

DESTINATION LINDBERGH

THE ULTIMATE BUILD-OUT

Briefing for:

Ad Hoc Airport Regional Policy Committee – Meeting 12

December 11, 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

- ① Recap of evaluation matrix summary
- ② Preliminary development phasing
- ③ Proposed financial analysis scope
- ④ Conclusions and next steps

Today's Meeting Objectives

- Review preliminary development phasing
- Discuss proposed financial analysis scope

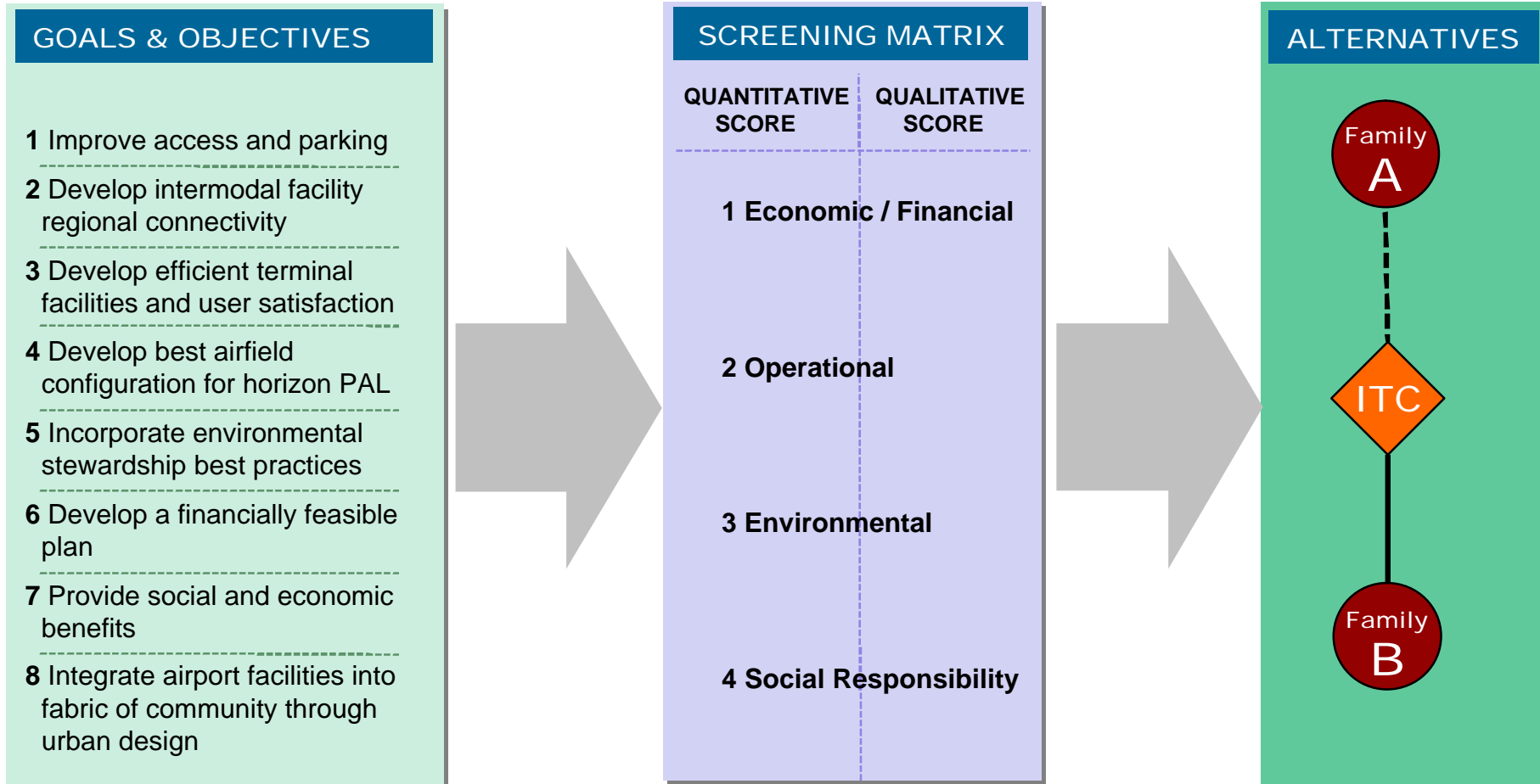


Recap of alternatives evaluation matrix

- Recap of alternatives evaluation process
- Sensitivity testing – removal of qualitative criteria
- Recap of traffic analysis

