



# ALTERNATIVE STRATEGIES FOR ACCOMMODATING THE BAY AREA'S FUTURE AVIATION DEMAND

## *Out of Region Airports*

*Prepared for:*

**Regional Airport Planning Committee**

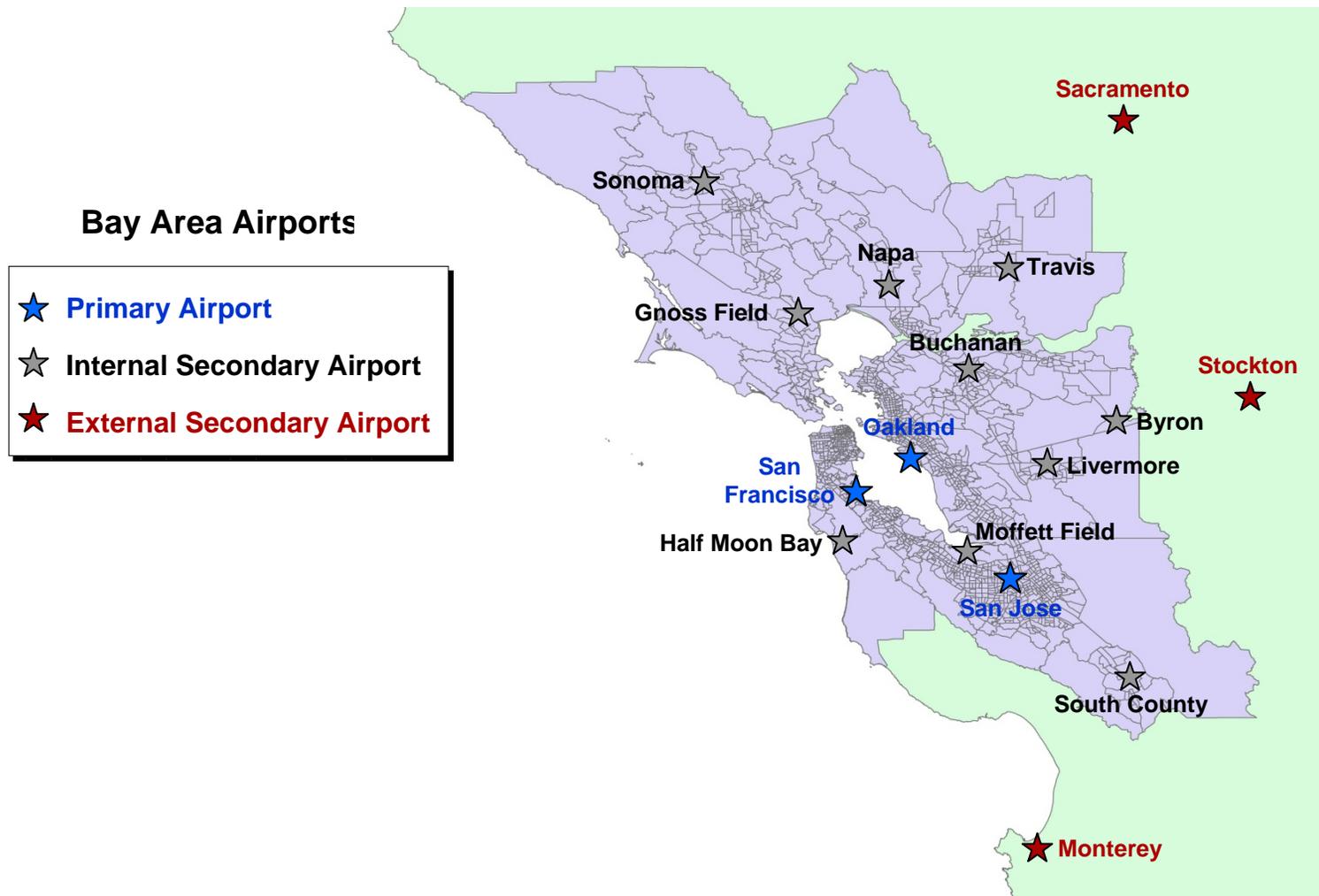


**DRAFT**

November 20, 2009

Passion. Expertise. Results.

