

Appendix D

**COMMENTS RECEIVED ON RASP REPORT AND RESPONSES**

Included herein are the following comments received on the Draft RASP Report, which was provided to agencies and the general public on January 25, 2011.

**1. February 2011 correspondence received from Southern California Association of Governments (SCAG) Aviation Technical Advisory Committee (ATAC) Commercial Passenger Optimization**

A response to the issues raised is provided on page D-4.

**2. March 2011 correspondence received from the County of San Diego**

A response to this correspondence was not warranted.

**3. March 2011 correspondence received from San Diego Regional Economic Development Corporation**

A response to this correspondence was not warranted.

**4. March 2011 correspondence received from San Diego East County Economic Development Council**

A response to this correspondence was not warranted.

**5. March 2011 correspondence received from South County Economic Development Council**

A response to this correspondence was not warranted.



4100 E. Donald Douglas Drive, Floor 2  
Long Beach, CA 90808  
Tel 562.570.2619  
Fax 562.570.2601  
[www.lgb.org](http://www.lgb.org)

Mr. Ted Anasis  
Manager of Airport Planning  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, California 92138-2776

Dear Mr. Anasis:

Thank you very much for presenting an overview of the San Diego Region's Draft Regional Aviation Strategic Plan (RASP) to SCAG's Aviation Technical Advisory Committee (ATAC) on February 17 at Brackett Field. It was a very informative presentation and much appreciated by ATAC members. ATAC recognizes the close interrelationship between our two regions that share many aviation-related problems and issues, and has had an ongoing interest in how aviation issues in San Diego County could potentially impact commercial and non-commercial airports in the 6-county SCAG Region.

At its last meeting on February 17, ATAC unanimously approved a number of comments on the Draft RASP. These comments were made in the spirit of the published RASP Fact Sheet which says that the RASP will "Consider interregional aviation plans from the regions bordering San Diego County." In its 2004 and 2008 Regional Transportation Plans (RTPs), SCAG did not confine its analysis of future aviation issues to the SCAG Region, and included aviation demand from Northern San Diego County in its allocation of forecast aviation demand to the SCAG region's commercial airports.

The comments on the Draft RASP that were unanimously approved by the SCAG Aviation Technical Advisory Committee at its February 17, 2011 meeting are as follows:

- SCAG's 2004 and 2008 RTPs allocated a significant amount of passenger and cargo demand from Northern San Diego County to March Inland Port (MIP) in 2035. A proposed station of the Los Angeles to San Diego via the Inland Empire proposed segment of the California High-Speed Rail Project would be located at MIP, which would facilitate serving demand from Northern San Diego County at MIP. However, MIP is entirely missing from the RASP analysis in chapter four of projected passenger enplanements at airports in the combined SCAG/SANDAG regions. San Bernardino International Airport (SBD) is missing as well. Both MIP and SBD should be included in the RASP enplanement forecasts at levels consistent with the 2008 RTP Constrained Scenario that will be the basis for new 2035 forecasts prepared for the 2012 RTP.
- Chapter four of the RASP (pg. 4-20) states that "LAX is projected to reach capacity sometime around 2015, which will result in significant increases in passenger enplanements at John Wayne/Orange County, Long Beach, Ontario International, and Burbank." However, according to a presentation given at the 9/23/10 ATAC meeting by Diego Alvarez, Los Angeles World

Airport's coordinator for ground transportation, LAWA does not forecast LAX to meet its 78.9 MAP Settlement Agreement constraint until 2024. John Wayne and Long Beach should reach their legally-enforceable capacity constraints (10.8 MAP and 4.2 MAP, respectively) well before 2024.

- In Figure 4-20 of the RASP (pg. 4-21), Burbank Airport (BUR) should be renamed Bob Hope Airport. The capacity of BUR in the Figure-20 is around 12 MAP. This significantly exceeds the 9.4 MAP physical capacity of the airport estimated by SCAG and adopted for the 2008 RTP, corresponding to the airport's 14 gates.
- Figure 4-20 also shows a physical capacity of around 14 MAP for Ontario Airport (ONT), which is far lower than the 31.6 MAP capacity of the airport estimated by SCAG and adopted for the 2008 RTP, corresponding to the airport's two runways (LAWA also estimates over 30 MAP of ultimate physical capacity for ONT). It is impossible to tell what the RASP assumes for the legally-enforceable Settlement Agreement capacity of John Wayne Airport since it is missing from Figure 4-20.

