Alternative A3

• North ground transportation access
• North passenger processing: check-in, baggage
• Optional south passenger processing: check-in, baggage
• North air cargo and general aviation
• South gates and security screening

Development Alternatives

Relocated Pacific Highway

Non-secure People Mover
Alternative A8

- New alternative resulting from independent peer review
- New dedicated I-5 access roads from north
- North Intermodal center, rental car facility, public parking
- North air cargo and general aviation
- South gates and passenger processing: check-in, security screening, baggage
- South public parking
Alternative B1

- North ground transportation access
- North gates and passenger processing: check-in, security screening, baggage
- South air cargo and general aviation

Note: Airfield B is presented for informational purposes only. The US Marine Corps letter of April 18, 2008 stated that MCRD property is a national defense resource and is not available to resolve airport land use issues.
Alternative B7

- North ground transportation access
- North gates with passenger processing: check-in, security screening, baggage
- North air cargo and general aviation
- South gates with passenger processing: check-in, security screening, baggage

Note: Airfield B is presented for informational purposes only. The US Marine Corps letter of April 18, 2008 stated that MCRD property is a national defense resource and is not available to resolve airport land use issues.
Optional Arrangement - Alternative B1/E1

- Shifts Intermodal center more towards northwest
- Reuses existing I-5 access ramps
Alternative E1

- North ground transportation access
- North gates and passenger processing: check-in, security screening, baggage
- South air cargo and general aviation
Alternative E7

- North ground transportation access
- North gates with passenger processing: check-in, security screening, baggage
- North air cargo and general aviation
- South gates with passenger processing: check-in, security screening, baggage
Conclusions and Next Steps

- Project schedule
- Next steps
## Schedule

**Legend**
- Project Task
- Meeting
- Report

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<th>Task</th>
<th>2008 April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>Aug</th>
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*Time now*
Next Steps

- Further refine alternatives
- Develop preliminary evaluation matrix
- Initiate traffic analyses
Thank You!

- Questions
- Comments
- Discussion
Appendix

- Civic Engagement – Key Messages
Jacobs Consultancy, with support from Michael Gallis & Associates, Porter Novelli, California Strategies and Strategic Communications, proposes to begin the civic engagement planned as part of the Destination Lindbergh project.

The initial phase will consist of one-on-one meetings with various community leaders from the following areas:

- Economic development
- Academia
- Healthcare
- Biotechnology
- High technology/telecommunications
- Tourism and hospitality
- Environmental
- Arts and culture
A breakthrough alliance of the San Diego County Regional Airport Authority, City of San Diego and SANDAG (San Diego Association of Governments) is leading an Ad Hoc Policy Committee that includes the Port of San Diego, County of San Diego, Metropolitan Transit System, North County Transit District and U.S. Department of Defense.

- It is particularly important to note that the military is at the table in this process.
- Ultimately, a region-wide civic dialogue will be used to develop a visionary, implementable concept.
- The plan will be built on consensus, bridging jurisdictional boundaries.

The committee is steering an integrated process considering bold possibilities for San Diego International Airport at Lindbergh Field.

The committee’s goal is to answer the question, “What is the ultimate build-out for Lindbergh?” as well as to minimize traffic impacts to adjacent communities and improve inter-modal access, while considering the airport as a potential regional transportation hub.
On August 2 the committee held a half-day workshop to delve into several different concepts, including:

- Six concepts for the terminal and an inter-modal transit center layout
- Six concepts for the airfield (runway and taxiways) layout
- How those concepts could be combined into alternatives for further study

Several key issues emerged that now are being studied by the consultant team and worked through by the committee, including, but not limited to the following:

- A full-length Taxiway C north of the runway
- The location of passenger terminal(s) and gates
- The potential upsides and downsides of an automated people mover
- Phasing of construction of new facilities and removal of existing facilities
- Improved access to I-5 and various forms of transit
- Costs and funding options
- Expectations regarding customer service

The ultimate plan will almost certainly be a compromise and will entail significant trade-offs that the committee will discuss with over the next six months

We plan to keep you informed of Destination Lindbergh’s progress and there is a web site if you wish to track the project in real-time: www.destinationlindbergh.com