

DESTINATION LINDBERGH

THE ULTIMATE BUILD-OUT

Briefing for:

Ad Hoc Airport Regional Policy Committee – Meeting 10

November 8, 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




**JACOBS
CONSULTANCY**

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 decision regarding the implementation of these concepts has been made.

Agenda

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- 8:00 a.m. – 9:00 a.m. {
- 9:00 a.m. – 9:45 a.m. {
- 10:00 a.m. – 12:00 p.m. {
- 1 Introduction
 - 2 SANDAG forecast of Intermodal Transportation Center activity levels
 - 3 Financial considerations and relevant case examples
 - 4 Development alternatives evaluation
 - 5 Conclusions and next steps

Introduction

- Workshop objectives
- Project background information

Today's Workshop Objectives

1 Introduction

- Review transit forecasts
- Consider financial aspects
- Review alternatives analysis
- Select preferred alternative concept(s)

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SANDAG Forecast of Intermodal Transportation Center Activity Levels



Determining Transit Use for a Destination Lindbergh Intermodal Transportation Center (ITC)

November 2008



Key Questions

- What % of airport travelers would use transit to a new ITC?
- How many non-airport travelers would use a new ITC?

Approach

- Use of comparative analysis & peer group to forecast airport transit ITC Users
- Use of SANDAG model to forecast non-airport ITC users

Peer Group

- **Matthew Coogan**
(Ground access researcher and transportation consultant)
- **Geoffrey D. Gosling, Ph.D.**
(Principal, Aviation System Consulting)
- **Russell Chisolm**
(President, Transportation Management and Design Inc.)

Peer Group Recommended Principles

② Transit Use Forecast

Implementation of an Intermodal Transportation Center should be based on:

- An objective of maximizing non-auto modes of travel to the airport
- Reducing surface traffic in and around the airport
- Development of a centralized airport passenger processing center that makes transit as competitive as the auto
- Development at the airport of an effective and useful air traveler transportation option information system
- Continued work toward modeling mode choice for the ITC option chosen

Elements of Comparison

To compare ground access at airports the following parameters were used:

- Size of airport operations (enplanements)
- Percentage of overall transit mode share used in other regions
- Operational characteristics of transit mode to various airports
- Percentage of rail, bus, shared ride van (where available)
- Distance to downtown

2030 Transit Network

- BRT and Commuter Rail
- Light Rail
- Arterial Rapid
- Local Services

2030 network enables “one-seat” transit ride to ITC from key regional travel corridors