I hope that these comments are helpful to the San Diego County Regional Aviation Authority in finalizing the RASP. The SCAG Aviation Technical Advisory Committee looks forward to working closely with the Airport Authority on aviation issues of mutual concern, including the development of a new Regional Aviation Element with new 2035 aviation demand forecasts for SCAG's 2012 Regional Transportation Plan. Contact Michael Armstrong, SCAG Aviation Program Manager (213-236-1914) or myself (562-570-2678) if you have any questions.

Sincerely,

Chris Kunze  
ATAC Chairman  
Staff Advisor, Long Beach Airport

cc: Mr. Michael Armstrong  
Aviation Program Manager  
Southern California Association of Governments  
818 W 7th Street 12th Floor  
Los Angeles CA 90017-3435

## Response to SCAG Correspondence

California Senate Bill 10 (SB-10) mandated the RASP focus on the 12 public use airports in San Diego County. In recognition of the important interrelationships between San Diego County and the SCAG region in regard to air travel demand, the RASP Study Area was expanded to include (a) five counties of the SCAG region, including: Orange, Los Angeles, San Bernardino, Riverside and Ventura; and (b) the five commercial service airports serving the region, including: Los Angeles International (LAX), Burbank (BUR), John Wayne (SNA), Ontario (ONT), and Long Beach (LGB). Second, analyses that included airports in the SCAG region were purposely kept at a high-level because, again, the focus of the RASP is the 12 public use airports in San Diego County.

Responses to the individual comments are provided below:

- **March Inland Port (MIP) and San Bernardino International Airport (SBD):** SB-10 mandates that the RASP consider alternative or optimized use(s) of currently existing facilities in San Diego County only. These airports are outside of San Diego County, and therefore, were not considered in the analyses and recommendations.
- **Capacity Constraints at Los Angeles International (LAX):** The Authority recognizes the differences in forecasts. Consistent with historical U.S. enplanements, denoted on Figure 4-12 in the RASP Technical Report (page 4-10), the RASP projects a strong recovery from the current recession beginning in the near-term. This recovery may advance capacity constraints at LAX compared to the forecasts provided to ATAC on September 23, 2010. In summary, this is primarily a question of future actual activity level forecasts, and when capacity limits at various airports will actually be reached.
- **Capacity of Burbank, Ontario, and John Wayne airports:** The Authority recognizes the differences in the capacity assumptions for three airports. The capacities of all airports in the SCAG region were based on available information including existing master plans or information maintained on individual airport websites. For example, Ontario Airport's website notes "*The twin terminals can accommodate up to 10 million passengers a year...*" The RASP Baseline Scenario did not consider construction of additional facilities (e.g., terminals, runways) that would increase the capacity of these airports, and this is documented in the RASP report. SDCRAA also recognizes that the Settlement Agreement capacity of John Wane Airport was omitted from consideration in the RASP.

Finally, the Authority recognizes that there are a number of issues at the local level that may differ from RASP findings that are focused on the system level. However, based on the RASP analyses, variations in individual airport capacity estimates would not materially change the outcome of the RASP findings. The conclusions would remain unchanged, in large part because of the system structure and the available and planned facilities at airports in San Diego County.



**BILL HORN**  
CHAIRMAN  
SUPERVISOR, FIFTH DISTRICT  
SAN DIEGO COUNTY BOARD OF SUPERVISORS

March 10, 2011

Robert H. Gleason, Chairman  
San Diego County Regional Airport Authority Board  
P.O. Box 82778  
San Diego, CA 92138

Dear Mr. Gleason:

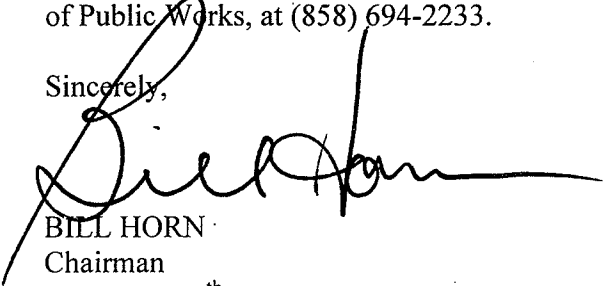
On behalf of the San Diego County Board of Supervisors, I appreciated the presentation provided at the March 2, 2011 board meeting on the Regional Aviation Strategic Plan (RASP). Having reviewed the RASP thoroughly, County staff has concluded that the RASP recommendations are consistent with the County Airports Master Plans for both Gillespie Field and McClellan-Palomar airports.

In regard to the Airport Multimodal Accessibility Plan (AMAP), we request that the Bradley Avenue/State Route 67 interchange be evaluated in the analysis of the Proposed Ground Access Improvements for Gillespie Field Airport.

