One Year of Effort

- **Hiring**
  - Transportation planners to predict traffic and transit use
  - Sustainability experts to identify the impacts of greenhouse gases, criteria air pollutants, and options for building green facilities
  - Consultants who used GPS to develop accurate elevations for each roadway on the north side
  - Architectural communications specialists to create renderings
One Year of Effort

- Consulting with public agencies to learn about the challenges that would face them
  - SANDAG
  - Metropolitan Transit System
  - North County Transit District
  - City of San Diego
  - Port of San Diego
  - Caltrans
  - California Aeronautical Division
  - Federal Aviation Administration
  - U.S. Department of Transportation
  - U.S. Marine Corps
  - County of San Diego
One Year of Effort

- Developing information consistent with
  - Airport transportation data
  - Airport Master Plan
  - Airport Master Plan DEIR
  - Airport forecast documents
These Are The Results of . . . .

- A study to analyze:
  - Traffic
  - Transit
  - Greenhouse Gases
  - Criteria Air Pollutants
  - Green Airport Construction
The Study Team . . .

Malcolm Pirnie
A 110-year-old firm of engineers, scientists, and planners who have performed a variety of environmental and management consulting services, including air quality and sustainability, for municipal and state government clients both in the US and internationally.

Sinclair Knight Merz (SKM)
An Australian firm and global alliance partner with Malcolm Pirnie, Sinclair Knight Merz is a leading global project delivery organization working with public and private sector clients in providing engineering, planning and project management advice. The firm has experience working with airport operators in Australia, New Zealand and the UK to develop strategies for continued expansion and more sustainable operations.
The Following Scenarios Were Modeled

1. 2005 Baseline
2. 2030 No Project Alternative
3. 2030 Airport Preferred Alternative
4. 2030 Airport Preferred Alternative with the Proposed Airport Transit Plan
5. 2030 Lindbergh Intermodal Transportation Center (ITC)
Here Are Some of the Findings

The Lindbergh ITC would:

- Significantly reduce congestion in the vicinity of the airport and downtown
- Reduce growth in vehicle miles traveled (VMT) 5 times greater than the Airport’s Preferred Alternative and Transit Plan
- Increase the use of transit by air travelers and employees to 5.2 percent
- Significantly reduce the growth rate of emissions of greenhouse gases and criteria air pollutants
- Improve opportunities for sustainable building
Existing (2005) Level of Service (LOS) On Adjacent Streets (Worst Congestion in Red and Orange)
Master Plan Preferred Alternative
Level of Service 2030
Congestion Increases Significantly
Lindbergh ITC Level of Service 2030 – Dramatic Improvement in Congestion
Lindbergh ITC Increases Transit Share to 5.2%
Lindbergh ITC Focuses on Improving Rail Access (4.0%)  
Airport Plan Focuses on Bus Use (2.1%)
Any Percentage of Marketing Applied Would Be True In Varying Degrees Across the Board Consultants Say More Options = More Success

- Bus/FlyAway
- Trolley
- Coaster
- Marketing

Percent Transit Share

0.0% 0.8% 0.8% 0.8% 0.8%
1.0% 2.9% 1.6% 0.4% 0.4%
2.0% 2.9% 0.8% 2.1% 2.1%
3.0% 1.5% 1.5% 0.5% 0.5%
4.0% 1.5% 1.5% 0.4% 0.4%
5.0% 0.8% 0.8% 0.8% 0.8%
6.0% 2.6% 2.6% 2.6% 2.6%
7.0% 0.4% 0.4% 0.4% 0.4%
8.0% 6.7% 6.7% 6.7% 6.7%
The Lindbergh ITC would be an easily understandable, marketable, and brandable concept that could promote even more transit use from passengers not going to the Airport. . .

