ITEM D

Progress Report

Preliminary Findings Including Remaining Scenarios

- Enhanced Utilization of Tijuana Airport
- California High Speed Rail

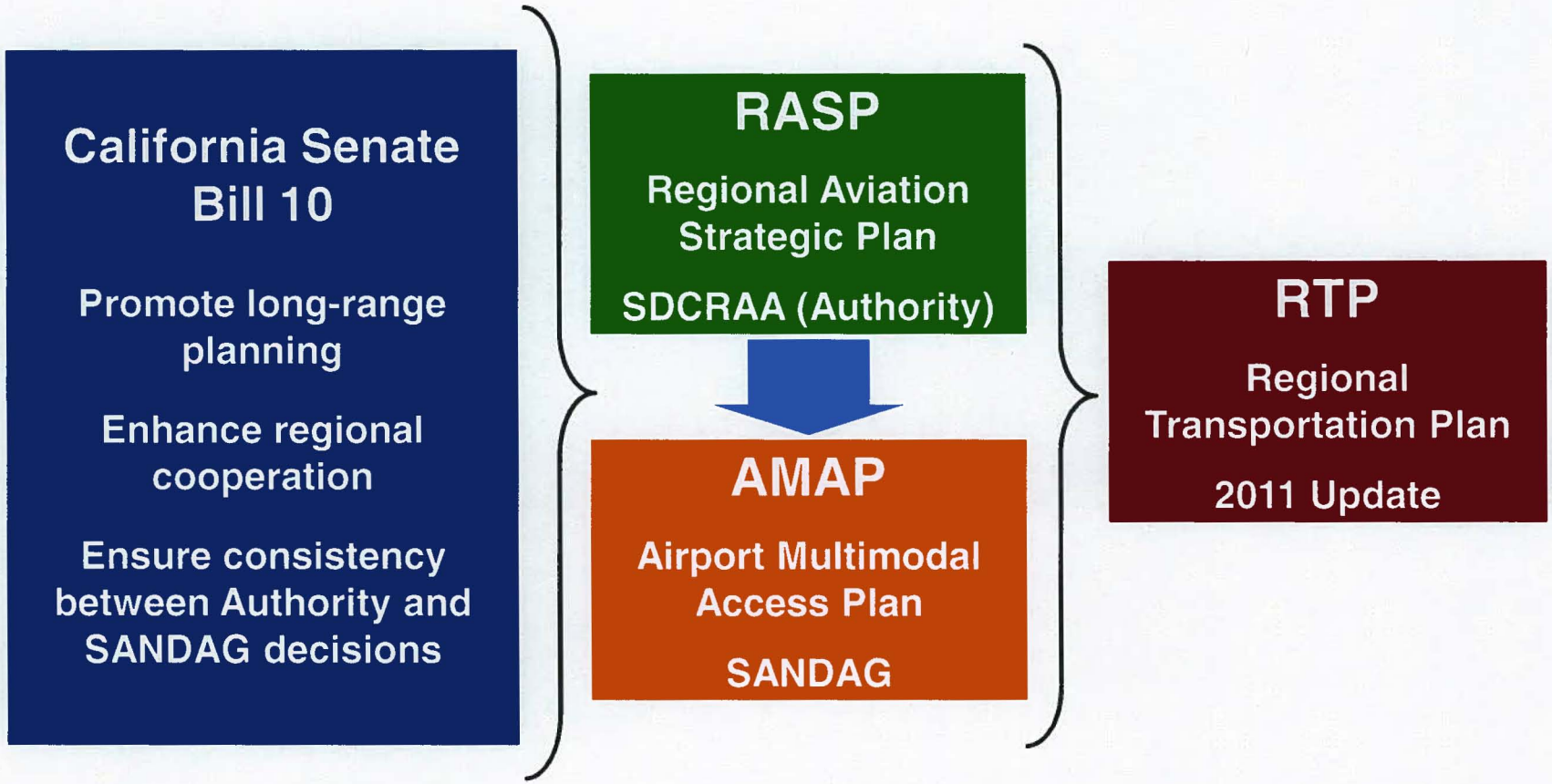
