



SAN DIEGO COUNTY
REGIONAL AIRPORT AUTHORITY
STAFF REPORT

Item No.
13

Meeting Date: **MARCH 3, 2011**

Subject:

Accept the Technical Findings for the Regional Aviation Strategic Plan and Transmit the Findings to SANDAG to Include in Preparation of the Regional Transportation Plan

Recommendation:

Adopt Resolution No. 2011-0031, accepting the technical findings for the Regional Aviation Strategic Plan and transmit the findings to the San Diego Association of Governments (SANDAG) to include in preparation of the Regional Transportation Plan.

Background/Justification:

Senate Bill 10 Mandates Airport Multimodal Planning

California Senate Bill 10 of 2007 (SB 10) requires airport multimodal planning to be conducted and coordinated in San Diego County by the San Diego County Regional Airport Authority (the Authority) and the San Diego Association of Governments (SANDAG). The main planning provisions of SB 10 are the development of the Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP). As mandated in SB 10, the Authority has led the preparation of the RASP, which identifies workable strategies to improve the performance of the Airport System in San Diego County. SB 10 requires the RASP to be completed by June 2011. SANDAG is leading the AMAP, which will develop a multimodal strategy to improve surface transportation access to airports.

The development of the RASP and AMAP is a coordinated process between the Authority and SANDAG. The overall planning schedule was designed to allow RASP findings to be incorporated into the AMAP, which will subsequently be incorporated into the next update of the Regional Transportation Plan (RTP). SANDAG is required under federal law to update the RTP every four years, with the next update required in 2011. SANDAG is currently preparing the RTP and anticipates its adoption in fall 2011.

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Regional Aviation Strategic Plan Study Objectives

In enacting SB 10, the California Legislature intended to: (a) promote long-range planning for airports in local general plans; (b) advance regional transportation strategies; (c) explore mechanisms for regional cooperation; and (d) ensure consistency between the planning documents prepared or approved by the Authority and SANDAG. The RASP contributes to the accomplishment of these goals by identifying workable strategies to improve the performance of the Airport System.

Accordingly, the primary objectives of the RASP are to:

- 1) Define the region's long-range air transportation needs and the roles of regional airports in meeting those needs
- 2) Determine opportunities and constraints with respect to accommodating future aviation demand at regional airports
- 3) Establish a plan to meet future regional aviation needs while preserving flexibility
- 4) Develop strategies to maximize the efficiency and effectiveness of existing and planned facilities
- 5) Comply with SB 10, which requires consideration of: existing airport capacities, forecast demand, ground access, transit facilities and services, compatibility with adjacent communities, and applicable financial issues.

The overarching goal of the RASP is to maximize the efficiency and effectiveness of existing and planned aviation facilities. In other words, the goal is not to "force traffic," but rather "optimize assets" across the County's growing areas. Hence, the RASP is unique in that it brings together what have typically been considered separate modal infrastructures to help ensure the region's decisions can be made in an integrated approach.

Project Overview and Timeline

The RASP was divided into a 3-phase work plan culminating in early 2011:

- Phase I – Conducted between spring and winter 2009, included data gathering and development of an econometric demand model that would be used to assess the various alternative scenarios.
- Phase 2 – Conducted between spring and summer 2010, included the development of a Baseline or "do-nothing" Scenario, and identification of concepts and strategies intended to optimize the Airport System.
- Phase 3 – Conducted between fall 2010 and winter 2011, included technical and qualitative evaluation of various alternative scenarios.

Each phase included stakeholder and public involvement/outreach (described below), as well as individual task-specific documentation and deliverables. Through the process, the Authority Board RASP Committee (comprised of four Board members) and the RASP Subcommittee of the Airport Advisory Committee (comprised of 15 members including airport operators, aviation industry experts, transportation agencies and other airport stakeholders) met regularly to review presentations on the technical analyses and provide input.

RASP Study Methodology and Approach

The following major work elements formed the methodology and approach of the RASP:

Strategic Assessment and System Scenarios

A strategic assessment of each system airport was prepared to validate and document existing activity levels and facilities as well as the potential for future changes. Alternative scenarios were established that could have an effect on optimizing the Airport System. The scenarios included a wide range of infrastructure and operational changes, intended to accommodate certain aviation activity or distribute activity across multiple airports.

After an extensive process of considering all reasonable measures that could be taken to optimize the San Diego County Airport System, five categories, or "families" of improvements were identified for analysis. Each family is oriented toward optimizing a certain market or user type associated with the Airport System, and each family included individual alternatives resulting in a complete set of 15 scenarios developed for detailed evaluation:

- 1) Commercial Passenger Optimization;
- 2) Enhanced Utilization of Tijuana International Airport;
- 3) California High Speed Rail;
- 4) General Aviation Optimization; and
- 5) Air Cargo Optimization.

A description and analyses of all 15 scenarios are documented in the Draft Report - Regional Aviation Strategic Plan, January 2011 available at www.sdrasp.com.

Regional Demand Model

A regional econometric demand model was developed for the RASP and used as a decision support tool to evaluate various scenarios and quantify potential outcomes. The model was based on information regarding the propensity for people to travel and the factors that lead to a choice of airport, which primarily include time and costs associated with accessing aviation services. SANDAG's Regional Travel Demand Model was also incorporated into the RASP model to estimate ground transportation changes and access times.

Based on analyses using the demand model, findings were prepared that summarized the impacts and effects of implementing various scenarios. Model findings indicated the number of air trips (or passenger enplanements) that would occur under each scenario and the potential impact various changes would have on the Airport System.

Expansion of the RASP Study Area

Twelve existing airports in San Diego County were the primary airports evaluated in the RASP Study Area. Although San Diego International Airport provides good domestic service at competitive airfares, it was determined early in the study that some San Diego County residents and visitors choose to use airports in the Los Angeles region and Tijuana in order to capitalize on alternative air service options. Therefore, RASP strategies, alternatives and findings were considered in the context of San Diego County and the larger region, including the following airports in the Los Angeles region: Los Angeles International, John Wayne/Orange County, Long Beach, Ontario International and Burbank. In addition, enhancements to ground access to Tijuana International / General Rodriguez Airport were considered as this airport serves San Diego County residents and visitors.

RASP Technical Findings and Report

The RASP Technical Findings, including the analyses of the 15 alternative scenarios, are documented in the Draft Report – Regional Aviation Strategic Plan, January 2011. The Report includes an Executive Summary, results of a Strategic Assessment, Demand Findings and Baseline Scenario, and a detailed description of the Alternative Scenarios and Finding. In addition, the Report includes an overview of the econometric model and the outputs of the modeling.

The Report was released on January 26, 2011 for public review and is available on the Authority's RASP dedicated webpage at www.sdrasp.com. In addition, the presentations made to the Authority Board RASP Committee and the RASP Subcommittee of the Airport Advisory Committee have been released and posted at the Authority website www.san.org and www.sdrasp.com.