Process – Evaluation of Alternatives

① Alternatives Evaluation Recap

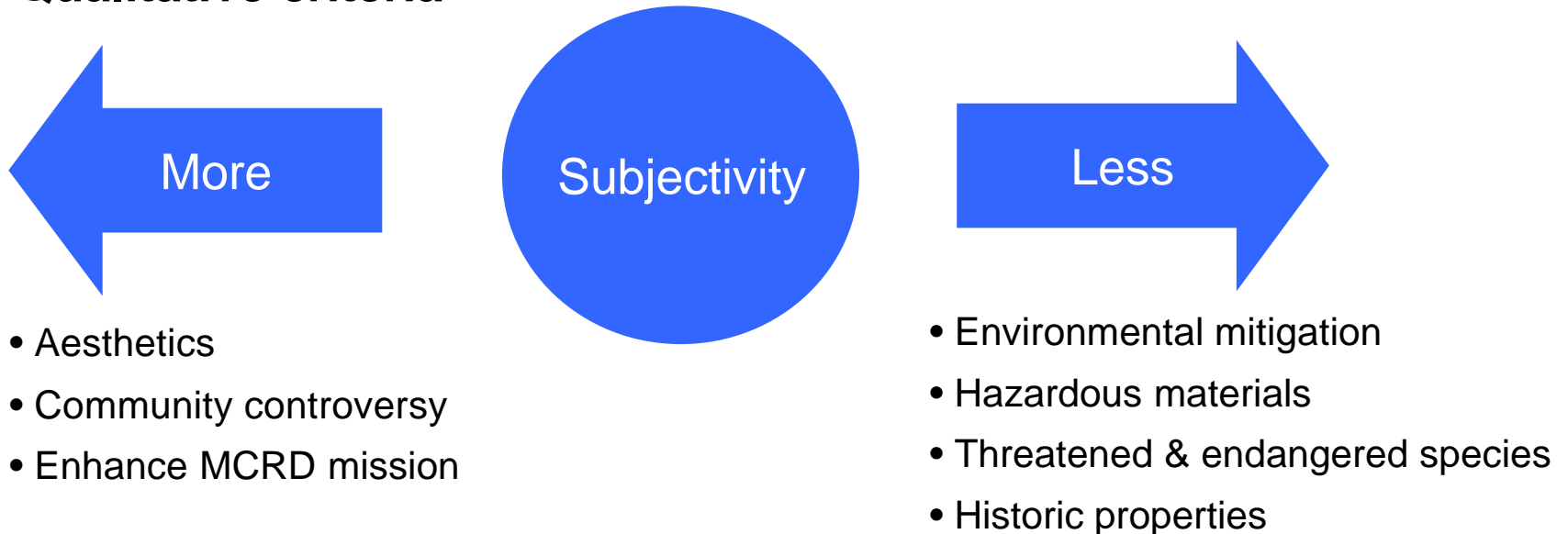


Evaluation Criteria

■ Quantitative criteria

- Goal to maximize quantitative criteria within all categories
- Sought out quantifiable differences between alternatives
 - e.g. capital costs, walking distance

■ Qualitative criteria



Follow Up from November 20 Meeting

① Alternatives Evaluation Recap

Committee requested removal of qualitative/subjective criteria for sensitivity testing:

