



REGIONAL AVIATION STRATEGIC PLAN (RASP) AND AIRPORT MULTIMODAL ACCESSIBILITY PLAN (AMAP) Frequently Asked Questions

What is 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 (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. The Regional Aviation Strategic Plan (RASP) will identify strategies to improve the performance of the San Diego County regional airport system, taking into account all the airports in San Diego County. The key elements are:

- Forecasting air passenger and air cargo demand in San Diego County
- Identifying existing capacity of all civilian airports in the county for both commercial and general aviation
- Identifying facilities required to accommodate additional demand both for the air transportation system and ground access system at civilian airports in San Diego County
- Determining the amount of funding that can be expected and likely funding sources
- Incorporating the master plans and airport land use compatibility plans, existing and currently under development, for all airports in San Diego County
- Assess military airports' operations only in terms of airspace issues
- Considering interregional aviation plans from the regions bordering San Diego County and opportunities at airports outside the San Diego region

RASP is intended to answer the question, "How can we best utilize and connect civilian airports in the county to meet regional demand?" The goal of the RASP is to create an integrated plan for the county's civilian airports that looks for opportunities to allocate demand and collaborate. The plan will accomplish the following:

- Determine roles each airport plays to improve the region's air transportation infrastructure
- Integrate San Diego International Airport with other transportation resources, including freeways, rail and public transit

What airports are involved?

- San Diego International Airport
- Agua Caliente Airport
- Borrego Valley Airport
- Brown Field Municipal Airport
- Fallbrook Airport
- Gillespie Field
- Jacumba Airport
- McClellan-Palomar Airport
- Montgomery Field
- Ocotillo Airport
- Oceanside Municipal Airport
- Ramona Airport

* Military airports are to be considered only to evaluate any airspace operations impacts or issues.



Who is involved in the project?

Regional stakeholders are involved in this integrated process. Partners in this effort include:

- San Diego County Regional Airport Authority
- SANDAG, representing the 18 incorporated cities and the County of San Diego
- Civilian and military airport operators in San Diego County
 - City of San Diego
 - County of San Diego
 - City of Oceanside
- Appropriate federal and state agencies (Federal Aviation Administration, Caltrans Division of Aeronautics)
- Regional transportation agencies (Metropolitan Transit System, North County Transit District, California High-Speed Rail Authority)
- Public and airport stakeholders

What about Rodriguez Airport in Tijuana and other airports in Southern California?

Rodriguez Airport in Tijuana, along with airports in neighboring counties, will be considered as potential facilities to serve regional aviation demand from San Diego County. The RASP will consider these airports based upon those airports' own forecasts regarding demand, capacity and transportation linkages.

What about the cross-border terminal?

While the Airport Authority Board has not taken a position on the cross-border terminal concept, a market demand study has been completed and the concept will be analyzed as part of the RASP. The full market demand study is available at www.san.org.

What is the timeline for the project? How long will this take?

SB 10 mandates the RASP must be completed by June 30, 2011.

Why is the RASP being done, and how is it being funded?

San Diego International Airport is approaching capacity as our region continues to attract residents and visitors. Therefore, it is critical that the region examines how to make the best use of the resources available – including smaller regional airports – to ensure safe, efficient, convenient air services. No funding was provided by SB 10 when this process was mandated by law. No local tax dollars are being used for this effort; however, the Airport Authority has received an FAA grant to cover eligible costs.

How is this project different from Destination Lindbergh?

While Destination Lindbergh considers the future of San Diego International Airport (SDIA) at Lindbergh Field, the RASP takes into account all airports in the county and the region's air travel needs, including cargo and general aviation aircraft, and anticipated growth in air travel needs.

What is the Airport Multimodal Accessibility Plan?

Where the RASP will identify the airport infrastructure needed to meet future aviation demand, the Airport Multimodal Accessibility Plan (AMAP), also mandated by SB 10, will identify surface transportation infrastructure needs associated with future airport expansion.

As a first step in completing the AMAP, SANDAG will complete a San Diego Regional Air-Rail Network Study that will address:

1. Airports in southern California that could serve passengers in the San Diego region, and the potential for high-speed and commuter rail to connect San Diego to these facilities.
2. The possibility for future high-speed passenger rail systems to alleviate short-haul demand at SDIA and free up capacity for long haul or international flights. SANDAG is coordinating this effort with the Airport Authority, the Southern California Association of Governments (SCAG), California High-Speed Rail Authority, San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC).



How does the RASP integrate with the AMAP?

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.

How will the recommended RASP and AMAP strategies be integrated into the 2011 SANDAG Regional Transportation Plan?

The Regional Transportation Plan (RTP) is an integrated set of public policies, strategies and investments designed to maintain, manage and improve the transportation system in the San Diego County region.

SANDAG is required under federal law to update the RTP every four years, with the next update scheduled for 2011. While SB 10 does not require the Airport Authority to complete the first RASP until June 30, 2011, and SANDAG is not required to complete the first AMAP until December 31, 2013, both agencies intend to include projects and policies developed from the RASP, AMAP, Destination Lindbergh, and the Regional Air-Rail Network Study, to the extent they are complete, in the 2011 update of the RTP.

How will high-speed rail connect with airports?

With the passage of Proposition 1A in November 2008, planning for high-speed rail in California will proceed. All high-speed train stations could be multi-modal transportation hubs that will link directly to local and regional transit systems, airports, and highways. For San Diego International Airport at Lindbergh Field, an Intermodal Transportation Center is being contemplated for the north side of the airport as part of the Destination Lindbergh process.

Since 1993, the State of California has authorized the study of an intercity, high-speed train (HST) system that will connect the state's metropolitan areas, including San Diego. The California High-Speed Rail Authority is the statewide agency charged with the planning and construction of this system.

San Diego's proposed connection will begin in downtown San Diego and follow the main rail corridor north, adjacent to Lindbergh Field, turning east in the University City area to Interstate 15, where it will parallel the freeway for the remainder of the route in San Diego County. The route continues north through the Inland Empire to Los Angeles, with a station planned near Ontario International Airport and a possible connection to San Bernardino International Airport. SANDAG will also study the possibility of extending this route to the International Border and Tijuana's Rodriguez Airport. When finished, this system could provide San Diegans with a high-speed connection to several southern California airports.

Is this another site selection effort?

Not at all. As mandated by state law, the RASP is to assess potential strategies to distribute aviation/airport, ground access and connectivity functions around the regional airport system and maximize the utilization of San Diego County's airport facilities, rather than consolidating aviation operations ground access at one facility.

With the economy the way it is, aren't fewer people traveling these days? Why do we need to go through this?

As the region's economy is forecast to grow long-term, San Diego County must be proactive in planning for the anticipated demand for air service and the aviation industry's next inevitable growth phase. The Airport Authority will present findings to the entities with jurisdiction over civilian airports based on the information compiled through this strategic planning process. The final decision to implement the findings rests with each individual airport owner/operator and jurisdiction (primarily, the City and County of San Diego).

How can I get more information and provide input?

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.