Appendix

International Airport Exploratory Study 2.0

CSUSM FEMBA Class of 2015

California State University
SAN MARCOS

APPENDICES - CHAPTER 1

Appendix 1A.

ESRI Report - 2010 Census Profile for Tri-County

2010 Census Profile

Tri-County
Area: 1,897.89 square miles

Latitude: 33.44212465
Longitude: -117.318144

	2000	2010	2000-2010 Annual Rate
Population	1,819,355	2,207,494	1.95%
Households	647,102	774,148	1.81%
Housing Units	680,117	830,355	2.02%

Population by Race	Number	Percent
Total	2,207,495	100.0%
Population Reporting One Race	2,100,413	95.1%
White	1,559,011	70.6%
Black	55,159	2.5%
American Indian	16,602	0.8%
Asian	229,854	10.4%
Pacific Islander	7,686	0.3%
Some Other Race	232,101	10.5%
Population Reporting Two or More Races	107,082	4.9%
Total Hispanic Population	564,868	25.6%

Population by Sex		
Male	1,094,984	49.6%
Female	1,112,510	50.4%

Population by Age		
Total	2,207,491	100.0%
Age 0 - 4	145,332	6.6%
Age 5 - 9	150,229	6.8%
Age 10 - 14	155,470	7.0%
Age 15 - 19	164,771	7.5%
Age 20 - 24	160,154	7.3%
Age 25 - 29	149,425	6.8%
Age 30 - 34	141,337	6.4%
Age 35 - 39	152,320	6.9%
Age 40 - 44	162,944	7.4%
Age 45 - 49	170,895	7.7%
Age 50 - 54	158,978	7.2%
Age 55 - 59	130,881	5.9%
Age 60 - 64	109,301	5.0%
Age 65 - 69	77,556	3.5%
Age 70 - 74	56,243	2.5%
Age 75 - 79	44,930	2.0%
Age 80 - 84	37,167	1.7%
Age 85+	39,561	1.8%
Age 18+	1,658,472	75.1%
Age 65+	255,457	11.6%

Median Age by Sex and Race/Hispanic Origin		
Total Population	36.2	
Male	34.7	
Female	37.6	
White Alone	39.8	
Black Alone	32.4	
American Indian Alone	30.9	
Asian Alone	36.4	
Pacific Islander Alone	31.3	
Some Other Race Alone	26.2	
Two or More Races	18.9	
Hispanic Population	26.2	

Data Note: Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri converted Census 2000 data into 2010 geography.

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Page 1 of 4

esri 2010 Census Profile

North County San Diego
Area: 896.72 square miles

Latitude: 33.26570659
Longitude: -117.198301

	2000	2010	2000-2010 Annual Rate
Population	744,587	836,923	1.18%
Households	254,820	284,968	1.12%
Housing Units	267,588	306,983	1.38%

Population by Race		Number	Percent
Total		836,923	100.0%
Population Reporting One Race		797,259	95.3%
White		585,773	70.0%
Black		22,977	2.7%
American Indian		9,075	1.1%
Asian		47,094	5.6%
Pacific Islander		4,416	0.5%
Some Other Race		127,924	15.3%
Population Reporting Two or More Races		39,664	4.7%
Total Hispanic Population		276,425	33.0%

Population by Sex	Number	Percent
Male	421,802	50.4%
Female	415,121	49.6%

Population by Age	Number	Percent
Total	836,923	100.0%
Age 0 - 4	60,109	7.2%
Age 5 - 9	56,297	6.7%
Age 10 - 14	55,544	6.6%
Age 15 - 19	60,964	7.3%
Age 20 - 24	72,190	8.6%
Age 25 - 29	60,803	7.3%
Age 30 - 34	53,741	6.4%
Age 35 - 39	53,871	6.4%
Age 40 - 44	55,249	6.6%
Age 45 - 49	58,730	7.0%
Age 50 - 54	57,087	6.8%
Age 55 - 59	49,489	5.9%
Age 60 - 64	41,301	4.9%
Age 65 - 69	29,216	3.5%
Age 70 - 74	21,503	2.6%
Age 75 - 79	18,177	2.2%
Age 80 - 84	15,588	1.9%
Age 85+	17,064	2.0%
Age 18+	630,107	75.3%
Age 65+	101,548	12.1%

Median Age by Sex and Race/Hispanic Origin	
Total Population	34.9
Male	32.9
Female	36.9
White Alone	39.2
Black Alone	29.3
American Indian Alone	29.3
Asian Alone	39.3
Pacific Islander Alone	30.2
Some Other Race Alone	25.3
Two or More Races	19.2
Hispanic Population	25.3

Data Note: Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri converted Census 2000 data into 2010 geography.

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Page 1 of 4

2010 Census Profile

South OC
Area: 454.17 square miles

Latitude: 33.61861132
Longitude: -117.664528

	2000	2010	2000-2010 Annual Rate
Population	858,104	977,089	1.31%
Households	323,404	367,741	1.29%
Housing Units	339,458	391,436	1.44%

Population by Race	Number	Percent
Total	977,089	100.0%
Population Reporting One Race	932,759	95.5%
White	703,768	72.0%
Black	13,276	1.4%
American Indian	3,723	0.4%
Asian	150,214	15.4%
Pacific Islander	1,864	0.2%
Some Other Race	59,914	6.1%
Population Reporting Two or More Races	44,330	4.5%
Total Hispanic Population	169,939	17.4%

Population by Sex		
Male	478,566	49.0%
Female	498,522	51.0%

Population by Age		
Total	977,087	100.0%
Age 0 - 4	56,221	5.8%
Age 5 - 9	61,403	6.3%
Age 10 - 14	64,411	6.6%
Age 15 - 19	69,577	7.1%
Age 20 - 24	63,442	6.5%
Age 25 - 29	64,723	6.6%
Age 30 - 34	62,642	6.4%
Age 35 - 39	69,188	7.1%
Age 40 - 44	76,302	7.8%
Age 45 - 49	81,031	8.3%
Age 50 - 54	74,658	7.6%
Age 55 - 59	61,676	6.3%
Age 60 - 64	52,458	5.4%
Age 65 - 69	36,908	3.8%
Age 70 - 74	26,232	2.7%
Age 75 - 79	20,351	2.1%
Age 80 - 84	16,955	1.7%
Age 85+	18,910	1.9%
Age 18+	754,084	77.2%
Age 65+	119,356	12.2%

Median Age by Sex and Race/Hispanic Origin		
Total Population	38.3	
Male	37.1	
Female	39.5	
White Alone	41.5	
Black Alone	36.0	
American Indian Alone	35.8	
Asian Alone	35.5	
Pacific Islander Alone	33.5	
Some Other Race Alone	27.4	
Two or More Races	20.4	
Hispanic Population	28.1	

Data Note: Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

2010 Census Profile

SW Riverside
Area: 546.99 square miles

Latitude: 33.58367644
Longitude: -117.226132

	2000	2010	2000-2010 Annual Rate
Population	216,664	393,483	6.15%
Households	68,878	121,439	5.84%
Housing Units	73,071	131,936	6.09%

Population by Race	Number	Percent
Total	393,483	100.0%
Population Reporting One Race	370,395	94.1%
White	269,470	68.5%
Black	18,906	4.8%
American Indian	3,804	1.0%
Asian	32,546	8.3%
Pacific Islander	1,406	0.4%
Some Other Race	44,263	11.2%
Population Reporting Two or More Races	23,088	5.9%
Total Hispanic Population	118,504	30.1%

Population by Sex		
Male	194,616	49.5%
Female	198,867	50.5%

Population by Age		
Total	393,483	100.0%
Age 0 - 4	29,002	7.4%
Age 5 - 9	32,529	8.3%
Age 10 - 14	35,515	9.0%
Age 15 - 19	34,230	8.7%
Age 20 - 24	24,522	6.2%
Age 25 - 29	23,899	6.1%
Age 30 - 34	24,954	6.3%
Age 35 - 39	29,261	7.4%
Age 40 - 44	31,393	8.0%
Age 45 - 49	31,134	7.9%
Age 50 - 54	27,233	6.9%
Age 55 - 59	19,716	5.0%
Age 60 - 64	15,542	4.0%
Age 65 - 69	11,432	2.9%
Age 70 - 74	8,508	2.2%
Age 75 - 79	6,402	1.6%
Age 80 - 84	4,624	1.2%
Age 85+	3,587	0.9%
Age 18+	274,281	69.7%
Age 65+	34,553	8.8%

Median Age by Sex and Race/Hispanic Origin	
Total Population	33.4
Male	32.3
Female	34.4
White Alone	36.0
Black Alone	34.0
American Indian Alone	30.3
Asian Alone	36.9
Pacific Islander Alone	31.6
Some Other Race Alone	27.1
Two or More Races	16.0
Hispanic Population	25.5

Data Note: Hispanic population can be of any race. Census 2010 medians are computed from reported data distributions.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

Disposable Income Profile

Tri-County
Area: 1,897.89 square miles

Latitude: 33.44212465
Longitude: -117.318144

	Census 2010	2014	2019	2014-2019 Change	2014-2019 Annual Rate
Population	2,207,494	2,290,075	2,420,295	130,220	1.11%
Median Age	36.2	36.7	37.1	0.4	0.22%
Households	774,148	799,236	843,670	44,434	1.09%
Average Household Size	2.80	2.81	2.82	0.01	0.07%

2014 Households by Disposable Income	Number	Percent
Total	799,234	100.0%
<$15,000	63,949	8.0%
$15,000-$24,999	62,509	7.8%
$25,000-$34,999	73,182	9.2%
$35,000-$49,999	109,493	13.7%
$50,000-$74,999	142,052	17.8%
$75,000-$99,999	125,588	15.7%
$100,000-$149,999	149,118	18.7%
$150,000-$199,999	45,734	5.7%
$200,000+	27,608	3.5%
Median Disposable Income	$63,676	
Average Disposable Income	$79,273	

2014 Disposable Income by Age of	Number of Households						
	<25	25-34	35-44	45-54	55-64	65-74	75+
Total	29,814	119,598	147,778	173,416	150,592	96,213	81,823
<$15,000	5,481	9,030	7,009	8,597	11,329	8,818	13,684
$15,000-$24,999	3,457	10,202	9,163	8,004	10,311	9,841	11,531
$25,000-$34,999	4,838	14,629	10,788	11,479	9,931	10,370	11,146
$35,000-$49,999	5,247	21,041	20,622	17,522	15,523	13,697	15,840
$50,000-$74,999	6,097	26,234	29,316	23,464	25,689	17,126	14,125
$75,000-$99,999	2,999	19,252	23,097	33,608	26,349	13,933	6,349
$100,000-$149,999	1,475	15,826	33,922	42,564	32,448	16,131	6,752
$150,000-$199,999	185	2,140	10,376	15,700	11,908	3,959	1,465
$200,000+	35	1,242	3,485	12,477	7,103	2,336	931
Median Disposable Income	$37,381	$53,164	$71,435	$86,018	$76,733	$55,890	$38,213
Average Disposable Income	$45,178	$63,726	$83,617	$102,737	$90,929	$71,992	$51,468

Data Note: Disposable Income is after-tax household income. Disposable income forecasts are based on the Current Population Survey, U.S. Census Bureau. Detail may not sum to totals due to rounding
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019.

October 22, 2014

Page 1 of 1

Disposable Income Profile

North County San Diego
Area: 896.72 square miles

Latitude: 33.26570659
Longitude: -117.198301

	Census 2010	2014	2019	2014-2019 Change	2014-2019 Annual Rate
Population	836,923	864,470	910,537	46,067	1.04%
Median Age	34.9	35.1	35.9	0.8	0.45%
Households	284,968	293,235	308,896	15,661	1.05%
Average Household Size	2.85	2.86	2.87	0.01	0.07%

2014 Households by Disposable Income	Number	Percent
Total	293,235	100.0%
<$15,000	27,907	9.5%
$15,000-$24,999	29,368	10.0%
$25,000-$34,999	34,288	11.7%
$35,000-$49,999	45,508	15.5%
$50,000-$74,999	52,110	17.8%
$75,000-$99,999	41,052	14.0%
$100,000-$149,999	43,790	14.9%
$150,000-$199,999	12,055	4.1%
$200,000+	7,157	2.4%
Median Disposable Income	$53,251	
Average Disposable Income	$69,347	

2014 Disposable Income by Age of	Number of Households						
	<25	25-34	35-44	45-54	55-64	65-74	75+
Total	13,351	46,239	50,241	57,984	55,066	36,607	33,747
<$15,000	2,417	4,298	3,090	3,452	4,830	3,813	6,007
$15,000-$24,999	2,001	5,480	4,083	3,257	4,586	4,339	5,622
$25,000-$34,999	2,713	7,064	4,907	5,060	4,581	4,778	5,185
$35,000-$49,999	2,492	8,452	8,288	7,255	6,729	5,611	6,681
$50,000-$74,999	2,287	9,259	10,058	9,134	10,058	6,238	5,076
$75,000-$99,999	937	6,001	7,009	10,801	9,299	4,810	2,195
$100,000-$149,999	440	4,645	9,153	12,342	9,929	5,047	2,234
$150,000-$199,999	56	663	2,732	3,734	3,168	1,239	463
$200,000+	8	377	921	2,949	1,886	732	284
Median Disposable Income	$32,775	$45,064	$59,333	$76,373	$64,747	$49,146	$35,088
Average Disposable Income	$40,227	$56,586	$74,357	$89,942	$80,351	$65,490	$46,456

Data Note: Disposable Income is after-tax household income. Disposable income forecasts are based on the Current Population Survey, U.S. Census Bureau. Detail may not sum to totals due to rounding.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019.

October 22, 2014

Page 1 of 1

Disposable Income Profile

South OC
Area: 454.17 square miles

Latitude: 33.61861132
Longitude: -117.664528

	Census 2010	2014	2019	2014-2019 Change	2014-2019 Annual Rate
Population	977,089	1,008,927	1,057,906	48,979	0.95%
Median Age	38.3	39.1	39.3	0.2	0.10%
Households	367,741	378,422	397,381	18,959	0.98%
Average Household Size	2.62	2.63	2.63	0.00	0.00%

2014 Households by Disposable Income	Number	Percent
Total	378,420	100.0%
<$15,000	26,518	7.0%
$15,000-$24,999	23,116	6.1%
$25,000-$34,999	27,247	7.2%
$35,000-$49,999	45,681	12.1%
$50,000-$74,999	65,024	17.2%
$75,000-$99,999	60,807	16.1%
$100,000-$149,999	82,282	21.7%
$150,000-$199,999	29,618	7.8%
$200,000+	18,126	4.8%
Median Disposable Income	$75,482	
Average Disposable Income	$89,059	

2014 Disposable Income by Age of	Number of Households						
	<25	25-34	35-44	45-54	55-64	65-74	75+
Total	12,859	52,576	69,672	84,266	73,225	46,918	38,904
<$15,000	2,593	3,384	2,643	3,354	4,575	3,727	6,241
$15,000-$24,999	1,118	3,127	3,226	3,132	3,920	3,962	4,631
$25,000-$34,999	1,574	5,021	4,037	4,027	3,681	4,191	4,715
$35,000-$49,999	2,075	8,590	8,540	6,655	6,242	6,222	7,357
$50,000-$74,999	2,842	12,078	13,664	9,530	11,231	8,480	7,198
$75,000-$99,999	1,644	9,501	10,198	16,184	12,655	7,213	3,411
$100,000-$149,999	872	8,947	18,723	22,113	18,478	9,302	3,847
$150,000-$199,999	114	1,213	6,473	10,723	7,787	2,399	908
$200,000+	27	713	2,168	8,547	4,656	1,420	596
Median Disposable Income	$42,008	$60,072	$80,311	$98,448	$86,790	$63,513	$41,507
Average Disposable Income	$49,309	$70,671	$92,105	$117,518	$102,955	$79,079	$56,395

Data Note: Disposable Income is after-tax household income. Disposable income forecasts are based on the Current Population Survey, U.S. Census Bureau. Detail may not sum to totals due to rounding
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019.

October 22, 2014

Page 1 of 1

ESRI Report - Disposable Income Profile for Southwest Riverside County

Disposable Income Profile

SW Riverside
Area: 546.99 square miles

Latitude: 33.58367644
Longitude: -117.226132

	Census 2010	2014	2019	2014-2019 Change	2014-2019 Annual Rate
Population	393,483	416,678	451,852	35,174	1.63%
Median Age	33.4	33.7	34.3	0.6	0.35%
Households	121,439	127,579	137,394	9,815	1.49%
Average Household Size	3.22	3.25	3.27	0.02	0.12%

2014 Households by Disposable Income	Number	Percent
Total	127,579	100.0%
<$15,000	9,524	7.5%
$15,000-$24,999	10,025	7.9%
$25,000-$34,999	11,647	9.1%
$35,000-$49,999	18,304	14.3%
$50,000-$74,999	24,918	19.5%
$75,000-$99,999	23,729	18.6%
$100,000-$149,999	23,046	18.1%
$150,000-$199,999	4,061	3.2%
$200,000+	2,325	1.8%
Median Disposable Income	$61,882	
Average Disposable Income	$73,058	

2014 Disposable Income by Age of	Number of Households						
	<25	25-34	35-44	45-54	55-64	65-74	75+
Total	3,604	20,783	27,865	31,166	22,301	12,688	9,172
<$15,000	471	1,348	1,276	1,791	1,924	1,278	1,436
$15,000-$24,999	338	1,595	1,854	1,615	1,805	1,540	1,278
$25,000-$34,999	551	2,544	1,844	2,392	1,669	1,401	1,246
$35,000-$49,999	680	3,999	3,794	3,612	2,553	1,864	1,802
$50,000-$74,999	968	4,897	5,594	4,800	4,400	2,408	1,851
$75,000-$99,999	418	3,750	5,890	6,623	4,395	1,910	743
$100,000-$149,999	163	2,234	6,046	8,109	4,041	1,782	671
$150,000-$199,999	15	264	1,171	1,243	953	321	94
$200,000+	0	152	396	981	561	184	51
Median Disposable Income	$43,470	$53,071	$72,303	$78,770	$66,112	$51,835	$38,975
Average Disposable Income	$48,778	$62,045	$79,090	$86,579	$77,556	$64,546	$49,007

Data Note: Disposable Income is after-tax household income. Disposable income forecasts are based on the Current Population Survey, U.S. Census Bureau. Detail may not sum to totals due to rounding
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019.