Public Involvement – Stakeholder and Public Outreach

A "public participation process to aid in the preparation of the regional aviation strategic plan" was an additional requirement of SB 10. The Airport Authority implemented an integrated public outreach program at the outset of the RASP, which included stakeholder outreach, a speakers bureau, government relations, media relations, webpage and collateral development (informational materials) and a public input process. Highlights of the program included:

- Five regional public open houses held throughout the county in September 2010 and January 2011, attended by approximately 175 people
- More than 100 presentations made to airport advisory committees, policy-making agency boards, elected officials and business/community organizations
- RASP website: www.sdrasp.com
- RASP fact sheet and Frequently Asked Questions
- RASP Annual Update newsletter distributed in January 2010 and January 2011 to more than 500 stakeholders and elected officials and made available on the website
- Public input process, including a keep informed comment card and dedicated RASP e-mail address: info@sdrasp.com
 - More than 60 comments/questions were received via public meetings, comment cards and e-mail, and were incorporated into the public involvement report
- Media briefing to provide background on the RASP
- 15 media placements in print, broadcast and online media outlets

Throughout development of the RASP, materials and the technical report have been released and posted on the RASP website. The RASP website has had more than 500 visits and all of the materials will remain posted to serve as public record of the process.

Coordination with SANDAG's AMAP and RTP

At the outset of the preparation of the RASP, the Authority has worked closely with SANDAG, the agency leading the AMAP to ensure (1) ground estimates used in the RASP econometric model were based on actual estimates from SANDAG latest RTP; (2) RASP analyses were consistent with the planning protocols of the AMAP; and (3) RASP findings could be incorporated into the AMAP and ultimately into the next update of the RTP. Based on RASP findings, the AMAP will identify and prioritize relevant ground access improvements in order to develop workable strategies to improve the overall performance of the ground access to various San Diego County airports.

Coordination with SANDAG was accomplished via monthly meetings and regular updates regarding project strategies, technical assumptions, and preliminary findings. The Authority also collaborated with SANDAG and other regional planning agencies to ensure that the assumptions and the findings for scenarios pertaining to California High Speed Rail were consistent with the California High Speed Rail Authority's plans, as well as other regional rail efforts.

Further, SANDAG participated jointly with the Authority in public presentations addressing both the RASP and AMAP studies. SANDAG participated in all five RASP open houses and provided information on the AMAP and RTP currently under preparation. In addition the RASP webpage includes information, links and video regarding SANDAG's RTP. Finally, a letter with the report of technical findings will be transmitted to SANDAG to complete the requirements of SB 10.

Fiscal Impact:

The RASP program requires consulting services at an estimated \$2.8 million to prepare the technical analysis and conduct the region-wide public involvement requirements of SB 10, an unfunded mandate by the California legislature. FAA planning grants were applied for in the amount of \$3.3 million and were awarded to the Authority for the preparation of the RASP. Reimbursements of eligible expenses have been submitted to the FAA on a quarterly basis and are not anticipated to exceed the maximum amount of the grants.

Environmental Review:

- A. 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. §15378. This Board action is not a "project" subject to CEQA. Pub. Res. Code §21065.
- B. California Coastal Act Review: This Board action is not a "development" as defined by the California Coastal Act Pub. Res. Code §30106.

Equal Opportunity Program:

Not applicable.

Prepared by:

ANGELA SHAFER-PAYNE
VICE PRESIDENT, PLANNING AND OPERATIONS

RESOLUTION NO. 2011-0031

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY ACCEPTING THE TECHNICAL FINDINGS FOR THE REGIONAL AVIATION STRATEGIC PLAN AND TRANSMIT THE FINDINGS TO THE SAN DIEGO ASSOCIATION OF GOVERNMENTS TO INCLUDE IN PREPARATION OF THE REGIONAL TRANSPORTATION PLAN

WHEREAS, California Senate Bill 10 of 2007 (SB 10) requires airport multimodal planning to be conducted and coordinated in San Diego County by the San Diego County Regional Airport Authority (the Authority) and the San Diego Association of Governments (SANDAG);

WHEREAS, the main planning provisions of SB 10 are the development of the Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP);

WHEREAS, SB 10 mandates the Authority lead the preparation of the RASP, which identifies workable strategies to improve the performance of the Airport System in San Diego County;

WHEREAS, SB 10 requires the RASP to be completed by June 2011;

WHEREAS, SB 10 mandates that SANDAG lead the AMAP, which will develop a multimodal strategy to improve surface transportation access to airports;

WHEREAS, the RASP is intended to (a) promote long-range planning for airports in local general plans; (b) advance regional transportation strategies; (c) explore mechanisms for regional cooperation; and (d) ensure consistency between the planning documents prepared or approved by the Authority and SANDAG;

WHEREAS, the RASP was divided into a 3-phase work plan culminating in early 2011;

WHEREAS, Phase 1 was conducted between spring and winter 2009, and included data gathering and development of an econometric demand model that would be used to assess the various alternative scenarios;

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WHEREAS, Phase 2 was conducted between spring and summer 2010, and included the development of a Baseline or “do-nothing” Scenario, and identification of concepts and strategies intended to optimize the Airport System;

WHEREAS, Phase 3 was conducted between fall 2010 and winter 2011, included technical and qualitative evaluation of various alternative scenarios;

WHEREAS, each Phase included public involvement and outreach as well as task-specific documentation and deliverables;

WHEREAS, RASP technical findings were prepared and include the analyses of fifteen (15) alternative scenarios that are documented in Draft Report – Regional Aviation Strategic Plan, January 2011;

WHEREAS, the RASP Draft Report was released on January 26, 2011 for public review and is available on the Authority’s dedicated webpage; (www.sdrasp.com);

WHEREAS, SB 10 required public involvement and agency coordination as an integrated part of the RASP;

WHEREAS, the Authority has coordinated with SANDAG from the outset to provide RASP outputs and information that will be integrated in SANDAG’s AMAP and RTP;

NOW, THEREFORE, BE IT RESOLVED that the Board accepts the RASP technical findings prepared and analyses of fifteen (15) alternative scenarios that are documented in Draft Report – Regional Aviation Strategic Plan, January 2011 and Final Report – Regional Aviation Strategic Plan, March 2011; and

BE IT FURTHER RESOLVED the Airport Authority will transmit the RASP technical findings to the San Diego Association of Governments to include in the preparation of the Regional Transportation Plan; and

BE IT FURTHER RESOLVED that the Board of the San Diego County Regional Airport Authority finds that this action is not a “project” as defined by the California Environmental Quality Act (CEQA) Pub. Res. Code Section 21065; and is not a “development” as defined by the California Coastal Act Pub. Res. Code Section 30106.

