

<p>SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY STAFF REPORT</p>	<p>ITEM NO. 1</p>
<p>SUBJECT: DISCUSSION AND POSSIBLE ACTION ON A DRAFT CONCEPT PLAN FOR THE PHASE 2 AIRPORT MASTER PLAN SUBMITTED TO THE AUTHORITY BY THE AD HOC AIRPORT REGIONAL POLICY COMMITTEE</p>	<p>MEETING DATE: MARCH 23, 2009</p>
<p>STAFF RECOMMENDATION: Adopt Resolution No. 2009-0037, accepting for public distribution a new draft concept plan for Phase 2 Airport Master Plan.</p>	
<p>COMMITTEE DISCUSSION: The Airport Authority Board discussed the Destination Lindbergh project at the March 5, 2009, Board meeting.</p>	
<p>BACKGROUND: On May 31, 2006, the Airport Authority circulated for an initial 150-day review and comment period, a [DRAFT] Environmental Impact Report (DEIR) for the [DRAFT] Airport Master Plan (AMP Phase 1) for San Diego International Airport (SDIA). A revised version of the DEIR was released on October 2, 2007 with further review and comment periods extending to February 4, 2008. The DEIR addressed proposed near-term airport improvements to meet passenger demand to 2015, including a 10 gate build-out of Terminal 2 West, a dual level roadway and various parking and airfield improvements. The City of San Diego (City) and the San Diego Association of Governments (SANDAG) submitted public comments on the DEIR and expressed concerns that the assumptions and approach of the AMP 1 and DEIR failed to adequately and effectively address longer term developments and to include sufficient mitigation measures. On February 25, 2008 the Board by Resolution 2008-0043 approved entering into a Memorandum of Agreement (MOA) with the City and SANDAG to initiate and cooperate in a AMP Phase 2 study process to consider "future planning" of SDIA, including but not limited to a study of an intermodal transportation center, a consolidated rental car facility, a passenger terminal on the north side of the SDIA, traffic studies, and a transit plan. The City and SANDAG also approved the MOA.</p>	

On March 6, 2008, the Airport Authority Board approved a contract with Jacobs Consultancy to perform a study of the long-term needs of San Diego International Airport (SDIA). The scope of the study, entitled "Destination Lindbergh", expanded as other regional agencies became involved. The final scope of the study included not only the optimization of SDIA, but also included determining the best way to incorporate an Intermodal Transit Center (ITC) at the SDIA, as well as the best way to improve traffic conditions on the surface streets adjacent to SDIA.

A critical part of the MOA provides that if the City and SANDAG agree that the Draft Concept Plan adequately mitigates the traffic impacts of the Phase 1 Airport Master Plan (AMP), currently known as the Terminal Development Plan (TDP) and the Board subsequently accepts for public distribution the new Draft Concept Plan for the Phase 2 AMP, the City and SANDAG agree not to commence litigation against the Authority over the Environmental Impact Report (EIR) as it relates to the Terminal 2 West project, the second level roadway or the airside apron.

The staff with Jacobs have successfully completed the Destination Lindbergh study with the oversight of the Ad Hoc Airport Regional Policy Committee (AARPC). The study results are documented in Interim Report 1, dated September 2008; Aviation Activity Forecast Technical Report, dated August 2008; draft Destination Lindbergh Executive Summary, dated January 20, 2009; and Interim Report 2 (pending).

A Preferred Development Concept was selected by the AARPC. The concept would incorporate three phases. Critical components of the plan are:

Northside

- Consolidated Rental Car facility with on-airport surface road access to the south terminals (Phase 1)
- People mover under the runway (Phase 2)
- Two parking garages (Phases 2 and 3)
- Intermodal Transit Center (Phases 1, 2, and 3)
- Passenger processing center (Phases 1, 2, and 3)

Southside

- 60 new aircraft gates, replacing the existing Commuter Terminal, Terminal 1 and Terminal 2 (Phases 2 and 3)

On February 27, 2009, the SANDAG Board of Directors unanimously voted to direct their CEO to render an opinion that the project does adequately mitigate the traffic impacts of the Phase 1 AMP (also known as the TDP). On March 9, the San Diego City Council voted to do the same. Those actions fulfill SANDAG's and the City's requirements under the MOA.