# In Addition to Internal Airports, Three Nearby External Airports Were Also Analyzed for Their Ability to Reduce Passenger Demand at the Primary Bay Area Airports



# The External Airports Vary Widely in their Current Size and Air Service Levels

## ◆ Sacramento International Airport

- 10,000,000 passengers in 2008
- 138 daily nonstop departures to 28 destinations
- Southwest Airlines provides 59% of daily seats



## ◆ Monterey Peninsula Airport

- 427,000 passengers in 2008
- 17 daily nonstop departures to 6 destinations
- Served by United, American, US Airways and Allegiant



## ◆ Stockton Metropolitan Airport

- 59,000 passengers in 2008
- 3 weekly nonstop departures to Las Vegas
- Served by Allegiant

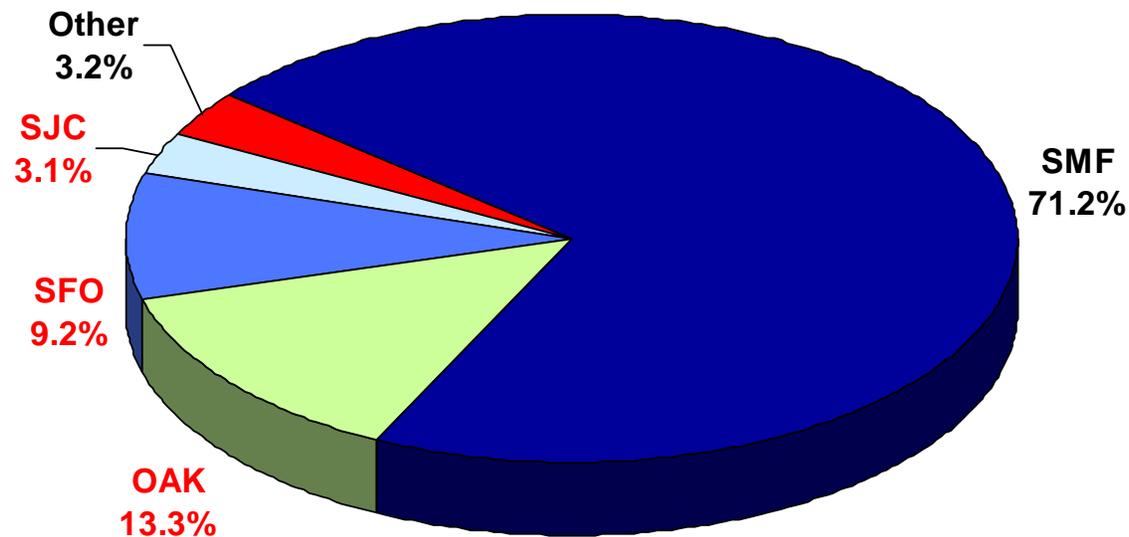


# General Approach for Estimating External Airports Recapture from Bay Area Airports

- ◆ **Coordinated with Each Airport to Collect Latest Studies**
  - Market demand studies
  - Leakage analyses
  - Air passenger surveys
  - Forecasts
  - Air service targets
- ◆ **Forecast New Nonstop Service Potential at External Airports**
- ◆ **Quantified How Many Passengers the New and Expanded Services Could Recapture From the Primary Bay Area Airports**
- ◆ **Estimated the Corresponding Reduction in Aircraft Operations at the Primary Bay Area Airports**