The intrinsic and intangible value of having this iconic center for transportation will advance transit use in ways that we will be unable to measure in advance. . .
Reduction in the Growth of Vehicle Miles Traveled (VMT) Is Five Times Greater with the Lindbergh ITC Scenario

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Reduction (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport No Project</td>
<td>0.0%</td>
</tr>
<tr>
<td>Airport Preferred Alternative</td>
<td>0.0%</td>
</tr>
<tr>
<td>Airport Preferred Alternative with Transit Plan</td>
<td>-1.9%</td>
</tr>
<tr>
<td>Lindbergh ITC</td>
<td>-9.8%</td>
</tr>
</tbody>
</table>
The 9.8 Percent Reduction in VMT Growth is Substantial

By comparison:

- Reducing transit fares to zero
  - Reduces VMT only 0.15 percent
- Doubling driving cost
  - Reduces VMT only 0.17 percent
- Increasing road trip time by 50 percent
  - Reduces VMT only 1.6 percent
- All of the above together only total 1.9 percent
Reduction in the Growth of Metric Tons of Greenhouse Gases Is More Than Four Times Greater With the Lindbergh ITC

Incorporates Corporate Average Fleet Economy standards passed by Congress in 2007
Reduction in the Growth of Pounds of Daily Criteria Pollutant Emissions Is More Than Four Times Greater With the Lindbergh ITC

<table>
<thead>
<tr>
<th></th>
<th>Airport No Project</th>
<th>Airport Preferred Alternative</th>
<th>Airport Preferred Alternative with Transit Plan</th>
<th>Lindbergh ITC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent Change</td>
<td>0.0%</td>
<td>0.0%</td>
<td>-1.9%</td>
<td>-9.7%</td>
</tr>
</tbody>
</table>

Incorporates Corporate Average Fleet Economy standards passed by Congress in 2007
"... VMT reductions (and therefore, related emissions) would decrease most significantly in the residential neighborhoods and surface streets near the airport... "

San Diego Airport Expansion
Sustainability Analysis
Page 3-10
Implementing Green Airport Practices

- The Lindbergh ITC creates an opportunity to build a green airport that is a model of sustainability in energy use, water conservation, and waste production.
- The report identifies practices put in place by other airports around the world that could be implemented in the ITC.
- The maximum benefit would be derived from creating new terminals.
Some History from the North Side
Concept C – 2001
Basic Overview: A New Airport With an Intermodal Transportation Center Over the Trolley/Train Tracks
For perspective, here’s how Terminal One, Terminal Two and the proposed Terminal Two expansion would fit on the north side (51 total jet gates)
To Achieve the Environmental Results, the Lindbergh Intermodal Transportation Center (ITC) Concept Was Created
The ITC Features a Green Roof With Solar Panels
Kettner Becomes an Entry Point Into Long-Term Parking and Rental Car Return
Access from I-5
Could Utilize
the Existing
Pacific Highway
Ramps
The ITC would provide direct access to I-5 South and Pacific Highway, and a loop system moves vehicles around the pickup and drop off areas.
A Reconfigured Washington Street Off-Ramp on the North
A View from Near the Mission Brewery
Here’s the Terminal (on the Right) and Nearly 2,000 Short Term Parking Spaces
A Cutaway View Showing Pacific Highway Under the Short-Term Parking and the Intermodal Center (on the Left) With 20,000 spaces for long-term parking and rental cars.
A New Relationship Could Be Forged with the Marines and MCRD, Symbolized By Adjoining Entrances
The Lindbergh ITC Integrates San Diego’s Transportation Elements

- It could unify all the existing transportation coming into San Diego:
  - Air
  - Ship
  - Trolley
  - Coaster
  - Highway
  - Rental Car
  - Flex Car
  - Bus
  - Taxi
  - Shuttles

- And it could catalyze future transportation opportunities:
  - High-speed rail
  - Trolley expansion
  - A people mover
  - Water taxi

- And It Would Also Provide:
  - 2,000 short-term parking spaces
  - More than 20,000 long-term parking spaces
  - A consolidated rental car facility, eliminating the need for shuttles
Defining an Intermodal (Multimodal) Transportation Center

- It isn’t just a way to move people in and out of the airport
- It is a way to move people in and out of and around San Diego
- An airport is one important part of an intermodal transportation center
A Trolley Stop for All Lines
Coaster Stops Making It Convenient to Reach Lindbergh Field From All These Communities

**Zones & Stations**

- **Zone 1**: Oceanside Transit Center, Carlsbad Village
- **Zone 2**: Carlsbad Poinsettia, Encinitas, Solana Beach
- **Zone 3**: Sorrento Valley
- **Zone 4**: Old Town Transit Center, San Diego (Santa Fe Depot)
A Pacific Surfliner Stop
Reaching All These Cities
And A Downtown/Uptown/Old Town People Mover
All of These Rail Lines Would Meet in the Intermodal Center

No matter how you wanted to get around in San Diego, you could come to the Lindbergh Intermodal Transportation Center to connect to it.
What About the Land?