October 22, 2014

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Page 1 of 1

Appendices

Market Profile

Tri-County
Area: 1,897.89 square miles

Latitude: 33.44212465
Longitude: -117.318144

Population Summary	
2000 Total Population	1,819,355
2010 Total Population	2,207,494
2014 Total Population	2,290,075
2014 Group Quarters	41,956
2019 Total Population	2,420,295
2014-2019 Annual Rate	1.11%
Household Summary	
2000 Households	647,102
2000 Average Household Size	2.75
2010 Households	774,148
2010 Average Household Size	2.80
2014 Households	799,236
2014 Average Household Size	2.81
2019 Households	843,670
2019 Average Household Size	2.82
2014-2019 Annual Rate	1.09%
2010 Families	544,805
2010 Average Family Size	3.28
2014 Families	562,503
2014 Average Family Size	3.30
2019 Families	594,284
2019 Average Family Size	3.30
2014-2019 Annual Rate	1.11%
Housing Unit Summary	
2000 Housing Units	680,117
Owner Occupied Housing Units	62.6%
Renter Occupied Housing Units	32.6%
Vacant Housing Units	4.9%
2010 Housing Units	830,355
Owner Occupied Housing Units	58.6%
Renter Occupied Housing Units	34.6%
Vacant Housing Units	6.8%
2014 Housing Units	853,183
Owner Occupied Housing Units	57.1%
Renter Occupied Housing Units	36.6%
Vacant Housing Units	6.3%
2019 Housing Units	895,835
Owner Occupied Housing Units	57.0%
Renter Occupied Housing Units	37.2%
Vacant Housing Units	5.8%
Median Household Income	
2014	$79,906
2019	$91,380
Median Home Value	
2014	$455,305
2019	$585,577
Per Capita Income	
2014	$37,306
2019	$43,450
Median Age	
2010	36.2
2014	36.7
2019	37.1

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

2014 Households by Income	
Household Income Base	799,234
<$15,000	7.1%
$15,000 - $24,999	6.5%
$25,000 - $34,999	7.6%
$35,000 - $49,999	10.8%
$50,000 - $74,999	14.9%
$75,000 - $99,999	12.7%
$100,000 - $149,999	19.4%
$150,000 - $199,999	10.2%
$200,000+	10.8%
Average Household Income	$105,746
2019 Households by Income	
Household Income Base	843,668
<$15,000	6.2%
$15,000 - $24,999	4.5%
$25,000 - $34,999	5.9%
$35,000 - $49,999	10.1%
$50,000 - $74,999	13.7%
$75,000 - $99,999	13.3%
$100,000 - $149,999	19.9%
$150,000 - $199,999	12.6%
$200,000+	13.6%
Average Household Income	$123,287
2014 Owner Occupied Housing Units by Value	
Total	487,277
<$50,000	0.7%
$50,000 - $99,999	1.9%
$100,000 - $149,999	3.3%
$150,000 - $199,999	4.3%
$200,000 - $249,999	6.8%
$250,000 - $299,999	8.7%
$300,000 - $399,999	16.5%
$400,000 - $499,999	14.1%
$500,000 - $749,999	20.8%
$750,000 - $999,999	10.1%
$1,000,000 +	12.8%
Average Home Value	$552,027
2019 Owner Occupied Housing Units by Value	
Total	510,562
<$50,000	0.3%
$50,000 - $99,999	1.0%
$100,000 - $149,999	1.8%
$150,000 - $199,999	3.7%
$200,000 - $249,999	6.1%
$250,000 - $299,999	6.5%
$300,000 - $399,999	10.9%
$400,000 - $499,999	10.7%
$500,000 - $749,999	26.1%
$750,000 - $999,999	17.6%
$1,000,000 +	15.3%
Average Home Value	$635,430

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

Appendices   10

2014 Population 25+ by Educational Attainment	
Total	1,510,494
Less than 9th Grade	5.4%
9th - 12th Grade, No Diploma	5.1%
High School Graduate	15.2%
GED/Alternative Credential	1.7%
Some College, No Degree	23.0%
Associate Degree	9.5%
Bachelor's Degree	25.6%
Graduate/Professional Degree	14.5%
2014 Population 15+ by Marital Status	
Total	1,837,494
Never Married	30.3%
Married	55.0%
Widowed	4.6%
Divorced	10.1%
2014 Civilian Population 16+ in Labor Force	
Civilian Employed	92.8%
Civilian Unemployed	7.2%
2014 Employed Population 16+ by Industry	
Total	1,043,368
Agriculture/Mining	1.1%
Construction	5.7%
Manufacturing	10.9%
Wholesale Trade	3.2%
Retail Trade	11.0%
Transportation/Utilities	3.2%
Information	1.9%
Finance/Insurance/Real Estate	8.6%
Services	50.9%
Public Administration	3.5%
2014 Employed Population 16+ by Occupation	
Total	1,043,369
White Collar	68.6%
Management/Business/Financial	19.5%
Professional	23.6%
Sales	13.6%
Administrative Support	12.0%
Services	17.2%
Blue Collar	14.2%
Farming/Forestry/Fishing	0.7%
Construction/Extraction	3.7%
Installation/Maintenance/Repair	2.4%
Production	3.9%
Transportation/Material Moving	3.4%

October 22, 2014

Appendices

11

Market Profile

North County San Diego
Area: 896.72 square miles

Latitude: 33.26570659
Longitude: -117.198301

Population Summary	
2000 Total Population	744,587
2010 Total Population	836,923
2014 Total Population	864,470
2014 Group Quarters	24,818
2019 Total Population	910,537
2014-2019 Annual Rate	1.04%
Household Summary	
2000 Households	254,820
2000 Average Household Size	2.83
2010 Households	284,968
2010 Average Household Size	2.85
2014 Households	293,235
2014 Average Household Size	2.86
2019 Households	308,896
2019 Average Household Size	2.87
2014-2019 Annual Rate	1.05%
2010 Families	201,342
2010 Average Family Size	3.31
2014 Families	207,239
2014 Average Family Size	3.33
2019 Families	218,410
2019 Average Family Size	3.33
2014-2019 Annual Rate	1.06%
Housing Unit Summary	
2000 Housing Units	267,588
Owner Occupied Housing Units	59.0%
Renter Occupied Housing Units	36.2%
Vacant Housing Units	4.8%
2010 Housing Units	306,983
Owner Occupied Housing Units	55.9%
Renter Occupied Housing Units	36.9%
Vacant Housing Units	7.2%
2014 Housing Units	314,024
Owner Occupied Housing Units	54.5%
Renter Occupied Housing Units	38.9%
Vacant Housing Units	6.6%
2019 Housing Units	327,839
Owner Occupied Housing Units	54.5%
Renter Occupied Housing Units	39.8%
Vacant Housing Units	5.8%
Median Household Income	
2014	$64,446
2019	$76,744
Median Home Value	
2014	$436,965
2019	$560,206
Per Capita Income	
2014	$31,260
2019	$36,561
Median Age	
2010	34.9
2014	35.1
2019	35.9

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

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Market Profile

North County San Diego
Area: 896.72 square miles

Latitude: 33.26570659
Longitude: -117.198301

2014 Households by Income	
Household Income Base	293,235
<$15,000	8.3%
$15,000 - $24,999	8.3%
$25,000 - $34,999	9.9%
$35,000 - $49,999	13.3%
$50,000 - $74,999	15.5%
$75,000 - $99,999	12.4%
$100,000 - $149,999	16.9%
$150,000 - $199,999	7.8%
$200,000+	7.7%
Average Household Income	$90,310
2019 Households by Income	
Household Income Base	308,896
<$15,000	7.5%
$15,000 - $24,999	6.0%
$25,000 - $34,999	7.8%
$35,000 - $49,999	12.7%
$50,000 - $74,999	14.7%
$75,000 - $99,999	13.4%
$100,000 - $149,999	17.9%
$150,000 - $199,999	9.9%
$200,000+	10.0%
Average Household Income	$105,580
2014 Owner Occupied Housing Units by Value	
Total	170,985
<$50,000	0.7%
$50,000 - $99,999	2.8%
$100,000 - $149,999	3.7%
$150,000 - $199,999	4.3%
$200,000 - $249,999	6.0%
$250,000 - $299,999	8.1%
$300,000 - $399,999	18.2%
$400,000 - $499,999	16.6%
$500,000 - $749,999	21.2%
$750,000 - $999,999	8.9%
$1,000,000 +	9.5%
Average Home Value	$517,063
2019 Owner Occupied Housing Units by Value	
Total	178,548
<$50,000	0.4%
$50,000 - $99,999	1.4%
$100,000 - $149,999	2.0%
$150,000 - $199,999	3.5%
$200,000 - $249,999	5.0%
$250,000 - $299,999	5.7%
$300,000 - $399,999	12.1%
$400,000 - $499,999	13.2%
$500,000 - $749,999	28.3%
$750,000 - $999,999	16.2%
$1,000,000 +	12.4%
Average Home Value	$610,851

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

North County San Diego
Area: 896.72 square miles

2014 Population 25+ by Educational Attainment	
Total	559,158
Less than 9th Grade	8.8%
9th - 12th Grade, No Diploma	6.7%
High School Graduate	17.0%
GED/Alternative Credential	1.8%
Some College, No Degree	22.3%
Associate Degree	11.2%
Bachelor's Degree	20.8%
Graduate/Professional Degree	11.4%
2014 Population 15+ by Marital Status	
Total	689,483
Never Married	31.1%
Married	53.7%
Widowed	5.1%
Divorced	10.1%
2014 Civilian Population 16+ in Labor Force	
Civilian Employed	92.5%
Civilian Unemployed	7.5%
2014 Employed Population 16+ by Industry	
Total	366,429
Agriculture/Mining	2.0%
Construction	6.6%
Manufacturing	10.4%
Wholesale Trade	3.1%
Retail Trade	11.4%
Transportation/Utilities	3.3%
Information	1.8%
Finance/Insurance/Real Estate	6.4%
Services	50.9%
Public Administration	4.0%
2014 Employed Population 16+ by Occupation	
Total	366,429
White Collar	60.9%
Management/Business/Financial	15.9%
Professional	21.0%
Sales	12.2%
Administrative Support	11.8%
Services	20.5%
Blue Collar	18.7%
Farming/Forestry/Fishing	1.5%
Construction/Extraction	4.9%
Installation/Maintenance/Repair	3.0%
Production	4.9%
Transportation/Material Moving	4.3%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

Market Profile

South OC
Area: 454.17 square miles

Latitude: 33.61861132
Longitude: -117.664528

Population Summary	
2000 Total Population	858,104
2010 Total Population	977,089
2014 Total Population	1,008,927
2014 Group Quarters	14,657
2019 Total Population	1,057,906
2014-2019 Annual Rate	0.95%
Household Summary	
2000 Households	323,404
2000 Average Household Size	2.60
2010 Households	367,741
2010 Average Household Size	2.62
2014 Households	378,422
2014 Average Household Size	2.63
2019 Households	397,381
2019 Average Household Size	2.63
2014-2019 Annual Rate	0.98%
2010 Families	245,358
2010 Average Family Size	3.15
2014 Families	252,236
2014 Average Family Size	3.16
2019 Families	264,908
2019 Average Family Size	3.15
2014-2019 Annual Rate	0.99%
Housing Unit Summary	
2000 Housing Units	339,458
Owner Occupied Housing Units	63.1%
Renter Occupied Housing Units	32.1%
Vacant Housing Units	4.7%
2010 Housing Units	391,436
Owner Occupied Housing Units	58.0%
Renter Occupied Housing Units	35.9%
Vacant Housing Units	6.1%
2014 Housing Units	401,398
Owner Occupied Housing Units	56.4%
Renter Occupied Housing Units	37.9%
Vacant Housing Units	5.7%
2019 Housing Units	419,506
Owner Occupied Housing Units	56.2%
Renter Occupied Housing Units	38.5%
Vacant Housing Units	5.3%
Median Household Income	
2014	$93,537
2019	$106,002
Median Home Value	
2014	$600,595
2019	$726,105
Per Capita Income	
2014	$45,906
2019	$53,813
Median Age	
2010	38.3
2014	39.1
2019	39.3

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

South OC
Area: 454.17 square miles

Latitude: 33.61861132
Longitude: -117.664528

2014 Households by Income	
Household Income Base	378,420
<$15,000	6.3%
$15,000 - $24,999	5.1%
$25,000 - $34,999	5.9%
$35,000 - $49,999	8.9%
$50,000 - $74,999	14.1%
$75,000 - $99,999	12.5%
$100,000 - $149,999	20.2%
$150,000 - $199,999	12.3%
$200,000+	14.8%
Average Household Income	$121,538
2019 Households by Income	
Household Income Base	397,379
<$15,000	5.3%
$15,000 - $24,999	3.4%
$25,000 - $34,999	4.4%
$35,000 - $49,999	8.1%
$50,000 - $74,999	12.5%
$75,000 - $99,999	12.7%
$100,000 - $149,999	20.1%
$150,000 - $199,999	15.0%
$200,000+	18.4%
Average Household Income	$142,245
2014 Owner Occupied Housing Units by Value	
Total	226,195
<$50,000	0.6%
$50,000 - $99,999	0.9%
$100,000 - $149,999	2.4%
$150,000 - $199,999	2.8%
$200,000 - $249,999	3.2%
$250,000 - $299,999	4.3%
$300,000 - $399,999	11.2%
$400,000 - $499,999	13.9%
$500,000 - $749,999	26.6%
$750,000 - $999,999	14.4%
$1,000,000 +	19.7%
Average Home Value	$668,013
2019 Owner Occupied Housing Units by Value	
Total	235,728
<$50,000	0.2%
$50,000 - $99,999	0.4%
$100,000 - $149,999	1.0%
$150,000 - $199,999	1.9%
$200,000 - $249,999	2.3%
$250,000 - $299,999	2.7%
$300,000 - $399,999	6.2%
$400,000 - $499,999	8.6%
$500,000 - $749,999	29.6%
$750,000 - $999,999	24.6%
$1,000,000 +	22.6%
Average Home Value	$760,158

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

2014 Population 25+ by Educational Attainment	
Total	693,035
Less than 9th Grade	2.9%
9th - 12th Grade, No Diploma	3.1%
High School Graduate	11.8%
GED/Alternative Credential	1.1%
Some College, No Degree	21.0%
Associate Degree	8.4%
Bachelor's Degree	32.5%
Graduate/Professional Degree	19.3%
2014 Population 15+ by Marital Status	
Total	828,324
Never Married	30.1%
Married	55.3%
Widowed	4.6%
Divorced	10.1%
2014 Civilian Population 16+ in Labor Force	
Civilian Employed	94.2%
Civilian Unemployed	5.8%
2014 Employed Population 16+ by Industry	
Total	500,092
Agriculture/Mining	0.4%
Construction	4.5%
Manufacturing	11.2%
Wholesale Trade	3.3%
Retail Trade	10.3%
Transportation/Utilities	2.7%
Information	2.2%
Finance/Insurance/Real Estate	11.0%
Services	51.8%
Public Administration	2.7%
2014 Employed Population 16+ by Occupation	
Total	500,093
White Collar	77.1%
Management/Business/Financial	23.6%
Professional	26.9%
Sales	14.8%
Administrative Support	11.8%
Services	13.7%
Blue Collar	9.2%
Farming/Forestry/Fishing	0.2%
Construction/Extraction	2.5%
Installation/Maintenance/Repair	1.6%
Production	2.5%
Transportation/Material Moving	2.4%

Appendices   17

esri | Market Profile

SW Riverside
Area: 546.99 square miles

Latitude: 33.58367644
Longitude: -117.226132

Population Summary	
2000 Total Population	216,664
2010 Total Population	393,483
2014 Total Population	416,678
2014 Group Quarters	2,481
2019 Total Population	451,852
2014-2019 Annual Rate	1.63%
Household Summary	
2000 Households	68,878
2000 Average Household Size	3.13
2010 Households	121,439
2010 Average Household Size	3.22
2014 Households	127,579
2014 Average Household Size	3.25
2019 Households	137,394
2019 Average Household Size	3.27
2014-2019 Annual Rate	1.49%
2010 Families	98,105
2010 Average Family Size	3.54
2014 Families	103,028
2014 Average Family Size	3.58
2019 Families	110,966
2019 Average Family Size	3.60
2014-2019 Annual Rate	1.50%
Housing Unit Summary	
2000 Housing Units	73,071
Owner Occupied Housing Units	73.0%
Renter Occupied Housing Units	21.2%
Vacant Housing Units	5.7%
2010 Housing Units	131,936
Owner Occupied Housing Units	66.7%
Renter Occupied Housing Units	25.3%
Vacant Housing Units	8.0%
2014 Housing Units	137,761
Owner Occupied Housing Units	65.4%
Renter Occupied Housing Units	27.2%
Vacant Housing Units	7.4%
2019 Housing Units	148,491
Owner Occupied Housing Units	64.8%
Renter Occupied Housing Units	27.7%
Vacant Housing Units	7.5%
Median Household Income	
2014	$78,180
2019	$87,880
Median Home Value	
2014	$289,333
2019	$305,644
Per Capita Income	
2014	$29,028
2019	$33,069
Median Age	
2010	33.4
2014	33.7
2019	34.3

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population.
Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

2014 Households by Income	
Household Income Base	127,579
<$15,000	6.6%
$15,000 - $24,999	6.4%
$25,000 - $34,999	7.6%
$35,000 - $49,999	10.8%
$50,000 - $74,999	16.2%
$75,000 - $99,999	14.2%
$100,000 - $149,999	23.0%
$150,000 - $199,999	9.2%
$200,000+	5.9%
Average Household Income	$94,383
2019 Households by Income	
Household Income Base	137,394
<$15,000	5.8%
$15,000 - $24,999	4.4%
$25,000 - $34,999	5.9%
$35,000 - $49,999	10.1%
$50,000 - $74,999	14.9%
$75,000 - $99,999	15.0%
$100,000 - $149,999	24.0%
$150,000 - $199,999	12.0%
$200,000+	7.8%
Average Household Income	$108,262
2014 Owner Occupied Housing Units by Value	
Total	90,097
<$50,000	0.8%
$50,000 - $99,999	2.6%
$100,000 - $149,999	4.7%
$150,000 - $199,999	8.2%
$200,000 - $249,999	17.3%
$250,000 - $299,999	20.9%
$300,000 - $399,999	26.6%
$400,000 - $499,999	10.2%
$500,000 - $749,999	5.6%
$750,000 - $999,999	1.5%
$1,000,000 +	1.8%
Average Home Value	$327,190
2019 Owner Occupied Housing Units by Value	
Total	96,287
<$50,000	0.5%
$50,000 - $99,999	1.7%
$100,000 - $149,999	3.3%
$150,000 - $199,999	8.2%
$200,000 - $249,999	17.5%
$250,000 - $299,999	17.6%
$300,000 - $399,999	20.5%
$400,000 - $499,999	11.6%
$500,000 - $749,999	13.3%
$750,000 - $999,999	3.1%
$1,000,000 +	2.7%
Average Home Value	$375,648

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest dividends, net rents, pensions, SSI and welfare payments, child support, and alimony.

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2014 and 2019. Esri converted Census 2000 data into 2010 geography.

October 22, 2014

2014 Population 25+ by Educational Attainment	
Total	258,301
Less than 9th Grade	4.9%
9th - 12th Grade, No Diploma	6.8%
High School Graduate	20.7%
GED/Alternative Credential	2.9%
Some College, No Degree	30.1%
Associate Degree	8.9%
Bachelor's Degree	17.5%
Graduate/Professional Degree	8.2%
2014 Population 15+ by Marital Status	
Total	319,689
Never Married	29.0%
Married	57.3%
Widowed	3.9%
Divorced	9.8%
2014 Civilian Population 16+ in Labor Force	
Civilian Employed	89.9%
Civilian Unemployed	10.1%
2014 Employed Population 16+ by Industry	
Total	176,847
Agriculture/Mining	0.9%
Construction	7.4%
Manufacturing	11.2%
Wholesale Trade	2.9%
Retail Trade	11.9%
Transportation/Utilities	4.4%
Information	1.5%
Finance/Insurance/Real Estate	6.2%
Services	48.5%
Public Administration	5.0%
2014 Employed Population 16+ by Occupation	
Total	176,847
White Collar	60.6%
Management/Business/Financial	15.3%
Professional	19.3%
Sales	13.0%
Administrative Support	13.0%
Services	20.4%
Blue Collar	19.0%
Farming/Forestry/Fishing	0.3%
Construction/Extraction	4.7%
Installation/Maintenance/Repair	3.7%
Production	5.7%
Transportation/Material Moving	4.6%

October 22, 2014

Appendices   20

Appendix 1B.