JUSTIFICATION:

The February 27, 2009 and March 9, 2009 votes from the SANDAG Board and the San Diego City Council fulfill these agencies' requirements under the MOA and provide the opportunity for the Airport Authority Board to fulfill its obligations under the MOA. In so doing, the Board can then proceed with deliberation and possible approval of construction of the Terminal Development Program without threat of lawsuit by either of these agencies.

FISCAL IMPACT:

There is no fiscal impact associated with this action.

ENVIRONMENTAL REVIEW:

- A. This Board action is not a project that would have a significant effect on the environment as defined by the California Environmental Quality Act (CEQA), as amended. 14 Cal. Code Regs, §15378. This Board action is not a "project" subject to CEQA. Pub. Res. Code §21065.

- B. California Coastal Act Review: This Board action is not a project that is a "development" as defined by the California Coastal Act. Pub. Res. Code §30106.

EQUAL OPPORTUNITY PROGRAM:

Not applicable.

PREPARED BY:

KEITH WILSCHETZ
DIRECTOR, AIRPORT PLANNING

RESOLUTION NO. 2009-0037

A RESOLUTION OF THE BOARD OF THE SAN DIEGO COUNTY REGIONAL AIRPORT AUTHORITY TO ACCEPT FOR PUBLIC DISTRIBUTION A NEW DRAFT CONCEPT PLAN FOR AIRPORT MASTER PLAN PHASE 2

WHEREAS, on May 31, 2006, the Airport Authority circulated for an initial 150-day review and comment period, a [DRAFT] Environmental Impact Report ("DEIR") for the [DRAFT] Airport Master Plan ("AMP Phase 1") for San Diego International Airport ("SDIA"); and

WHEREAS, a revised version of the DEIR was released on October 2, 2007, with additional review and comment periods extending to February 4, 2008, with the DEIR addressing proposed near-term airport improvements to meet passenger demand to 2015, including a 10 gate build-out of Terminal 2 West, a dual level roadway, and various parking and airfield improvements; and

WHEREAS, the City of San Diego ("City") and the San Diego Association of Governments ("SANDAG") submitted public comments on the DEIR expressing concern that the assumptions and approach of the AMP 1 and DEIR failed to adequately and effectively address longer term developments and failed to include sufficient mitigation measures; and

WHEREAS, on February 25, 2008, the Board by Resolution 2008-0043 approved entering into a Memorandum of Agreement ("MOA") with the City and SANDAG to initiate and cooperate in a AMP Phase 2 study process to consider "future planning" of SDIA, including but not limited to a study of an Intermodal Transportation Center ("ITC"), a consolidated rental car facility, a passenger terminal on the north side of SDIA, traffic studies, and a transit plan; and

WHEREAS, the City and SANDAG also approved entering into the MOA; and

WHEREAS, on March 6, 2008, the Board approved a contract with Jacobs Consultancy to perform a study of the long-term needs of SDIA, entitled "Destination Lindbergh", with a study scope expanded as other regional agencies became involved to include not only the optimization of SDIA, but also to determine the best ways to incorporate an ITC at SDIA and improve traffic conditions on the surface streets adjacent to SDIA; and

WHEREAS, a critical part of the MOA provides that if the City and SANDAG agree that the Draft Concept Plan adequately mitigates the traffic impacts of the AMP Phase 1 [also known as the Terminal Development Plan (“TDP”)] and the Board subsequently accepts for public distribution the new Draft Concept Plan for the AMP Phase 2, the City and SANDAG agree not to commence litigation against the Authority over the adequacy and legality of the [FINAL] Environmental Impact Report (“FEIR”) as it relates *inter alia* to the Terminal 2 West project, the second level roadway, and the airside apron; and