Regional Aviation Strategic Plan

San Diego County Regional Airport Authority

December 2, 2010

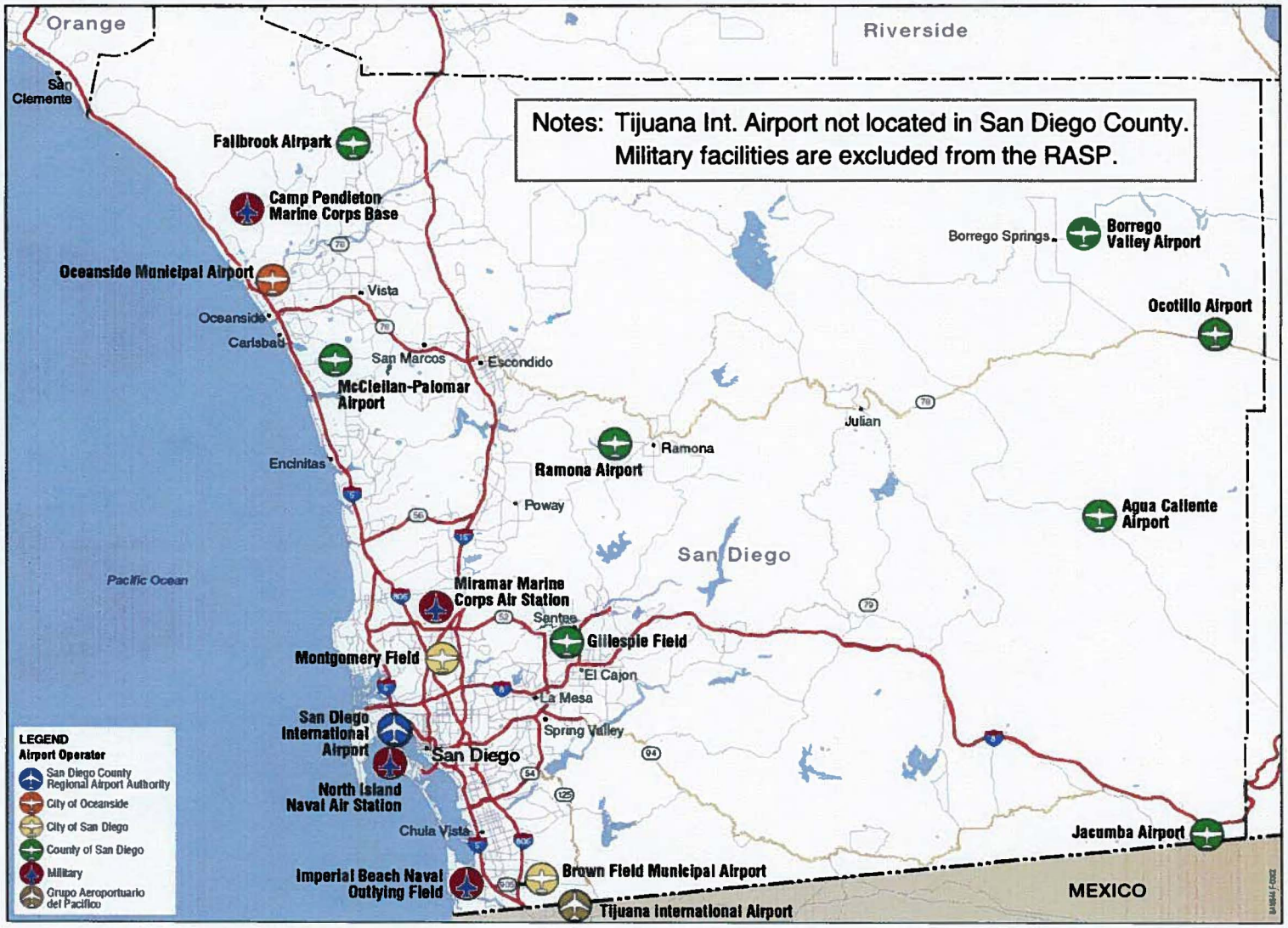
Regional Aviation Strategic Plan (RASP)