ESRI Report – Smart Report Data

Tri-County 2014 Travel Statistics			2,290,075
Category	**2014 ESRI Data**	**Index**	**% of Population**
Frequent Flyer Program Members	446,806	152.9	20%
Residents Who Own a Valid Passport	872,828	135.3	38%
Took 3+ Round Trips by Plane in /12 mo.	212,349	155.1	9%
Took any Domestic trip by plane (scheduled)/12 mo.	488,850	138.7	21%
Took 1 foreign trip by plane in /3 yrs.	263,926	131.3	12%
Took 2 foreign trips by plane in /3 yrs.	118,300	154.2	5%
Took 3+ foreign trips by plane in /3 yrs.	124,049	163.9	5%
Amount Spent on Airline Fares	$617,137,615	164.1	

Southwest Riverside 2014 Travel Statistics			416,678
Category	**2014 ESRI Data**	**Index**	**% of Population**
Frequent Flyer Program Members	74,341	142.8	18%
Residents Who Own a Valid Passport	140,422	140.3	34%
Took 3+ Round Trips by Plane in /12 mo.	35,725	147.5	9%
Took any Domestic trip by plane (scheduled)/12 mo.	84,188	136	20%
Took 1 foreign trip by plane in /3 yrs.	44,079	125.8	11%
Took 2 foreign trips by plane in /3 yrs.	18,340	134.8	4%
Took 3+ foreign trips by plane in /3 yrs.	17,348	126.7	4%
Amount Spent on Airline Fares	$84,709,725	124	

North County San Diego 2014 Travel Statistics			864,470
Category	**2014 ESRI Data**	**Index**	**% of Population**
Frequent Flyer Program Members	139,737	127.2	16%
Residents Who Own a Valid Passport	296,398	122.8	34%
Took 3+ Round Trips by Plane in /12 mo.	62,614	121.7	7%
Took any Domestic trip by plane (scheduled)/12 mo.	153,080	116.1	18%
Took 1 foreign trip by plane in /3 yrs.	89,395	119.1	10%
Took 2 foreign trips by plane in /3 yrs.	39,185	136.3	5%
Took 3+ foreign trips by plane in /3 yrs.	39,233	137.7	5%
Amount Spent on Airline Fares	$191,045,913	136.5	

Southern Orange County 2014 Travel Statistics			1,008,927
Category	**2014 ESRI Data**	**Index**	**% of Population**
Frequent Flyer Program Members	232,728	176.4	23%
Residents Who Own a Valid Passport	436,008	148.9	43%
Took 3+ Round Trips by Plane in /12 mo.	114,010	183.9	11%
Took any Domestic trip by plane (scheduled)/12 mo.	251,582	157.4	25%
Took 1 foreign trip by plane in /3 yrs.	130,452	142.7	13%
Took 2 foreign trips by plane in /3 yrs.	60,775	174.9	6%
Took 3+ foreign trips by plane in /3 yrs.	67,468	196.9	7%
Amount Spent on Airline Fares	$341,381,977	193.8	

Appendix 1C.

Population and Growth by Race and County

Three Counties: San Diego, Orange, Riverside — 2010 Census
(Source: DOF P-2 Report)

	Total of Three Counties	Percent of Total	San Diego County	Percent of San Diego County	SanDiego Percent of Total	Orange County	Percent of Orange County	Orange Percent of Total	Riverside County	Percent of Riverside County	Riverside Percent of Total
Population	8,311,958	100.0%	3,102,745		37.3%	3,017,327		36.3%	2,191,886		26.4%
Population by Race											
White	3,712,923	44.7%	1,501,675	48.4%	18.1%	1,336,843	44.3%	16.1%	874,405	39.9%	10.5%
Black	328,413	4.0%	148,728	4.8%	1.8%	45,894	1.5%	0.6%	133,791	6.1%	1.6%
American Indian	31,319	0.4%	14,121	0.5%	0.2%	6,247	0.2%	0.1%	10,951	0.5%	0.1%
Asian	1,001,772	12.1%	333,728	10.8%	4.0%	540,485	17.9%	6.5%	127,558	5.8%	1.5%
Pacific Islander	28,003	0.3%	13,606	0.4%	0.2%	8,507	0.3%	0.1%	5,891	0.3%	0.1%
Hispanic	3,004,074	36.1%	999,392	32.2%	12.0%	1,010,752	33.5%	12.2%	993,930	45.3%	12.0%
Two or More Races	205,455	2.5%	91,494	2.9%	1.1%	68,599	2.3%	0.8%	45,361	2.1%	0.5%
Total	8,311,958		3,102,745			3,017,327			2,191,886		

Three Counties: San Diego, Orange, Riverside — 2040 Forecast
(Source: DOF P-2 Report)

	Total of Three Counties	Percent of Total	San Diego County	Percent of San Diego County	SanDiego Percent of Total	Orange County	Percent of Orange County	Orange Percent of Total	Riverside County	Percent of Riverside County	Riverside Percent of Total
Population	10,532,534	100.0%	3,749,240		35.6%	3,321,037		31.5%	3,462,256		32.9%
Population by Race											
White	3,720,581	35.3%	1,459,608	38.9%	13.9%	1,146,614	34.5%	10.9%	1,114,359	32.2%	10.6%
Black	377,838	3.6%	150,909	4.0%	1.4%	48,052	1.4%	0.5%	178,877	5.2%	1.7%
American Indian	35,320	0.3%	15,868	0.4%	0.2%	5,900	0.2%	0.1%	13,551	0.4%	0.1%
Asian	1,333,220	12.7%	420,523	11.2%	4.0%	655,739	19.7%	6.2%	256,959	7.4%	2.4%
Pacific Islander	39,463	0.4%	20,400	0.5%	0.2%	11,278	0.3%	0.1%	7,785	0.2%	0.1%
Hispanic	4,653,959	44.2%	1,521,124	40.6%	14.4%	1,328,808	40.0%	12.6%	1,804,026	52.1%	17.1%
Two or More Races	372,153	3.5%	160,807	4.3%	1.5%	124,646	3.8%	1.2%	86,699	2.5%	0.8%
Total	10,532,534		3,749,240			3,321,037			3,462,256		

Three Counties: San Diego, Orange, Riverside — 2010 - 2040 Growth
Calculation: DOF 2040 population minus 2010 population

	Total of Three Counties	Growth of Three Counties	San Diego County	Growth of SanDiego County	Percent of Total Growth	Orange County	Growth of Orange County	Percent of Total Growth	Riverside County	Growth of Riverside	Percent of Total Growth
Population	2,220,576	26.7%	646,495	20.8%	29.1%	303,710	10.1%	13.7%	1,270,370	58.0%	57.2%
Population by Race											
White	7,658	0.2%	-42,067	-2.8%	-1.9%	-190,229	-14.2%	-8.6%	239,955	27.4%	10.8%
Black	49,426	15.0%	2,181	1.5%	0.1%	2,158	4.7%	0.1%	45,087	33.7%	2.0%
American Indian	4,001	12.8%	1,747	12.4%	0.1%	-346	-5.5%	0.0%	2,600	23.7%	0.1%
Asian	331,448	33.1%	86,794	26.0%	3.9%	115,254	21.3%	5.2%	129,400	101.4%	5.8%
Pacific Islander	11,460	40.9%	6,794	49.9%	0.3%	2,771	32.6%	0.1%	1,894	32.2%	0.1%
Hispanic	1,649,885	54.9%	521,732	52.2%	23.5%	318,056	31.5%	14.3%	810,097	81.5%	36.5%
Two or More Races	166,698	81.1%	69,313	75.8%	3.1%	56,047	81.7%	2.5%	41,338	91.1%	1.9%
Total	2,220,576		646,495		29.1%	303,710		13.7%	1,270,370		57.2%

DOF Technical Notes: For this projection series, there are seven mutually exclusive race/ethnic groups: Hispanics and non-Hispanic American Indians, Asians, Blacks, Multi-Race persons, Pacific Islanders and Whites.

Appendix 1D.

Population and Growth by Race and County

Table 1 — 2010 Census Profile Report

	Tri-County	Percent of Tri-County	North San Diego County	Percent of North San Diego	Percent of Tri-County	South Orange County	Percent of South Orange	Percent of Tri-County	SW Riverside County	Percent of SW Riverside	Percent of Tri-County
Tri-County: North San Diego, South Orange, Southwest Riverside											
2010 Census Profile Report											
Population	2,207,494	100.0%	836,923		37.9%	977,089		44.3%	393,483		17.8%
Population by Race											
White	1,559,011	70.6%	585,773	70.0%	26.5%	703,768	72.0%	31.9%	269,470	68.5%	12.2%
Black	55,159	2.5%	22,977	2.7%	1.0%	13,276	1.4%	0.6%	18,906	4.8%	0.9%
American Indian	16,602	0.8%	9,075	1.1%	0.4%	3,723	0.4%	0.2%	3,804	1.0%	0.2%
Asian	229,854	10.4%	47,094	5.6%	2.1%	150,214	15.4%	6.8%	32,546	8.3%	1.5%
Pacific Islander	7,606	0.3%	4,416	0.5%	0.2%	1,864	0.2%	0.1%	1,406	0.4%	0.1%
Some Other Race	232,101	10.5%	127,924	15.3%	5.8%	59,914	6.1%	2.7%	44,263	11.2%	2.0%
Two or More Races	107,082	4.9%	39,664	4.7%	1.8%	44,330	4.5%	2.0%	23,088	5.9%	1.0%
Total	2,207,495	100.0%	836,923	100.0%	37.9%	977,089	100.0%	44.3%	393,483	100.0%	17.8%
Hispanic	564,868	25.6%	276,425	33.0%	48.9%	169,939	17.4%	30.1%	118,504	30.1%	21.0%
Non-Hispanic	1,642,626	74.4%	560,498	67.0%	34.1%	807,150	82.6%	49.1%	274,979	69.9%	16.7%
Total	2,207,494	100.0%	836,923	100.0%		977,089	100.0%		393,483	100.0%	

(Source: ESRI Report by Defined Tri-County Boundaries)

Table 2 — 2040 Projected Population

	Tri-County	Percent of Tri-County	North San Diego County	Percent of North San Diego	Percent of Tri-County	South Orange County	Percent of South Orange	Percent of Tri-County	SW Riverside County	Percent of SW Riverside	Percent of Tri-County
Tri-County: North San Diego, South Orange, Southwest Riverside											
2040 Projected Population											
Population	2,672,396	100.0%	1,010,639		37.8%	1,045,127		39.1%	616,631		23.1%
Population by Race											
White	1,733,772	64.9%	647,646	64.1%	24.2%	691,853	66.2%	25.9%	394,273	63.9%	14.8%
Black	64,444	2.4%	24,170	2.4%	0.9%	14,372	1.4%	0.5%	25,902	4.2%	1.0%
American Indian	22,191	0.8%	11,878	1.2%	0.4%	4,422	0.4%	0.2%	5,891	1.0%	0.2%
Asian	307,369	11.5%	59,637	5.9%	2.2%	182,397	17.5%	6.8%	65,336	10.6%	2.4%
Pacific Islander	11,064	0.4%	6,633	0.7%	0.2%	2,469	0.2%	0.1%	1,962	0.3%	0.1%
Some Other Race	353,813	13.2%	194,707	19.3%	7.3%	78,767	7.5%	2.9%	80,339	13.0%	3.0%
Two or More Races	179,742	6.7%	65,969	6.5%	2.5%	70,846	6.8%	2.7%	42,927	7.0%	1.6%
Total	2,672,396	100.0%	1,010,639	100.0%	37.8%	1,045,127	100.0%	39.1%	616,631	100.0%	23.1%
Hispanic	875,102	32.7%	420,732	41.6%	48.1%	223,414	21.4%	25.5%	215,090	34.9%	24.6%
Non-Hispanic	1,797,294	67.3%	589,906	58.4%	32.8%	821,712	78.6%	45.7%	401,541	65.1%	22.3%
Total	2,672,396	100.0%	1,010,639	100.0%		1,045,127	100.0%		616,631	100.0%	

(Calculation: DOF Growth Rate applied to ESRI Report figures)

(Note: Hispanic growth rate was spread across six races based on U.S. Census report)

Table 3 — Projected Population Growth 2010 - 2040

	Tri-County	Tri-County Growth	North San Diego County	North San Diego Growth	Percent of Tri-County Growth	South Orange County	South Orange Growth	Percent of Tri-County Growth	SW Riverside County	SW Riverside Growth	Percent of Tri-County Growth
Tri-County: North San Diego, South Orange, Southwest Riverside											
Projected Population Growth 2010 - 2040											
Population	464,902	21.1%	173,716	20.8%	37.4%	68,038	7.0%	14.6%	223,148	56.7%	48.0%
Population by Race											
White	174,761	11.2%	61,873	10.6%	13.3%	-11,915	-1.7%	-2.6%	124,803	46.3%	26.8%
Black	9,285	16.8%	1,193	5.2%	0.3%	1,096	8.3%	0.2%	6,996	37.0%	1.5%
American Indian	5,589	33.7%	2,803	30.9%	0.6%	699	18.8%	0.2%	2,087	54.9%	0.4%
Asian	77,515	33.7%	12,543	26.6%	2.7%	32,183	21.4%	6.9%	32,790	100.7%	7.1%
Pacific Islander	3,378	43.9%	2,217	50.2%	0.5%	605	32.5%	0.1%	556	39.5%	0.1%
Some Other Race	121,712	52.4%	66,783	52.2%	14.4%	18,853	31.5%	4.1%	36,076	81.5%	7.8%
Two or More Races	72,660	67.9%	26,305	66.3%	5.7%	26,516	59.8%	5.7%	19,839	85.9%	4.3%
Total	464,901	21.1%	173,716	20.8%	37.4%	68,038	7.0%	14.6%	223,148	56.7%	48.0%
Hispanic	310,234	54.9%	144,307	52.2%		53,475	31.5%		96,586	81.5%	
Non-Hispanic	154,668	9.4%	29,408	5.2%		14,562	1.8%		126,562	46.0%	
Total	464,902	21.1%	173,716	20.8%		68,038	7.0%		223,148	56.7%	

APPENDICES - CHAPTER 2

Appendix 2A.

Region	Airport	Year Opened	# of runways	Freight 2013 (lbs) in Millions[1]	# of flights 2013 (domestic)[2]	# of flights 2013 (international)[2]	# of flights 2013 (total)[2]	# of enplanements 2013 (domestic)[3]	# of enplanements 2013 (international)[3]	# of total enplanements 2013[3]	Enplanements % 2013 Domestic[3]	Enplanements % 2013 International[3]	Projected enplanements 2040[2]	Average growth rate from 2013-2040[2]
Southern California Area	SAN	1928	1	272	79,497	2,530	82,027	8,736,412	338,722	9,075,134	96.3%	3.7%	15,197,155	2.50%
San Diego Area	CLD	1959	1	-	2,540	-	2,540	51,100	5	51,105	100.0%	0.0%	129,453	5.68%
Los Angeles Area	LAX	1928	4	1,533	233,257	45,804	279,061	24,358,298	8,735,963	33,094,261	73.6%	26.4%	53,618,136	2.30%
	SNA	1923	2	43	39,522	1,905	41,427	4,389,395	194,937	4,584,332	95.7%	4.3%	7,989,226	2.75%
	ONT	1923	2	940	21,141	255	21,396	1,974,289	28,477	2,002,766	98.6%	1.4%	3,258,674	2.32%
	LGB	1923	5	53	13,454	-	13,454	1,438,204	9	1,438,213	100.0%	0.0%	2,426,579	2.55%
Bay Area	SFO	1927	4	257	168,551	24,635	193,186	17,123,296	4,718,958	21,842,254	78.4%	21.6%	36,135,901	2.42%
	OAK	1927	4	1,083	46,887	640	47,527	4,890,277	77,843	4,968,120	98.4%	1.6%	7,701,635	2.04%
	SJC	1948	2	104	43,433	1,250	44,683	4,280,424	161,881	4,442,305	96.4%	3.6%	7,406,884	2.47%
Chicago Area	ORD	1955	8	751	376,721	43,553	420,274	27,182,867	5,349,219	32,532,086	83.6%	16.4%	52,484,406	2.27%
	MDW	1927	5	52	90,938	3,525	94,463	10,142,573	262,756	10,405,329	97.5%	2.5%	15,953,307	1.97%
NY Area	JFK	1948	4	604	116,868	73,794	190,662	12,100,592	13,001,641	25,102,233	48.2%	51.8%	43,795,101	2.76%
	LGA	1939	2	14	163,883	15,881	179,764	12,545,500	836,225	13,381,725	93.8%	6.2%	17,376,436	1.11%
	EWR	1928	3	984	145,532	45,051	190,583	11,975,589	5,612,838	17,588,427	68.1%	31.9%	31,514,661	2.93%
Dallas Area	DFW	1974	7	686	294,236	28,499	322,735	26,020,524	3,224,078	29,244,602	89.0%	11.0%	49,421,102	2.56%
	DAL	1917	3	21	47,092	-	47,092	4,355,920	3,303	4,359,223	99.9%	0.1%	6,482,593	1.80%

1 http://www.transtats.bts.gov/airports.asp?pn=1
2 http://www.transtats.bts.gov/Data Elements.aspx?Data=2
3 http://www.transtats.bts.gov/Tables.asp?DB ID=111&DB Name=Air%20Carrier%20Statistics%20%28Form%2041%20Traffic%29-%20All%20Carriers&DB Short Name=Air%20Carriers
4 http://www.census.gov/popest/data/metro/totals/2013/index.html
5 http://www.faa.gov/airports/planning_capacity/profiles/media/Airport-Capacity-Profiles-2014.pdf
6 http://www.transtats.bts.gov/distance.asp

# Enplanements per Flight (Domestic)	# Enplanements per Flight (International)	Estimated Population 2013 (Millions)[4]	Ratio of Enplanements By Airport	Total Ratio of Enplanements By Metro Area	Capacity Rate (hourly)[5]	Distance between airports (Miles)[6]		Distance From Proposed Airport (PA) (Miles)[6]	
110	134	3,211,252	2.83	2.84	48-57	SAN to LAX	109	PA to LAX	79
20		Tri-County: 2,207,494	0.02		N/A	SAN to SNA	76	PA to SNA	43
104	191	13,131,431	2.52	3.13	167-176	SAN to CLD	28	PA to CLD	7
111	102		0.35		49-68	SAN to ONT	94	PA to ONT	60
93	112		0.15		N/A	SAN to LGB	93	PA to LGB	62
107			0.11		48-105			PA to SAN	35
102	192	6,435,917	3.39	4.86	100-110	SFO to OAK	11		
104	122		0.77		105-138	OAK to SJC	30		
99	130		0.69		N/A	SJC to SFO	30		
72	123	9,537,289	3.41	4.50	214-225	ORD to MDW	16		
112	75		1.09		64-84				
104	176	19,949,502	1.26	2.81	90-93	JFK to LGA	11		
77	53		0.67		80-86	LGA to EWR	17		
82	125		0.88		94-100	EWR to JFK	21		
88	113	6,810,913	4.29	4.93	226-264	DFW to DAL	11		
92			0.64		N/A				

Table 2. 1: Regional and benchmark airport data collection.

Appendix 2B.