WHEREAS, the Authority staff and Jacobs have successfully completed the Destination Lindbergh study with the oversight of the *Ad Hoc* Airport Regional Policy Committee (“AARPC”) and the study results are documented in Interim Report 1, dated September 2008; Aviation Activity Forecast Technical Report, dated August 2008; draft Destination Lindbergh Executive Summary, dated January 20, 2009; and Interim Report 2 (pending); and

WHEREAS, on February 5, 2009, the parties approved and executed an Addendum One to the MOA extending certain dates and deadlines specified in the MOA, altering certain terms and rights in the MOA, and avoiding litigation between the parties; and

WHEREAS, on February 27, 2009, the Board of Directors of SANDAG unanimously voted to direct its CEO to render an opinion that the Draft Concept Plan does adequately mitigate the traffic impacts of the AMP Phase 1 (“TDP”), and on March 9, 2009, the San Diego City Council voted to give a similar opinion, said actions thereby fulfilling SANDAG’s and City’s obligations under the MOA, as amended; and

WHEREAS, this Board action is not a project that will have a significant effect on the environment as defined in the California Environmental Quality Act (“CEQA”), as amended, and does not constitute a “project” as defined in CEQA. Cal. Pub. Res. Code §21065; 14 Cal. Code of Regs. §15378; and

WHEREAS, this Board action is not a “development” as defined by the California Coastal Act. Cal. Pub. Res. Code §30106;

NOW, THEREFORE, BE IT RESOLVED that the Board hereby ADOPTS the findings stated herein and ACCEPTS for public distribution the Draft Concept Plan for the Airport Master Plan Phase 2 as required by the MOA, as amended.

BE IT FURTHER RESOLVED that the Board AUTHORIZES the President/CEO and all of the officers, employees and agents of the Authority to do and perform all such acts as may be necessary, lawful and appropriate to effectuate the terms of this Resolution.

PASSED, ADOPTED AND APPROVED by the Board of Directors of the San Diego County Regional Airport Authority at a Special Board meeting held this 23rd day of March, 2009, by the following vote:

AYES: Board Members:

NOES: Board Members:

ABSENT: Board Members:

ATTEST:

TONY R. RUSSELL
DIRECTOR, CORPORATE SERVICES/
AUTHORITY CLERK

APPROVED AS TO FORM:

BRETON K. LOBNER
GENERAL COUNSEL

Item #1



Destination Lindbergh



**DESTINATION
LINDBERGH**
THE ULTIMATE BUILD-OUT

March 23, 2009



Memorandum of Agreement (MOA) and Amendment

- **MOA approved by the Authority, City of San Diego, and SANDAG on May 1, 2008.**
- **Key Provisions of the MOA, amended by Addendum One:**
 - (1) By March 16, 2009, SANDAG & City shall provide opinions as to whether the Draft Concept Plan effectively addresses CEQA mitigation concerns about the Phase 1 AMP.
 - (2) By March 31, 2009, the Authority Board shall accept for public distribution a new Draft Concept Plan with input from SANDAG and the City for the Phase 2 AMP.
 - (3) If (1) and (2) occur, effective 10 days after distribution of the Draft Concept Plan, SANDAG & City agree to not initiate litigation against the Authority for moving forward with construction of the 10-gate build-out of T2W, dual level roadway and airfield apron, but the not the auto parking garage.
 - (4) Any future parking garage project adjacent to T2W will require the completion of a new CEQA process, including notice and a public comment period.