PASSED, ADOPTED, AND APPROVED by the Board of the San Diego County Regional Airport Authority at a regular meeting this 3rd day of March, 2011, by the following vote:

AYES: Board Members:

NOES: Board Members:

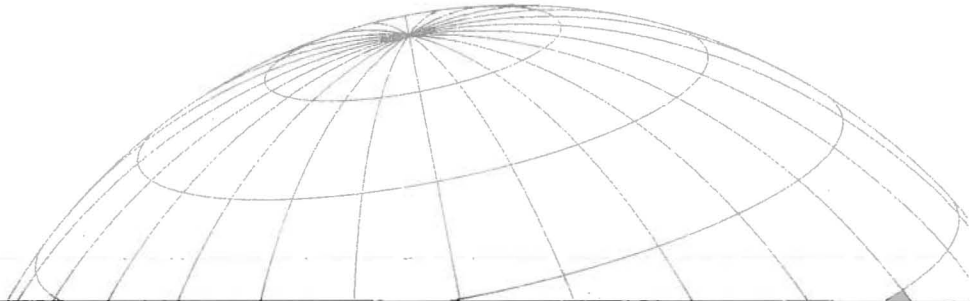
ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
**DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK**

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL



DRAFT REPORT

REGIONAL AVIATION STRATEGIC PLAN
San Diego County Regional Airport Authority

Prepared for
San Diego County Regional Airport Authority
San Diego, California

January 2011



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Regional Aviation Strategic Plan

**On file and available for inspection
in the Corporate Services
Department.**

Final Results

Regional Aviation Strategic Plan

San Diego County Regional Airport Authority

March 3, 2011



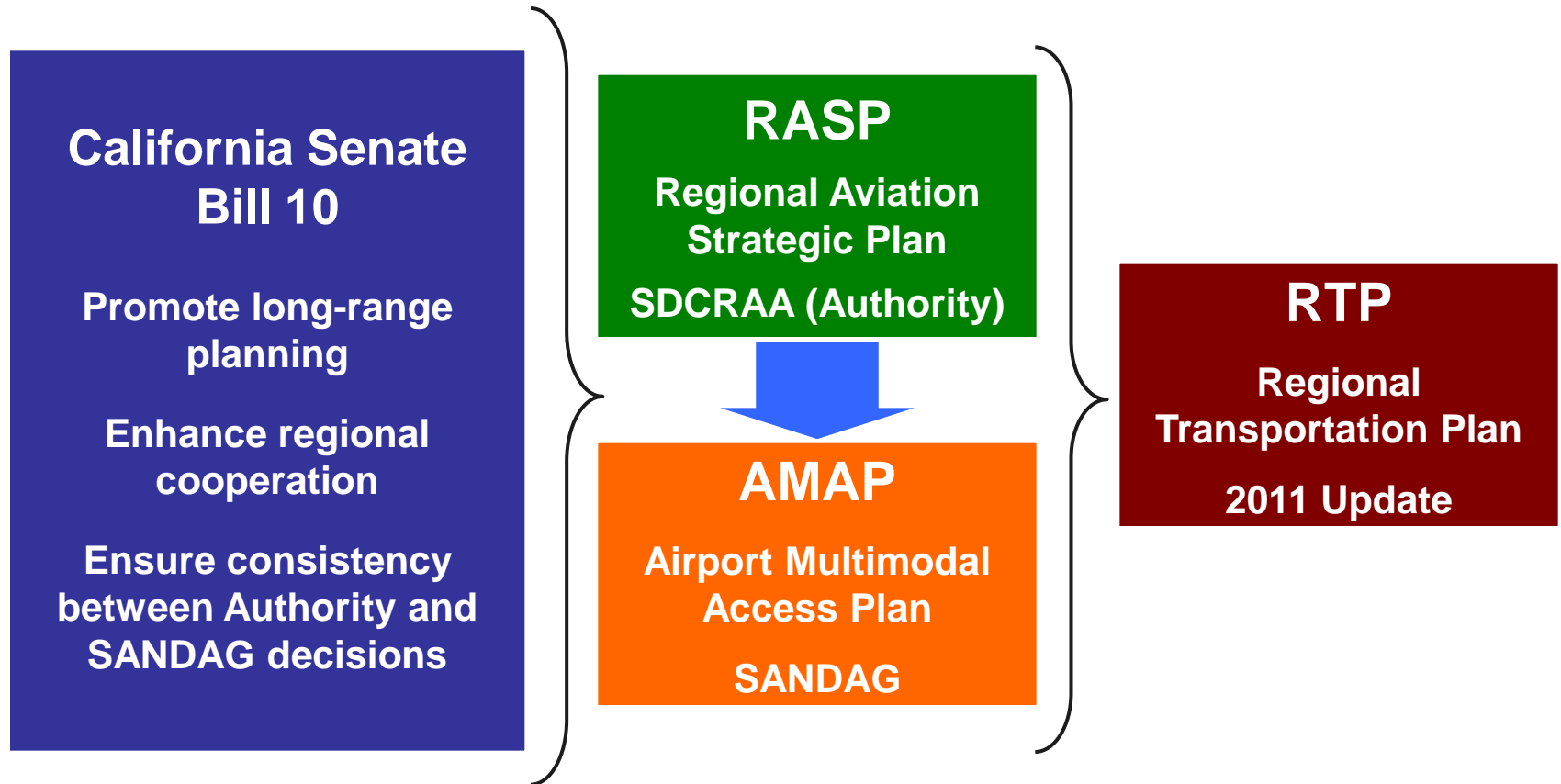
Meeting Agenda

1. Project recap and review
2. Summary of findings
3. Public outreach recap
4. SANDAG AMAP integration and next steps

Project Recap

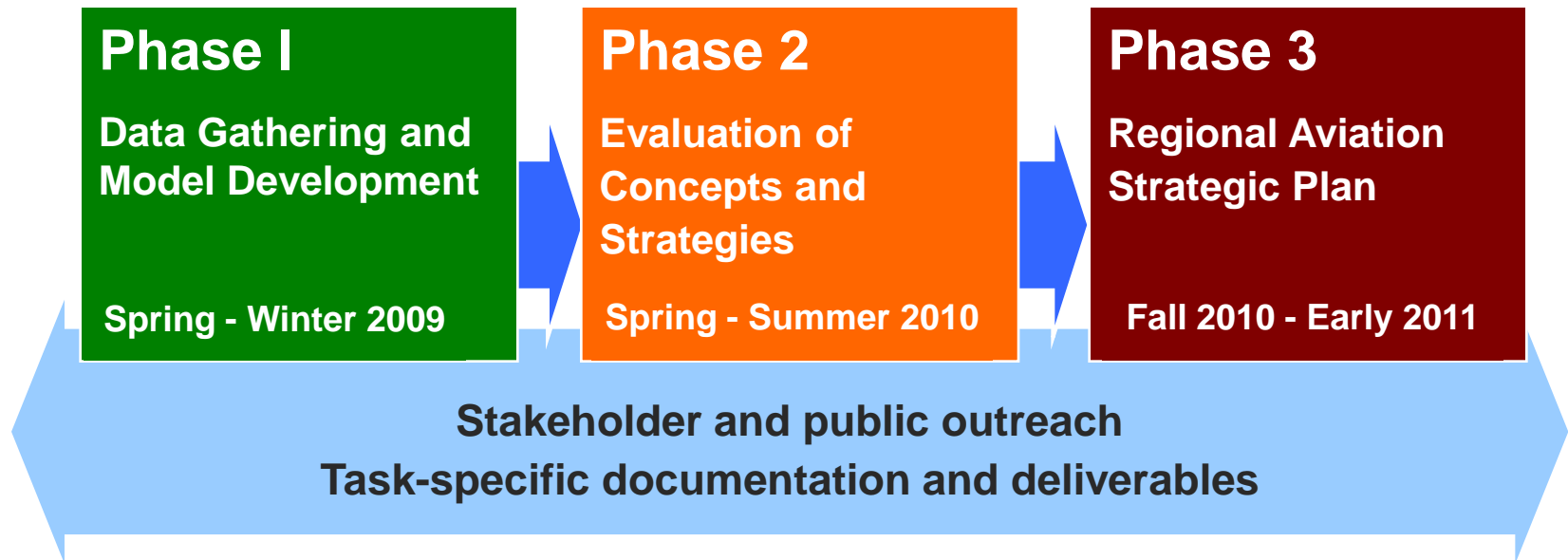
Regional Aviation Strategic Plan (RASP)