■ **Potential for community controversy**

- Very subjective
- Self fulfilling

■ **Aesthetics (viewshed)**

- Very subjective
- Future design consideration

■ **Revenue evaluation**

- Should be based on actual analysis, to be prepared later

Sensitivity Testing of Screening Results

① Alternatives Evaluation Recap

		SUMMARY MATRIX	A2	A3	A8
Previous analysis		Economic/financial factors	11	12	14
		Operational factors	16	22	25
		Environmental factors	11	14	20
		Social responsibility	7	11	10
		TOTAL SCORE	<u>45</u>	<u>59</u>	<u>69</u>
		REVISED			
Analysis with qualitative criteria removed		Economic/financial factors	11	12	14
		Operational factors	15	22	27
		Environmental factors	11	14	20
		Social responsibility	5	8	5
		REVISED SCORE	<u>42</u>	<u>56</u>	<u>66</u>

Note:

Lowest score represents the best alternative(s)

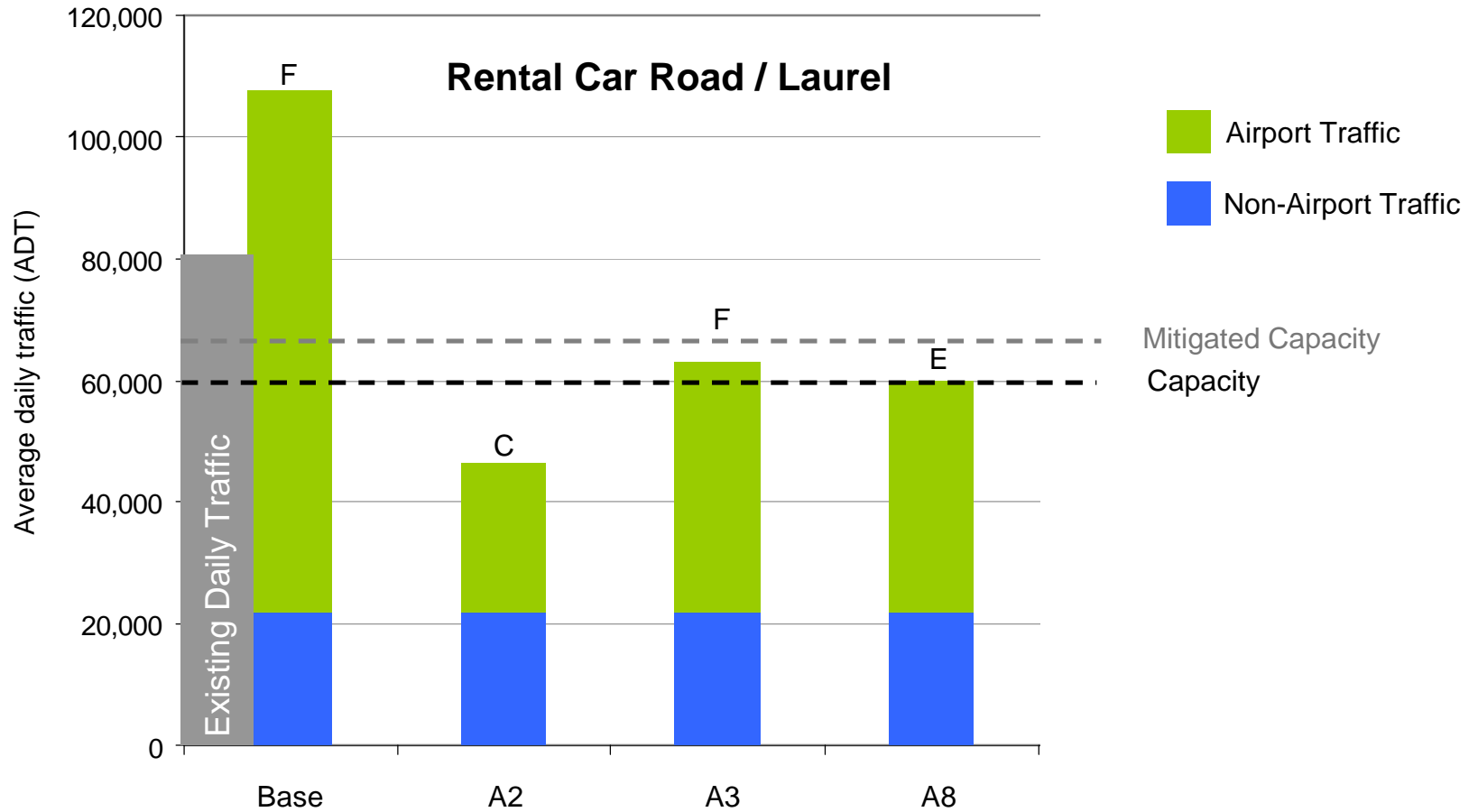
Traffic Analysis Assumptions - Recap

① Alternatives Evaluation Recap

■ Traffic Analysis Assumptions

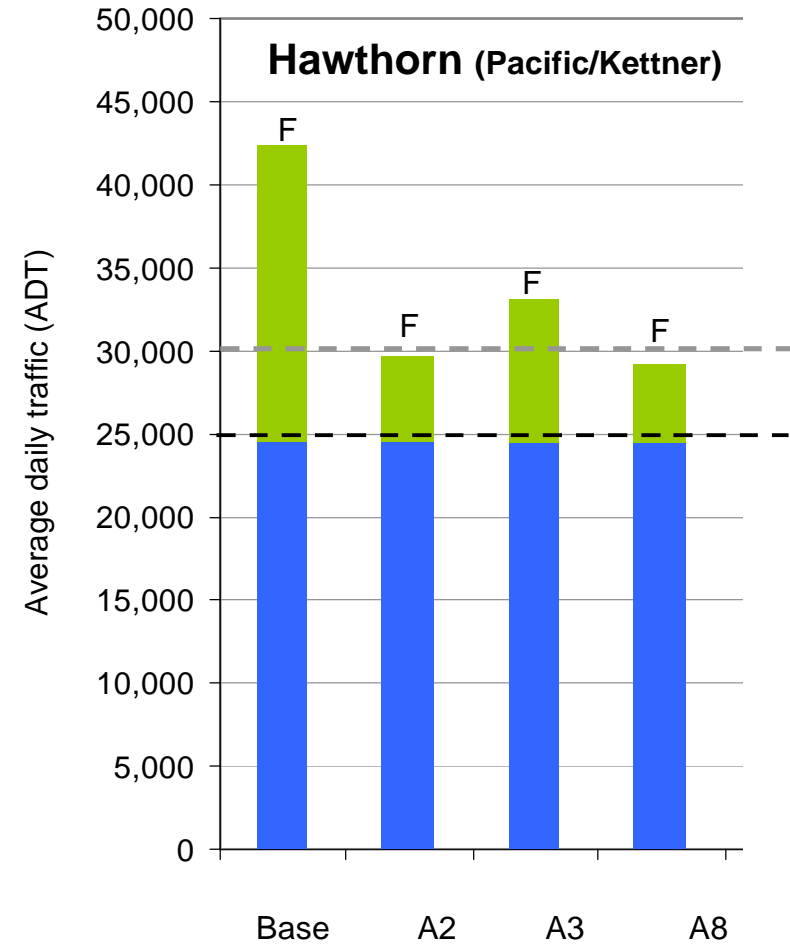
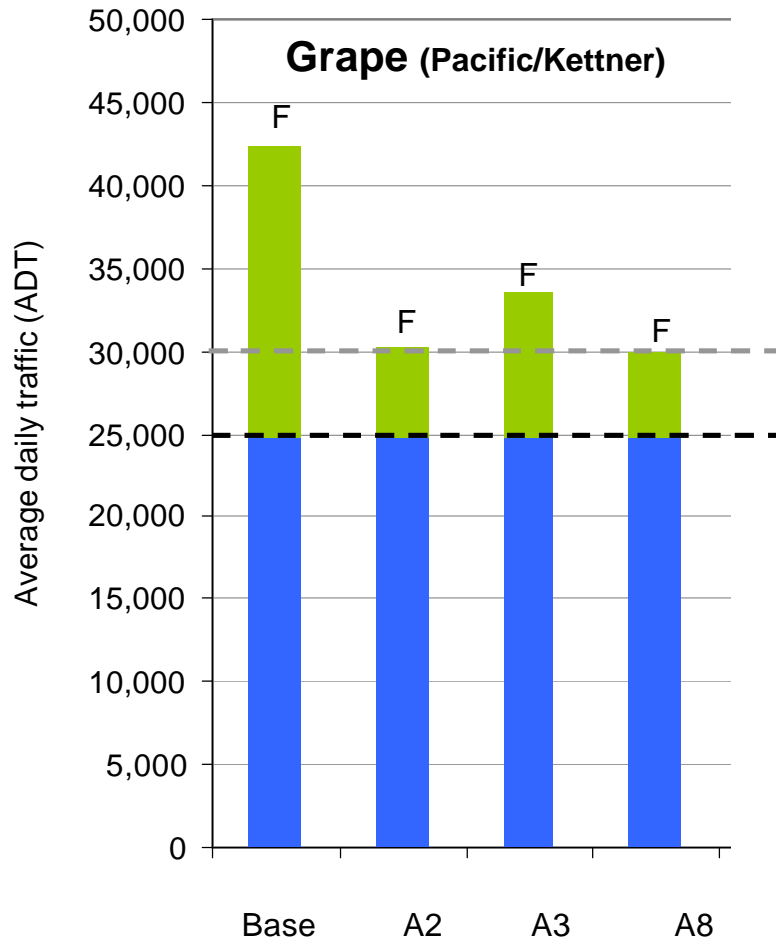
- Airport generated traffic will increase relative to passenger, cargo and general aviation activity
- Airport traffic was redistributed based on the location of terminal processing, parking, rental car, cargo and general aviation facilities
- Non-airport traffic growth was based on SANDAG regional transportation forecast model
- SANDAG airport transit forecasts were used in analyzing future traffic conditions
 - Alternatives A2 and B1: PAL 2 Transit Ridership = 19% (includes shared-ride vans)
 - Alternatives A3 and A8: PAL 2 Transit Ridership = 11% (includes shared-ride vans)