Air Carrier - Red

Total International Enplanements - Orange

Total Enplanements – Green

LOCID: CRQ—MC CLELLAN-PALOMAR
Data: Enplanements
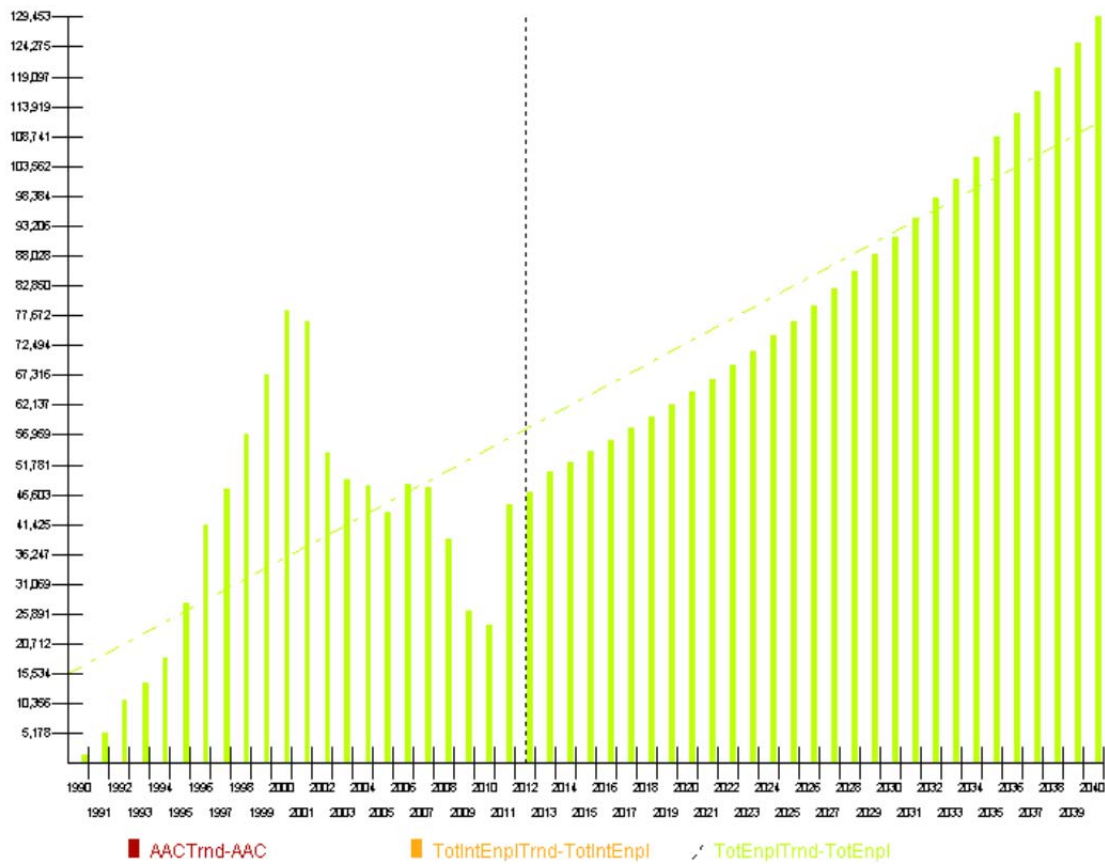
Figure 2. 1: CLD enplanements forecast, including domestic and international. Source: FAA.
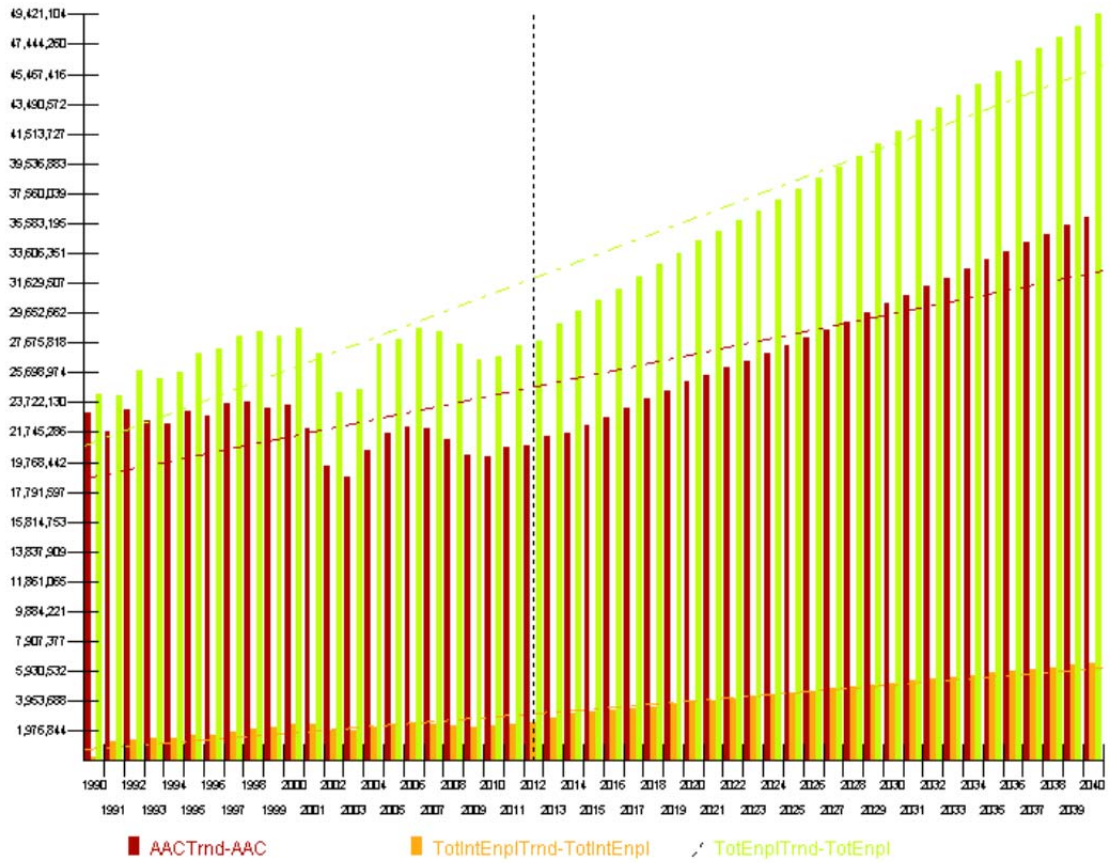
Data: Enplanements

