RASP Subcommittee consisting of 15 members of the Advisory Committee met 8 times from 2009 to 2011 to review RASP technical materials. The RASP Subcommittee prepared a Summary Report (dated May 2011 – Attachment A) that included meeting dates, items discussed, input to the RASP and considerations from the RASP Subcommittee on next steps.

In its Summary Report, the RASP Subcommittee recommended:

- Regular meetings of airport operators and regional transportation stakeholders to share technical information and monitor progress;
- Airport operators and SANDAG staff meet 2-3 times each year to discuss air/ground access project and monitor progress on RASP scenarios and findings; and
- SDCRAA meet 1-2 times each year with the elected boards for the other airport operators (County of San Diego, Cities of San Diego and Oceanside) and SANDAG to monitor regional progress on the RASP, AMAP, and consider future elements for the Regional Transportation Plan.

Considerations on Next Steps

SDCRAA staff invited the staff of the City of San Diego, the County of San Diego and SANDAG to a meeting on November 30, 2011, to plan the formation of a Regional Aviation Working Group. The Regional Aviation Working Group would include the staff of the airport operators, SANDAG, Caltrans and possibly the Southern California Association of Governments (SCAG).

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The Regional Aviation Working Group would meet 2-3 times in 2012 to discuss timely issues including the RASP/AMAP findings, the RTP 2050, California High Speed Rail to San Diego, the proposed cross-border terminal, Tijuana International Airport and updates from each airport operator. A schedule of meeting dates and topics is under preparation for 2012 by the respective agency staff.

For further consideration, SDCRAA Board Members may consider meeting 1-2 times each year with the policy makers/board members for the other airport operators (County of San Diego, Cities of San Diego and Oceanside) and SANDAG to monitor progress on regional aviation issues.

Fiscal Impact:

No fiscal impact to consider the next steps after the RASP.

Authority Strategies:

This item supports one or more of the Authority Strategies, as follows:

- Community Strategy Customer Strategy Employee Strategy Financial Strategy Operations Strategy

Environmental Review:

- A. CEQA Review: This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act (CEQA), as amended. 14 Cal. Code Regs, Section 15378. This Board action is not a "project" subject to CEQA. Pub. Res. Code Section 21065.
- B. California Coastal Act Review: This Board action is not a project that is a "development" as defined by the California Coastal Act. Pub. Res. Code Section 30106.

Equal Opportunity Program:

Not applicable.

Prepared by:

ANGELA SHAFER-PAYNE
VICE PRESIDENT, PLANNING AND OPERATIONS

**AIRPORT ADVISORY COMMITTEE
REGIONAL AVIATION STRATEGIC PLAN (RASP) SUBCOMMITTEE
SUMMARY REPORT 2009 – 2011**

RASP SUBCOMMITTEE MEMBERS AND MEETINGS

The Regional Aviation Strategic Plan (RASP) Subcommittee consisted of 15 members of the Airport Advisory Committee that volunteered to provide input and feedback on the technical aspects of the RASP and communicate progress to stakeholders. The RASP Subcommittee met eight times from March 2009 to February 2011 to review technical materials prepared by the Airport Authority and the RASP consultant team and provided input and quarterly reports to the full Airport Advisory Committee. A list of the 15 members, the organizations they represent on the Airport Advisory Committee and the meeting dates is provided below, as well as on the RASP Subcommittee webpage (www.sdrasp.com). According to the Airport Authority staff, the RASP Subcommittee meeting agendas, notes and presentation materials reviewed by the RASP Subcommittee will remain posted and available for future reference on the RASP Subcommittee webpage.

RASP Subcommittee Member	Organization Representing
Rick Alexander	East County Economic Development Corporation
Barry Bardack	Vice Chairman, Gillespie Field Development Council
Richard Beach	President, Community Airfields Association of San Diego
Peter Drinkwater (Vice Chair)	Airports Director, County of San Diego
Oris Dunham, Jr. (Chair)	Airport Industry Consultant
Doug Eatros	FedEx Representative
Gary Gallegos	Executive Director, SANDAG
Gary Geis	Director of Aircraft Services, Jet Source Inc.
Tim Hutter	Chair, Carlsbad Chamber of Commerce
Lucy Killea	Former State Senator and State Assemblymember
Gary Knight	North County Economic Development Corporation
Harry Mathis	Chairman, MTS
Julianne Nygaard	North County Transit District
Bob Scurlock	Board of Overseers, UCSD
Mike Tussey	Deputy Director, Airports Division, City of San Diego