2030 Traffic – North Harbor Drive

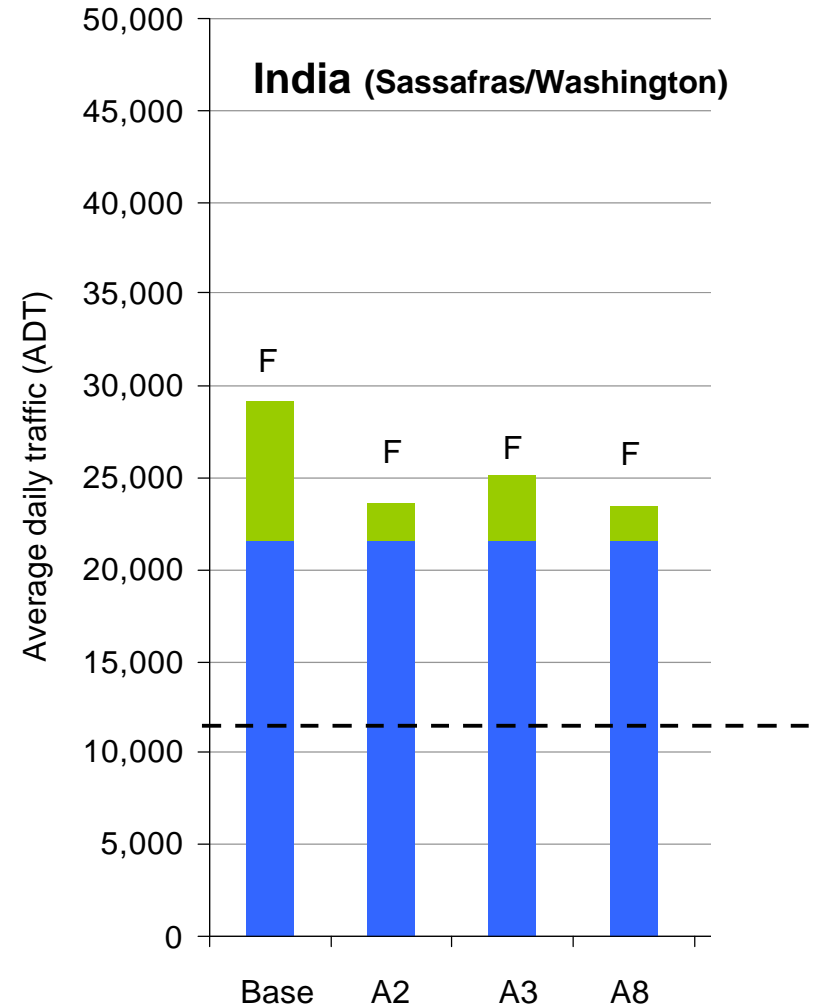
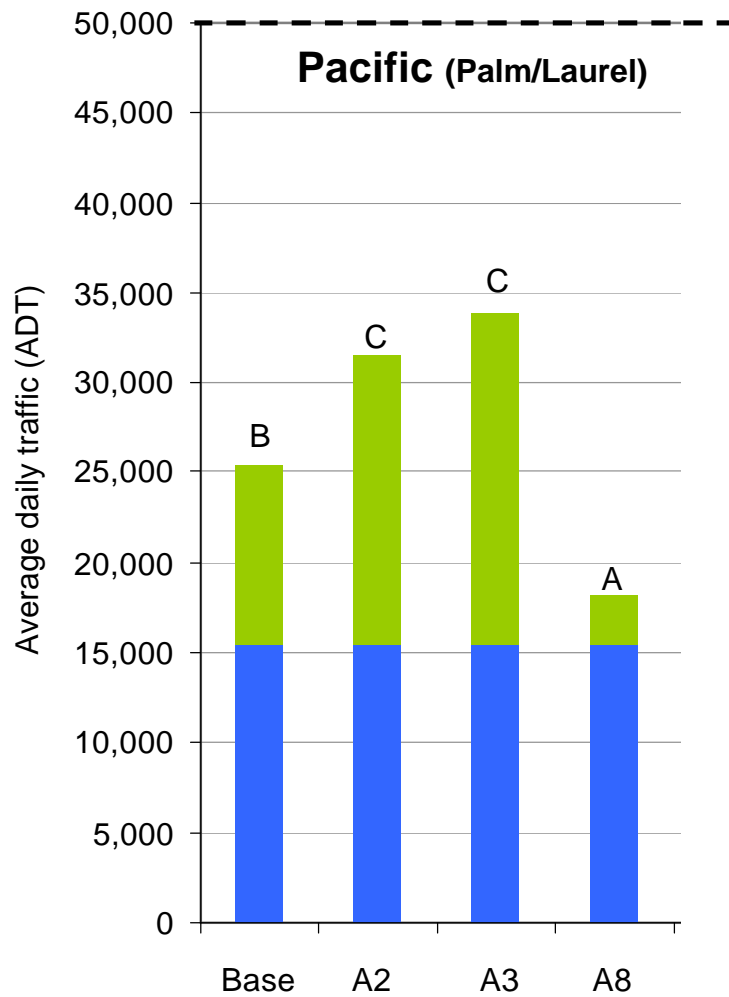


