

An aerial photograph of a coastal area. On the left, there is a large body of water. A road runs horizontally across the middle of the image. Below the road, there is a large, dark, irregularly shaped area that appears to be a building or a large structure. The surrounding land is covered in green vegetation and some brown patches, possibly indicating cleared areas or different types of terrain.

Regional Aviation Strategic Plan (RASP)

December 2009

Overview

- 1. Background**
- 2. RASP Objectives / Tasks**
- 3. Findings to Date**
- 4. Next Steps**

Why Are We Doing This?

- Senate Bill 10 states that the Airport Authority must prepare the Regional Aviation Strategic Plan by 2011

What is the RASP?

- RASP will identify strategies to improve regional airport system performance by:
 - Considering each airport's existing and future aviation capacity and resources
 - Identifying facilities to accommodate both air transportation and ground access system demand at airports in San Diego County and neighboring regions

RASP Airports

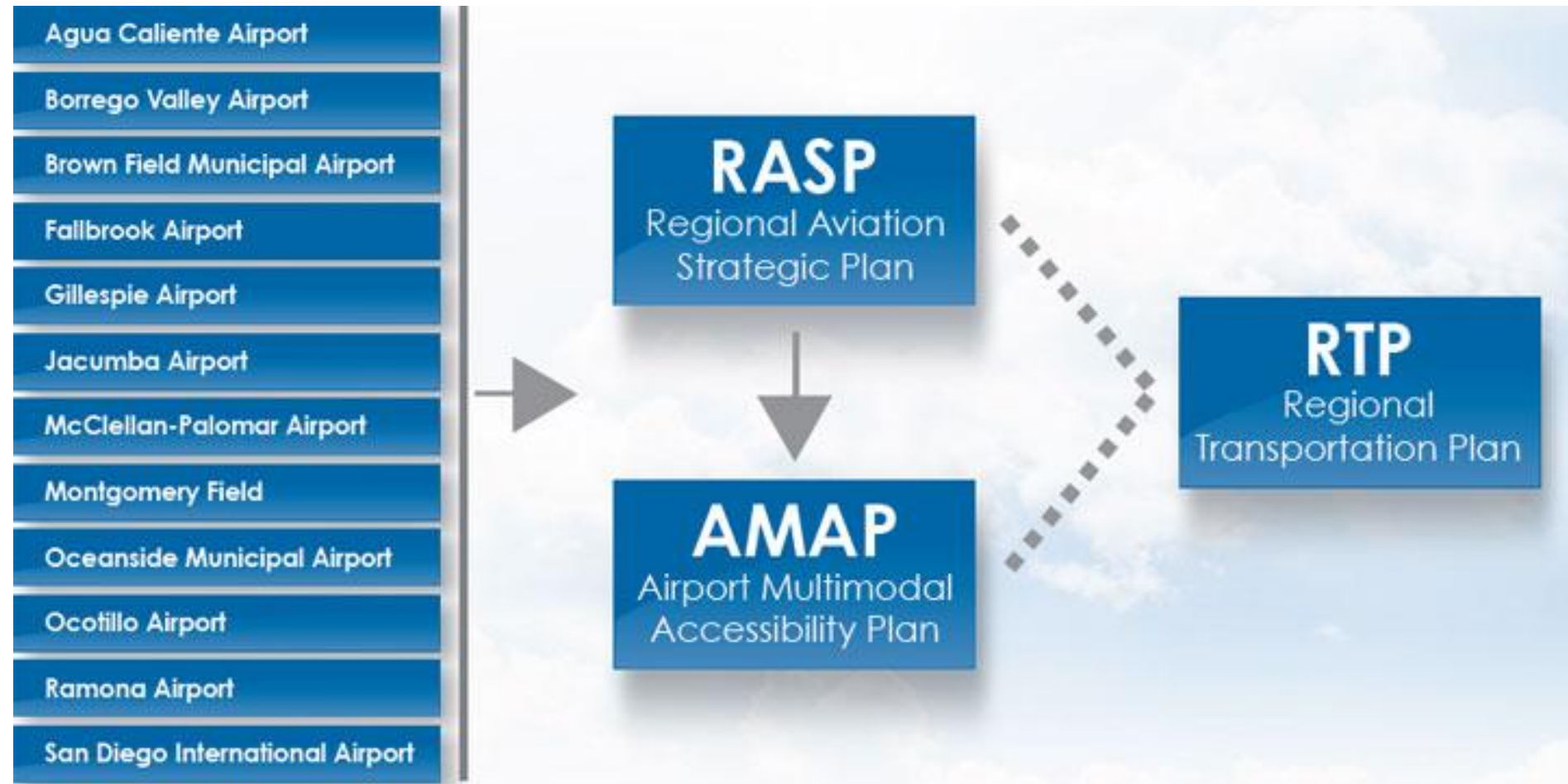


Notes: Tijuana International Airport not located in San Diego County.
 Military facilities are excluded from the RASP.