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



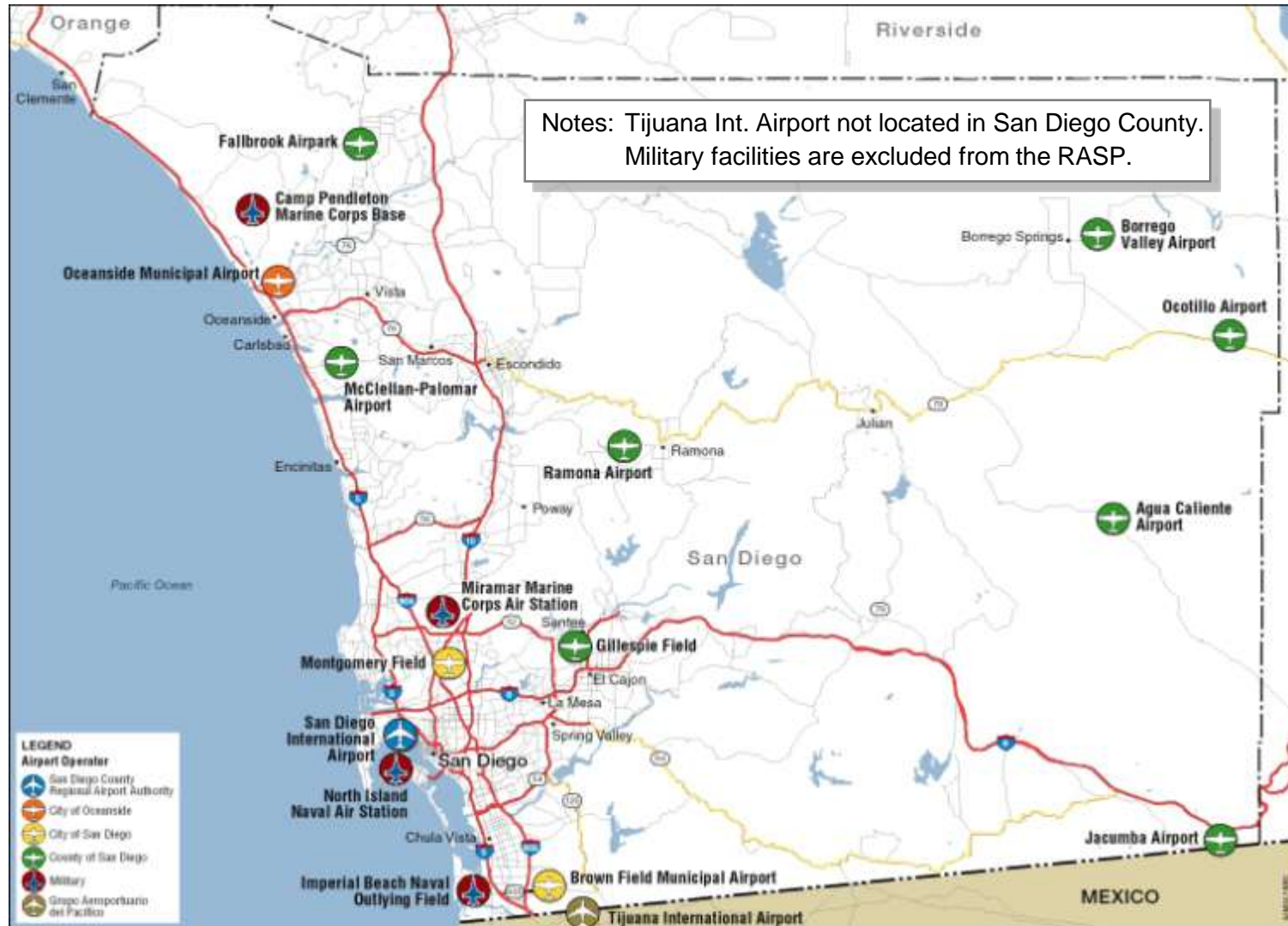
Project Overview

3-Phase Work Plan



RASP Study Area

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



Strategic Assessment Findings

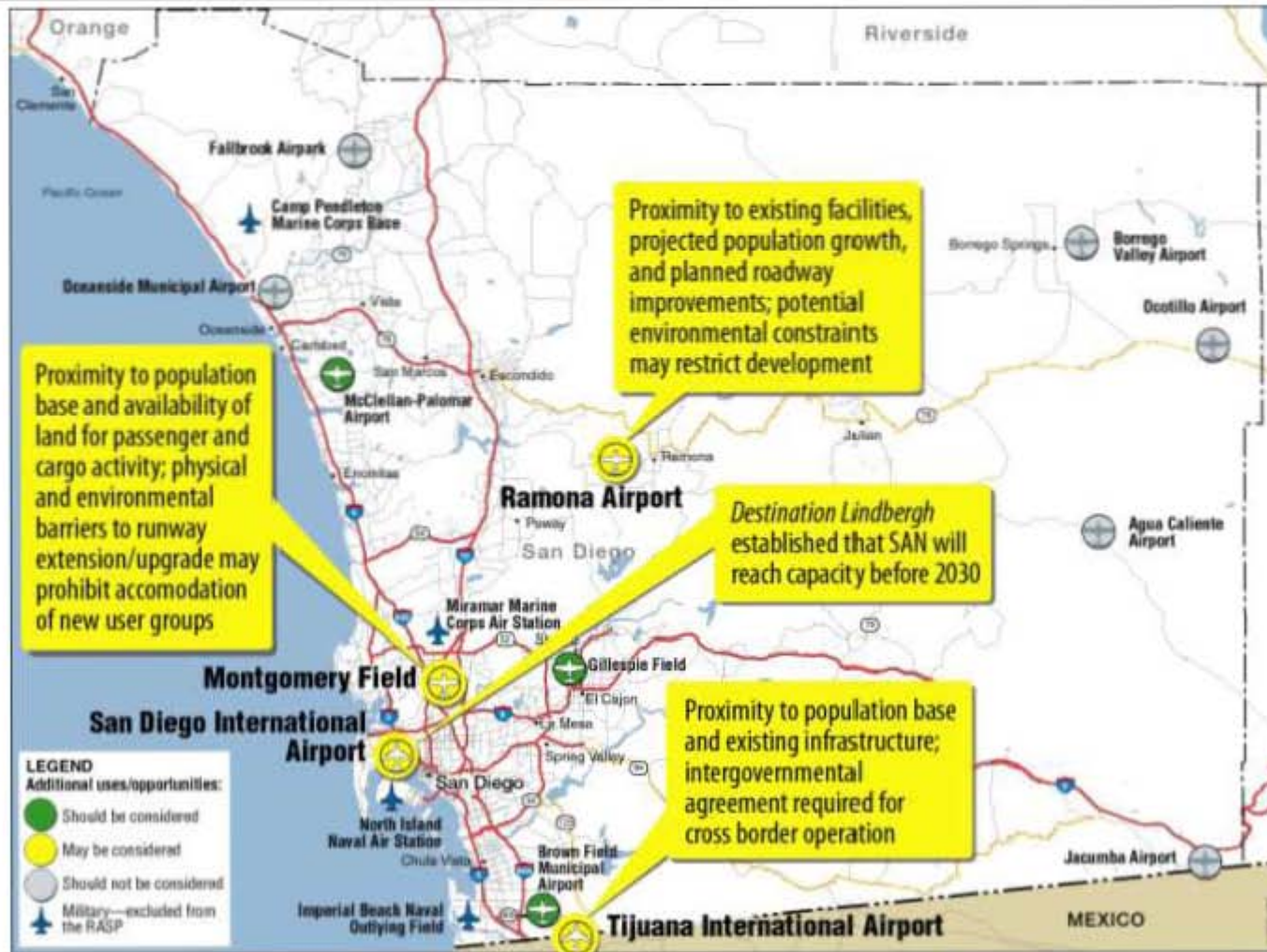
Airports That Should be Considered For Additional Uses/Opportunities