Base = Existing airport with T2West Expansion

2030 Traffic – Key Roads



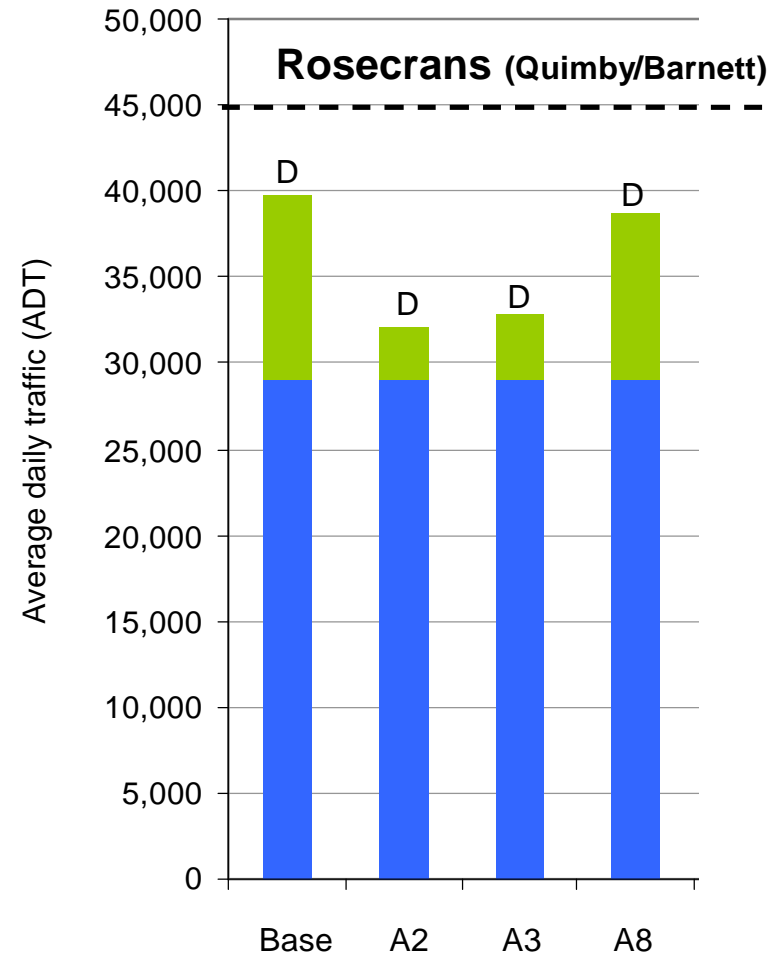
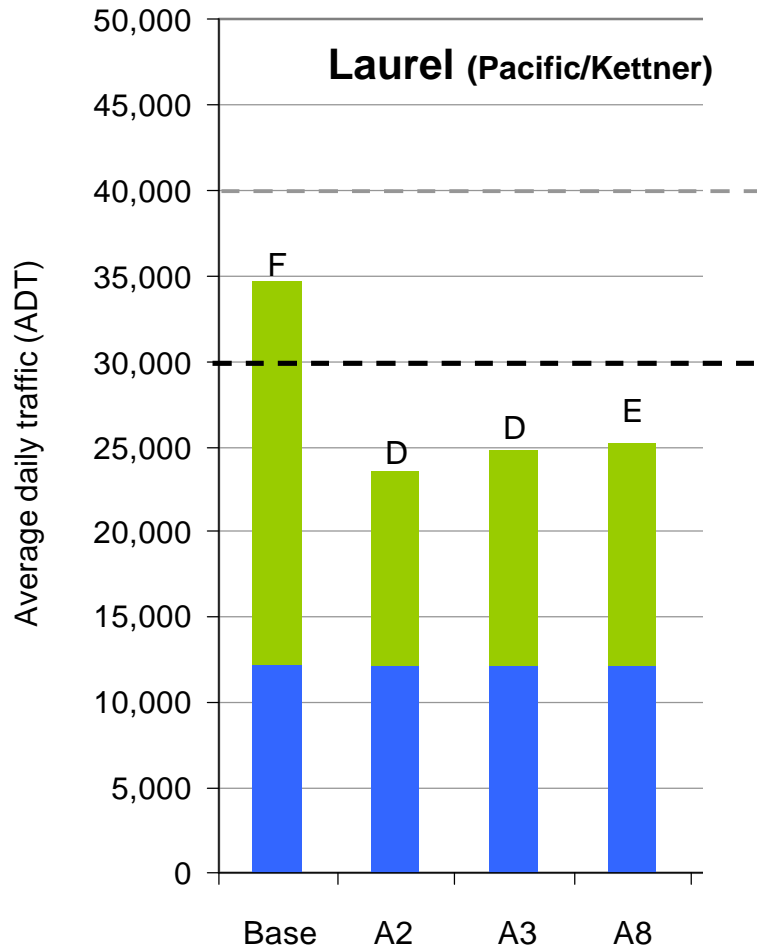
2030 Traffic – Key Roads



