Briefing for:

Ad Hoc Airport Regional Policy Committee – Meeting 3

June 12, 2008

San Diego County Regional Airport Authority
City of San Diego
San Diego Association of Governments
Port of San Diego
County of San Diego
Metropolitan Transit System
North County Transit District
United States Department of Defense
About this Document

- This presentation has been prepared in advance of a meeting of the Ad Hoc Airport Regional Policy Committee.
- Minor changes to the information contained herein may be made prior to the meeting.
- This document contains concepts and analyses for consideration and discussion which will be used as context during the meeting. No decisions regarding the implementation of these concepts has been made.
Agenda

1. Summary of interviews with Ad Hoc Committee – Part 1
2. Overview of intermodal opportunities
3. Physical planning considerations for development
4. Conclusion and next steps
Project Tasks and Work Flow

Phase A
Vision Foundation

Task 1
Vision Collaboration Structure
• Committees and organization

Task 2
Goal Setting Community Input
• Goals development

Task 3
Forecasting
• Aviation and multimodal activity

Task 4
Context and Opportunities
• Economic, operational, natural resources, and social considerations

Phase B
Community Engagement and Concept Development

Task 5
Preliminary Community Input
• Regional guidance

Task 6
Airport Multimodal / Concept Development
• Multimodal, airside, and terminal concepts

Phase C
Ultimate Vision and Concept Refinement

Task 7
Preliminary Vision
• Vision and Concept

Task 8
Concept Community Input
• Final input to concept

Task 9
Final Vision and Concept
• Development concept
• Financial plans
• Visualization

Interim Report 1

Interim Report 2
Interviews held June 2-9, 2008
Excellent input and advice from the Committee
Today: Part 1
  • Areas of commonality
  • Committee discussion and feedback
  • Initial policy framework
June 26: Part 2
  • Areas of more specific interest
  • Detailed advice and guidance
  • Draft goals and objectives
Common Theme 1

- Develop a plan built on consensus
  - Bridge jurisdictional boundaries
  - Maximize support for implementation
Lindbergh is our Airport for the foreseeable future

- Develop a regional vision for the Airport as an integrated transportation hub
- Investments in Lindbergh should have long-term legacy value
Common Theme 3

- Create a logical, integrated, and efficient long-range plan
  - Develop an implementable phasing plan
  - Ensure short-term improvements complement the long-term plan
Explore a wide range of possibilities in search of a solution

- Think outside the box
- Ensure that reasonable opportunities are considered
Common Theme 5

Create an intermodal transportation center

- Improve access by all modes to reduce congestion and improve convenience
- Plan for inter-regional connections between air, land, and sea
- Provide transportation options for San Diego region residents and visitors
Common Theme 6

- Further integrate Lindbergh into the development pattern of the community
  - Coordinate with plans for downtown, North and South Embarcadero, and the evolving waterfront
Meeting Objectives

- Get committee direction on
  - Study Objective
  - Intermodal Facility Concept
  - Specific Modal Opportunities and Performance Measures
  - Intermodal Facility Scale
  - Alternative sites

- Overview of intermodal examples
  - West Coast
  - USA
  - International
“Determine the operational and financial feasibility of an intermodal facility at or near I-5 connecting rail, bus, trolley, a consolidated car rental facility, and private auto.”

Source: Interagency MOA
Intermodal Facility Concept

Intermodal Opportunities
Intermodal Facility Concept
Informed by:

Adopted SANDAG 2030 RTP Network

Future Proposed HSR Network
Two Options:
- Intermodal serving Lindbergh only
- Intermodal serving Lindbergh and region
# Specific Modal Opportunities and Potential Performance Measures