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

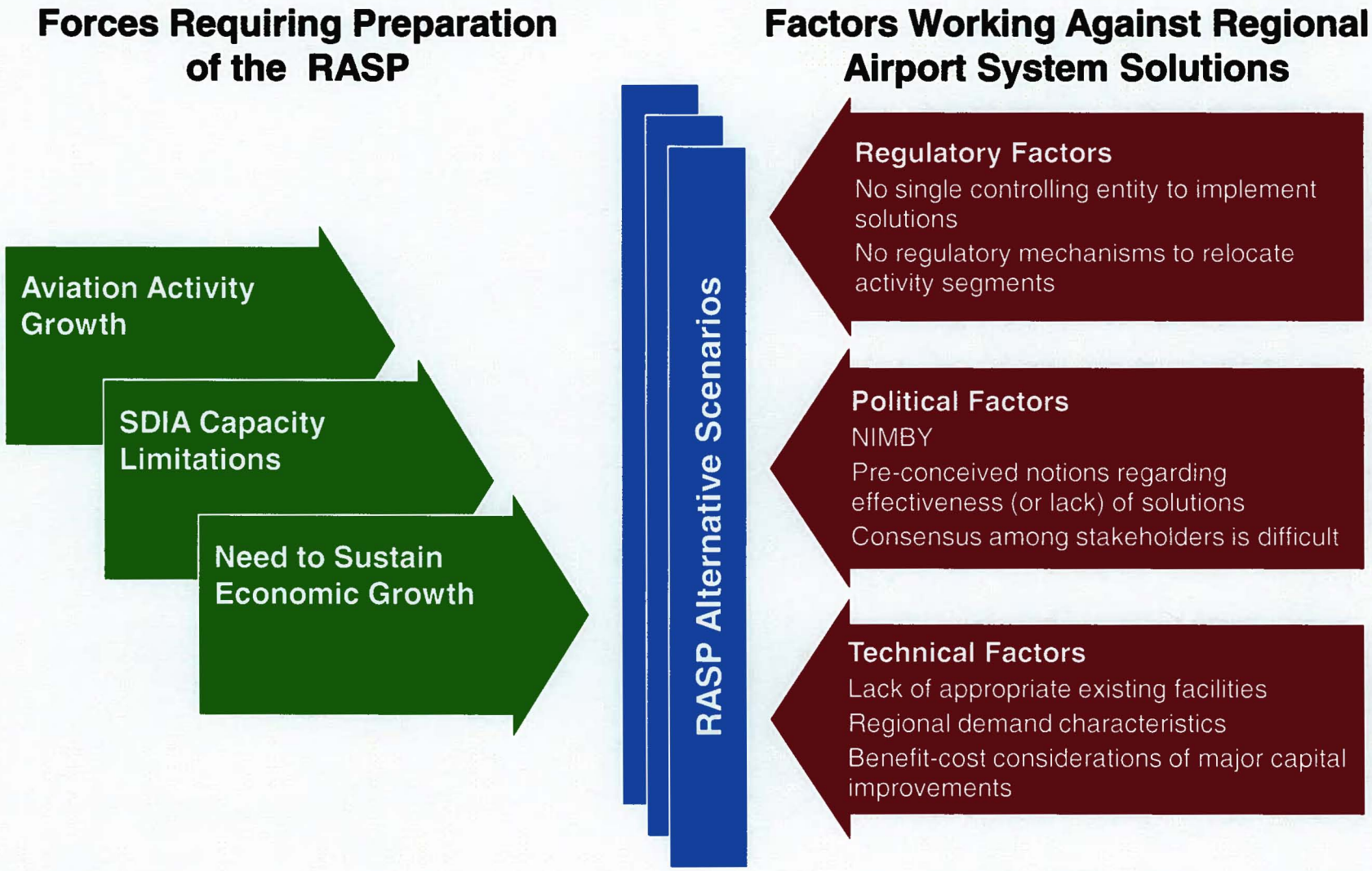


RASP Study Area

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



Complicated Factors Constrain Implementation of Alternatives



Review of Previous Findings

Alternative Scenarios

Highlighted Families Presented August 2010; Brown Field Scenarios Eliminated from Consideration

