



Legislation Text

File #: 2017-0356, Version: 1

DATE: August 8, 2017

SUBJECT:

PRESENTATION ON SAN DIEGO INTERNATIONAL AIRPORT'S AIRPORT DEVELOPMENT PLAN: REPLACEMENT OF TERMINAL 1 AND RELATED IMPROVEMENTS TO ACCOMMODATE AIR TRAVEL DEMAND THROUGH 2035 AND BEYOND

EXECUTIVE SUMMARY:

The San Diego County Regional Airport Authority is in the midst of an Airport Development Plan, which is the next phase of master planning for the region's primary commercial airport. Its goal is to extend the life of the busy single runway San Diego International Airport through 2035 by making financially-feasible facility improvements, maximizing non-airport revenue opportunities, and maintaining excellent airport services so that the aviation facility can continue being a key contributor to the economic vitality of the San Diego region.

RECOMMENDATION:

Accept the presentation from the San Diego County Regional Airport Authority on the Airport Development Plan.

FISCAL IMPACT:

This agenda item has no fiscal impact.

COMPASS STRATEGIC GOALS:

This agenda item supports the following Strategic Goal(s).

- A Port that the public understands and trusts.
- A vibrant waterfront destination where residents and visitors converge.
- A Port that is a safe place to visit, work and play.
- A Port with an innovative and motivated workforce.
- A financially sustainable Port that drives job creation and regional economic vitality.

DISCUSSION:

The Airport Development Plan for San Diego International Airport is designed to provide facility improvements to meet air travel demand in the San Diego region through 2035.

It includes the replacement of the airport's Terminal 1, the redevelopment of the former Teledyne-Ryan property east of the airport along North Harbor Drive, and the creation of new non-airlines revenue opportunities.

Since the Airport Development Plan does not include the addition of a second runway, it is imperative that efficiencies and facility improvements be instituted at the airport to handle expected increases in passenger volume in the years ahead.

San Diego International Airport is already the busiest single runway airport in the United States and the third-busiest single runway airport in the world behind London's Gatwick and Mumbai. It has experienced an escalation in annual air carrier volume from 15.3 million passengers in 2003 to 20.7 million in 2016. The airport transports an average of 50,000 passengers each day.

Studies show that about 58 percent of daily passengers are tourists whose spending is a top driver of the San Diego regional economy. Business facilitated by the airport is estimated to account for more than \$9 billion annually in regional economic impact.

Smooth and reliable airport operations are essential to regional business growth. Non-agricultural employment in the region, particularly in the sectors of leisure and hospitality, education, and health services, are expected to grow by a rate of .9 percent a year through 2050.

The population of San Diego County has increased an average of 1.6 percent per year between 2011 and 2016, portending future air travel demand if that trend continues.

The Airport Development Plan is led by airport planning staff, under the direction of the Airport Authority Board of Directors and the Airport CEO. It is being shaped with suggestions and recommendations from community stakeholders, airlines, and regional agencies.

Airport planners are also working with counterparts at the San Diego Association of Governments on the prospect of a future intermodal transportation facility that connects to the airport. Creation of the intermodal hub would potentially reduce traffic on North Harbor Drive, the congested route to and from the airport.

The Airport Authority has also created a Harbor Drive Mobility Committee, including a Policy Group and a Working Group, with each having representation from the Board of Port Commissioners.

The Airport Authority has completed a Notice of Preparation for the Airport Development Plan Draft Environmental Impact Report, and the environmental analyst is under way.

General Counsel's Comments:

The Office of the General Counsel has reviewed the agenda as presented to it and approves it as to form and legality.

Environmental Review:

This presentation to the Board on the San Diego International Airport Development Plan does not constitute a "project" or an "approval" of a "project" under the definitions set forth in California

Environmental Quality Act (CEQA) Guidelines Sections 15352 and 15378 because no direct or indirect changes to the physical environment would occur, including, without limitation, physical changes within the District's jurisdiction. CEQA requires that the District adequately assess the environmental impacts of its projects. This presentation to staff will not bind the District to a definite course of action prior to CEQA review. Full CEQA analysis will be completed prior to the approval of any projects that may be contemplated as part of the San Diego International Airport Development Plan. Moreover, the Board/District in its sole and absolute discretion, reserves its discretion to adopt any and all feasible mitigation measures, alternatives to the project, including a no project alternative, a statement of overriding consideration, if applicable, as well as approve or disapprove the project and any necessary permits or entitlements. Based on the totality of the circumstances and the entire record, the Board's direction does not commit the District to a definite course of action prior to CEQA review being conducted. No further action under CEQA is required at this time.

In addition, the presentation and direction to staff allows for the District to administrate its obligations under the Port Act and/or other laws. The Port Act was enacted by the California Legislature and is consistent with the Public Trust Doctrine. Consequently, the proposed presentation is consistent with the Public Trust Doctrine.

Finally, this presentation to the Board does not allow for "development," as defined in Section 30106 of the California Coastal Act, or "new development," pursuant to Section 1.a. of the District's Coastal Development Permit (CDP) Regulations because it will not result in, without limitation, a physical change, change in use or increase the intensity of uses. Therefore, issuance of a CDP or exclusion is not required. However, the District's projects require processing under the District's CDP Regulations. The Board will consider approval of future development projects formulated as a result of the San Diego International Airport Development Plan after the appropriate documentation under District's CDP Regulations has been completed and authorized by the Board, if necessary. The Board's direction in no way limits the exercise of the District's discretion under the District's CDP Regulations.

Equal Opportunity Program:

Not applicable.

PREPARED BY:

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