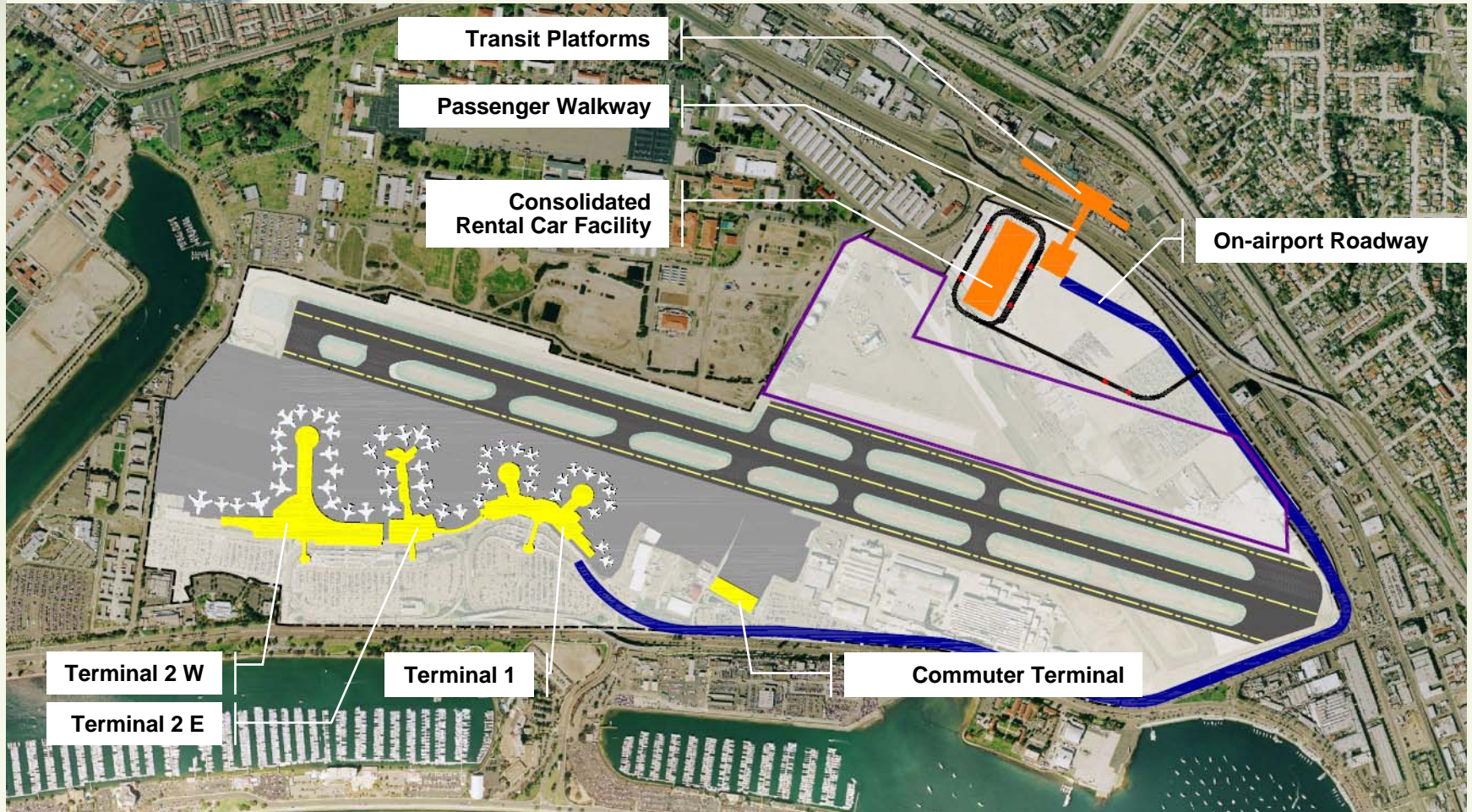
SANDAG and City Actions

SANDAG, February 27th: Authorization to allow the Executive Director to draft a letter to the Airport Authority stating that Destination Lindbergh adequately mitigates the Terminal Development Program.

City of San Diego, March 9th: Acceptance of the Destination Lindbergh report.