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

Strategic Assessment Findings

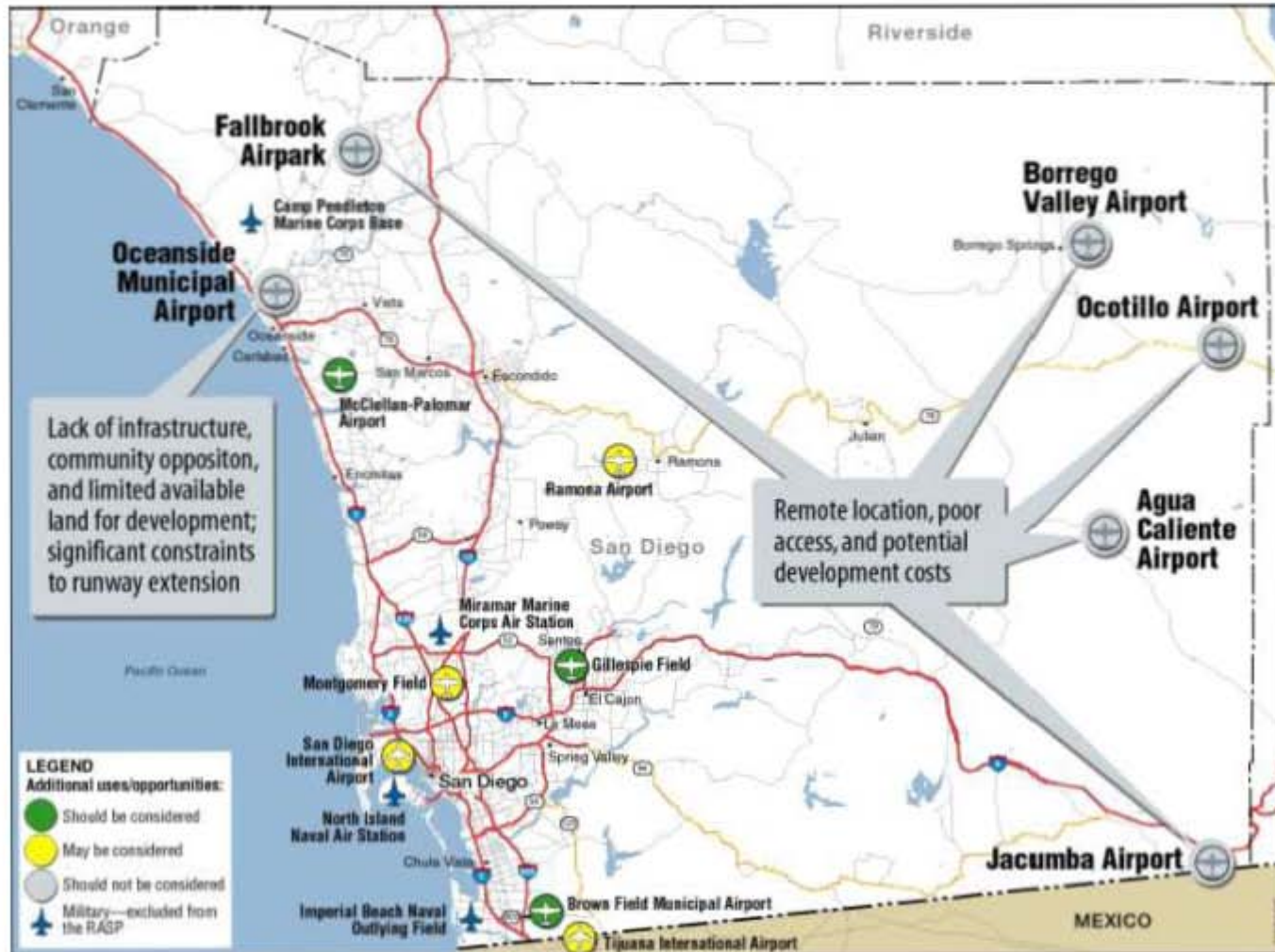
Airports That May Be Considered For Additional Uses/Opportunities



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

Strategic Assessment Findings

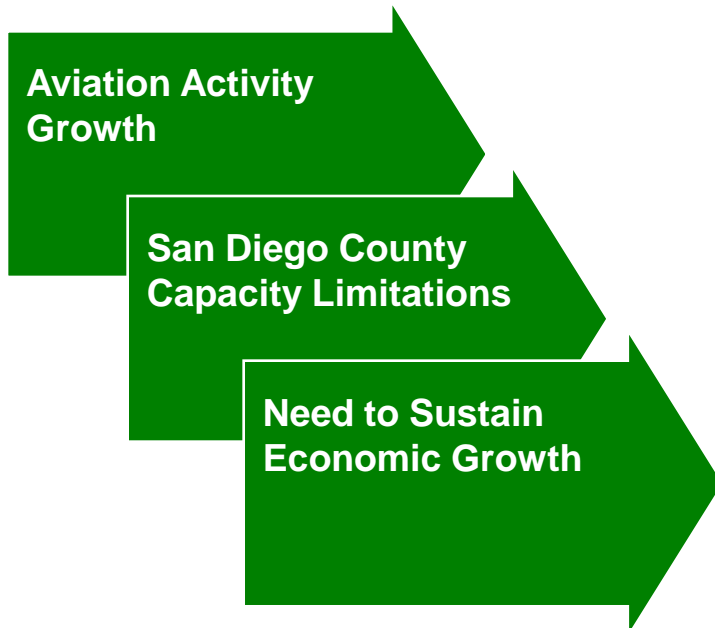
Airports That Should Not be Considered For Additional Uses/Opportunities