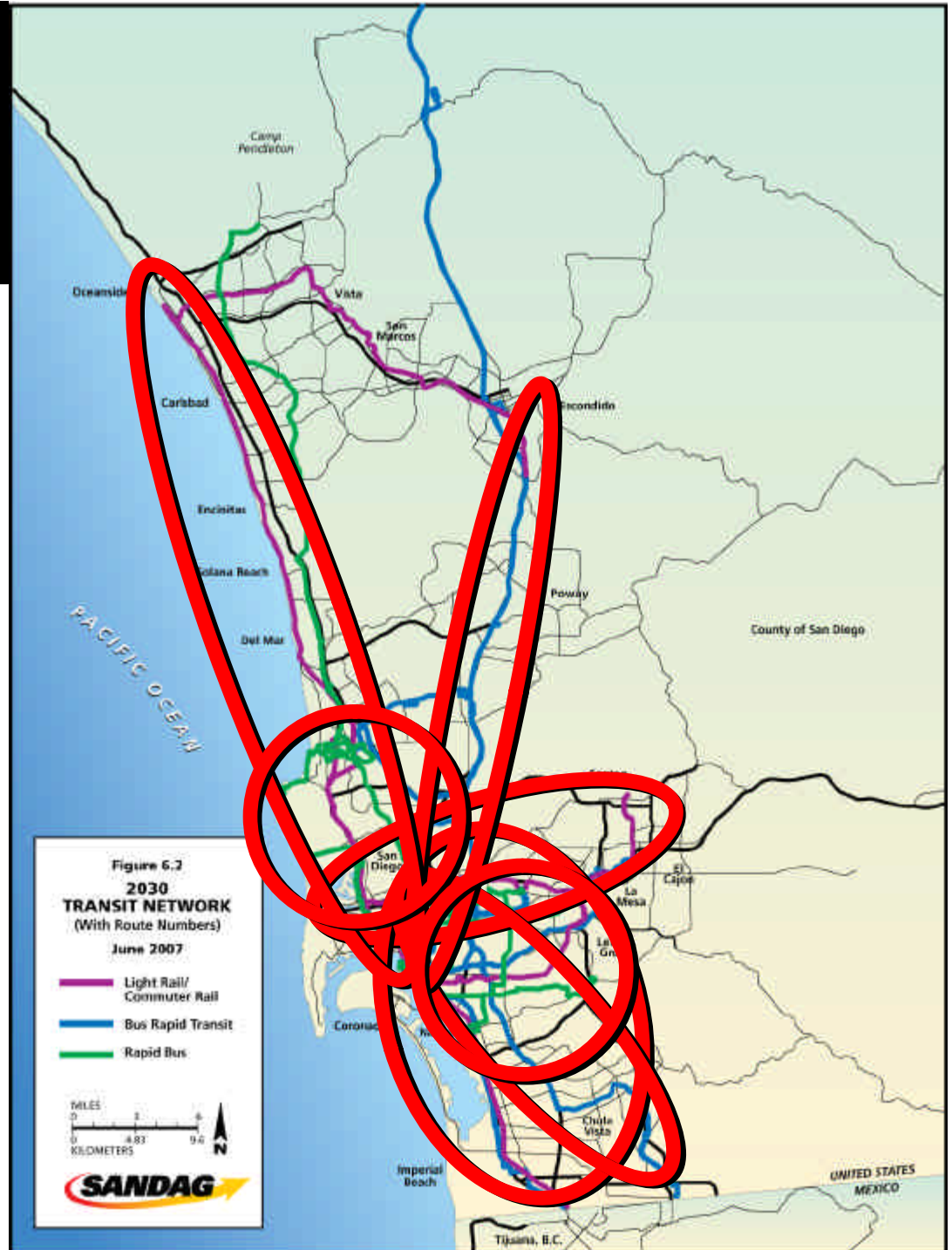


Figure 6.2
2030
TRANSIT NETWORK
(With Route Numbers)
June 2007

0 4.83 9.6
MILES
0 7.7 15.5
KILOMETERS



Forecast ITC Airport Transit Trips by Mode

② Transit Use Forecast

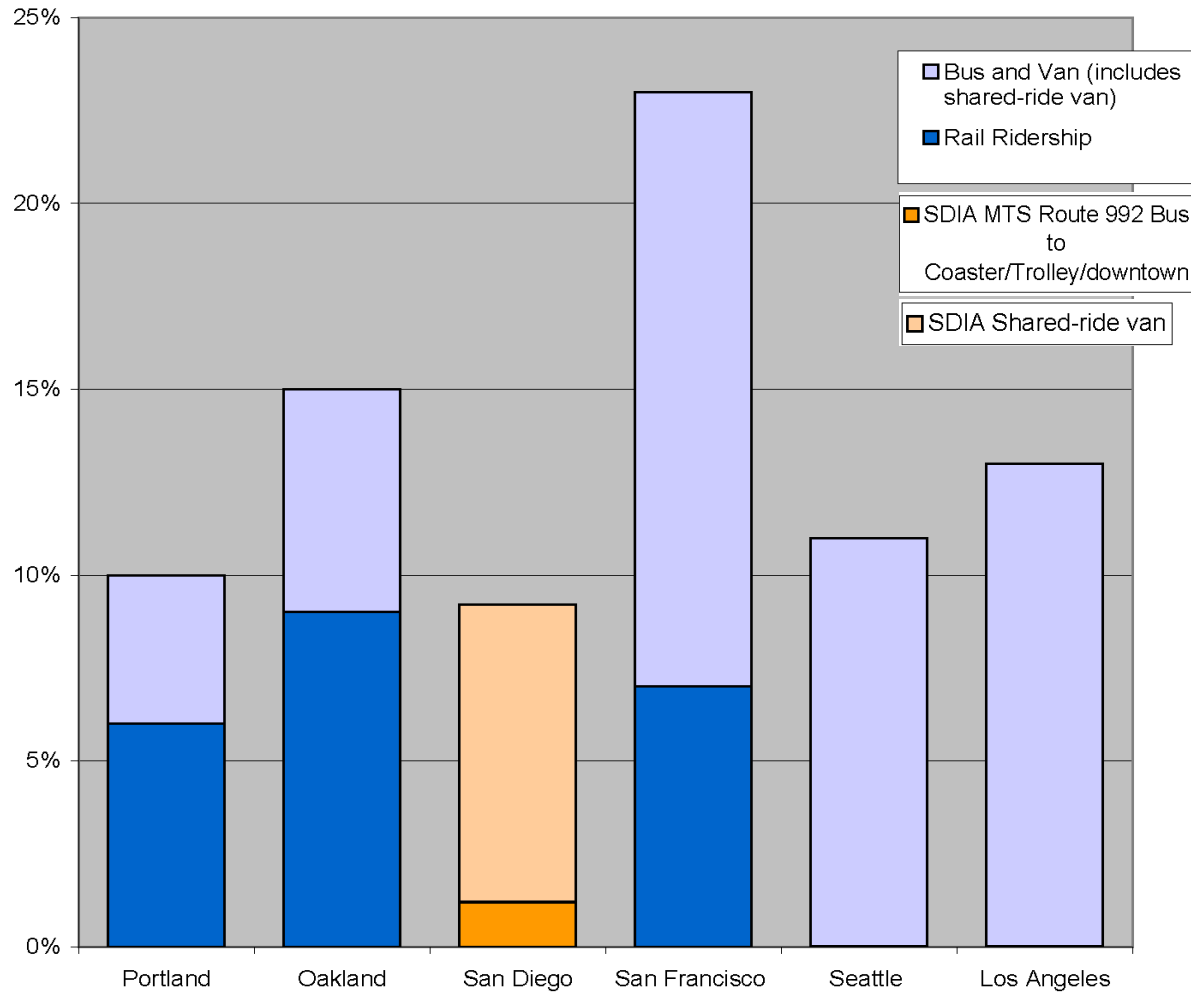
Mode	Current	Forecast	2030 Daily Trips	
	Percent	Percent	Min.	Max.
Trolley	1.3%	5-7%	3,800	5,200
COASTER/Amtrak		1-2%	800	1,600
BRT/Fly Away		2-3%	1,600	2,200
Local Bus		.5-1%	400	800
Airport Employees		-	1,300	1,900*
Sub-Total Airport Trips	1.3%	8.5-13.0%	7,900	11,700
HSR Potential	0%	1-2%	800	1,600
Shared Ride Van	8%	6%	3,600	3,600
Total Airport Trips	9.3%	15.5-21.0%	12,300	16,900