Meeting Date	Agenda Items and Presentation Reports/Materials
March 12, 2009	Project Overview and Regional Demand Forecast (March 12, 2009) San Diego County RASP, Aviation Demand Forecasts (December 2008) Preliminary Forecasts, San Diego County Airports (November 2008) Destination Lindbergh, Aviation Activity Forecast (August 2008)
June 11, 2009	Strategic Assessment & Demand Model Overview
September 10, 2009	Executive Summary – Demand/Capacity and System Scenarios Briefing Material – Demand/Capacity and System Scenarios
December 10, 2009	Regional Aviation Demand & Alternative Scenarios
March 18, 2010	Alternative Scenarios Developed for Evaluation in Econometric Model US GAO Report on National Airspace System (December 2009)
September 15, 2010	Preliminary Findings for Commercial Passenger, General Aviation and Air Cargo Optimization Scenarios
December 9, 2010	Preliminary Findings for Enhanced Tijuana Airport and California High Speed Rail Scenarios
February 15, 2011	Final Results Presentation – Regional Aviation Strategic Plan

Items Discussed

Over the course of the eight meetings, the RASP Subcommittee members raised and discussed the following items:

- Evaluation of alternative scenarios in demand model including criteria, weighting, and ability to implement
- Aviation demand for San Diego County
- Specific airport improvements and operation requirements for Brown Field and McClellan-Palomar Airports
- FAA determination that determined a precision instrument approach at Brown Field is infeasible, removing it as an alternative for passenger or air cargo carrier operations
- Balance of recreational general aviation and high-end corporate aviation at airports
- Ground access and terminal operation characteristics to cross-border facilities
- Policies to require larger passenger aircrafts in the future at San Diego International Airport to preserve capacity for long-term passenger demand
- Southern California airport capacity
- Origins and destinations of passengers in Southern California region
- Shifting general aviation between Gillespie Field and Brown Field
- Destination Lindbergh project and cost/benefit analysis for ground access improvements in region and California high-speed rail
- Coordination with Mexico in relation to cross-border scenarios and use of Tijuana Airport

- Border crossing time assumptions, cost estimates and revenue projections of cross-border facility
- California high-speed rail station locations in San Diego

Input to the Regional Aviation Strategic Plan

In summary, the RASP Subcommittee provided technical review and developed consensus (i.e. majority opinion) on the scenarios evaluated. The RASP Subcommittee provided the following input and regional support to the RASP and the Airport Authority by:

- Providing feedback from representing organizations and regional considerations
- Asking technical questions and clarifying technical information for the RASP consultant team
- Reporting quarterly to the full Airport Advisory Committee
- Suggesting additional scenarios including the commercial passenger scenarios to develop policies at San Diego International Airport that would require upgrades to larger passenger aircraft with increased seating to preserve capacity for larger passenger aircraft operations (added Scenarios 1E and 1F to RASP)
- Hosting RASP regional open houses and communicating RASP findings to the region

Comments and Considerations from the Subcommittee on Next Steps

- Regularly scheduled meetings of airport operators and regional transportation stakeholders are effective to monitor regional air transportation, share technical information and progress, and manage expectations of how air transportation improvements and the RASP/AMAP findings can be implemented.
- The Subcommittee recommends that the airport operators and SANDAG staff meet 2-3 times each year to discuss air/ground access projects with regional effects and monitor progress on RASP scenarios and findings. Written and verbal reports can be made to the respective elected boards.
- The Subcommittee also recommends that the Airport Authority meet 1-2 times annually with the elected boards for the other airport operators (County of San Diego, Cities of San Diego and Oceanside) and SANDAG to monitor regional progress on the RASP and AMAP findings and consider future elements for the Regional Transportation Plan. Also, Subcommittee recommends monitoring development of California High Speed Rail (Scenario 3) beyond 2030.
- In regards to RASP Scenarios 1B and 1E related to commercial passenger aircraft operations, one Subcommittee member suggests that the Airport Authority discuss with the airlines and the FAA the potential of positioning only aircraft with a larger passenger capacity at San Diego International Airport.

Summary Report Prepared by

Oris Dunham, Jr. – Chair, RASP Subcommittee

Peter Drinkwater – Vice Chair, RASP Subcommittee
