

SAN DIEGO INTERNATIONAL AIRPORT DEVELOPMENT PLAN

POSITION: The Chamber's Public Committee voted to SUPPORT the package of proposed Airport Development Plan (ADP) on September 10, 2019. The Chamber's Board of Directors voted to SUPPORT the proposed plan on September 26, 2019.

RATIONALE: Recognizing the importance of our airport, this investment into modernizing and expanding capacity in Terminal 1, as well as addressing transit needs, is a necessary and ultimately beneficial improvement.

STATUS: The revised draft EIR is currently being circulated, and the final EIR will be prepared in November 2019. Construction is anticipated for 2021, with the new Terminal 1 opening in 2024.

SUMMARY

Terminal 1 was originally completed in 1967, and since then has served an exponentially increasing number of passengers each year. (In 1967, T1 served 2.5 million passengers, compared to 12 million in 2018). To facilitate the growth in passengers, while also addressing transportation improvements that reflect transit and growth priorities for the region, the airport has revised their Airport Development Plan (ADP).

The ADP, in summary, is comprised of:

- Replacement of Terminal 1, including seating, amenities and added security lanes
- Separated roadway levels for arrivals and departures
- Improved mobility around the airport, resulting in 45,000 cars being taken off the roads daily
- A designated transit area
- (If approved) investment of airport funds into local roadways and intersections to improve traffic flow

INDUSTRY/IES IMPACTED

This effort will likely have broadly reaching impacts not specific to any single industry.

ARGUMENTS IN FAVOR

- Terminal 1 is dated and makes the airport less competitive because of the lack of capacity, and poor customer experience.
- Because the San Diego Airport is already within a capped footprint, it is absolutely necessary to maximize the space the airport has. Reimagining Terminal 1 can improve efficiency, help the region accommodate improved transit options, and help the airport continue as a major economic engine.

ARGUMENTS IN OPPOSITION

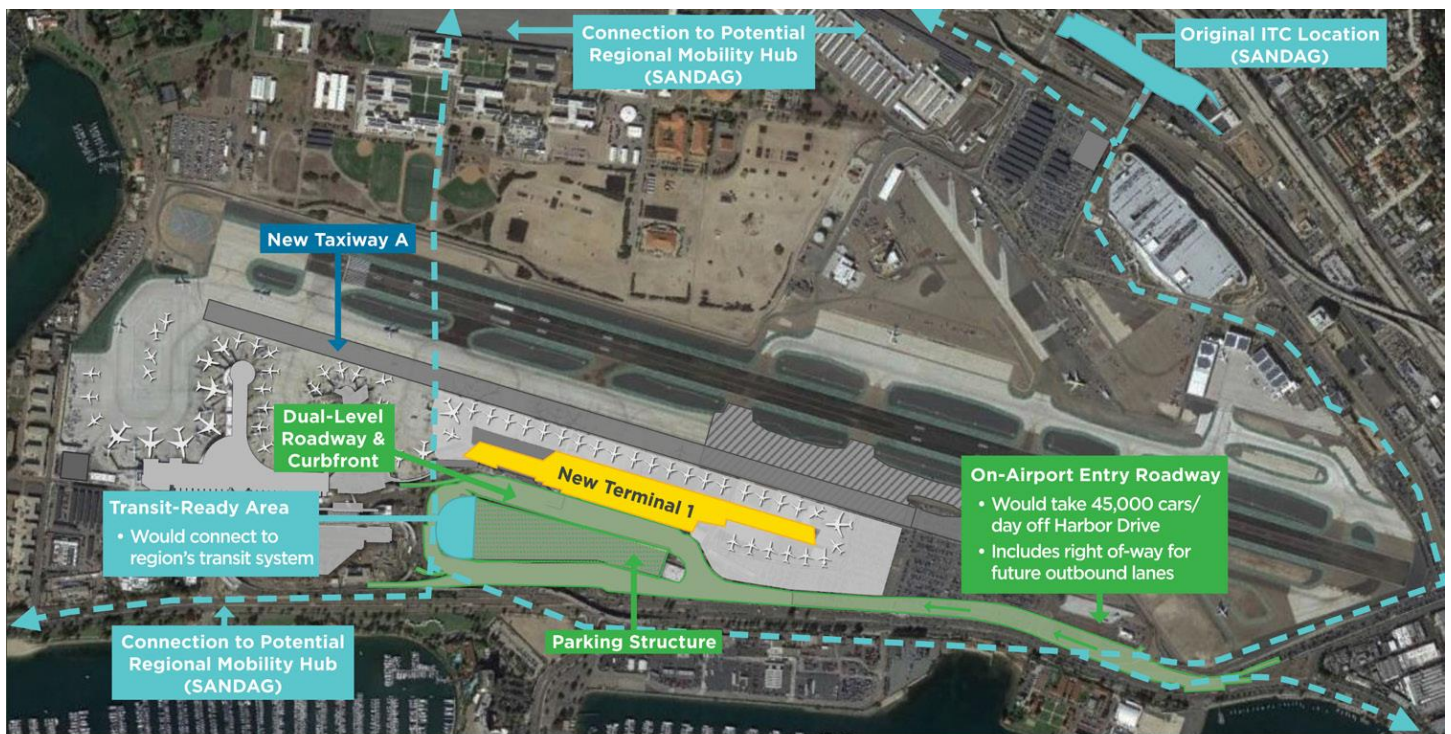
- Investing in an airport with a limited geographic footprint is a poor use of funds.

MORE INFORMATION

In 2018, the airport released an earlier version of its vision for Terminal 1. As a result of significant pushback, that Draft EIR was shelved while major public outreach occurred. Over the course of a year, those stakeholder groups and the airport, as well as a variety of civic leaders, worked to refine the ADP. The current ADP features reduced parking stalls, increased transit connectivity, a plan to address sea level rise, and updated activity forecast.

Additionally, in June of 2019, the Airport Authority announced that its partner airlines have committed to an agreement to provide \$500 million in on- and off-airport projects to address transit and mobility. This agreement represents the airlines' commitment to moving the ADP forward with the recognition of its importance to the success of Terminal 1. More specifically however, the agreement includes \$165 million for the multi-modal corridor, and \$350 million for transit in and around the airport.

It is expected that the ADP will be constructed in four packages. The first award, following an RFP, is expected in May of 2020.



● Airfield ● Terminal ● Ground Transportation ● Transit Access

ITC = Intermodal Transit Center

*Image from the San Diego County Regional Airport Authority Airport Development Plan Fact Sheet