* Assumes 17-25% of airport employees



West Coast Airport Intermodal Use

2 Transit Use Forecast



Forecast ITC Non-Airport Transit Trips by Mode

② Transit Use Forecast

Mode	Daily Trips (2030)
COASTER	1,500
Trolley	9,900
BRT/Bus	3,800
Potential HSR	19,300*
Total	34,500

* HSR initial estimate Santa Fe Depot

Typical Daily Passenger Trip Activity at ITC

② Transit Use Forecast

2030 Trips without HSR

	Min	Max
Airport related trips	11,500	15,300
Non-airport related trips	15,200	15,200
Total trips	26,700	30,500

2030 Trips with HSR

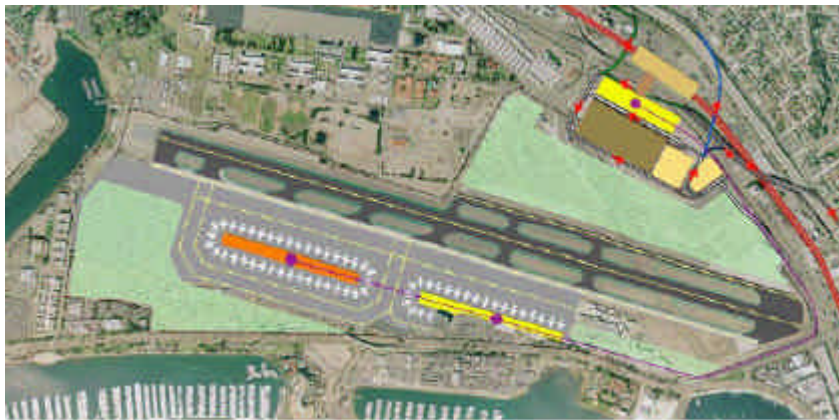
Airport related trips	12,300	16,900
Non-airport related trips	34,500	34,500
Total trips	46,800	51,400

ITC Passenger Use by Alternative

2 Transit Use Forecast

Optimizing Transit (15.5 - 21.0%)

A2



B1



- Maximizes non-auto modes of travel to the airport
- Competitive transit times through centralized airport passenger processing

ITC Passenger Use by Alternative

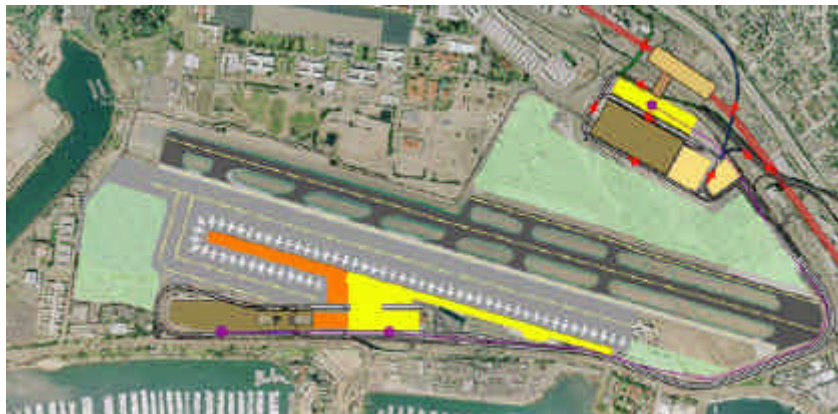
② Transit Use Forecast

Reduced Transit (9 - 11%)