Figure 2. 2: DFW enplanements forecast, including domestic and international. Source: FAA.
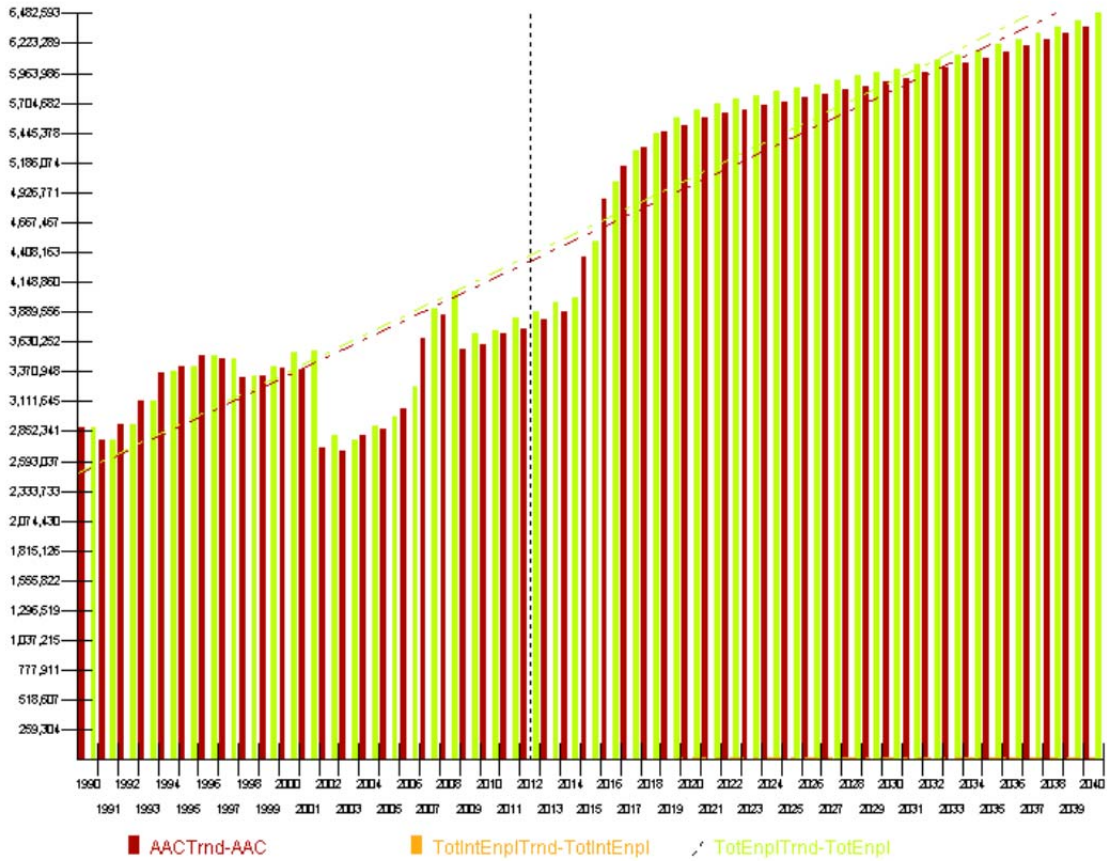
Figure 2. 3: DAL enplanements forecast, including domestic and international. Source: FAA.
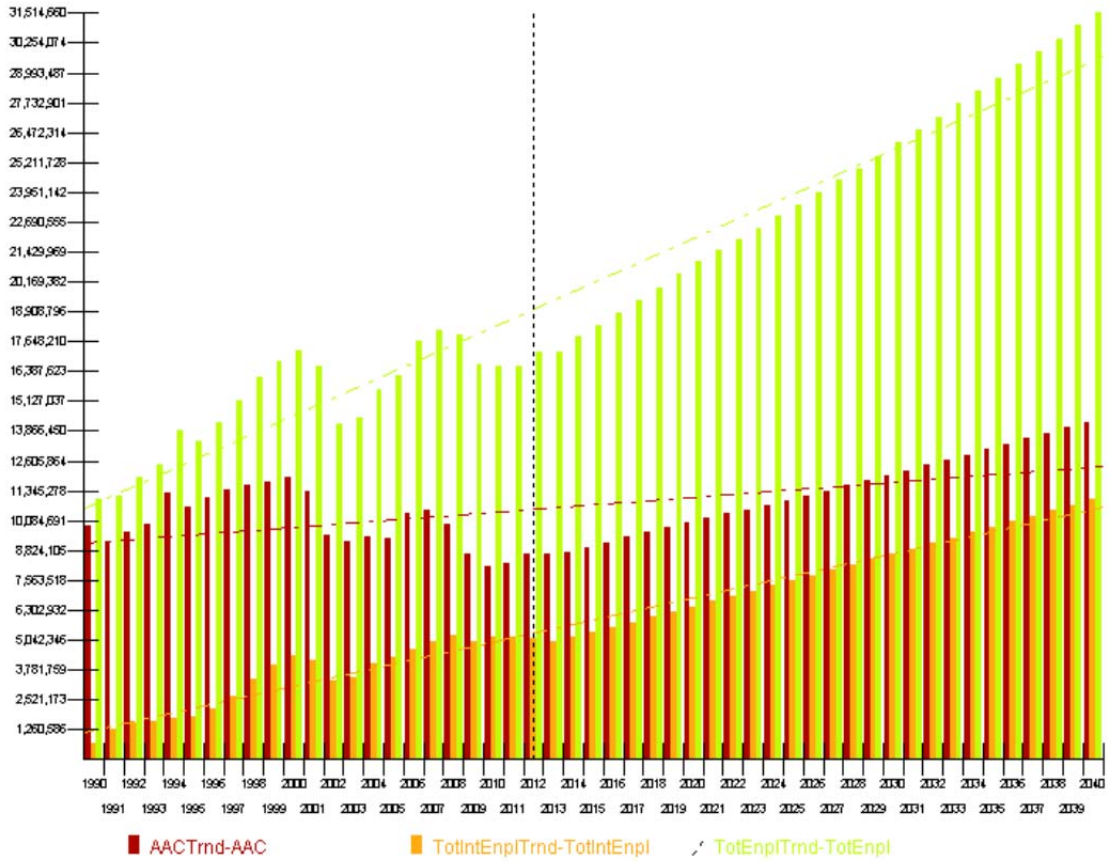
Figure 2. 4: EWR enplanements forecast, including domestic and international. Source: FAA.
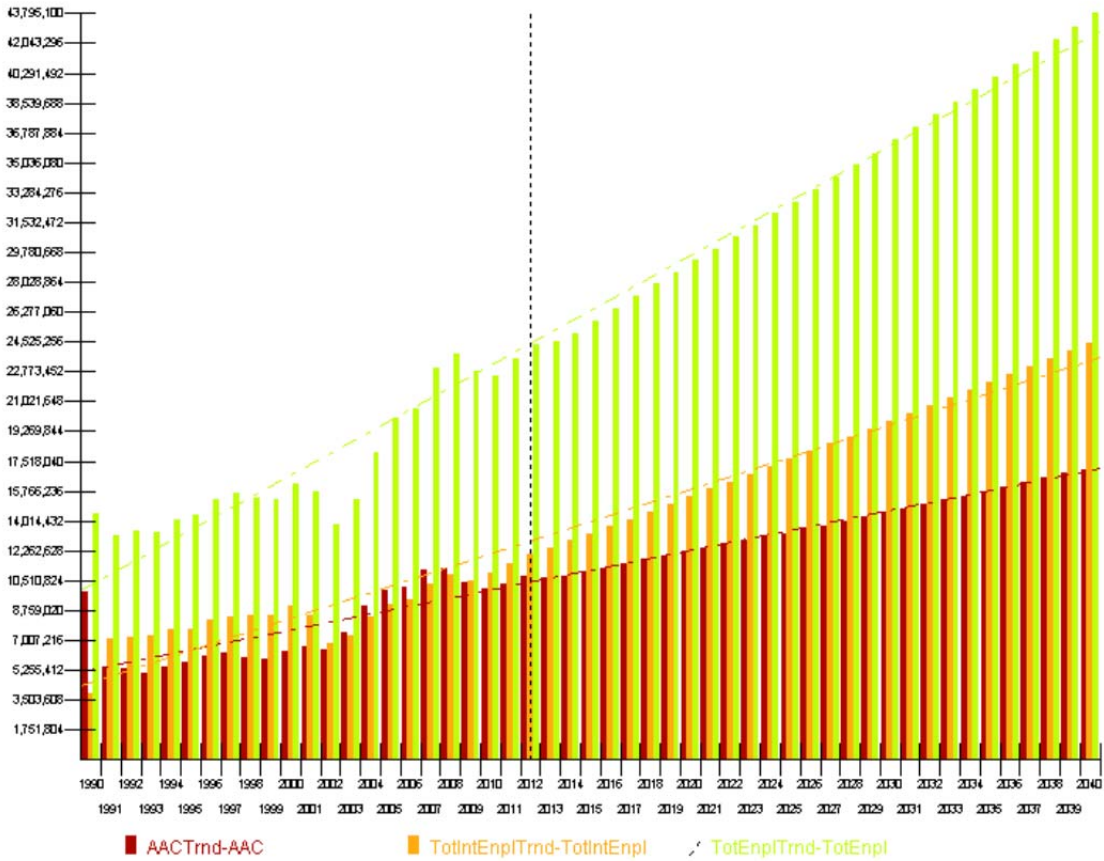
Figure 2. 5: JFK enplanements forecast, including domestic and international. Source: FAA.
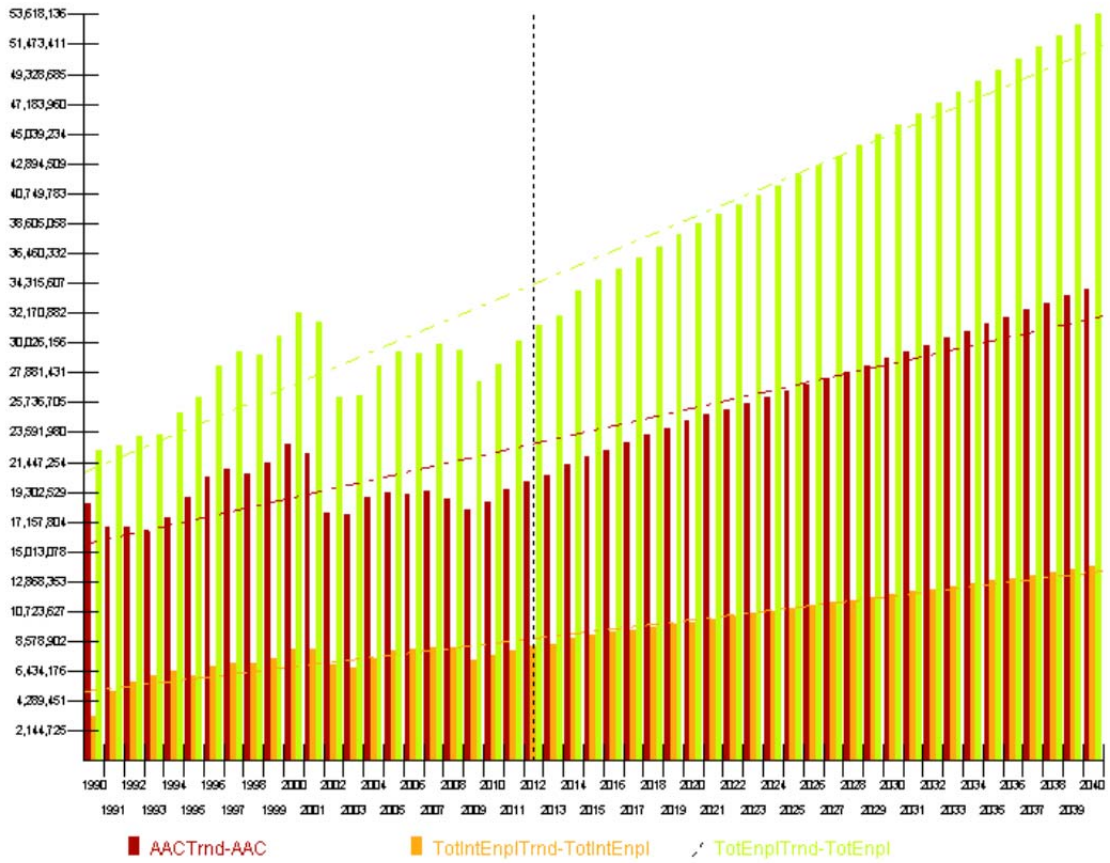
Figure 2. 6: LAX enplanements forecast, including domestic and international. Source: FAA.
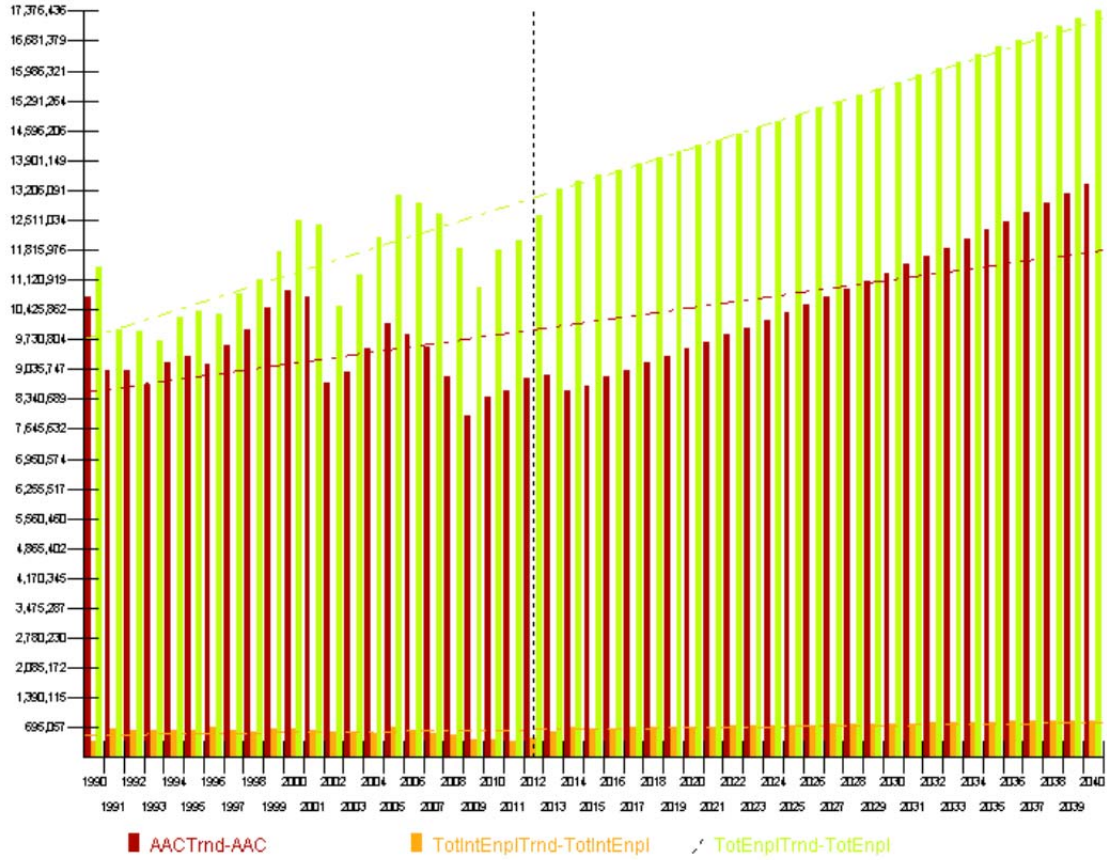
Figure 2. 7: LGA enplanements forecast, including domestic and international. Source: FAA.
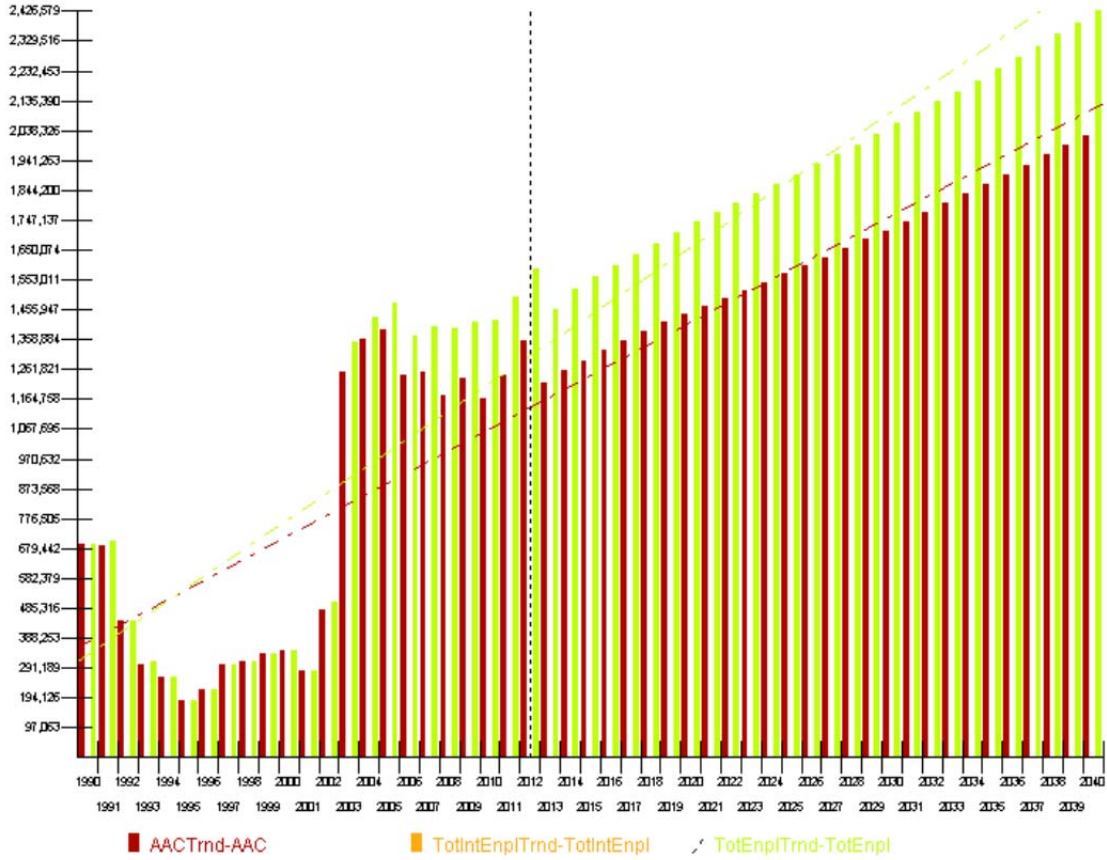
Figure 2. 8: LGB enplanements forecast, including domestic and international. Source: FAA.
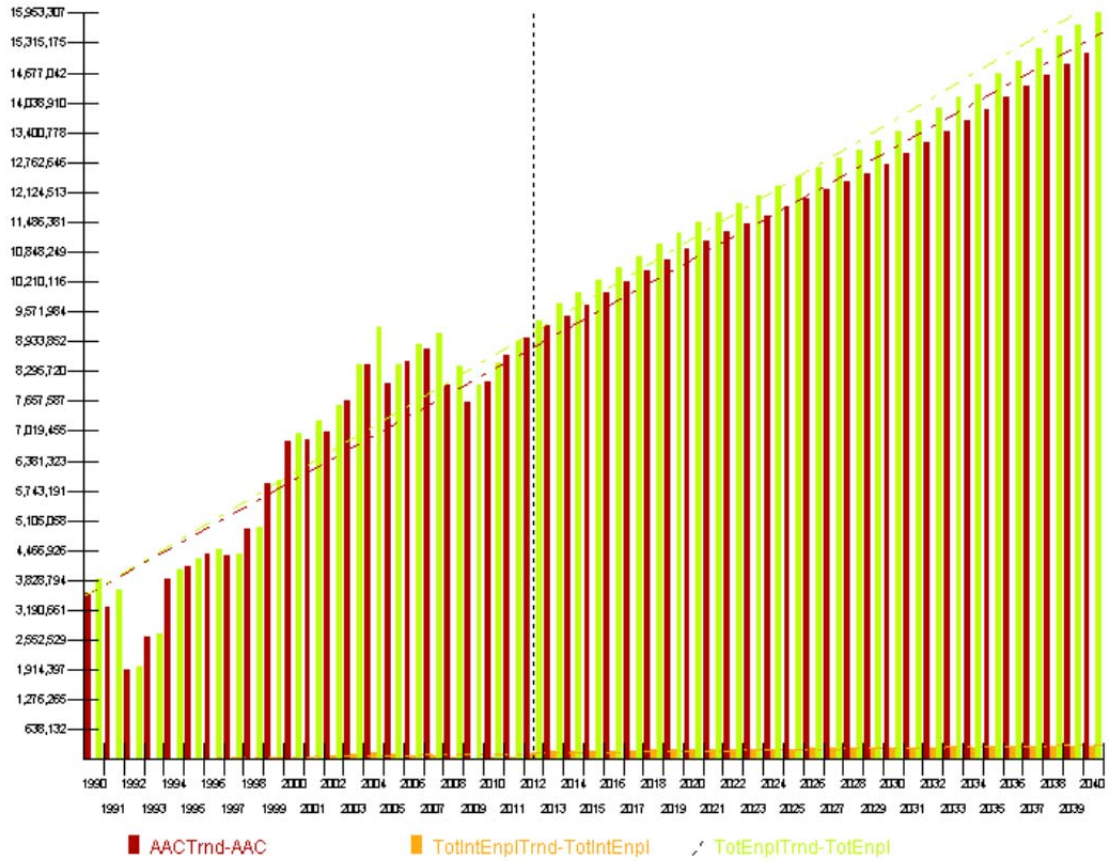
Figure 2. 9: MDW enplanements forecast, including domestic and international. Source: FAA.
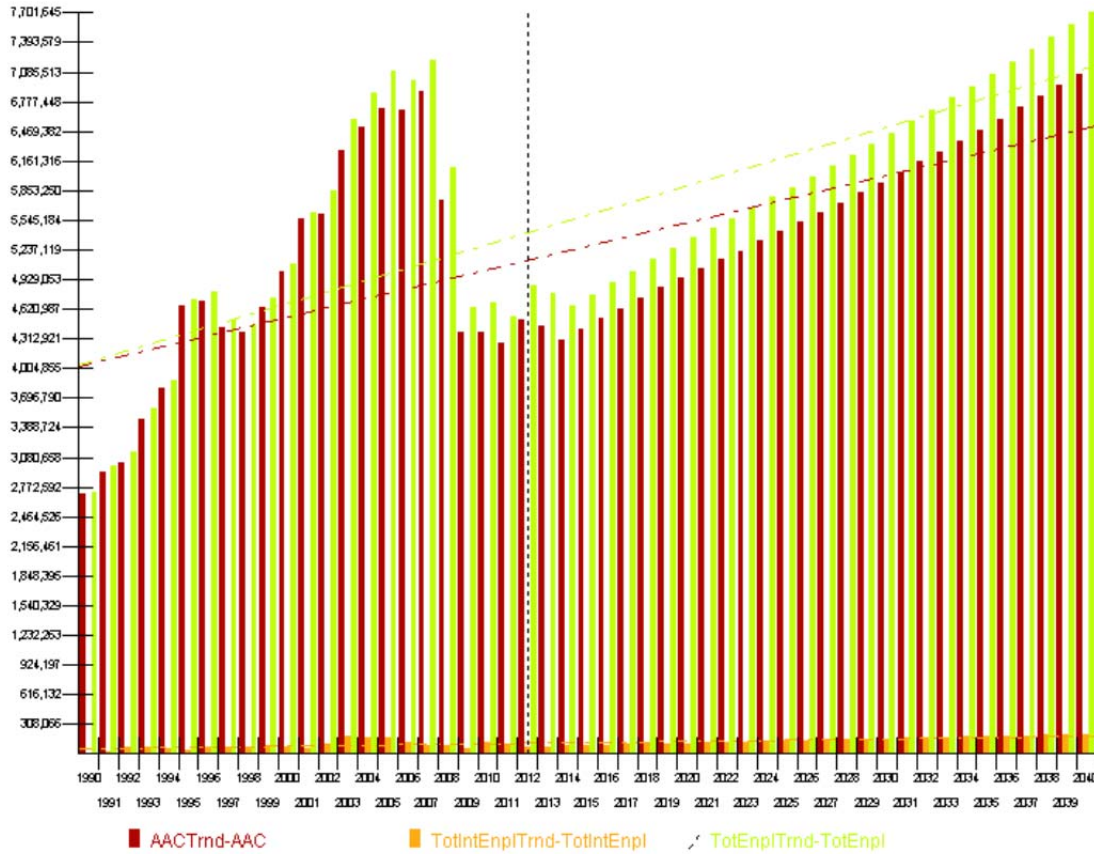
Figure 2. 10: OAK enplanements forecast, including domestic and international. Source: FAA.
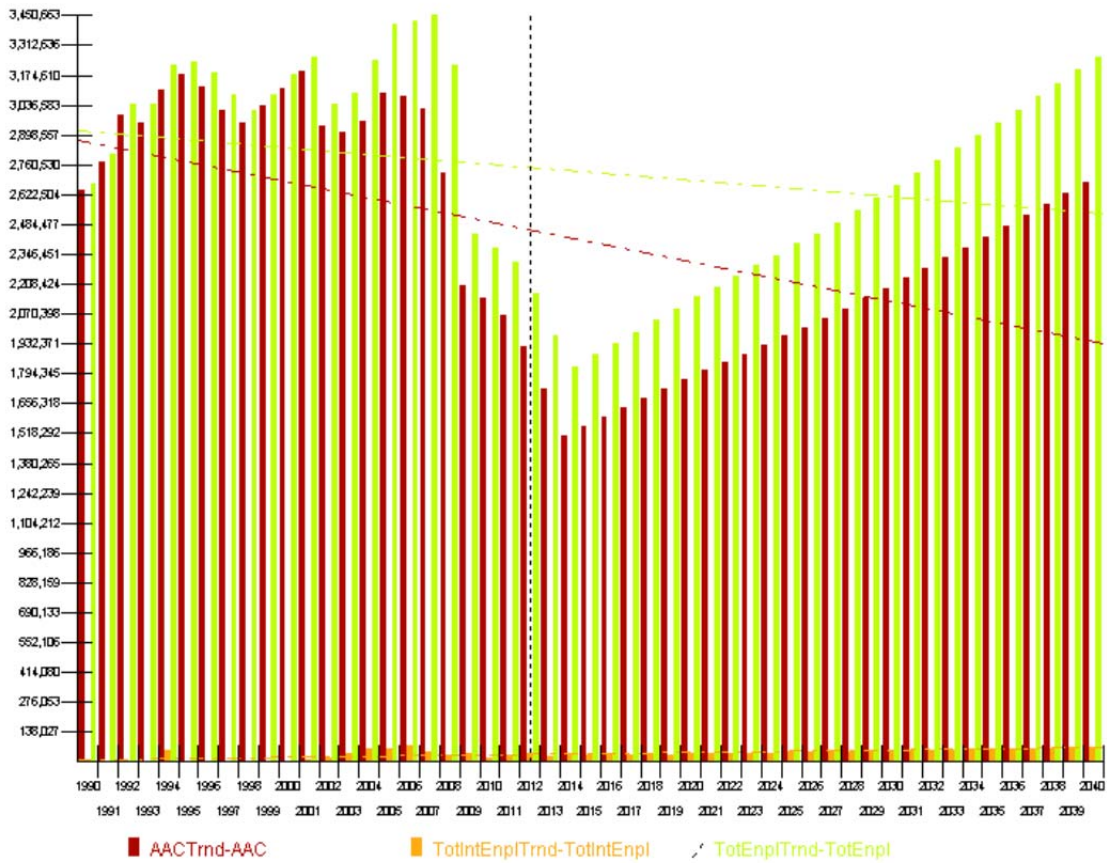
Figure 2. 11: ONT enplanements forecast, including domestic and international. Source: FAA.
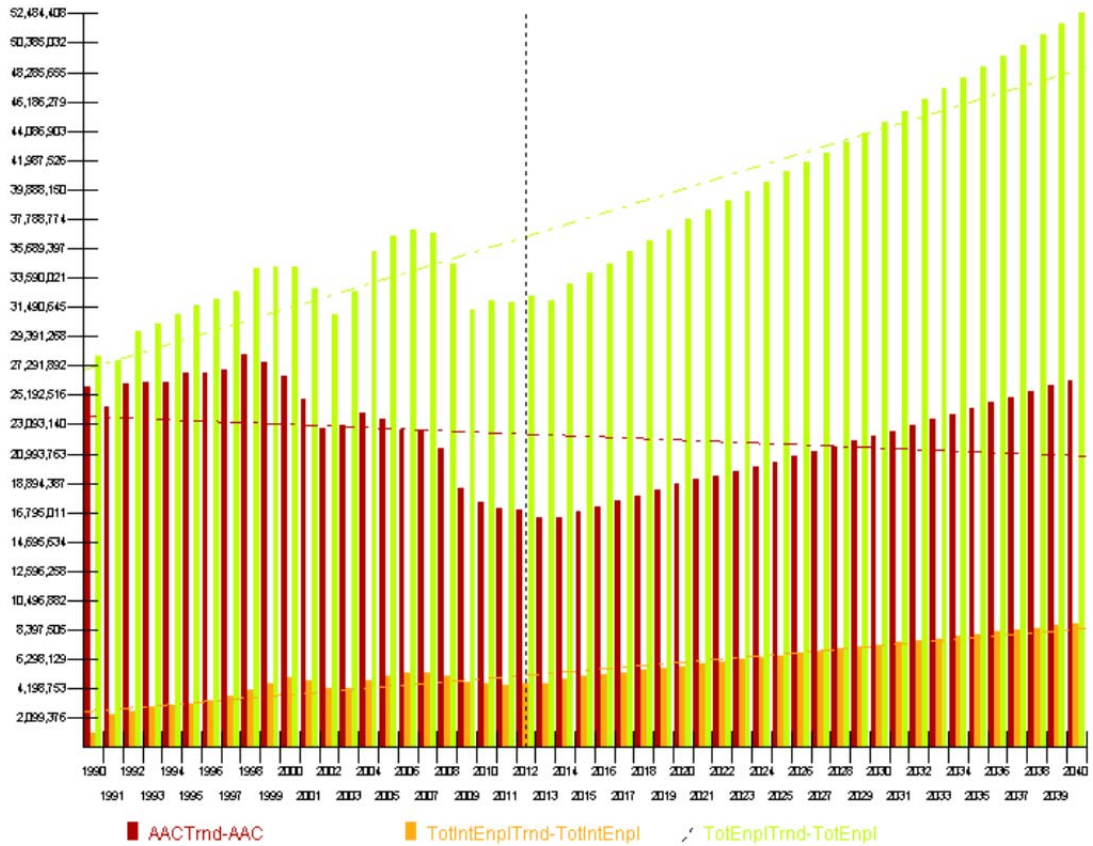
Figure 2. 12: ORD enplanements forecast, including domestic and international. Source: FAA.
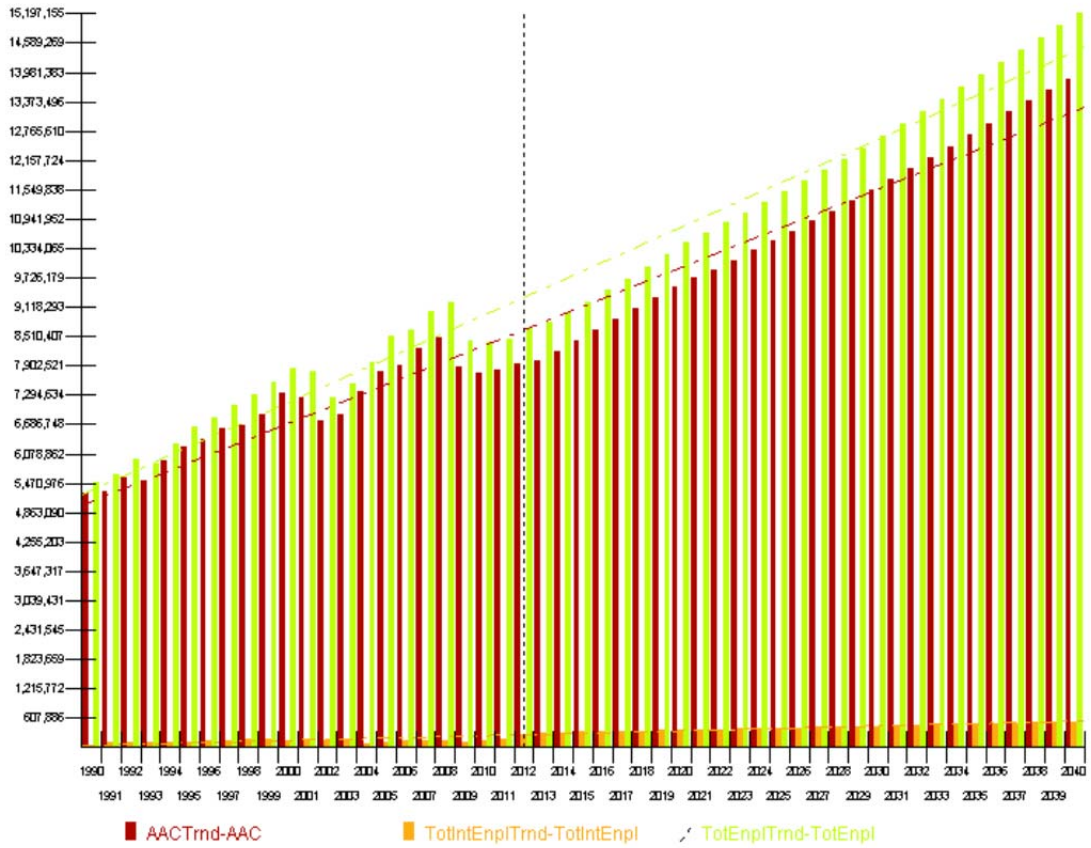
Figure 2. 13: SAN enplanements forecast, including domestic and international. Source: FAA.
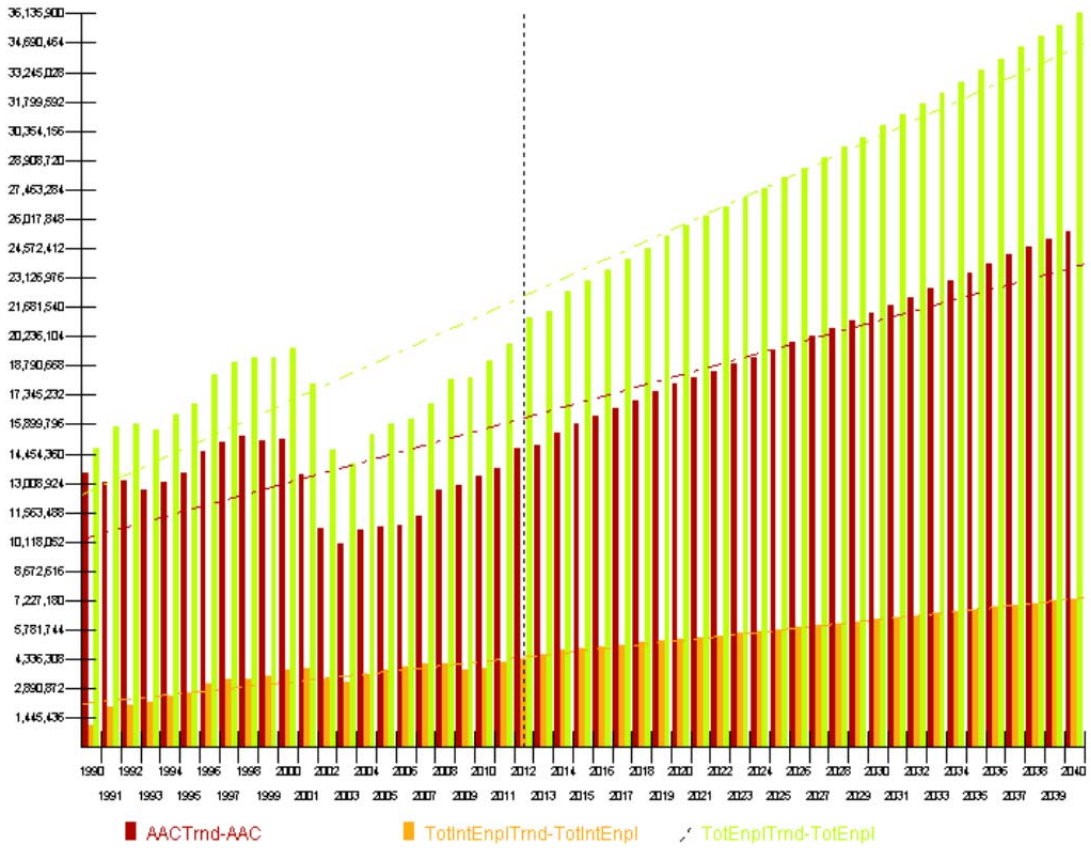
Figure 2. 14: SFO enplanements forecast, including domestic and international. Source: FAA.
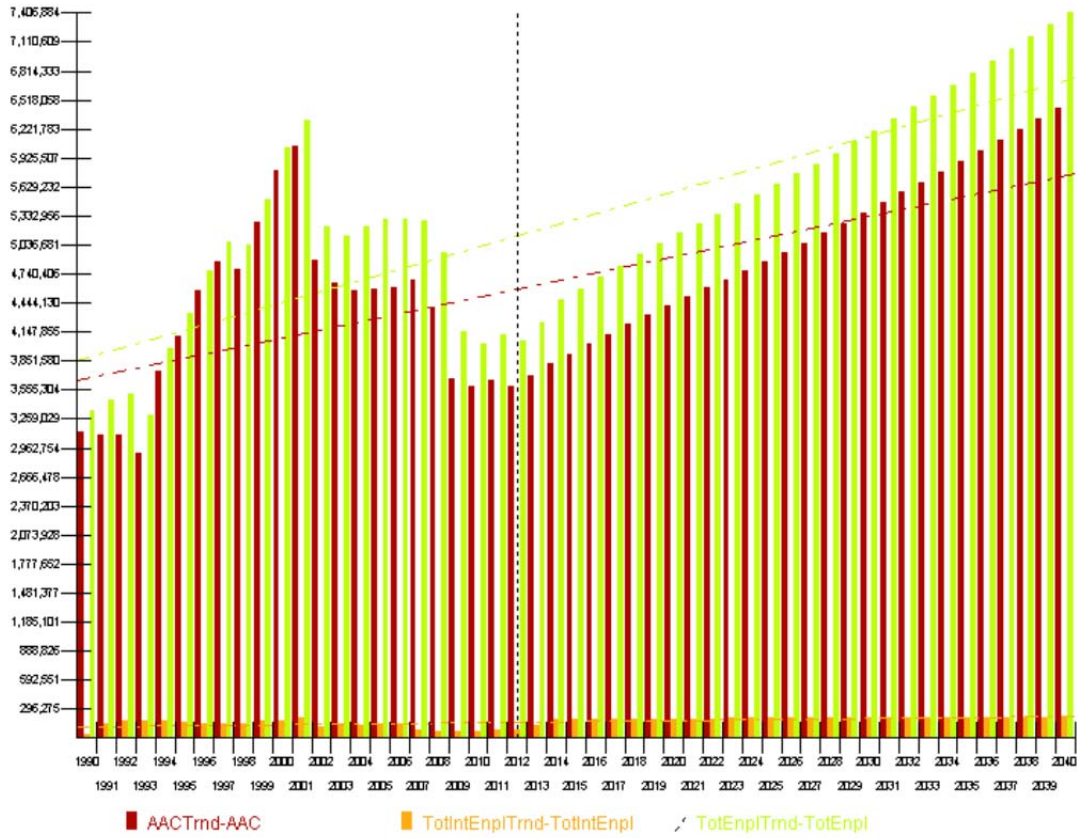
Figure 2. 15: SJC enplanements forecast, including domestic and international. Source: FAA.
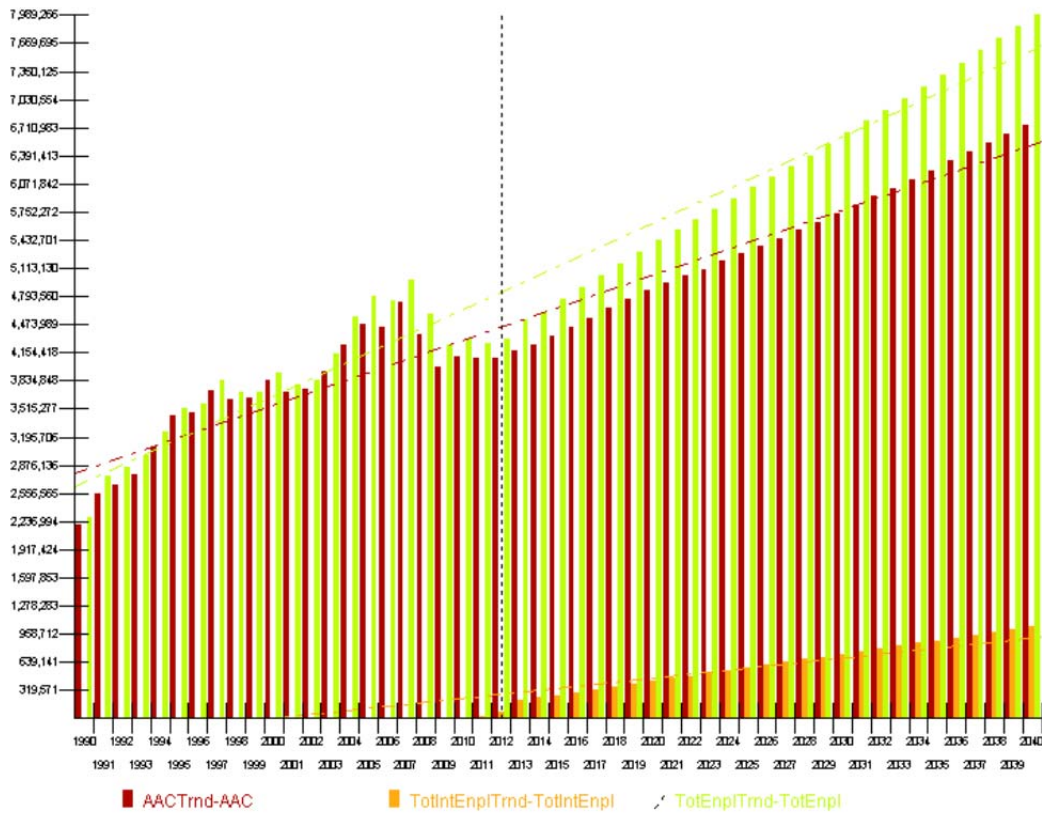
Figure 2. 16: SNA enplanements forecast, including domestic and international. Source: FAA.