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

Complicated Factors Constrain Implementation of Alternatives

Forces Requiring Preparation of the RASP

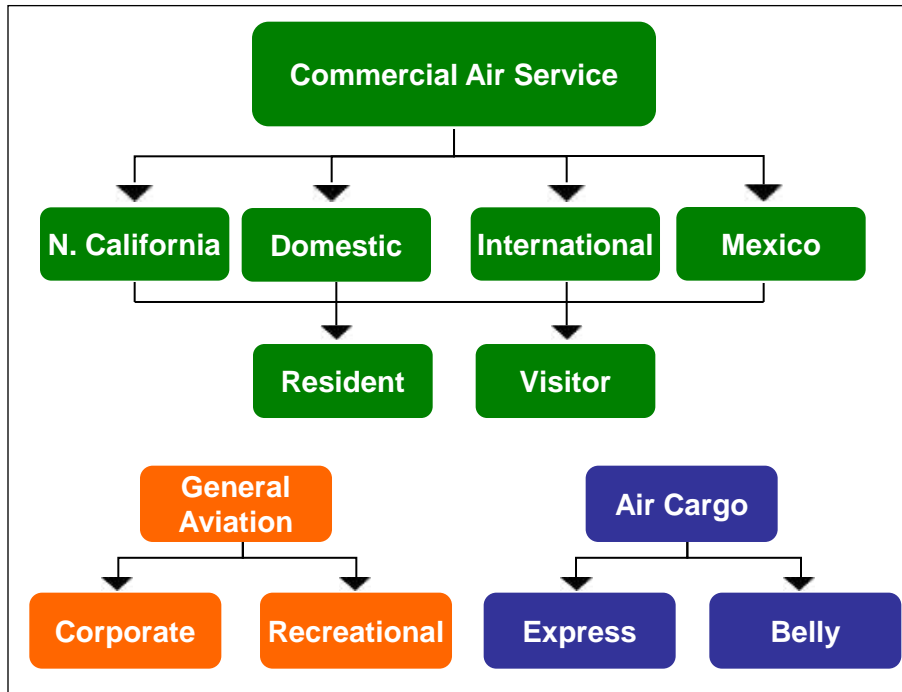


Factors Working Against Regional Airport System Solutions



Regional Aviation Travel Demand Model

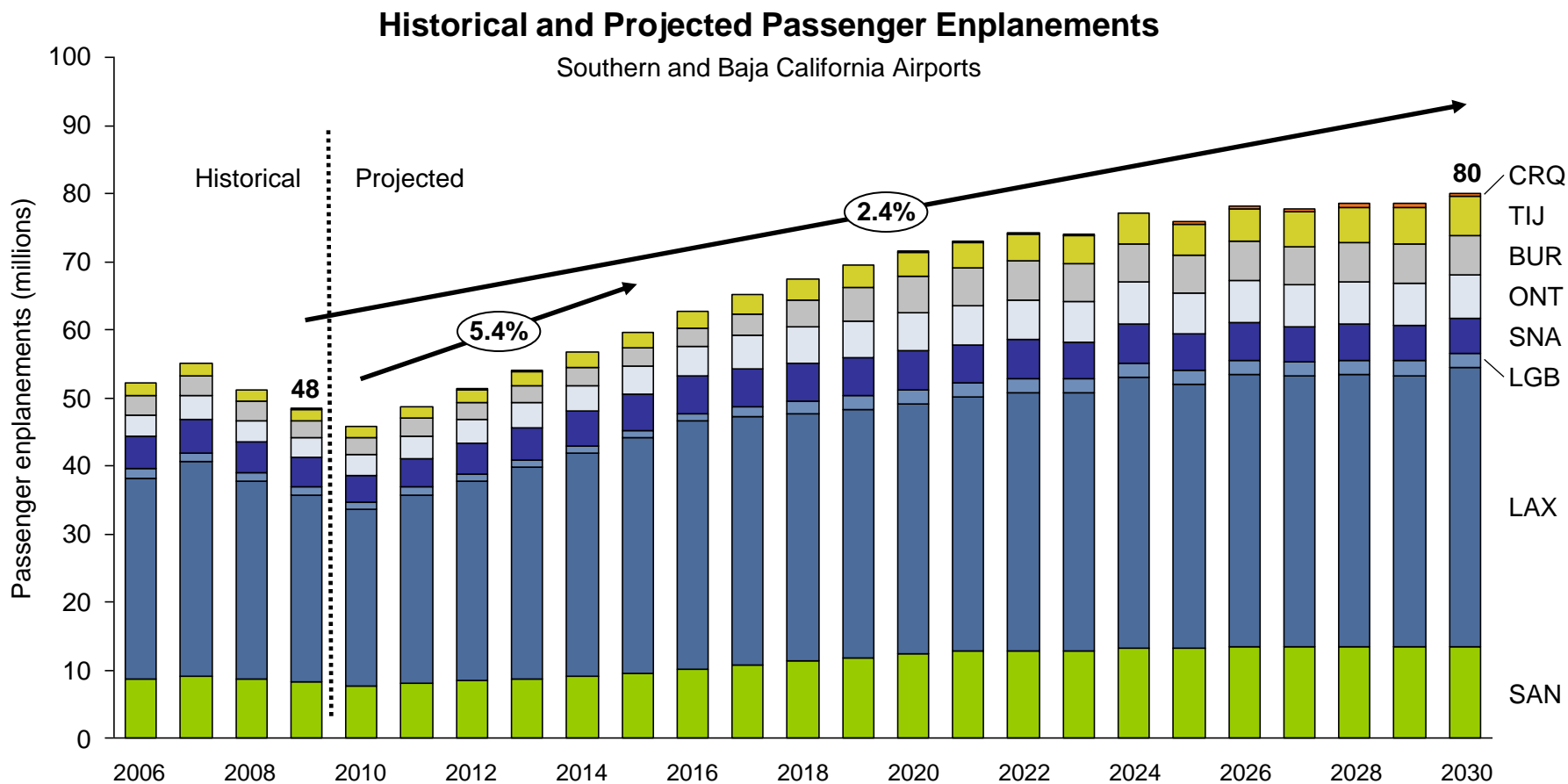
Decision Support Tool to Assess “What If” Scenarios



- Estimates demand at each airport from each population / commercial area in the region
- Demand divided among commercial air service, GA activity, and air cargo operations to account for different “demand drivers”
- Categories further differentiated to capture market nuances
- Demand model benefits
 - Leverages SANDAG Regional Travel Demand Model
 - Synchronize RASP results with SANDAG’s regional planning in RTP

Projected Passenger Enplanements

Enplaned Passengers in the Region are Projected to Increase 50% Between 2009 and 2030



Notes: Passenger enplanements based on forecast demographic data from International Monetary Fund (IMF), LA Economic Development Corporation (LAEDC), and SANDAG Model calibrated to actual enplanements from 2006 to 2009; projections may be different from actual. Results generally correspond to FAA TAF data for 2025. SAN CAGR = 4.7% in the "recovery"; 2.5% for the forecast period.