■ Non-Airport Traffic ■ Airport Traffic
 Capacity Mitigated Capacity

Base = Existing airport with T2West Expansion

2030 Traffic - Key Roads



Traffic Analysis Findings

① Alternatives Evaluation Recap

- **Alternative A2 results in the best average LOS***
- **Alternative A3 results in the worst average LOS primarily due to 30% of terminal processing remaining on North Harbor Drive**
- **Alternative A2 results in an acceptable LOS on North Harbor Drive**
- **Pacific Highway remains at an acceptable LOS in all alternatives**
- **India Street remains at an unacceptable LOS F in all alternatives due to the high volume of non-airport traffic**

*Acceptable Level of Service (LOS) defined as C or better

Alternatives Conclusions

① Alternatives Evaluation Recap

- **A2 ranks best among the A series**
- **A8 ranks poorest among the A series**
- **Each alternative has specific individual merits**
- **Planning team has taken the following actions**
 - **Prepared a preliminary development phasing plan combining some attributes of all three remaining A series alternatives**
 - **At ultimate buildout, either A2 or A3 can be implemented**
 - **Internal circulation road from A8 was used**
- **A8 is recommended for additional analysis by the planning team to fully understand the positive and negative aspects of that alternative**



Preliminary development phasing

- Phasing plan goals
- Facility phasing matrix
- Opening day Intermodal Transit Center (ITC)
- Overall development phasing:
 - Opening day ITC
 - Planning Activity Level 1
 - Planning Activity Level 2

Phasing Plan Goals

② Development Phasing

- Do not preclude the option of developing airline gates in the north (i.e. Alternative B1)
- Create a “Path to the Future” for a fully-capable intermodal center with passenger check-in
- Develop a realistic plan for ITC facility growth that will match improvements in the San Diego transit network through 2030
- Assemble an “opening day” level of facilities that will allow the ITC to be developed on a fast track
- Include facilities in the opening day plan that can have a significant positive impact on traffic congestion (i.e. CONRAC)
- Provide flexibility to conclude with either A2 or A3 in the ultimate development, depending on conditions at that time

Facility Phasing Matrix

	ITC OPENING DAY	PAL1	PAL2
ACTIVITY	2015 (approximate)	2020 (approximate)	2030 (approximate)
Enplaned passengers	10 million	11 million	14 million
Estimated transit ridership	4% - 6%	7% - 10%	10% - 15%
LOCATION OF KEY FACILITIES			
Airport entrance	South / North	South / North	North
Airline ticketing	South (North for those not checking baggage)	South / North	North
Baggage check / claim	South	South / North	North
PROJECT DEFINITION			
ITC	2 trolley tracks, 2 coaster tracks, elevated walkway, shuttle or APM	1 additional trolley line, freight bypass, APM, Phase 1 – processing, grade separations	Full passenger processing facilities
I-5 Access	Via existing circulation roads	New ramps to north	Improve south ramps
High-speed rail	--	--	Yes
CONRAC/north side parking	9,000 – 10,000 spaces, including storage	14,000-15,000 spaces, including storage	28,000-29,000 spaces, including storage and high speed rail spaces
South side parking	8,000	5,000	4,000 remote (could be elsewhere)
Baggage conveyance system	No	Yes	Yes
Circulation roadway “loop”	Existing access with minor improvements	Yes	Scaled expansion
Concourses	Terminal 2, 10 gate expansion	Terminal 1 replacement gates	Full buildout of gates
Land acquisition (non-MCRD)	Initial ITC phase property	Expanded ITC property	If warranted

Opening Day ITC Facilities (2015)

② Development Phasing



Opening Day ITC Facilities (2015)

② Development Phasing

- Existing facilities
- New facilities
- On-airport roadway