APPENDICES - CHAPTER 3

Appendix 3A.

SR-76	30,000 Average daily trips (ADT) 4 lanes: I-5 to S Mission Rd 2 lanes: S Mission Rd to I-15	2 lanes: S Mission Rd to I-15	100,000 ADT without airport 140,000 ADT with airport Add HOV lane, possible BRT
I-5	267,000 - 700,000 ADT 3-4 lanes 1-2 HOV lanes	HOV from SR 73 to the I-405 split 2 HOV lanes in NCC Section	325,000 - 910,000 ADT without airport 365,00 - 950,000 ADT with airport HOV lanes in OC Section Direct Access Ramp in north Oceanside
SR-78	143,000 ADT 3 lanes	HOV lane	173,000 ADT without airport 213,000 ADT with airport No additions
I-15	197,000 - 312,000 ADT 4 lanes 4 interchangeable HOV lanes	No major planned development	400,000 ADT without airport 440,000 ADT with airport Possible DARs, HOV lane
Coaster	1.6M annual passengers. 22 trains, 11 round trips	Add double track from Del Mar to Carlsbad, East Brook to Shell Third track at Oceanside connection point Extend the boarding platform and pedestrian crossovers	20 round trips
Breeze	8.3M annual passengers 164 vehicles	Enhance Coastal Corridor Service Bus Rapid Transit	Service will compliment rail service
Sprinter	2.4M annual passengers 12 light rail trains 31 round trips	Double tracking the rail lines, adding limited-stop express services with the SPRINTER Express, and extending the service to south Escondido	93 round trips
Orange County Line	2.5M annual passengers 19 weekday, 4 weekend trains 5 round trips to Oceanside Station	Passing track between Laguna Niguel and San Juan Capistrano Third main track along an 8.5 mile stretch in Irvine Double track between San Onofre and Pulgas	20 round trips including 7 Oceanside stops
Inland Empire Orange County Line	1.3M annual passengers 14 weekday, 4 weekend trains 7 round trips	No major planned development	14 round trips
Amtrak	2.7M annual passengers 4 weekday, 3 weekend trains 11 round trips	Add double track from Del Mar to Carlsbad, East Brook to Shell Third track at Oceanside connection point Extend the boarding platform and pedestrian crossovers	3.3M passengers 18 round trips
CommuterLink Route 202	0.002M annual passengers	No major planned development	Possible discontinuation of service

Appendix 3B.

I-5 & SR-78 Average Daily Trips								Riders per Mile	
	2010	2011	2040	2045	2050	Estimated Growth	Miles	Existing	Future (No Build)
I-5 SB - A	43,325.0		57,005.0			31.58%	28.5	1,520.2	2,000.2
I-5 NB - A	43,255.0		55,865.0			29.15%	28.5	1,517.7	1,960.2
I-5 NB - B		91,436.5		107,820.0		17.92%	3.5	26,124.7	30,805.7
I-5 SB - B		88,594.5		104,037.5		17.43%	3.5	25,312.7	29,725.0
I-5 SB OC	266,611.0		324,727.5			21.80%	32	8,331.6	10,147.7
I-5 SDC		700,000.0	910,000.0			30.00%	27	25,925.9	33,703.7
CA-78 WB		124,000.0			168,000.0	35.48%	16.5	7,515.2	10,181.8
CA-78 EB		162,000.0			178,000.0	9.88%	16.5	9,818.2	10,787.9
CA-78 Avg		143,000.0			173,000.0	20.98%	16.5	8,666.7	10,484.8

OC = Orange County   SDC = San Diego County

SB-/NB - A = OC Section for I-5 between roads North Harbor Drive, Oceanside to San Juan Creek Road, San Juan Capistrano; this segment runs for 18 miles through Camp Pendleton with limited access to residential and commercial roods

SB-/NB -B = OC Section for I-5 between Ortega Highway (SR-74), San Juan Capistrano to I-405/I-5 split, Irvine

Sources:
I-5 HOV Lane Extension Project Between Avenida Pico and San Juan Creek Road (Chapter 2.5)
Interstate 5 (I-5) Widening Project from State Route 73 (SR-73) to El Toro Road (Chapter 2.5)

Appendix 3C.

FW: Public Records Request # 2014 -   Inbox x

Public Records Request <publicrecordsrequest@octa.net>   Sep 24
to me

Please find attached the information that you requested.

Thank you,

Gina Claridge
Deputy Clerk of the Board
Orange County Transportation Authority
600 South Main Street
Orange, CA 92863-1584
Tel: (714) 560-5490

From: TarTar515@gmail.com [mailto:TarTar515@gmail.com]
Sent: Monday, September 22, 2014 9:11 PM
To: Public Records Request
Subject: Public Records Request

Data from form "Public Records Request Form" was received on 9/22/2014 9:10:57 PM.

Public Records Request Form

Field	Value
name	Teresa Cortez
Company Name	
E-Mail	TarTar515@gmail.com
Telephone	7605053199
Fax	
Address	8050 Calle Pinon
City	Carlsbad
State	CA
Zip	92009
Comment	Hello, I am looking for the number of riders from 2003 – 2012 (or by as far back as possible) specifically for the Orange County Line and the IEOC Line. Please let me know if this is possible and thank you in advance. Best, Teresa

Email "Public Records Request" originally sent to publicrecordsrequest@octa.net from TarTar515@gmail.com on 9/22/2014 9:10:57 PM.

The information in this e-mail and any attachments are for the sole use of the intended recipient and may contain privileged and confidential information. If you are not the intended recipient, any use, disclosure, copying or distribution of this message or attachment is strictly prohibited. If you believe that you have received this e-mail in error, please contact the sender immediately and delete the e-mail and all of its attachments.

X PR Request 9.23....

Appendix 3D.

Annual Ridership

FY2003 - FY2012

	FY2003	FY2004	FY2005	FY2006	FY2007	FY2008	FY2009	FY2010	FY2011	FY2012
OC Line	1,360,631	1,663,042	1,810,325	1,949,209	2,049,865	2,217,021	2,385,343	2,275,713	2,265,557	2,469,029
IEOC Line	795,511	913,528	918,057	1,066,558	1,218,638	1,278,025	1,217,566	1,075,257	1,025,883	1,079,323

Source: SCRRA revenue reports

Appendix 3E.

Appendix 3F.

NORTH COUNTY TRANSIT DISTRICT

810 Mission Avenue
Oceanside, CA 92054

(760) 966-6500
(760) 967-0941 (fax)
www.GoNCTD.com

September 16, 2014

Ms. Raquel Hernandez
Email: herna201@cougars.csusm.edu

Subject: Public records request

Dear Ms. Hernandez:

This will serve as NCTD's response to your Public Records Request pursuant to California Government Code section 6250, et seq. which was received via email on September 10, 2014, requesting:

Would you be able to provide the average occupancy of the BREEZE, SPRINTER and COASTER? In other words, I'm interested in knowing the occupancy with respect to the maximum capacity of the busses/rail vehicle. This is for a school project.

Each SPRINTER car has seating capacity for 126 passengers.
Each COASTER car has seating capacity for 140 passengers.
We operate several bus types, with seating capacity for 19, 37 and 38 passengers. There is standee capacity on each vehicle as well.

Sincerely,

Byll Shelton
Insurance & Risk Management Specialist

Appendix 3G.

INCREASE IN PUBLIC TRANSPORTATION RIDERSHIP DUE TO PLANNED DEVELOPMENT				
	No Build 2040	Build 2040	*% of Total*	Weighted Avg. % Increase
Surfliner	3,031,000	3,321,600	*24.5%*	2.3%
Metrolink	3,772,000	6,051,197	*44.6%*	27.0%
COASTER	2,608,400	4,184,503	*30.9%*	18.7%
TOTAL				**48.0%**

APPENDICES - CHAPTER 4

Appendix 4A.

California Airport Survey Findings
Total On-Site Jobs by Airport Location

Airport	Total Jobs
Arcata Eureka	19
Bakersfield	612
Burbank	2,342
Chico	72
Crescent City	27
Fresno	2,190
Long Beach	1,295
Los Angeles*	50,000
McClellan Palomar	1,447
Merced	58
Modesto	140
Monterey	250
Oakland	7,680
Ontario	2,479
Orange County	3,626
Oxnard	82
Palm Springs	821
Redding	310
Sacramento	3,598
San Diego	5,381
San Francisco*	29,556
San Jose	2,801
San Luis Obispo	101
Santa Barbara	419
Santa Maria	1,310
Sonoma	236
Stockton	421
Total	117,273

California airport survey data provided by Economic Impact Study of California Airports published March 1, 2013
Notes: LAX and ONT employment are based on the total badged employee count. The employment for SFO comes
from their 2009 economic impact analysis.
Source: ADE, Inc.

Appendix 4B.