Baseline Scenario Overview

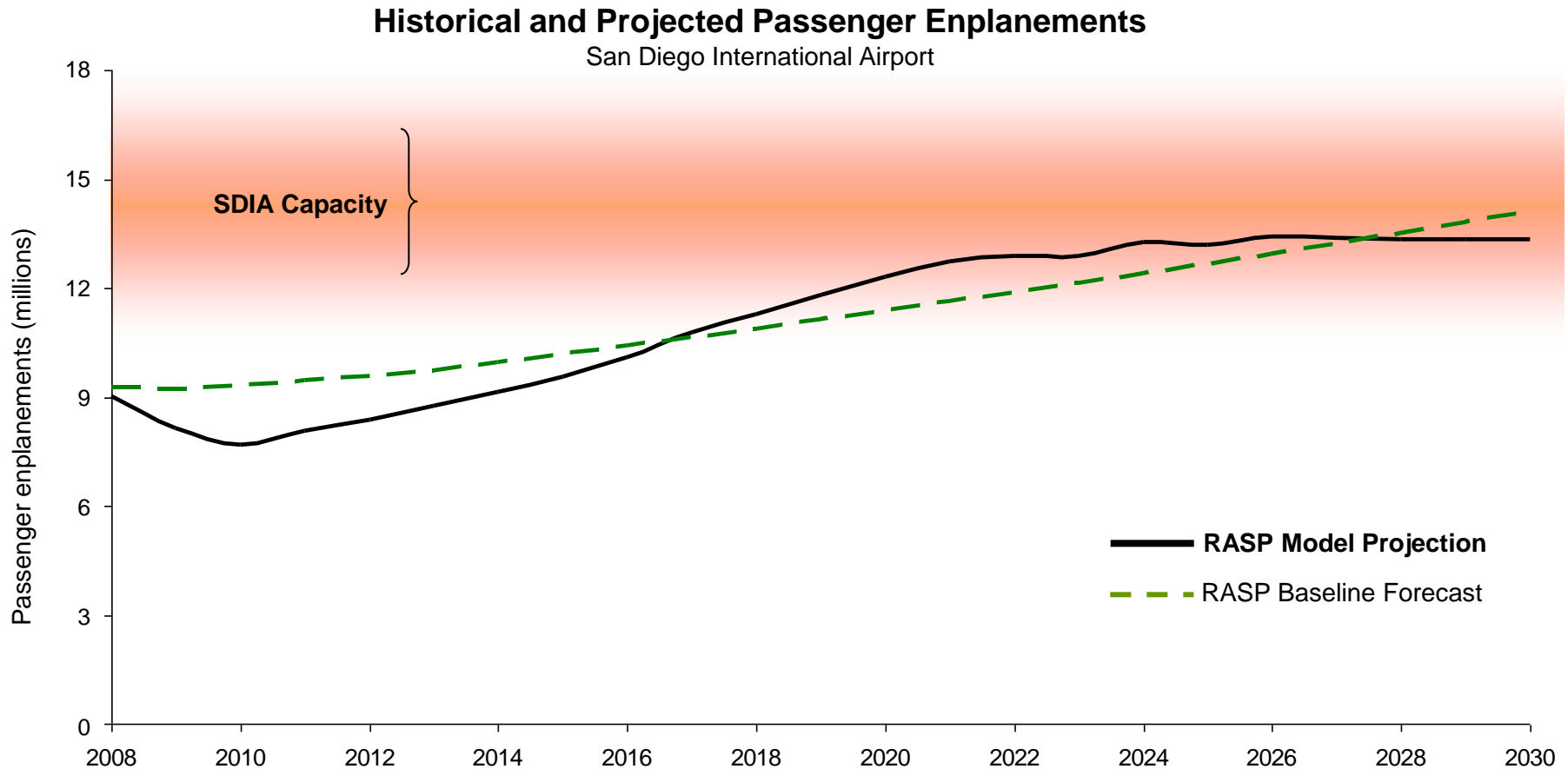
The “Do–Nothing” Scenario Against Which Other Scenarios Will Be Evaluated

- A** Airfield facility constraints “cap” activity at SDIA at around 28M annual passengers (14M enplanements)
- 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



Baseline Scenario – SDIA Enplanement Projections

Demand Model Indicates Capacity Constraint at SDIA Begins in Early 2020s



Sources: RASP Forecasts and Financial Forecast Update, Landrum & Brown, Inc. December 2008 and June 2009, respectively.

Note: Model calibrated to actual enplanements from 2006 to 2009; projections may be different from actual.

Baseline Scenario – Suppressed Passenger Demand

As Capacity is Reached, the Number of Suppressed Passengers in the County Increases

Suppressed Aviation Passenger Demand

San Diego Residents and Visitors



Note: Suppressed demand presented above relative to 2006; some suppressed demand already exists.