Airport Multimodal Accessibility Plan

- SB 10 requires SANDAG to prepare an Airport Multimodal Accessibility Plan (AMAP) by 2013
- The AMAP will develop a multimodal strategy to improve surface transportation access to airports in San Diego County and neighboring regions
- SANDAG will incorporate information from the RASP and AMAP in the 2011 update to the Regional Transportation Plan (RTP)

How It All Fits Together



RASP Project Overview

30-month Work Plan Culminating in June 2011



Phase 1

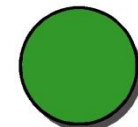
- Data Gathering and Model Development
 - Inventory and Strategic Assessment
 - Regional aviation demand forecast review
 - Existing airport system capacity
 - Develop aviation demand analysis tools

Phase 2

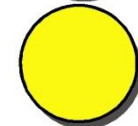
- System Concepts and Strategies
 - System scenarios (alternatives) and their potential impact on individual airports
 - Concept evaluation

Strategic Assessment

- Strategic Assessment prepared for each airport
 - Existing Strengths (S)
 - Weaknesses (W)
 - Future Opportunities (O)
 - Threats (T)
- Purpose – Identify airports to be considered for additional uses or opportunities



Should be considered



May be considered

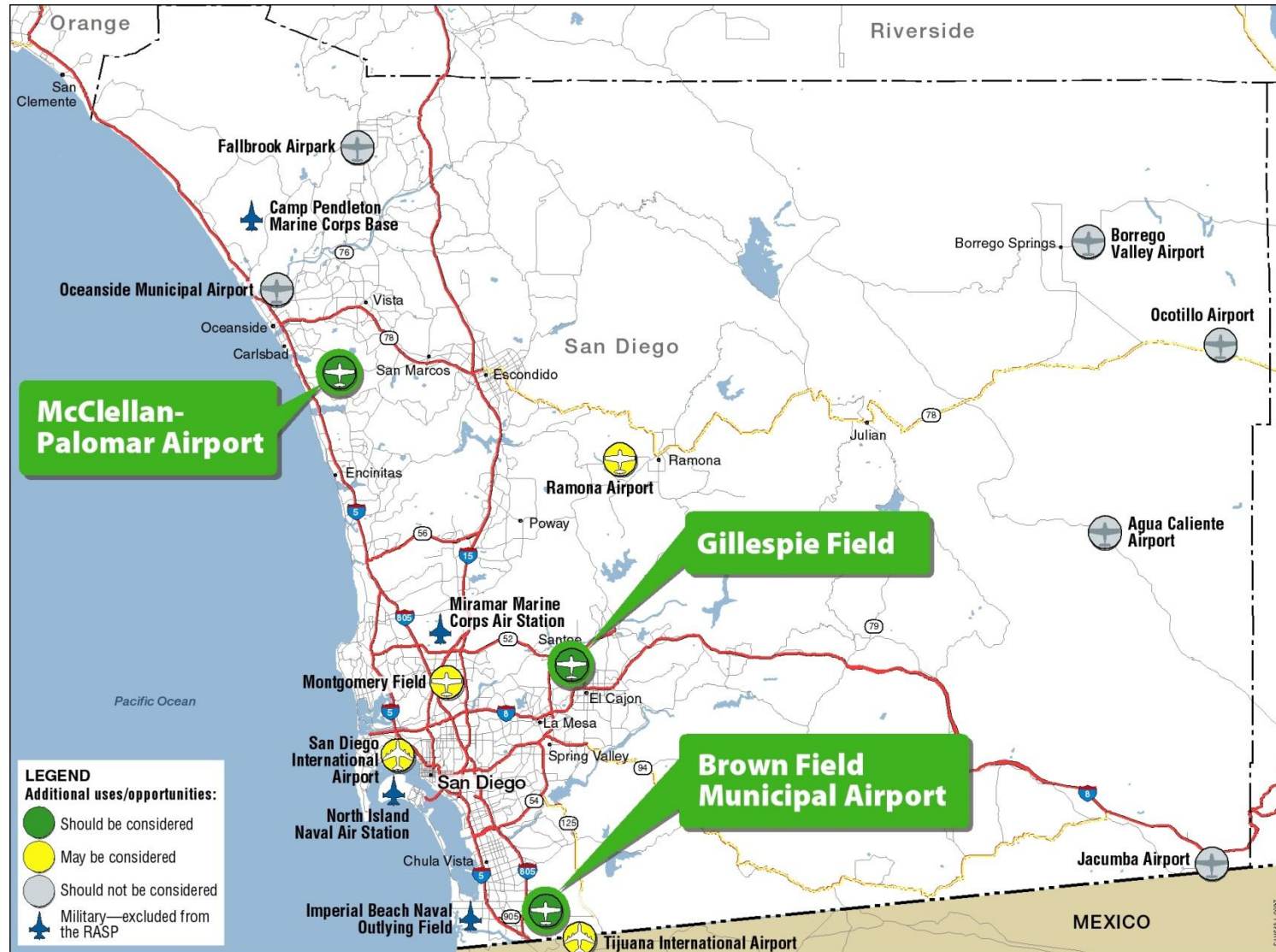


Should not be considered



Military—excluded from the RASP

Airports That Should Be Considered for Additional Uses/Opportunities



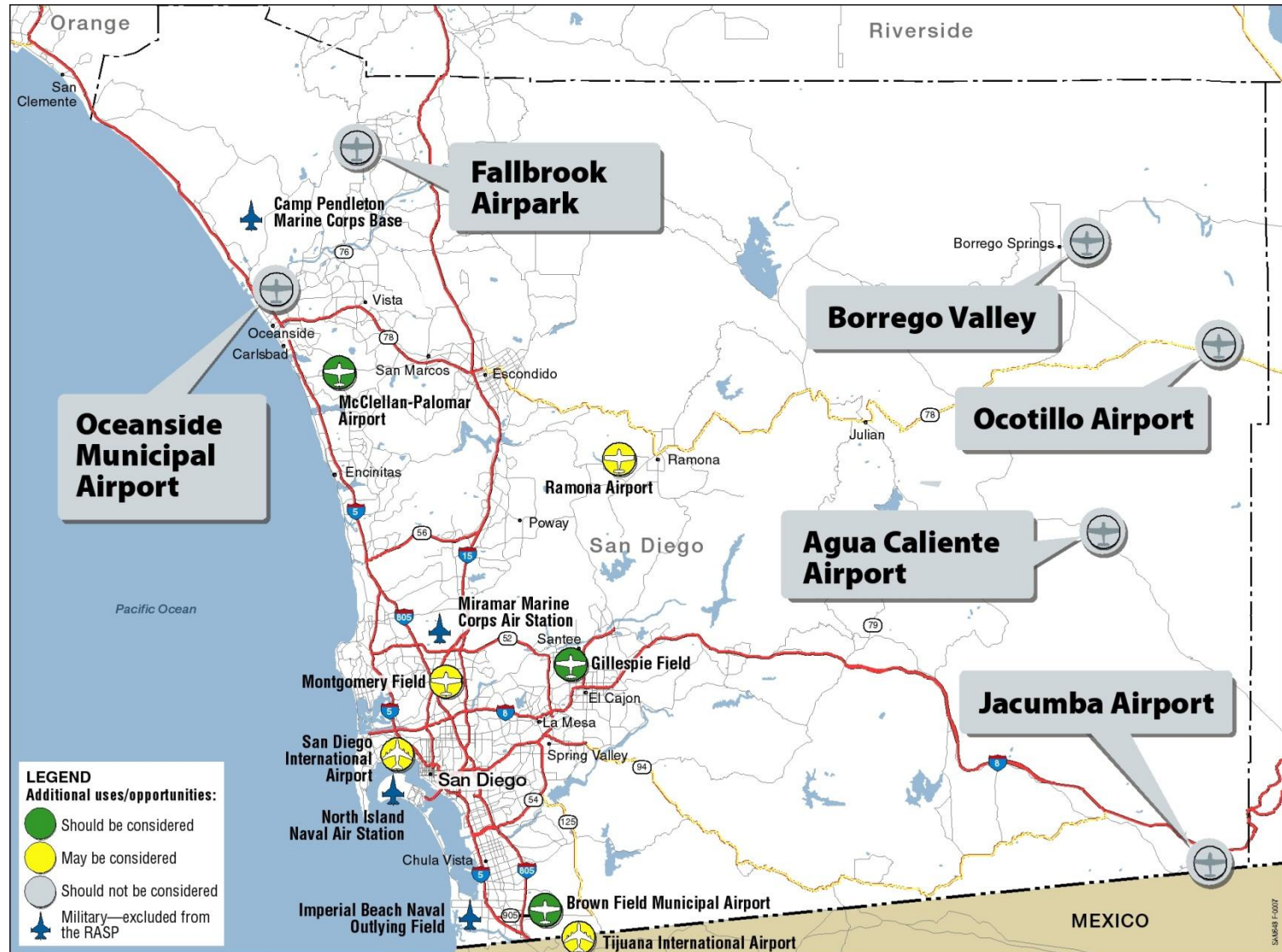
Note: Tijuana International Airport not located in San Diego County.

Airports That May Be Considered for Additional Uses/Opportunities



Note: Tijuana International Airport not located in San Diego County.

Airports That Should Not Be Considered for Additional Uses/Opportunities



Note: Tijuana International Airport not located in San Diego County.

Phase 3

- RASP Implementation Plan
 - Implementation strategies
 - Potential financing strategies
 - Reports and summary materials

Next Steps

- December 2009
 - Existing airport system capacity
 - System scenarios
 - Demand model development
 - Airport system baseline
 - Demand model findings
- Early 2010
 - Initial findings

Keep Informed

www.sdrasp.com

Share Your Comments

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Contact

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