1. Commercial Passenger Optimization

A. Full build-out of the ITC and north side 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 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

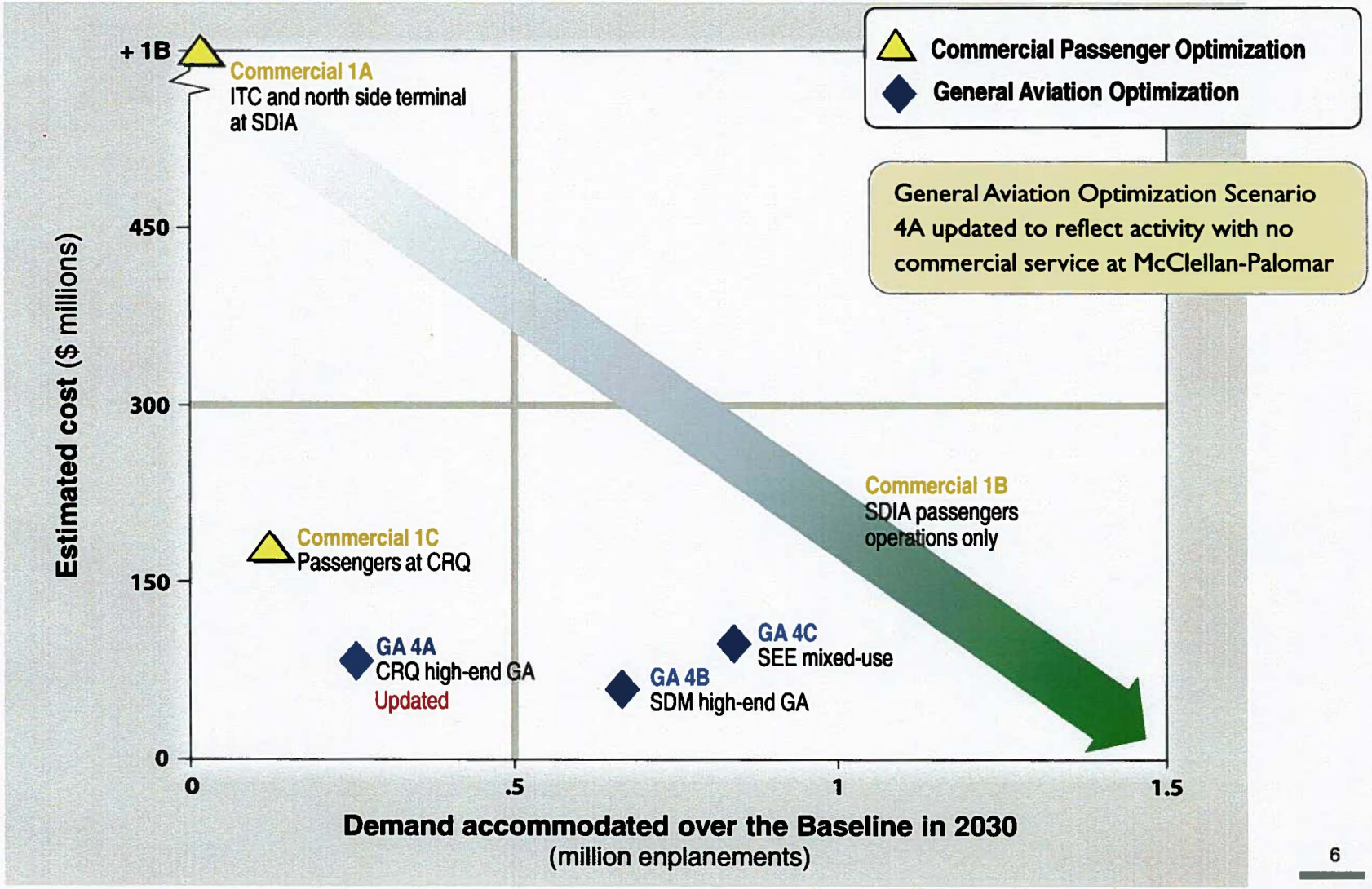
C. Enhance Gillespie Field for mix-use general aviation