PROJECTED CONSTRUCTION COSTS & AMORTIZATION FOR SOUTHERN CALIFORNIA INTERNATIONAL AIRPORT

	Total Cost if Completed by 2030	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	Total Cost 2040
Site Acquistion & Preparation	2,089,778,832	1,159,798,647	953,229,690	-	-	-	-	-	-	-	-	2,113,028,337
- Land Acquisiton	229,818,461	229,818,461										229,818,461
- Demolition of Impacted Facilities	46,915,755	23,457,878	24,044,324									47,502,202
- Earthwork	1,813,044,616	906,522,308	929,185,366									1,835,707,674
Airport Facilities	12,691,806,501	-	-	1,665,799,603	1,707,444,593	1,750,130,708	1,793,883,976	1,838,731,075	1,884,699,352	1,931,816,836	1,980,112,257	14,552,618,401
- Airside	2,718,752,379			356,836,250	365,757,156	374,901,085	384,273,612	393,880,452	403,727,464	413,820,650	424,166,166	3,117,362,835
- Terminal	6,799,703,712			892,461,112	914,772,640	937,641,956	961,083,005	985,110,080	1,009,737,832	1,034,981,278	1,060,855,810	7,796,643,713
- Access and Parking	1,604,022,305			210,527,928	215,791,126	221,185,904	226,715,551	232,383,440	238,193,026	244,147,852	250,251,548	1,839,196,375
- Cargo	550,959,082			72,313,380	74,121,214	75,974,244	77,873,600	79,820,440	81,815,951	83,861,350	85,957,884	631,738,065
- General Aviation	62,452,690			8,196,916	8,401,838	8,611,884	8,827,182	9,047,861	9,274,058	9,505,909	9,743,557	71,609,204
- Ancillary/Support	955,916,333			125,464,019	128,600,619	131,815,635	135,111,026	138,488,801	141,951,021	145,499,797	149,137,292	1,096,068,209
Airport Ground Access & Utilities	5,201,870,803	520,187,080	533,191,757	546,521,551	560,184,590	574,189,205	588,543,935	603,257,533	618,338,972	633,797,446	649,642,382	5,827,854,451
- Roadway/Highway Improvements	4,453,087,104	445,308,710	456,308,710	467,852,464	479,548,775	491,537,495	503,825,932	516,421,581	529,332,120	542,565,423	556,129,559	4,988,963,487
- Utilities	748,783,699	74,878,370	76,750,329	78,669,087	80,635,815	82,651,710	84,718,003	86,835,953	89,006,852	91,232,023	93,512,823	838,890,964
Total Cost	19,983,456,136	1,679,985,727	1,486,421,447	2,212,321,154	2,267,629,183	2,324,319,913	2,382,427,911	2,441,988,609	2,503,038,324	2,565,614,282	2,629,754,639	22,493,501,189

PROJECTED CONSTRUCTION COSTS & AMORTIZATION FOR SOUTHERN CALIFORNIA INTERNATIONAL AIRPORT

	Total Cost if Completed by 2030	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	Total Cost 2040
Site Acquistion & Preparation	2,089,778,832	1,159,798,647	1,022,978,204									2,182,776,851
- Land Acquisiton	229,818,461	229,818,461										229,818,461
- Demolition of Impacted Facilities	46,915,755	23,457,878	25,803,665									49,261,543
- Earthwork	1,813,044,616	906,522,308	997,174,539									1,903,696,847
Airport Facilities	12,691,806,501	-	-	1,903,770,975	2,094,148,073	2,308,562,880	2,533,919,168	2,787,311,085	3,066,042,193	3,372,646,413	3,709,911,054	21,771,311,840
- Airside	2,718,752,379			407,812,857	448,594,143	493,453,557	542,798,912	597,078,804	656,786,684	722,465,352	794,711,888	4,663,702,197
- Terminal	6,799,703,712			1,019,955,557	1,121,951,112	1,234,146,224	1,357,560,846	1,493,316,931	1,642,648,624	1,806,913,486	1,987,604,835	11,664,097,615
- Access and Parking	1,604,022,305			240,603,346	264,663,680	291,130,048	320,243,053	352,267,359	387,494,094	426,243,504	468,867,854	2,751,512,938
- Cargo	550,959,082			82,643,862	90,908,249	99,999,073	109,998,981	120,998,879	133,098,767	146,408,643	161,049,508	945,105,961
- General Aviation	62,452,690			9,367,904	10,304,694	11,335,163	12,468,680	13,715,548	15,087,102	16,595,812	18,255,394	107,130,296
- Ancillary/Support	955,916,333			143,387,450	157,726,195	173,498,814	190,848,696	209,933,565	230,926,922	254,019,614	279,421,576	1,639,762,833
Airport Ground Access & Utilities	5,201,870,803	520,187,080	572,205,788	629,426,367	692,369,004	761,605,904	837,766,495	921,543,144	1,013,697,459	1,115,067,204	1,226,573,925	8,290,442,371
- Roadway/Highway Improvements	4,453,087,104	445,308,710	489,839,581	538,823,540	592,705,894	651,976,483	717,174,131	788,891,544	867,780,699	954,558,769	1,050,014,645	7,097,073,996
- Utilities	748,783,699	74,878,370	82,366,207	90,602,828	99,663,110	109,629,421	120,592,364	132,651,600	145,916,760	160,508,436	176,559,279	1,193,368,375
Total Cost	19,983,456,136	1,679,985,727	1,595,183,992	2,533,197,342	2,786,517,077	3,065,168,784	3,371,685,663	3,708,854,229	4,079,739,652	4,487,713,617	4,936,484,979	32,244,531,061

Map showing 1, 3, and 5-mile radius from the proposed airport site.

Appendix 4D.

Regression Results

Regression result for Table 4.4

Regression Statistics	
Multiple R	0.965993
R Square	0.933142
Adjusted R Square	0.924785
Standard Error	5833.621
Observations	10

Regression for Table 4.5

Regression Statistics	
Multiple R	0.988754223
R Square	0.977634914
Adjusted R Square	0.973161897
Standard Error	3512.051243
Observations	7

Regression for Table 4.5

	Coefficients	Standard Error	t Stat	P-value	Lower 95%	Upper 95%	Lower 95.0%	Upper 95.0%
Intercept	-4877.044	1983.307	-2.45905	0.057296	-9975.296	221.2079	-9975.296	221.2079
Passenger 2013	0.00092	6.22E-05	14.78387	2.56E-05	0.000760	0.001080	0.000760	0.001080

Appendix 4E.

From 2013 Comprehensive annual financial report SAN
Fiscal year ended June 30, 2013

Operating Revenues:		
Airline Revenue:		
Landing fees	196,581,730	11%
Aircraft parking fees	31,909,280	2%
Building rentals	418,396,190	24%
Security Surcharge	233,599,380	13%
Other aviation revenue	15,912,660	1%
Concession revenue	420,407,420	24%
Parking & ground transportation revenue	357,504,840	20%
Ground rentals	91,615,140	5%
Other operating revenue	9,051,500	1%
Total Operating Revenue	1,774,978,140	100%
Expenses		
Salaries & Benefits	380,924,640	21%
Contractual Services	292,835,260	16%
Safety & Services	239,940,200	14%
Space Rental	108,973,380	6%
Utilities	66,593,330	4%
Maintenance	112,044,650	6%
Equipment & systems	4,686,990	0%
Materials & supplies	4,058,630	0%
Insurance	7,949,840	0%
Employee Development & support	12,347,570	1%
Business development	24,444,070	1%
equipment rentals & repairs before Depreciations and amortization	13165430	1%
Total Operating Expenses before Dep. & Amor.	1,267,963,990	71%
Operating income before Dep. & Amor.	507,014,150	29%
Dep. & Amor.	416,236,290	23%
Total Operating Expenses	90,777,860	

Appendix 4F.
From 2013 Comprehensive annual financial report SFO
Fiscals year ended June 30, 2013

Operating Revenues:		
Airline Revenue:		
Aviation	4,139,000,000	57%
Aircraft parking fees		0%
Building rentals		0%
Security Surcharge		0%
Other aviation revenue		0%
Concession revenue	1,295,000,000	18%
Parking & ground transportation revenue	1,136,000,000	16%
Ground rentals		0%
Net Sales & Services	693,000,000	10%
Total Operating Revenue	7,263,000,000	100%
Expenses		
Salaries & Benefits	2,392,000,000	33%
Contractual Services	629,000,000	9%
Safety & Services	146,000,000	2%
Space Rental		0%
Utilities	193,000,000	3%
Maintenance	276,000,000	4%
Equipment & systems		0%
Materials & supplies	140,000,000	2%
Insurance	44,000,000	1%
Employee Development & support	28,000,000	0%
Environmental Remediation	1,000,000	0%
Equipment rentals & repairs before Depreciations and amortization		0%
Total Operating Expenses before Dep. & Amor.	3,849,000,000	53%
Operating income before Dep. & Amor.	3,414,000,000	47%
Dep. & Amor.	176,500,000	2%
Total Operating Expenses	3,237,500,000	45%

Appendix 4G.

From 2013 Comprehensive annual financial report LAX

Fiscal year ended June 30, 2013

Operating Revenues:			
Airline Revenue:			
Landing fees	2,276,830,000		24%
Aircraft parking fees	946,940,000		10%
Building rentals	2,858,730,000		30%
Security Surcharge		N/A	0%
Other aviation revenue	63,360,000		1%
Concession revenue	3,286,360,000		35%
Parking & ground transportation revenue		N/A	0%
Ground rentals		N/A	0%
Other operating revenue	35,710,000		0%
Total Operating Revenue	9,467,930,000		100%
Expenses			
Salaries & Benefits	3,717,080,000		39%
Contractual Services	1,841,390,000		19%
Safety & Services			0%
Space Rental			0%
Utilities	370,890,000		4%
Maintenance			0%
Equipment & systems			0%
Materials & supplies	521,580,000		6%
Insurance			0%
Employee Development & support			0%
Business development			0%
Other Operating Expenses	199,390,000		2%
Total Operating Expenses before Dep. & Amor.	6,650,330,000		70%
Operating income before dep. & amor.	2,817,600,000		30%
Dep. & Amor.	1,597,190,000		17%
Total Operating Expenses	1,220,410,000		13%

Appendix 4H.

Projected construction costs for the Southern California International Airport.

PROJECTED CONSTRUCTION COSTS FOR SOUTHERN CALIFORNIA INTERNATIONAL AIRPORT: 2013		
Site Acquistion & Preparation	$	**1,707,314,828**
- Land Acquisiton	$	132,080,000
- Demolition of Impacted Facilities	$	14,742,769
- Earthwork	$	1,560,492,059
Airport Facilities	$	**3,988,262,923**
- Airside	$	854,338,530
- Terminal	$	2,136,733,349
- Access and Parking	$	504,046,661
- Cargo	$	173,132,932
- General Aviation	$	19,625,082
- Ancillary/Support	$	300,386,369
Airport Ground Access & Utilities	$	**1,614,451,317**
- Roadway/Highway Improvements	$	1,399,334,460
- Utilities	$	215,116,857
Total Cost	$	**7,310,029,068**

PROJECTED CONSTRUCTION COSTS FOR SOUTHERN CALIFORNIA INTERNATIONAL AIRPORT: 2015		
Site Acquistion & Preparation	$	**1,716,926,086**
- Land Acquisiton	$	136,306,560
- Demolition of Impacted Facilities	$	15,668,919
- Earthwork	$	1,564,950,607
Airport Facilities	$	**4,238,808,178**
- Airside	$	908,008,629
- Terminal	$	2,270,964,318
- Access and Parking	$	535,711,198
- Cargo	$	184,009,255
- General Aviation	$	20,857,943
- Ancillary/Support	$	319,256,835
Airport Ground Access & Utilities	$	**1,719,780,560**
- Roadway/Highway Improvements	$	1,487,241,554
- Utilities	$	232,539,006
Total Cost	$	**7,675,514,824**

PROJECTED CONSTRUCTION COSTS FOR SOUTHERN CALIFORNIA INTERNATIONAL AIRPORT: 2020		
Site Acquistion & Preparation	**$**	**1,911,221,147**
- Land Acquisiton	$	151,572,895
- Demolition of Impacted Facilities	$	19,393,177
- Earthwork	$	1,740,255,075
Airport Facilities	**$**	**5,246,307,002**
- Airside	$	1,123,828,168
- Terminal	$	2,810,737,242
- Access and Parking	$	663,041,424
- Cargo	$	227,745,395
- General Aviation	$	25,815,551
- Ancillary/Support	$	395,139,222
Airport Ground Access & Utilities	**$**	**2,139,190,808**
- Roadway/Highway Improvements	$	1,840,735,758
- Utilities	$	298,455,050
Total Cost	**$**	**9,296,718,957**

PROJECTED CONSTRUCTION COSTS FOR SOUTHERN CALIFORNIA INTERNATIONAL AIRPORT: 2025		
Site Acquistion & Preparation	**$**	**1,978,684,137**
- Land Acquisiton	$	180,674,891
- Demolition of Impacted Facilities	$	27,951,741
- Earthwork	$	1,770,057,505
Airport Facilities	**$**	**7,561,598,153**
- Airside	$	1,619,794,075
- Terminal	$	4,051,166,950
- Access and Parking	$	955,653,720
- Cargo	$	328,253,600
- General Aviation	$	37,208,426
- Ancillary/Support	$	569,521,382
Airport Ground Access & Utilities	**$**	**3,096,571,007**
- Roadway/Highway Improvements	$	2,653,086,085
- Utilities	$	443,484,922
Total Cost	**$**	**12,636,853,297**

PROJECTED CONSTRUCTION COSTS FOR SOUTHERN CALIFORNIA INTERNATIONAL AIRPORT: 2030		
Site Acquistion & Preparation	**$**	**2,089,778,832**
- Land Acquisiton	$	229,818,461
- Demolition of Impacted Facilities	$	46,915,755
- Earthwork	$	1,813,044,616
Airport Facilities	**$**	**12,691,806,501**
- Airside	$	2,718,752,379
- Terminal	$	6,799,703,712
- Access and Parking	$	1,604,022,305
- Cargo	$	550,959,082
- General Aviation	$	62,452,690
- Ancillary/Support	$	955,916,333
Airport Ground Access & Utilities	**$**	**5,201,870,803**
- Roadway/Highway Improvements	$	4,453,087,104
- Utilities	$	748,783,699
Total Cost	**$**	**19,983,456,136**

APPENDICES – CHAPTER 5

Appendix 5A.

RESPONSES TO QUESTION #1

1) **What are the attractive features of bringing a major international airport to the MCB Camp Pendleton area?**
- Accessibility:
  -- Northern San Diego, Southern Orange County and Riverside would have easy access.
  -- Works well with the Highway widening expansion.
  -- No longer have to commute to LAX or SF for international flight.
- Location:
  -- Proposed location is in an urban location and shouldn't affect many citizens
- International:
  -- Allow big planes to fly in/out.
  -- International Trade.
  -- Business Development.
- Location:
  -- The proposed location is the midpoint between SDIA and LAX.
  -- Urban area not a lot of housing and commercial development.
  -- Noise shouldn't be an issue.
- Community:
  -- Less travel time for individuals.
  -- More opportunity for business.
- Economic Growth.
- Transporting Passenger Troops.
  (Didn't mention a lot of advantages, more negative to the proposed location).
- There are no attractive benefits from the base perspective. It increases encroachment and limits the training space.
- Because of the increase in infrastructure there may be a collision of airspace between military and civilian air traffic.
- Pendleton may have the terrain for an international airport but you have to consider the surrounding area with noise abatement.
- Airspace is a huge factor that Pendleton does not have.
- Mostly recommended a joint use of Miramar Base.
- Camp Pendleton is better for fixed wing Helicopters but no 747 planes.
- They haven't done any study to look at Camp Pendleton.
- Stated it would require tons of work and only started to look at other possibilities in 2006.
- Directed us to look at San.org for more information.
- Sending soldiers out and bringing them back in from a secure location.
- Location is prime for three counties.
- Fulfills a need.
- North San Diego County, South Orange County, and Southwest Riverside County. would have easy access to the airport rather than driving to LAX.

- Works well with the highway widening expansion.
- Could work well with a rail system if that is ever finished as well.
- Could encourage international trade.
- Would aid in the development of the business community.
- Exciting project that they would love to have a part in.
- Location:
  -- Proximity to Orange County and Inland Empire.
- Economics:
  -- Business development
- Location:
  -- Halfway point between LAX and Lindbergh Field.
  -- Close vicinity to I-5.
- Economics:
  -- Regional Economy growth.
  -- Jobs.
  -- Business development.
- Good location between San Diego and John Wayne airports.
- Plenty of land.
- Existing highway infrastructure.
- Power infrastructure.
- County has Department of Defense go ahead for a coaster station as long as there is a new gate that goes with it. One of the items that is pending final approval is the question of who will be in charge of that gate (Federal or private) or some shared combination in between. Approval could be pulled at any time.
- Camp Pendleton was one of various sites for a proposed international airport. The result of the study was that the site had too many hills and the terrain does not meet the federal standard for building an Airport. Study spanned 2005-2007.
- Commerce would benefit enormously, especially the tech hub in Orange County and the biotech hub in SD.
- It would be open 24 hours a day.
- It would bring business from Asia.
- "It would definitely have to be an international airport."
- Longer runways would allow for larger planes to use the airport. It would be easier to land there than at San Diego International.
- Traffic would be spread out between the two airports.
- It would be convenient.
- It would alleviate traffic on southbound I-5.
- It would benefit our businesses and make it easier to attract new businesses.
- It would be great for tourism, especially if it's an international airport. Tourists from abroad stay a lot longer and spend a lot more money.   Greater than 50% of our city revenue comes from tourism.
- Currently, we're concerned about lost opportunities because of the limitations on John Wayne Airport, especially from international flights. Currently, John Wayne serves a very limited number of flights to Canada and Mexico. A truly international airport would not only benefit us tremendously, but would benefit all of Southern California.
- Camp Pendleton has tons of space. Just looking at what appears to be entirely unused space, our whole city would fit in that area ten times over.
- Ideal location for Southern California International Airport.

- Plenty of land (125,000 acres) – would take about 5% of base land.
- Existing highway infrastructure.
- There are many obvious benefits.
- Huge economic benefit to North Counties and South Orange.
- Many opportunities come with it.
- Aerospace industry would grow.
- The amount of space surrounding this location would be ideal for large business growth.
- If Carlsbad location was chosen; there's no open space.
- There is a great need for a coastal airport.
- Ontario is inland and under utilized.
- The most important benefits would be the expansion of tourism and trade, along with the revenues that would mean for governments and businesses.
- Would love to see an airport so that more large businesses would move to Temecula Valley.
- Locals wouldn't have to fight the traffic at San Diego.
- Could draw more customers to Temecula Valley Wine Country.
- Would be a great location if there weren't a military base already there.

Appendix 5B.

2) **What are the drawbacks?**

- The Community:
    -- Most people don't want an airport because they fear it will create too much noise pollution
    -- Proposed area has a lot of birds and ecologic terrain that has to be modified for an airport
- Competing Usage:
    -- Military and International Airport would be competing for space
    -- Inhabit Military defense readiness
- High Risk for personal safety with Military operations and exercises (within bombing range).
- FAA unlikely to approve location.
- Military would have to move its largest amphibious training.
- Coastal Defense readiness.
- Disrupt San Diego County's synergy with the Military.
- New jobs with building Airport wouldn't compensate for lost Military jobs.
- Location is too far for San Diego Citizens.
- Refer to Site Selection Study on Website.
- Cannibalization of other airports.
- Encroachment
- No terrain
- Limited space to build infrastructure
- Environmentalist won't sign off on building an International airport
- Limited runway space would cause an issue for pilots.
- Major drawback is it's too far from the San Diego Citizen's.
- Too many technical aspects so they could not respond
- Might cannibalize neighboring airports
- It will never happen
- The military needs their space in order to fulfill their mission
- Training soldiers does not allow for a constant influx of civilians that could get hurt in the process
- The risk liability is way too high for the military to even consider it
- Could be viewed as competition or even threaten to close San Diego airport.
- Will never happen at the proposed location. Military would not support it.
- Community would not want the noise or traffic congestion.
- CEO mentioned a conversation he had with CG Bullard at Camp Pendleton where he was told the red tape would water his eyes if anything like that was even attempted.
- Military:
    -- "Mission is to take land, not give it away."
    -- Getting FAA approval
- Location:
    -- Distance to downtown San Diego
    -- Topography of the land
    -- Space for second runway (runways must be ¾ miles apart)
- Military:
    -- Encroachment on Military operations

- -- Security of Civil Citizens in Marine training area
- -- Abandonment of largest amphibious training
- Environmental:
  -- Endangered species (birds, plants, etc.)
- Development:
  -- Cost to build the airport
  -- Cost to move land for the location
  -- Cost to develop water, sewage, and electricity to airport
- The Community:
  -- Noise pollution
- Military:
  -- Military will never agree to give up the land
  -- No benefit to the Military, currently they have all the resources they need. They recently just finished a sewage project and will soon be adding desalination plant.
  -- Encroachment of Marine Airspace
  -- Security of Civil Citizens in Marine training area
  -- Largest amphibious training ground would removed
- The Community:
  -- Affluent citizens of northern county would oppose the airport because of noise
- Security – Not likely to get support from the Marine Base to put a civilian airport on federal land
- Security – Too close to artillery ranges
- Security and safety – Too close to San Onofre; since it is closed the nuclear waste will remain on site.
- Security – Domestic would be difficult but international incoming flights would not be wise for a multitude of security reasons - Would anyone want incoming flights from foreign countries landing directly on military land or even that close to San Onofre?
- Security – Department of Defense in DC would most likely say a flat out no
- Cost would be prohibitive
- Commute from Riverside would incite Fallbrook residents even more since they don't like the amount of traffic that hits now
- The U.S. Military is the center of National Defense for San Diego and much of Southern California. Building a civilian airport would not be available on military land. Brown Field and Pendleton have the same issue with it comes to terrain and hills. It is impossible to bring in planes because of Mount McGill. You can land small planes but not major or international airplanes.
- Traffic would be a problem. Infrastructure would have to be built. Mass transit options, such as Metrolink, would have to be expanded.
- Natural resources are limited.
- The military would be greatly affected. There are questions of military preparedness, training, security and guarding our west coast. Camp Pendleton would never allow it. It could never happen.
- Airplane noise would be a problem.
- There are environmental considerations. Pollution would be a problem.
- The community would be concerned about noise. Demographically, we're the same as Newport Beach, and there's been a lot of opposition based on noise levels. That's the main reason John Wayne is so limited- its close proximity to residents.
- There would be a rather substantial political fight.

