METROPOLITAN TRANSPORTATION COMMISSION

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ABAG ASSOCIATION OF BAY AREA GOVERNMENTS

Regional Airport Planning Committee

June 11, 2009

TO: Regional Airport Planning Committee
FROM: Staff of the Regional Airport Planning Committee

SUBJECT: 2035 Airport Activity Forecasts and Initial Runway Capacity Modeling Results

Background

At the last meeting in March our study consultants, SH&E, presented their forecasts for Bay Area air passenger, air cargo, and general aviation demand in 2020 and 2035. The consultants discussed the major economic and demographic assumptions behind the forecasts that led to a High, Medium, and Low range. The Medium forecast is the Base Case forecast and will be used for most of the remaining analyses, although the High forecast will likely be used for some "stress tests" on the system.

For this meeting, the consultants will focus on the projected distribution of air passengers among the three Bay Area airports in 2035 and the reasons for this distribution. These individual airport forecasts are initially unconstrained in that they are independent of any capacity constraints due to their runways or number of gates at the terminals. The consultants will also present forecasts of total aircraft operations at each of the three Bay Area airports, including airline passenger, air cargo, and general aviation operations. Presentations of this latest work have been made to both the Forecast Working Group of technical experts and Task Force of interested stakeholders.

In addition, the consultants will present their initial runway capacity and aircraft delay estimates for the three Bay Area airports using the 2035 Base Case forecast of aircraft operations at each airport. This work employs simulation models to estimate capacity and delays at the individual airports. The analysis has been coordinated with the airports and FAA.

Next Steps

After some additional review of the airport forecasts and capacity modeling results, the capacity models will be employed to determine the effectiveness of a range of strategies to address any

long-term capacity issues, including various demand management approaches, capacity benefits from new Air Traffic Control technologies, use of Alternate Airports both within and outside the Bay Area, and the effects of a new California High Speed Rail System.