5. Air Cargo Optimization

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

Summary of Findings – Alternative Scenario Families 1 and 4

Scenarios 1 and 4 Have Minimal Impact on Regional Demand and Varying Costs

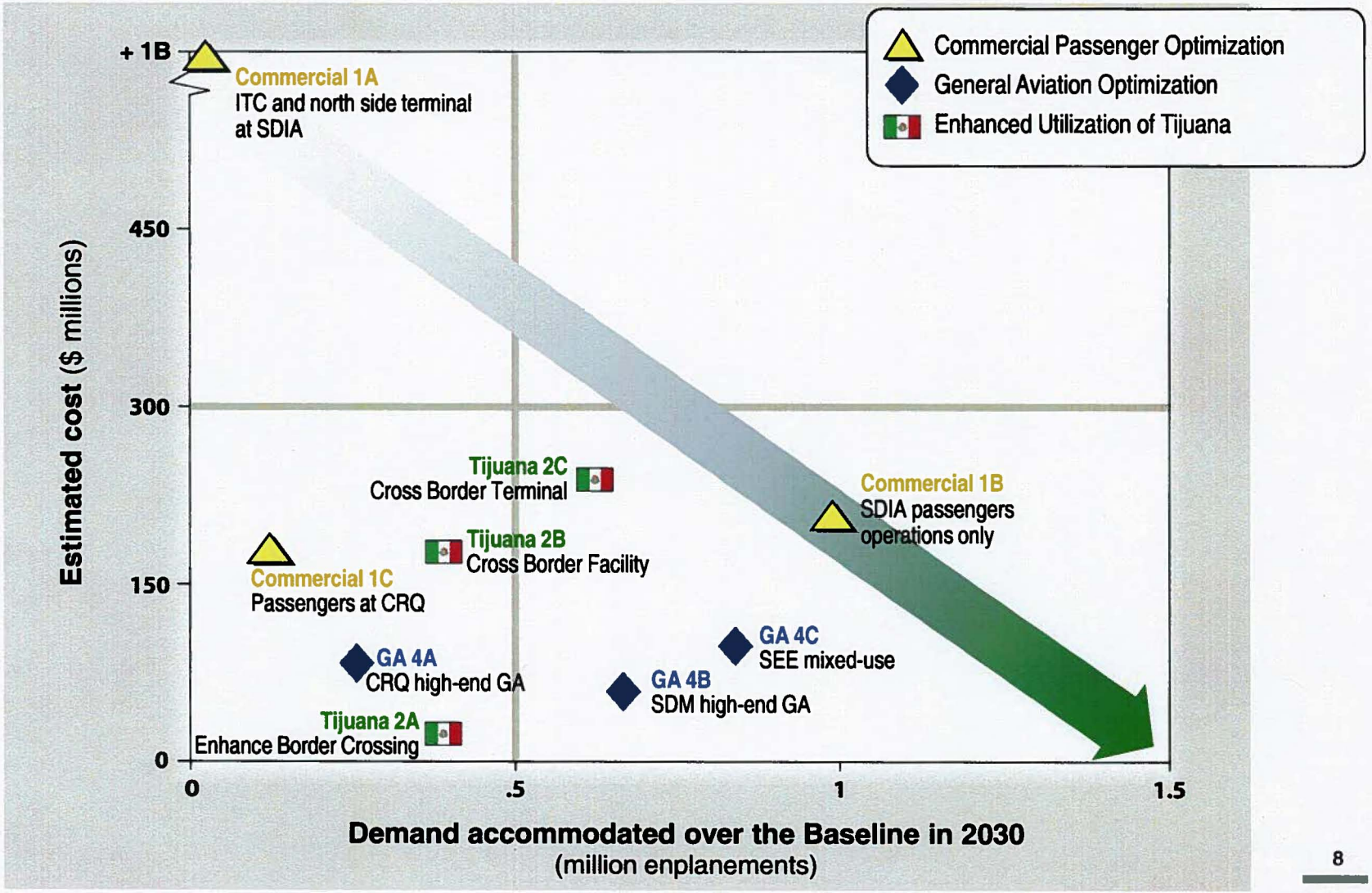


Remaining Alternative Scenario Findings

- Enhanced Utilization of Tijuana Airport
- California High Speed Rail

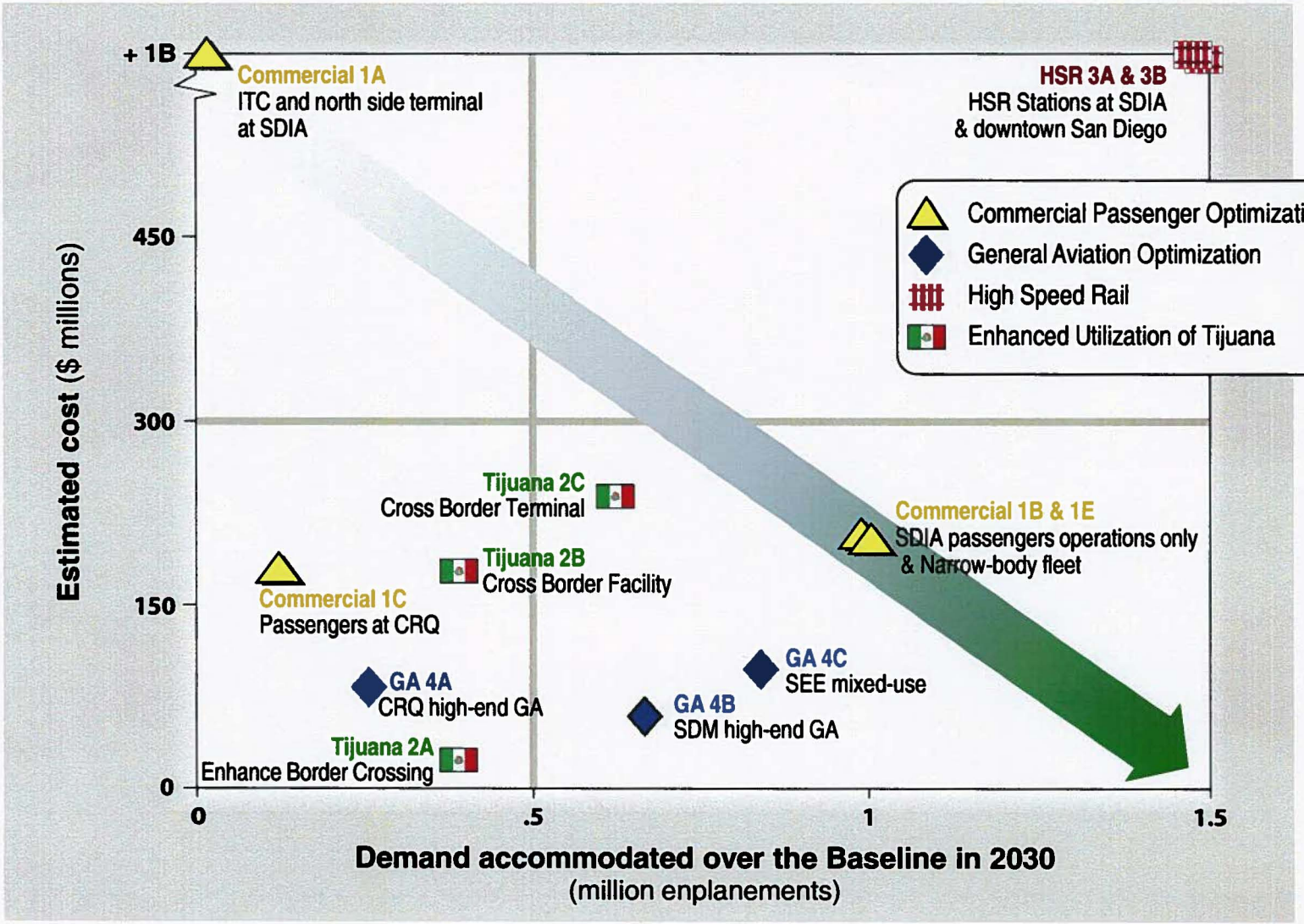
Summary of Findings

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



Summary of Findings (Updated to Include 1E)

Evaluation Matrix Compares Relative Costs and Benefits



Summary of Current Model Findings

There is No ONE "Silver Bullet"