- Environmental groups have been fighting the expansion of the freeway here. Specifically, the Surf Riders. They fought against the toll roads. The Sierra Club maybe as well.
- The attitude will be not in my backyard
- Could be precursor to Camp Pendleton being shut down like March AFB; DHL now uses airstrip and neighbors complain constantly
- This would we such a win-win for everybody that I don't really see any other drawbacks
- Traffic
- Pollution
- Noise
- I don't see any
- Major impact on the military training operations of the base and would likely force the closure of the installation
- Topography - Not much flat land for an airport – the current airstrip rests on the Santa Margarita Riverbed and has flooded. In 1992/93 a flood caused $120 million worth of damage to the area
- Environmental Restrictions - There are 16 endangered species on base that would need to be considered prior to any new construction
- Community impacts not only on base but the neighboring communities as well
- Airspace Issues – FAA requires positive radar control on a significant amount of three-dimensional airspace in order to safely operate a commercial airport – San Diego Airport has restricted airspace almost to the south end of Palomar Airport. With these necessary types of air restrictions, Camp Pendleton would need to close in order for an international airport to be safely operated on this piece of land
- Even if FAA approved and the citizens approved it via a vote; it will still need to be approved by Congress in order to take Department of Defense land without their approval – in other words, it would take an Act of Congress to make it happen even after all of the other hurdles have been cleared

Appendix 5C.

3) **What are the alternatives?**

- Expand existing facilities and operations:
  -- Lindbergh Field, John Wayne, etc.
  -- Increase hours of operations, John Wayne has a curfew in which plane cannot fly at certain times.
- Twin ports: US Terminals w/use of Mexico International runways.
- Expand Carlsbad airport with hydrologic risers (expensive though).
- Expand Lindbergh Field.
- New bridge into Mexico to use Mexico International Airport.
- Stated you can't do better than Lindbergh Field.
- More attractive to be closer to the city of San Diego.
- Miramar is better option the terrain is there is closer location and won't worry about Airspace issue.
- Possibly look at the Palomar Airport and those surrounding areas.
- Did their own study and the community stated they didn't want to relocate
- Changed their focus to maximize Lindbergh Field
- Only interested in maximizing and expanding the Lindbergh Field Airport
- Build an offshore airport
- Look at the Osaka International Airport for some ideas.
- Expand existing airports or vet out a different site.
- Mexico Twin ports (use Mexico's runway and ports on our side of the US)
- Better use of Technology (more efficient facilities, big planes 787)
- Better utilization (as a former Delta pilot, he noticed the busiest times were in the mornings and evenings, other times were not fully utilized)
- Expand existing Airports (Lindbergh Field)
- Revisit Mira Mesa:
  -- Centrally located
- Expand Current locations and transport to them:
  -- Expand Rail/Coaster/Light Rail to existing airports
- Expand Carlsbad (Palomar Airport):
  -- Expand Palomar Airport
  -- Allow for larger planes
- Revisit Mira Mesa:
  -- When the airport was first built, there was minimal urban development; now the surrounding areas are fully urbanized now that the airport is centrally located
- Revisit Inland locations:
  -- Overcome the obstacle of traveling from Inland Airport to City
- Miramar was the preferred site in previous studies and the voters said no to that
- Beef up the existing airport structure
- Palomar Airport is a very well run airport and it is underutilized. Supervisor Bill Horn highly approves of expanding Palomar Airport. FAA has signed off on the project to lengthen the runway so they can include international flights. The runway must be greater than 1000 feet in order to fly to China, Australia, and Europe. The task at hand now is to raise the money to make that happen.
- Feasibility study was done about two years ago and they are now deciding how to raise the approximately $38 million (after FAA grants) to make it happen.

- The region has worked to open a gateway to Rodriguez Field and get a presidential permit so that passengers will be able to board by passing across the border into Rodriguez Field to catch the already operational flights that go to Japan on a daily basis. It is anticipated that once this project is completed by early 2015, the next step is to open more international flights to Asia. This however, will have the terminals on American soil and passengers will be processed through customs. Rodriguez Field is the optimal site.
- Expand John Wayne Airport.
- Miramar Air Station
- A dual international airport at Tijuana
- Imperial Valley (via bullet train)
- On the water
- Expanding Palomar Airport
- Expand LAX, John Wayne, San Diego International, Palomar. Carlsbad is also similar to us demographically. They're our competition. They're very good at marketing themselves.
- Use the land from San Onofre power station.
- Don't see a lot of alternatives but maybe Imperial County, March AFB, or expand Ontario
- San Diego International could be moved further inland to a less populated area, perhaps in the desert. Of course, high-speed rail would be necessary to make that happen.
- Believes we need a new airport
- San Diego is too busy
- Ontario is underutilized. Since it is owned by the LA airport, it probably won't close although there was talk of that. Possibly build it up with a better way of getting in and out of it. If patrons get to the point where they are so frustrated with SD airport maybe they will utilize Ontario more and maybe that will bring more business to Temecula Valley
- Not a lot
- Expand existing airports
- San Diego airport is on quite a bit of what used to MCRD; they still want more land from MCRD

Appendix 5D.

4) **Who are the key political stakeholders at federal, state, and regional levels?**
- Department of Defense (DOD)
- Community - San Diego County Voters - a project like this would be a measure on the ballot.
- BRAC - Benchmark what happen with El Toro in 1999 (important to research)
- Environmental (EPA, Department of Fish and Game, Conservation Agencies) - Simple things like endangered shrimp can stop a project. Also, there is a lot of coastal protected land close to the proposed location.
- Coastal Commission
- Caltrans
- Department of Defense (DOD)
- Community - Surrounding community at the proposed location.
- Department of Defense (the Military).
- Congress.
- BRAC.
- Fish and Game (EPA).
- Voters.
- Military.
- FAA.
- Businesses.
- Etc.
- FAA
- Environmentalist
- Land Owners
- Industrial entities, unions
- Caltrans
- Department of Labor
- Entire San Diego community, Business community
- Residents
- Military
- FAA
- From a military perspective the key stakeholders are: Public affairs office and BRAC
- San Diego North Economic Development Council (SDNEDC) – Group of 88 investors holding different levels of positions across the county
- Camp Pendleton – Larry Rannals
- North County Transit District – Matt Tucker
- Supervisor Horn's Office
- Mayor's Consortium – Jim Wood
- Surf Riders – Environmental Protestors
- City Council's in all three counties
- City of Oceanside – Tracy Bolin
- Juanita Hayes – Sempra Utilities
- Camp Pendleton – Larry Rannals
- North County Transit District – Matt Tucker, Bridget Hennessey
- Supervisor Bill Horn's Office

- Darrell Issa's Office – Adaline Woodard
- Department of Defense (DoD) - MCAS
- Department of Defense (DoD) - West MCAS, Navy
- Port Authority- Authorization and Finance
- Public- San Diego County Voters
- Department of Defense (DoD) - (Side Note: Mayor mentioned the Marines are still upset about not getting on the board of SANDAG)
- Federal - Congress
- County of Supervisors- San Diego
- Public- San Diego County Voters
- Community - Residents near building location and flight patterns
- San Diego County Board of Supervisors
- Military Base
- Washington D.C. – Department of Defense
- City Councils/Mayors
- Adjacent Cities/Jurisdictions
- Surrounding Community Members
- Business consortium in Mexico.
- San Diego Airport Authority and whoever they named in this report.
- The Orange County Business Council
- The San Diego Chamber of Commerce
- The high tech industry in Orange County and the biotech industry in San Diego
- Labor unions, especially in construction
- Darrell Issa, Barbara Boxer, Dianne Feinstein
- The military
- Federal, state and local governments
- California Coastal Commission [It turns out to be out of their purview.]
- Residents
- Environmentalists
- Orange County Business Council
- Visit California Tourism Board
- Orange County Visitors Association [They're the body that encompasses all the tourism and commerce boards in Orange County. They have offices in Mexico, China (2) and Dubai. Dana Point is a partner with them. Ed Fuller, Chip Stuckmeier.]
- Assemblymen, US Representatives.
- Environmentalist groups
- General Atomics
- San Diego Advisory Council
- SPAWAR
- LA Airport Authority
- Allied Irvine Company
- San Diego Military Advisory Council
- Everybody
- Cities
- Counties
- Chambers of Commerce
- EDC's
- Major businesses

- Public type agencies
- Military
- Air Quality Management System
- Water Quality Management
- Tourism – Oceanside, Carlsbad, Temecula, and LEGOLAND
- San Diego Regional Chamber of Commerce
- County and city governments
- Neighborhood and homeowner groups.
- Larger companies such as:
  - EMD Millipore – 400 years – About 350 employees - Closed San Diego location and expanding Temecula
  - Professional Hospital Supply – Recently acquired by another company; hopefully it will stay in Temecula
  - Optiforms – About 200 employees
  - Abbott Vascular
  - International Rectifier

Appendix 5E.

5) **What political strategies can influence the key stakeholders?**
- Build a campaign to promote the benefits
- Create Social Media AND Ground level campaign to persuade the voters. It is important to build a ground level campaign for older people and low-income voters.
- Educate the voters (premarketing)
- Mitigate noise concerns
- Political Strategy:
  -- "Supporting an International Airport in Camdenton is political suicide."
  -- It would be difficult to convince the DOD.
  -- Promote the benefits to the community.
  -- Benchmark study in Carlsbad: Desalination plant took 13 years to complete, Mayor Hall started the discussion in 1999. For an International Airport, you must have generational political support. Political leaders typically are only in office from 8-10 years.
  -- Promoted desalination project as 'No water, No Business' - Carlsbad biotech business heavily dependent on water.
- (Didn't really comment on this, mentioned it would be hard to convince the Military)
- You would need to significantly increase somewhere on Camp Pendleton. However that would cause more encroachment on the training space.
- Camp Pendleton not a viable area.
- There is nothing to motivate them
- 66% of voters stated they want to keep the Airport in San Diego
- Build it offshore where there aren't constant military exercises that could cause injury to civilians
- Present the case and find out what their concerns are and work towards alleviating them.
- FAA Approval
- Congress
- Promote International Flights, Cheap Flights, 787 planes, less driving
- Someone to Champion the project
- "You have a better chance at getting Chargers than an airport at Camp Pendleton."
- Sell the public on economic benefits, job creation, etc.
- Speak to their concerns – Neighborhoods would be noise, traffic, and safety. No one wants to be close enough to an airfield that an airplane could crash in their neighborhood.
- Work through the appropriate agencies.
- Bear in mind that the majority of political strategizing is done if the Palomar site is chosen. The largest issue would be the cost since Palomar Airport was built on a landfill so it would hike the cost up due to special handling of the land.
- There are no strategies. This has been done and they have now moved on to Rodriguez Field as a better site to expand upon. Miramar was discussed and the public stated no. The Joint use policy was discussed and it was eliminated.
- You have to show there's a real need. Business is leaving California because there are better alternatives. To fly from Asia to Texas—which is much friendlier to business in general than California—takes only a couple hours longer. California must also address legislation to make it easier to bring business here. What point is

there in building an airport if nobody is going to come here anyway? "The CEO of Intel said to Governor Davis 10 years ago, 'We're not adding another job in California until you fix the power problem.' He could have said the same about this issue."

- You have to show the benefits and not talk about the drawbacks. No particular ideas here.
- It must be packaged in such a way as to show the benefits to the military. It has to be seen as strengthening the military.
- Show the benefits.
- Take the philosophy – We will come if you build an airport
- Political – Tax $ will go to public agencies
- Increasing tax base
- Major business will grow locally – easier shipping will bring customers in
- You have to prove you're doing everything you can to reduce the negative impacts a large airport would create. Communities might get behind the idea if they see something positive in return, such as parks. Residents want development like that. It's a give and take.
- Direct contact with them

Appendix 5F.

ADDITIONAL COMMENTS FROM THE RESPONDENTS

- Respondent had an extensive military background.
- Respondent flew three mayors over the Camp Pendleton to highlight the risk of civilian safety.
- Palomar Airport built on a landfill.
- San Diego International Airport purchased land from the Marine Corps for the expansion.
- San Diego's highest revenue generating industries: Manufacturing, Defense (Military), and then Tourism.
- Canada and Mexico are our biggest trading partners (fact check).
- It's easier to fly Marines in and out on a smaller scale
- Quite surprised that Pendleton was even mentioned
- Land lock at 661 acres for Lindbergh Field
- The ability to perform training exercises (popping helicopters up in the air as needed, etc.) cannot be deterred due to civilians being on base and planes needing to use the air space. Not going to happen according to all of the command staff that has been addressed.
- Only SANDAG really cares about this issue.
- We have to get out of the war business before we can get their attention
- Marine perspective is: We don't give up land, we take land
- If Miramar had been chosen it would take up the whole base; Camp Pendleton would only be about 5 or 6,000 acres (less than 5% of their land)
- Look broader than San Diego; think Southern California solution
- Think as a 5 or 6 county solution instead of 3
- Think long term solution
- San Diego has 3 major economies – approximately 1/3 each – business; tourism; military
- It's about more than just war
- Southern California Overseas Transportation – Is there an agency who has done a report on this?
- How do all of these airports speak to one another? Is there an agency that oversees all airports and do they get together to resolve issues?
- Look at the influence of non-profits
- We are constantly looking at the local side. Economic development requires an airport to allow for growth.
- Bear in mind that the city of Los Angeles owns Ontario Airport and just spent a large amount of money upgrading it in 2000; may not be overly excited about any business being taken away from Ontario.
- Keep in mind other airports in the region such as: Long Beach, Orange County, Burbank, Palm Springs, John Wayne, etc.
- The FAA is not the correct entity to decide how a community (or region) can best meet its aviation demands. Airport planning is a local decision. Should a local governmental organization propose a new airport to FAA, our role would to ensure that the proposal meets all required federal standards and also to independently evaluate the proposal under the National Environmental Policy Act (NEPA).

- It's been a while since we looked at this issue, but we looked at several alternatives in and around San Diego. It's always an interesting issue. Everyone has their own perspective. You have to balance arguments in favor of economic benefits with all the other concerns. It's also tough because you have to get all your ducks in a row on so many levels - federal, state and local governments, community groups and commerce groups.
- Caltrans is an apolitical organization of 20,000 employees. We don't get involved in the politics of any such project. In the Division of Aeronautics, what we do is approve plans. There are of course a great deal of steps an organization that wants to build an airport has to go through, and at each step along the way there are a great many rules and regulations that must be adhered to. If the paperwork is completed properly, we issue permits. We don't have the authority to deny such projects. We can only make sure everything is done by the book. From there, Caltrans contracts the work out and then supervises the process.
- Presentations have been prepared to explain the reasons why it would not work at this facility. (Notes from presentation below.)
- Private study done in 2004/5 on 33 proposed sites. The 4 final sites were 3 military sites and 1 desert site east of San Diego. The three military sites were Camp Pendleton, Miramar, and NAS North Island. The study chose Miramar.
- Respondent flew F4 Phantoms and T39's while serving in the Marine Corps and has been working as a civilian on base for the past 22 years. He will be retiring December 2014.
- The base has five major sections as follows:
  - Dedicated impact area (Red) – Center of base – No ground training due to the likelihood of having duds that could detonate at any time – Rugged terrain – Bombs and missiles are fired into this area from the air – EOD clears out periodically
  - Artillery firing areas also known as afa (Yellow) – About 50 of these areas on base – Firing is done both long and short range and typically aimed into the dedicated impact area in the center of the base
  - Barberpole areas – No dud range areas – These areas are used to fire the artillery that does not generate duds. They either fire or they don't but the ammunition is never a dud that may detonate later
  - Greentrain – Terf (terrain following) routes – These areas are used for low helicopter navigation training – typically around 50 feet above the ground and sometimes using instrumentation rather than sight flying – this is also where the different land vehicles learn how to operate over multiple terrain scenarios
  - Non DoD areas (Orange) – Areas on based have been and some still are being leased to outside parties for non DoD purposes. Examples are: ag sites (Tomatoes, Potatoes, Strawberries), SONGS (San Onofre Nuclear; 80% owned by Edison, 18% SDG&E, 1% City of Anaheim, and 1% City of Riverside), State Park (Leased until 2021) will probably revert back to training acreage after that time, etc.
- Camp Pendleton has been granted Special Use Airspace from FAA under the contention that Pendleton will release the airspace for general use when not being used. There are strict limits on how many days a year the base can use the higher

altitudes of airspace so it is very carefully monitored. There are 4 separate blocks of restricted air space as follows:
- o Live Fire Areas – Surface to 2,000 feet from 6 a.m. to midnight; ability to extend to 11,000 feet when training needs arise
- o Dedicated Impact Area – Surface to 15,000 feet with the ability to extend to 27,000 feet – some of the artillery can fire up to 35,000 feet
- In addition to the above areas there is an area known as the keyhole where the 6,000-foot runway is – The restricted airspace for this area is surface to 2,500 feet. There are about 180 helicopters in about 10 squadrons.
- There is about 830 cubic miles of reserved air space on the base.
- Camp Pendleton is home base to about 38,000 Marines and about 4,000 Navy. It is a fully operational base 7 days a week and is only closed for 3 to 4 holidays a year.
- There is also an area where there is training for the unmanned aerial vehicles (UAV).
- The base holds 7,500 family units; 5 public schools (K-8), 3 of which are in the Oceanside School District and the other 2 are Fallbrook School District; there are 7 child development centers.
- The base contains:
  - o 112,000 training acres
  - o 82 Live-fire ranges
  - o 52 Artillery firing areas
  - o 12 Mortar firing areas
  - o 12 Live fire and maneuver areas
  - o 32 training and maneuver areas
  - o 14 urban training facilities – simulated villages (Iraq and Afghanistan) so our Marines will have the ability to assimilate into the lifestyles before they even leave their home ground
  - o 2 amphibious training beach areas (Red and White beaches) – LCAC units
  - o Over 45,000 training events are scheduled annually utilizing live-fire weapons like artillery, tanks, mortars, tactical aircraft, and laser systems.