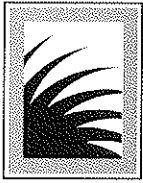
At the presentation there was additional discussion by Board of Supervisors on other aspects of the RASP and future airport planning that should also be considered. You can view these comments on our archived meetings page by visiting <http://sdpublic.sdcounty.ca.gov>, clicking on the "Board Meeting Video" link, and viewing the Board of Supervisors March 2, 2011 Land Use Meeting.

If you have any questions or need additional information, please contact Richard Crompton, Director of Public Works, at (858) 694-2233.

Sincerely,

  
BILL HORN  
Chairman  
Supervisor, 5<sup>th</sup> District

BH:cc



San Diego  
Regional  
Economic  
Development  
Corporation

March 2, 2011

Robert H. Gleason Chair  
San Diego County Regional Airport Authority  
P.O. Box 82776 San Diego, California 92138-2776

Chairman Gleason:

The San Diego Regional Economic Development Corporation (EDC) would like to take this opportunity to express its appreciation for inclusion in the Regional Airport Strategic Plan (RASP) process over the last year. Holding a public open house that included our membership demonstrated real commitment to conducting meaningful outreach to San Diego's business community.

San Diego's employers increasingly look to global markets to maintain our regional prosperity – and we know from first-hand discussions how important enhanced air service is to this objective. We are delighted to be working with the Authority to welcome British Airways back to San Diego – and welcome the chance to evaluate and propose further service expansion.

The report appropriately demonstrates both the necessity of expanding air service, and the best available options to do so. The report is a contribution to the quality of life and economic base of our region – and the EDC looks forward to working with the Airport Authority to implement its conclusions.

Sincerely,

Andrew Poat  
Vice President - Policy

530 B Street  
Seventh Floor  
San Diego  
CA 92101

Ph: 619-234-8484  
Fax: 619-234-1935

[www.sandiegobusiness.org](http://www.sandiegobusiness.org)



## *San Diego East County Economic Development Council*

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March 2, 2011

Robert H. Gleason  
Chair  
San Diego County Regional Airport Authority  
P.O. Box 82776  
San Diego, California 92138-2776

Dear Chairman Gleason,

The East County Economic Development Council (East County EDC) would like to take this opportunity to express its appreciation for inclusion in the Regional Airport Strategic Plan (RASP) process over the last year. Holding a public open house in the East County showed real commitment to conducting meaningful outreach to the entire San Diego region.

We look forward to the Board's official adoption of the RASP and are particularly keen to see the recommendation that Gillespie Field airport be enhanced to accommodate additional General Aviation services come to fruition. The Council's Gillespie Field Development Committee, which has met continuously since 1993, is already exploring economic development strategies to address the infrastructure, business, and workforce training initiatives required to take advantage of increased Gillespie Field operations.

The Gillespie Field Development Committee includes public, private, and non-profit sector stakeholders that have, through its spirit of cooperation and pure perseverance, worked to increase the visibility and value of Gillespie Field. These efforts include championing infrastructure improvements to the Bradley Avenue/SR-67 interchange and ongoing planning for quality development at the adjacent Gillespie Field airport and surrounding commercial and industrial area.

Sincerely,

A handwritten signature in black ink, appearing to read "Jo Marie Diamond". The signature is stylized with loops and a long tail.

Jo Marie Diamond  
Interim President and CEO  
East County Economic Development Council

1870 Cordell Court, Suite 202  
El Cajon, CA 92020  
P. (619) 258-3670  
F. (619) 258-3674  
[www.edc.org](http://www.edc.org)

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San Diego's Voice for  
Binational Business

## South County Economic Development Council

March 3, 2011

Robert Gleason  
San Diego County Regional Airport Authority  
PO Box 82776  
San Diego, CA 92138-2776

Honorable Chairman Gleason,

The South County Economic Development Council (SCEDC) would like to take this opportunity to express our appreciation for inclusion in the Regional Airport Strategic Plan (RASP) process over the last year. It was our privilege to host a public open house in South County and we appreciate the Airport Authority's commitment to devote the necessary resources to ensure a successful event in South County.

SCEDC is particularly interested in the economic opportunities that can occur with the enhancements at Brown Field and the building of the Cross Border Terminal. We greatly appreciate you acknowledging those in the RASP and look forward to working collaboratively with you to bring those projects to fruition. SCEDC views these projects as critical infrastructure to the future of our region. We look forward to the Board's adoption of the RASP and the subsequent implementation of the many efforts outlined in this report.

Sincerely,

Cindy Gompper Graves  
Chief Executive Officer