## Intermodal Opportunities

<table>
<thead>
<tr>
<th>Modes</th>
<th>Geographic Coverage</th>
<th>Patronage Potential</th>
<th>Institutional Challenges</th>
<th>Sustainability Factors</th>
<th>Added Capital and Operational Cost</th>
<th>Environmental Considerations</th>
<th>Financial Feasibility</th>
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<tbody>
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<td>Light Rail</td>
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**Table:**
- **Modes**:
  - Light Rail
  - Coaster
  - Amtrak
  - Local Bus
  - Ground Transportation Shuttles
  - Rental Car
  - Private Auto
  - Taxi
  - Bus Rapid Transit (BRT)
  - High Speed Rail (HSR)

**Sustainability Factors**:
- Operational Factors
- Added Capital and Operational Cost
- Environmental Considerations
- Financial Feasibility
West Coast Airport Intermodal Use

Intermodal Opportunities

- Bus and Van (includes shared-ride van)
- Rail Ridership
- SDIA MTS Route 992 Bus to Coaster/Trolley/downtown
- SDIA Shared-ride van

Comparison of intermodal use in different cities:
- Portland
- Oakland
- San Diego
- San Francisco
- Seattle
- Los Angeles
San Francisco International Airport – 7% Rail Ridership
Oakland International Airport – 9% Rail Ridership

Intermodal Opportunities

BART Ticket Machine

Coliseum Station

Airport Station
Portland International Airport – 6% Rail Ridership

Intermodal Opportunities

12 miles
Transit Ridership at US Airports

Washington National Airport –
13% Rail Ridership

Intermodal Opportunities
International Airport Intermodal Use

Intermodal Opportunities

Hong Kong, Chek Lap Kok – 28% Rail Ridership

Intermodal Opportunities
London Heathrow – 24% Ridership

Intermodal Opportunities
Ad Hoc Airport Regional Policy Committee comments on

- Study objective
- Intermodal facility concept
- Specific modal opportunities and performance measures
- Intermodal facility role
Physical Planning Considerations

- Detailed considerations are being evaluated and will be brought to the Committee
- Airfield
- Terminal
- Support facilities
- Potential site envelope
Airfield Capacity

Airfield Acreage: 210
### Terminal Capacity

#### Terminal Area Acreage: 165

<table>
<thead>
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<th>Terminal</th>
<th>Gates</th>
<th>Size (s.f.)</th>
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<td>Commuter</td>
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<td>40,850</td>
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<tr>
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<td>T2</td>
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<td><strong>850,650</strong></td>
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**Planning Considerations**

Terminal Area Acreage: 165
Potential Site Opportunities
Questions for Next Meeting

1. How much aviation activity is the Airport site capable of, particularly in light of its small footprint, its single runway, and its constrained ground access capability?

2. For purposes of Destination Lindbergh,
   a. How do we define “the community?”
   b. What are the aviation needs of the community?
   c. How do these needs relate to the aviation wants of the community?
   d. How do the results relate to question 1?

3. Should the Airport intermodal center also be the region’s primary intermodal center for non-airport transfer or would that center be better located elsewhere?

4. What other ground access / transit modes would the community like to see interface at the Airport site?
Questions for Next Meeting, continued

5. Are the region’s ground transportation agencies (SANDAG, MTS, NCTD, CA High Speed Rail Commission, etc.) willing to deliver the intermodal connections identified in question 4 to the Airport site?

6. What level of connectivity (how much and what level of service) must each of the modes identified in question 4 have to the rest of the San Diego / Southern California transit network in order to make an interface at Airport worthwhile?

7. How much does the Airport intermodal transit plan depend on the San Diego region’s inclusion in the overall airport/transit planning for Southern California?
### Schedule

<table>
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<tr>
<th>Task</th>
<th>2008 April</th>
<th>May</th>
<th>June</th>
<th>July</th>
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#### Legend
- **Project Task**
- **Meeting**
- **Report**

**Time now**
Next Steps

- Further distill Ad Hoc Committee input into preliminary goals and objectives
- Initiate multimodal analyses
- Further define site opportunities
- Quantify support facility needs
Thank You!

- Questions
- Comments
- Discussion