

# AIRPORT MULTIMODAL ACCESSIBILITY PLAN (AMAP) FACT SHEET

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## Background

The Airport Multimodal Accessibility Plan (AMAP) is part of a two-pronged process underway by SANDAG and the San Diego County Regional Airport Authority to plan for improved infrastructure that will be needed to accommodate future aviation demand in the region, as well as surface transportation that will provide ground access to airports.

Senate Bill 10 of 2007 (SB 10) requires airport multimodal planning to be conducted and coordinated by SANDAG and the Airport Authority. The main planning provisions of SB 10 include the development of a Regional Aviation Strategic Plan (RASP) and an Airport Multimodal Accessibility Plan (AMAP). A key component of RASP will be Destination Lindbergh, an integrated regional surface and air transportation planning effort centered on San Diego International Airport completed in February 2009.

The AMAP will include a strategy to expand and add surface transportation (automobile, rail, bus, and future high-speed rail) that will improve access to and from airports both within San Diego County and between neighboring regions. The 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 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 developed collectively and incorporated into the 2050 Regional Transportation Plan.

## High-Speed Passenger Rail

SANDAG works closely with the California High-Speed Rail Authority (CHSRA), the state agency responsible for planning, designing, building, and operating a statewide high-speed train (HST) system connecting major metropolitan areas including San Diego. The southern portion of the route will provide connections at the future Airport Intermodal Transit Center (ITC) at Lindbergh Field and Ontario International Airport. Preliminary engineering indicates a trip from downtown San Diego to Ontario Airport will take less than one hour by high-speed train.

## Proposed Ground Access Improvements

SANDAG is proposing a number of ground access improvements to provide increased capacity and direct connections to airports in the San Diego region that may be recommended for expansion of commercial passenger service, general aviation, or air cargo under the RASP, including:

**Lindbergh Field:** SANDAG, the Airport Authority, and other project partners have completed phase one advanced planning for the ITC at the San Diego International Airport. The ITC would be located on the north side of the airport and provide direct transit service to future airport improvements such as additional parking and future passenger ticketing. Services include trolley, COASTER commuter rail, potentially Amtrak Pacific Surfliner intercity rail, local bus, and future Bus Rapid Transit (BRT), direct bus service, and high-speed rail.

*(Continued on reverse)*



401 B Street, Suite 800  
San Diego, CA 92101  
(619) 699-1900  
Fax (619) 699-1905  
[www.sandag.org](http://www.sandag.org)

**Tijuana International Airport:** The RASP is currently evaluating the enhanced utilization of Tijuana International Airport for commercial service. As a short-term measure, SANDAG is evaluating additional transit and direct bus services to the planned Cross Border Terminal (CBT), a facility on the U.S. side with pedestrian access to Tijuana International. Public transit could connect the CBT with Blue Line Trolley service to downtown San Diego, and future I-805 BRT service. Direct bus services offer passengers a rapid, limited stop connection, and routes are currently being evaluated from downtown San Diego and the Interstate 15 corridor.

In February 2010, SANDAG completed a feasibility study of extending HST service from downtown San Diego to the future CBT with direct access to Tijuana International Airport. Although not part of the state's system currently under study, SANDAG plans to include this route in the 2050 Regional Transportation Plan as a future extension.

SANDAG also will evaluate potential improvements to State Route 905 including high-occupancy vehicle lanes and a direct connector road to the CBT.

**McClellan-Palomar:** Enhanced commercial passenger service is under evaluation in the RASP for McClellan-Palomar Airport. Potential AMAP recommendations include a new transit center with access from Palomar Airport Road and arterial street improvements.

**Gillespie Field:** Gillespie Field is under consideration in the RASP for enhanced general aviation. Consideration will be given to relocation of the Gillespie Field trolley station to a location closer to the airport terminal.

### **2050 Regional Transportation Plan**

Solutions to our region's transportation needs require a comprehensive planning effort that coordinates land use and transportation and develops an integrated, multimodal transportation system. The Regional Transportation Plan (RTP) contains specific public policies and strategies, as well as projects and programs aimed at meeting the diverse mobility needs of our growing and changing region. Federal and state laws require that SANDAG prepare a long-range transportation plan and make an air quality conformity determination every four years. Work is currently underway on the 2050 RTP, which will be available for public comment in early 2011. Both the RASP and AMAP will be major inputs into the plan.