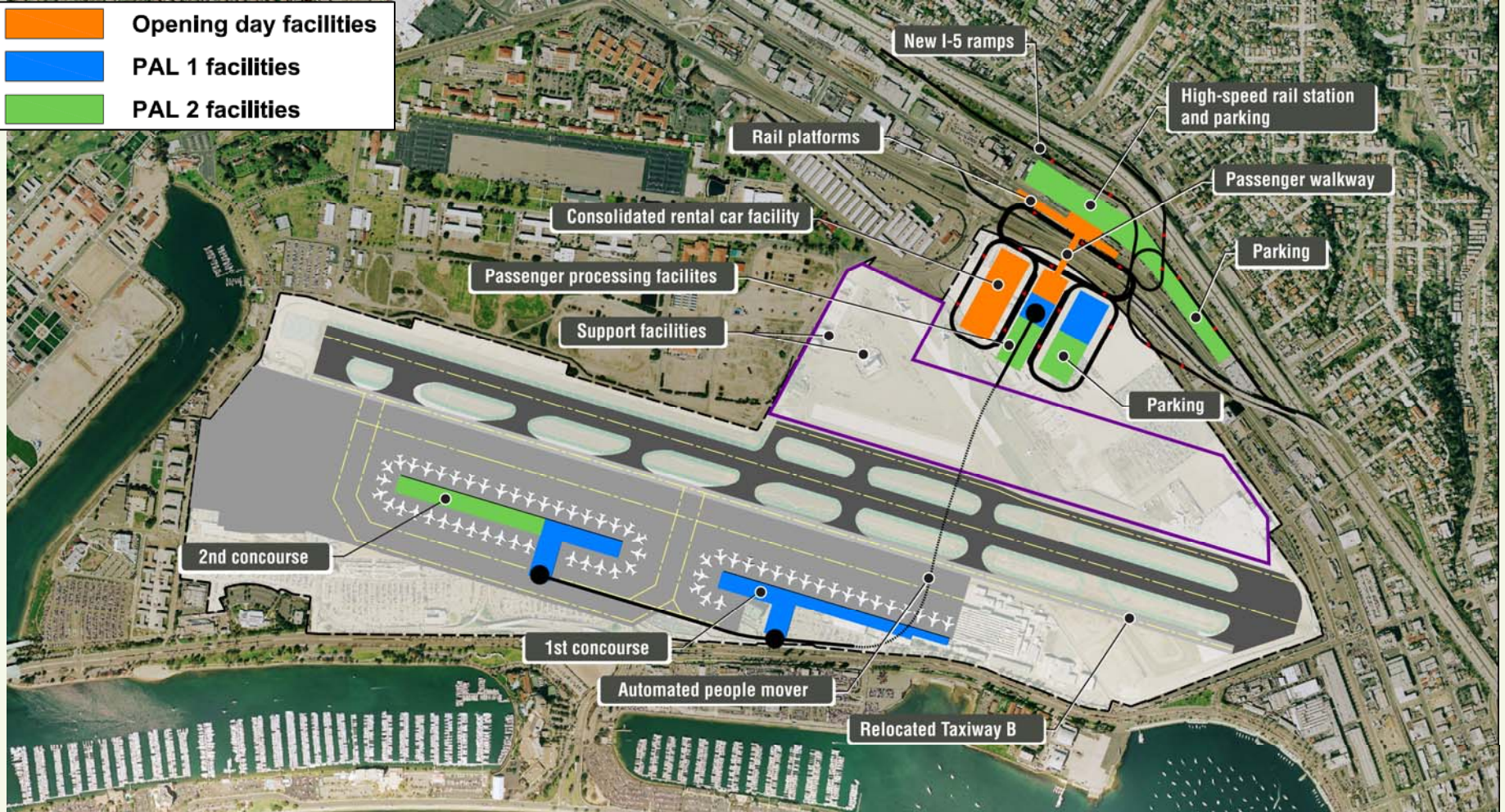
Opening Day Facilities





Recommended Development Plan

- Opening day facilities
- PAL 1 facilities
- PAL 2 facilities



Comments



**DESTINATION
LINDBERGH**
THE ULTIMATE BUILD-OUT

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