- This concept would need two pieces of land:
  - Approximately **90 acres of public and private property** between I-5 and the current airport property line
  - **27 acres of MCRD**

- Making the airport footprint approximately **778 acres**
90 Acres Of Public And Private Property Would Allow For Construction of the Lindbergh ITC
What About Property Ownership?

Public Property
- **Pacific Highway - City**
- Port
- Railroad Right-of-Way

Private Property
- **SDG&E**
- **Vacant Private**
- **Private Property**
Much of the privately and publicly-owned property is already being used for airport parking and rental cars.
Only the Uncolored Parcels Aren’t Public Property or Airport-Related

**Public Property**
- Pacific Highway
- Port
- Rail Right-of-Way

**Airport-Related Property**
- Parking
- Rental Cars
- Vacant
27 Acres of Land From MCRD Would Allow For Full Extension of Taxiway C
An Opportunity for Interagency and Community Cooperation

- The Lindbergh ITC concept creates benefits for transit agencies and the community.
- As a result, agencies are likely willing to work together on the possibilities to enhance both community and transportation planning:
  - City of San Diego
  - Port of San Diego
  - County of San Diego
  - SANDAG
  - Metropolitan Transit System
  - Caltrans
  - North County Transit District
  - MCRD
- And state and federal transportation agencies may find the concept has appeal for funding and support.
The Risks of Waiting to Frame a Long-Term Community Solution Before Implementing a Short-Term Airport Solution …

- The airport is short on gates, congestion on airport roads is increasing, and waiting areas and security lines are becoming more crowded because of growth in airport operations and travelers.

- The Airport has an excellent reputation for operations, and that excellence is important to both the tourist economy, the business community and residents.

- This operational excellence must be preserved to the degree possible during a transition period, but not at the expense of losing options for the future optimization of the airport, minimizing traffic impacts on the surrounding community, improving transit, and greater sustainability.

- The answer requires a call to action to the agencies and the airport and the community to support the rapid development of a long-term plan to allow quick identification of needed short-term solutions that will not preclude an optimal long-term plan.
What needs to come together?

1. Immediately put in place a multi-agency, fast-track planning effort to determine how much could be moved to the north side, what it would cost and what revenues and financing plans might be feasible.
2. Move quickly to reserve land in the redevelopment area on the north side of Pacific Highway.
3. Gain an agreement with the Marines for a mutually beneficial future.
4. Avoid doing anything that would preclude air terminals and an intermodal center on the north side.
5. Don’t build or invest in any short term plan until the long term plan has been framed.
6. Once the long term plan has been framed, quickly determine what compatible short term work is necessary to maintain customer service.
What Could San Diego Gain from the Lindbergh ITC Concept?

Community Benefits
- Relieves traffic congestion in surrounding communities and along the waterfront
- Makes use of I-5 as a direct access road and improves use of Pacific Highway
- Increases use of mass transit (Trolley, Coaster, Amtrak)
- Creates grade separation from rail lines
- Creates a way to market and expand transit use

Airport Benefits
- Makes San Diego International Airport the best it can be
- Resolves the long-standing dilemma about the future of Lindbergh Field
- Maintains and improves customer convenience

Mutual Benefits
- Knowing that even if a new airport option surfaces, the community investment remains in the Lindbergh Intermodal Transportation Center
- A beautiful, functional facility, an innovative model for intermodal transit,
- A long-lasting, mutually appreciative relationship with the Marines/MCRD
The Lindbergh Intermodal Transportation Center is the Lynchpin to Integrating San Diego’s Airport, Transportation and Community Planning
Lindbergh Intermodal Transportation Center
A Fast-Track Solution to Unifying San Diego’s Transportation Options

California Independent Voter Project (CAIVP)
www.caivp.net