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

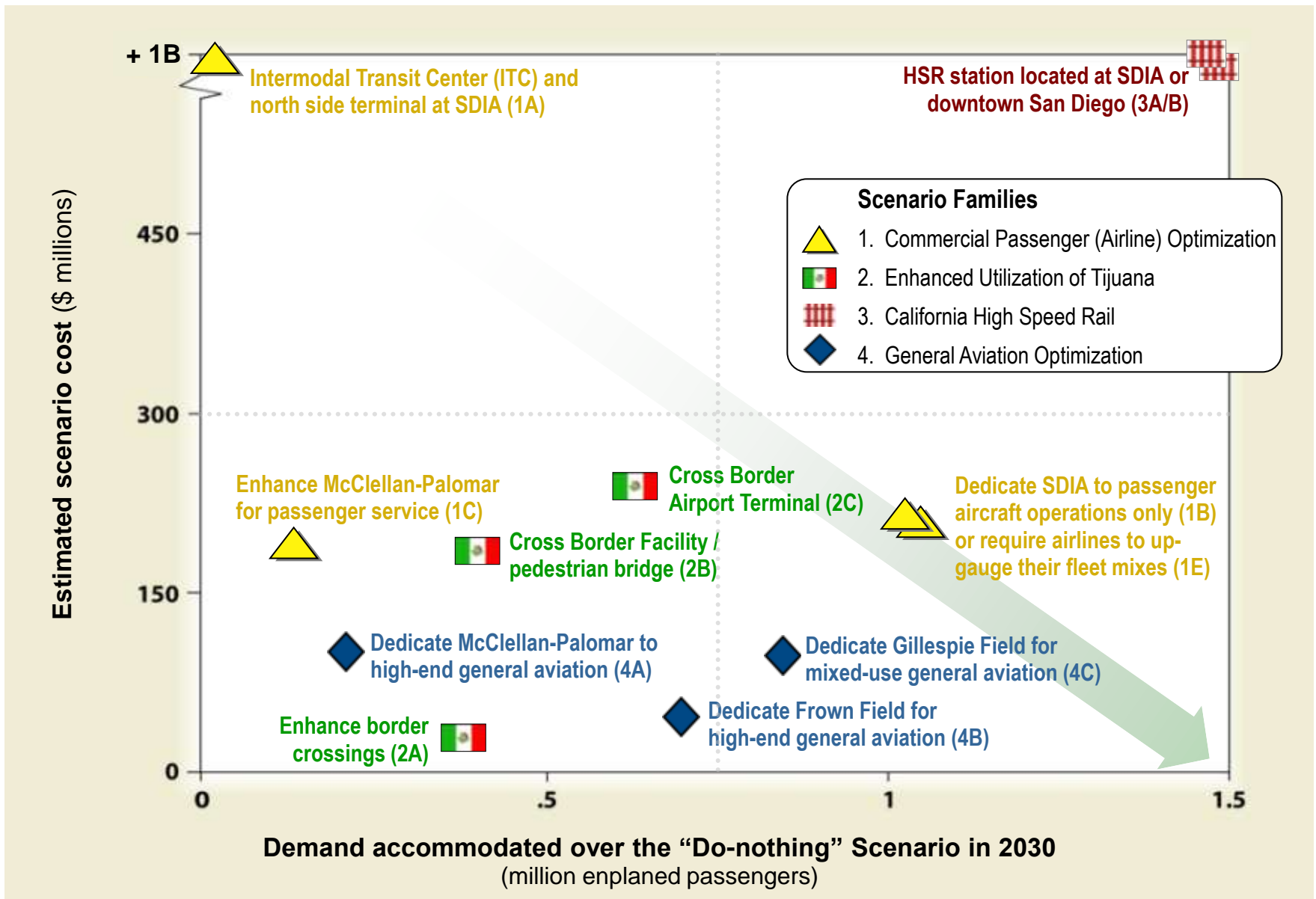


5. Air Cargo Optimization

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

Summary of Findings

Evaluation Matrix Compares Scenario Costs and Benefits



Summary of Findings

The RASP Alternative Scenarios Yield Mixed Results

- 1. Full Build-out of the Intermodal Transit Center (ITC)** – has little effect on suppressed demand; however, the scenario yields regional access and other benefits not captured by RASP analyses.
- 2. Enhancing McClellan-Palomar** – has little effect on suppressed demand because even at maximum capacity, the Airport can only accommodate a very small portion of projected regional demand.
- 3. Up-gauging SDIA's Fleet Mix** – provides the same relative benefits as reserving SDIA capacity for passenger service; however, the fleet mix is already favorable with relatively few small aircraft.
- 4. General Aviation Optimization** – have relatively similar costs and provide nearly the same, but nominal, impact on demand relative to the Do-nothing Scenario.
- 5. Brown Field Scenarios** – were eliminated from consideration based on (a) FAA determined that precision instrument approaches are not feasible; (b) passenger and cargo airlines are unwilling to relocate based on location and lack of precision approaches; and (c) potential public and political opposition.
- 6. Tijuana Enhancements** – have less than expected effect on demand because San Diego residents and visitors are projected to increase their use of the Tijuana airport with or without improvements.
- 7. California High Speed Rail** – both scenarios perform similarly and could play a role to alleviate future capacity problems; benefits may increase beyond the 2030 RASP planning horizon.

Summary Considerations

1. All reasonable ideas and concepts were evaluated

- Changes in airport capability / market
- Changes to an airport's fleet mix
- Surface, rail, and cross border initiatives
- Federal, state and local aviation initiatives
- Changes to surface transportation infrastructure

2. The passenger capacity of San Diego International can only marginally be improved

- Even the most beneficial actions have a nominal effect on improving overall commercial service (passenger airline) capacity in the region
- Options with the most benefit would only provide at most an additional 5 years of activity growth at SDIA

3. Regional airport improvements are possible

- Some improvements are positive to individual airports; others benefit the system
- Some actions are legally challenging and therefore not likely to be implemented

4. No single entity in the region can unilaterally implement RASP findings

5. RASP included significant stakeholder / technical contributions

- RASP Subcommittee (subset of Airport Advisory Committee)
- Assisted in identifying full-range of reasonable and feasible options
- Provided constant feedback to other stakeholders

Public Outreach Recap

RASP Public Outreach Recap

▪ Airport Stakeholder Outreach

- 22 presentations to airport advisory committees and subcommittees
- 8 presentations to the San Diego County Regional Airport Authority Board and RASP Committee

▪ Public Outreach

- 12 presentations to business/community organizations
- 4 open houses to present preliminary findings (September 2010)
 - More than 100 attendees
- Open house to present final findings (January 2011)
 - More than 50 attendees



■ Government Relations

- 53 meetings with elected officials/staff
- 4 presentations to City Councils
- 2 presentations to SANDAG Transportation Committee
- Presentation to City of San Diego Rules Committee
- Presentation to County of San Diego Board of Supervisors
- Briefing with Aviation Planner/Grant Administrator, Federal Aviation Administration – Western Pacific Region
- Presentation to Southern California Association of Governments (SCAG) Aviation Technical Advisory Committee
- Letter and executive summary of final findings sent to mayors and state/federal delegation *(to be sent in April)*



RASP Public Outreach Recap Continued

■ Media Relations

- Media briefing
- 5 media releases/advisories
- 15 news stories
- Online media kit



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Regional airport plan gets first airing tonight

TUESDAY, SEPTEMBER 14, 2010 AT 11:57 A.M.

The first in a series of workshops on the draft Regional Aviation Strategic Plan (RASP) is set for today, 5:30 -7:30 p.m. at the Commuter Terminal at Lindbergh Field.

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Regional Aviation Strategic Plan to be Aired

The San Diego County Regional Airport Authority has scheduled four public information open houses — in September to explain the Regional Aviation Strategic Plan (RASP) recommendations to improve airport operations in the region. The schedule:

RASP Public Outreach Recap Continued

■ Collateral Materials

- RASP Annual Update newsletter (January 2010 & January 2011)
- Fact sheet
- Frequently Asked Questions
- Comment/input card

■ Digital Communications

- RASP website: www.sdrasp.com
- Dedicated RASP e-mail address: info@sdrasp.com
- Facebook/Twitter updates




RASP Public Outreach Recap Continued

■ Questions and Comments Received

- More than 60 comments/questions received and incorporated into the public involvement report
- Comments covered a wide array of topics, including:
 - Clarifying questions about the findings
 - Opportunities and capacity at other airports in the region
 - Interest in high-speed rail
 - Questions about the economic benefits of the scenarios and cost analysis



Please keep me informed about the Regional Aviation Strategic Plan.



Name: _____
Address: _____ City: _____ State: _____ ZIP code: _____
Phone: _____ E-mail: _____

Questions/Comments: _____

For more information, please visit www.sdrasp.com or e-mail info@sdrap.com.
San Diego County Regional Airport Authority, P.O. Box 82776, San Diego, CA 92118-2776 Phone 619/408-2400

SANDAG AMAP integration and Next Steps

SANDAG / AMAP Integration

Coordination between RASP Team and SANDAG AMAP/RTP Team

- **Progress report to SANDAG Transportation Committee on January 21, 2011**
- **RASP / AMAP monthly coordination meetings**
- **RASP findings / output provided to SANDAG AMAP/RTP staff regularly**
- **RASP Team drafted sections of RTP Chapter 6 – *Aviation***

- **Accept RASP Technical Findings**
- **Send letter and formally transmit copy of the RASP Technical Findings and Public Involvement Report to:**
 - **SANDAG**
 - **Senator Kehoe**
- **Send letter with RASP Executive Summary to mayors of all cities in San Diego County and offer RASP Final Results presentation**

Additional Information

- **For more information:** www.sdrasp.com
- **RASP Technical Report:** www.sdrasp.com
- **Input can be e-mailed to:** info@sdrasp.com