Enhanced Tijuana

- **Tijuana scenarios have a less than expected effect on suppressed demand relative to the Baseline:**
  - Significant portions of demand accommodated at Tijuana Airport prior to 2030 is demand from the LA Region
  - By 2030, many San Diego residents are projected to use Tijuana Airport for Mexico trips with or without the Cross Border Facility/Terminal
- **Access to Tijuana Airport via the proposed CB Facility offers an additional international gateway for San Diego residents and visitors; use of the airport for international travel increases from 2% to 11%**
- **Improved accessibility to Tijuana Airport attracts approximately 30% additional passengers to that airport, but this only marginally alleviates the mid-term capacity constraint at SDIA**
- **There does not appear to be any benefit to expanding a Tijuana Cross Border Facility into a Cross Border Terminal**

California High Speed Rail

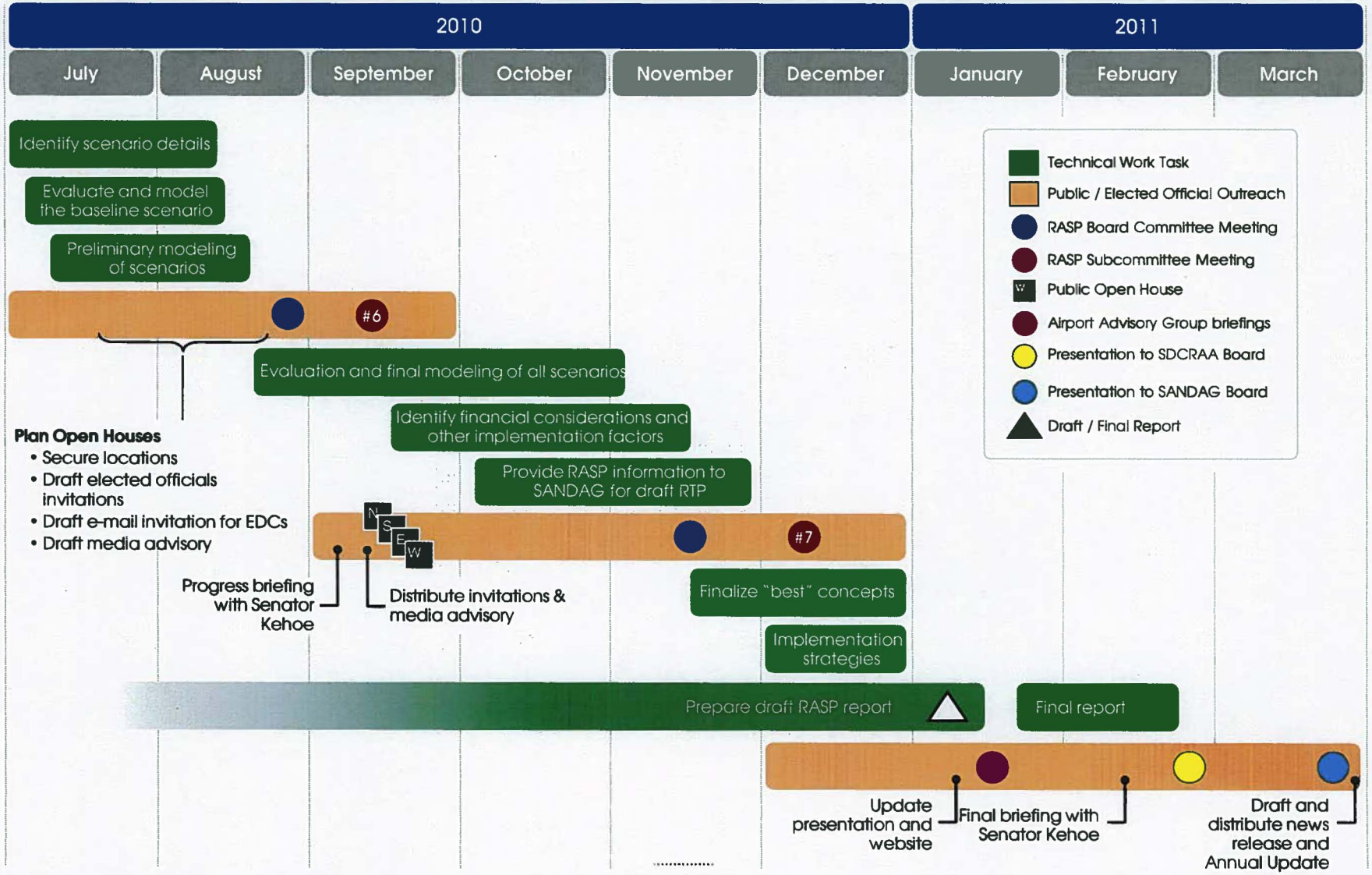
- **California HSR could play a role to alleviate the region's aviation capacity problems by accommodating suppressed demand relative to the Baseline; these benefits may increase beyond 2030**
- **While downtown San Diego HRS station shows higher air-rail diversion than a station at SDIA, their overall benefits to the region are similar**