A3



A8



- Does not maximize advantage of non-auto mode travel to the airport
- Non-competitive transit times through dispersed airport passenger processing

Conclusions

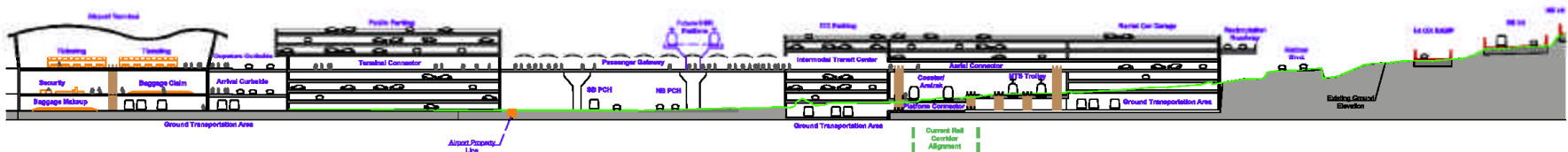
- **Development of an ITC creates an opportunity for increasing non-auto trips to the airport**
- **While the ITC would function effectively as a stand alone facility, its use is enhanced by its connectivity to the airport**
- **Based on forecast passenger trips it is likely the development of an ITC will have a substantial impact on reducing auto related VMT and GHG emissions**

Conclusions (cont'd.)

- **Transit and automobile gate access time needs to be competitive**
- **HSR offers an opportunity to increase non-auto trips to and from the airport and should be further evaluated as part of SANDAG's and Airport Authority's Regional Air-Rail Study**

Future Analysis: How Do We Phase and Implement an ITC?

② Transit Use Forecast



Not To Scale

Preliminary

Conceptual Section
Intermodal Transit Center and Terminal

Questions?



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Financial Considerations and Relevant Case Examples

- Relevant case examples
- Potential funding sources and opportunities
- Financial structure considerations

Miami Intermodal Center

③ Financial Considerations



Miami Intermodal Center

③ Financial Considerations

■ Key elements:

- **A consolidated rental car (CONRAC) facility**
 - Space for 6,500 cars; approximately 80 acres of garage space on 4 levels
- **An intermodal center (Miami Central Station)**
- **A people mover (called “the Miami Mover”, to connect both the CONRAC and the station to the terminal complex at Miami International Airport)**
- **Forecast to accommodate 75,000 daily passengers at completion**

■ Phasing:

- **Consolidated rental car facility - Spring 2010**
- **Miami Central Station – 2012**
- **People mover (“Miami Mover”) - 2012**

■ Sponsoring agencies:

- **Project is being completed by the Florida Department of Transportation (DOT)**
- **Additional funding coming from Miami-Dade County International Airport Authority.**
 - Customer facility charges (CFCs) for parking garage
 - Additional funds for people mover

Miami Intermodal Center

③ Financial Considerations

■ Project cost:

- Project to cost \$1.7 billion dollars (1995 construction dollars)

■ Plan of finance:

- Two loans, totaling approximately \$540 million, from the Federal government, under the Transportation Infrastructure Financing and Innovation Act (TIFIA) state and local sources (City of Miami, Miami Dade County Airport Authority, Miami Dade Expressway Authority, Tri-Rail)
- Private sector fees and charges (\$2.00 CFC, rental car commissions and rental of space)
- The people mover is being funded, in part, through the Airport's Capital Improvement Program (CIP)
- Revenue streams include CFCs, rentals revenues and parking revenues

Portland Airport "Max" Rail Line

③ Financial Considerations

A partnership between public agencies and private corporations
financed in part by PFC revenues



Portland Airport "Max" Rail Line

③ Financial Considerations

- **Key elements: 5 mile long light-rail extension of the Red Line from central Portland to PDX**
- **Phasing: Began operating in September 2001**
- **Sponsoring agencies:**
 - **Project was a Public/Private partnership between:**
 - Tri-Country Metropolitan Transit District
 - The Port of Portland
 - The City of Portland
 - The Portland Development Commission
 - Bechtel Corporation
 - **Bechtel (operating as the Cascade Station Development Co.) contributed \$28.2 million to the project, in exchange for development rights on 120 acres of Port owned land adjacent to the Airport**
 - **Bechtel intends to develop a business, shopping and hotel complex on this land**

Portland Airport "Max" Rail Line

③ Financial Considerations

- Project cost approximately \$124 million, with all funds raised locally
- Plan of Finance:

Agency	Charge Type	Amount (\$millions)
Port of Portland	Passenger Facility Charges (PFCs)	28.3
Tri-Met	General Fund	45.5
City of Portland	Urban Renewal/Tax Increment	23.0
Bechtel Corp. (Cascade Station Development Co).		28.2
Total		124.0