Larger Aircraft Policy

- **A narrow-body fleet mix at SDIA provides the same relative benefits to the region as Commercial Scenario 1B: Reserving SDIA Capacity for Commercial Operations; SDIA's fleet mix is already favorable (nearly optimized) as the Airport is projected to have a relatively low proportion of regional jets and turboprops**

Next Steps / Outreach

Detailed Schedule and Work Plan – Project is On Schedule



Next Steps

- **Technical work efforts**
  - Complete technical analysis of scenarios
  - Prepare Draft Report
- **Documentation**
  - Coordinate Draft Report with RASP Subcommittee and Study Area airport sponsors
  - Address input and prepare final report
- **Airport Authority Board considers final RASP report in early 2011**
- **Report and findings provided to SANDAG for inclusion in AMAP / 2011 RTP update**

RASP Public Outreach: Completed

- **Speakers bureau**
  - 20 presentations to Chambers of Commerce, Economic Development Corporations, community organizations and airport advisory groups
- **2009 Annual Update newsletter**
  - Distributed at all RASP presentations
  - E-mailed to list of more than 400 stakeholders and keep-informed contacts
- **Open houses (September 2010)**
  - Held 4 regional open houses in September 2010
- **Media relations**
  - 1 media briefing
  - 10 media placements

RASP Public Outreach: Upcoming/Planned

- **Open house (January/Tentative)**
  - Present complete draft findings
- **2010 Annual Update (January)**
  - E-mail to list of more than 500 elected officials, stakeholders and keep-informed list
- **Presentations (December-February)**
  - SANDAG
  - County Board of Supervisors
  - Airport Advisory groups
  - San Diego City Council Rules Committee
- **Letter to San Diego County mayors with executive summary and offer presentation on findings (March)**
- **Media relations (Ongoing)**

RASP Information is available at:

www.sdrasp.com

Share Your Comments:

info@sdrasp.com