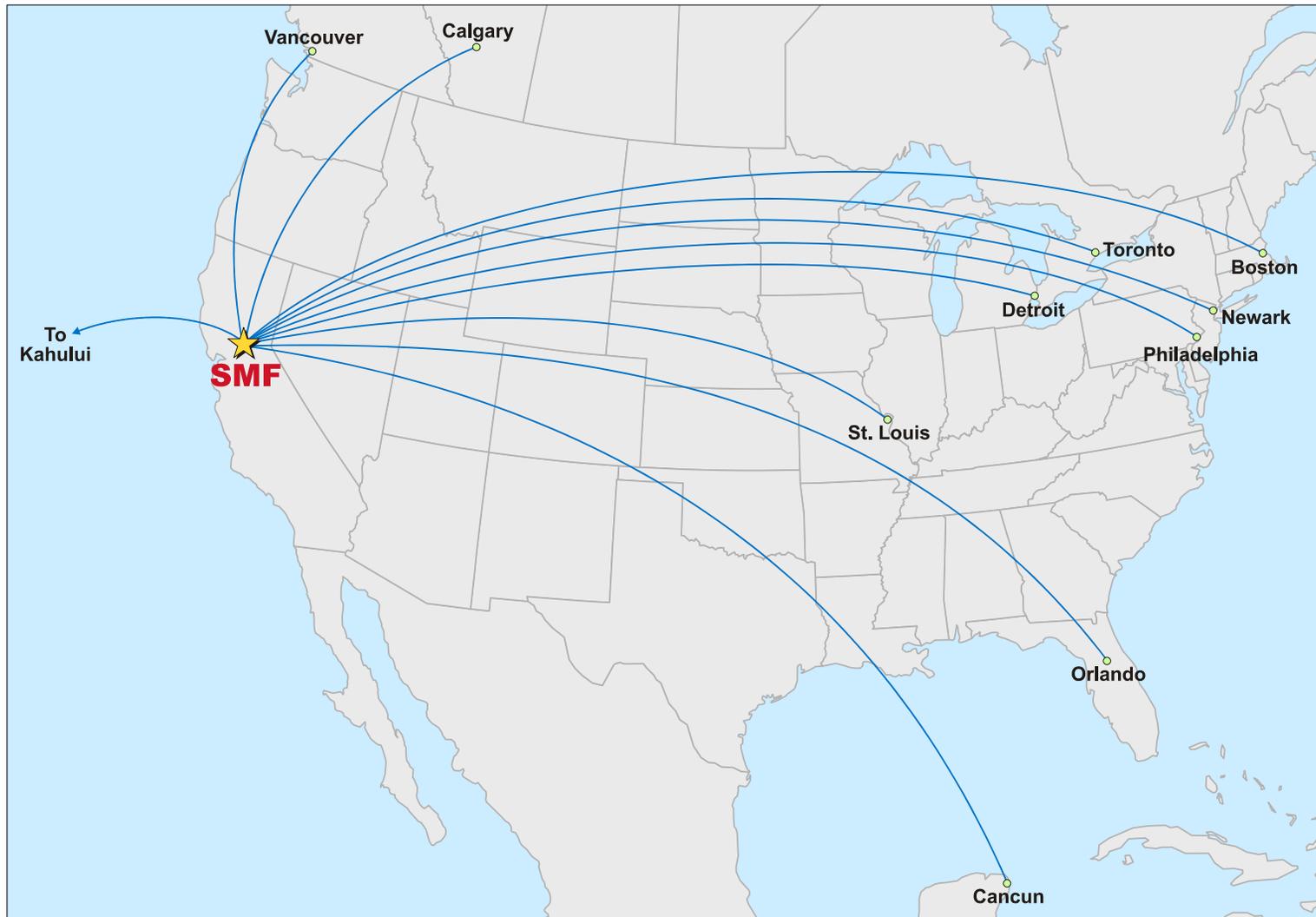
# According to a Sacramento Leakage Study, 26% of Catchment Area Passengers Use a Bay Area Airport

Airports Used by Passengers Originating in the Sacramento Catchment Area  
2005



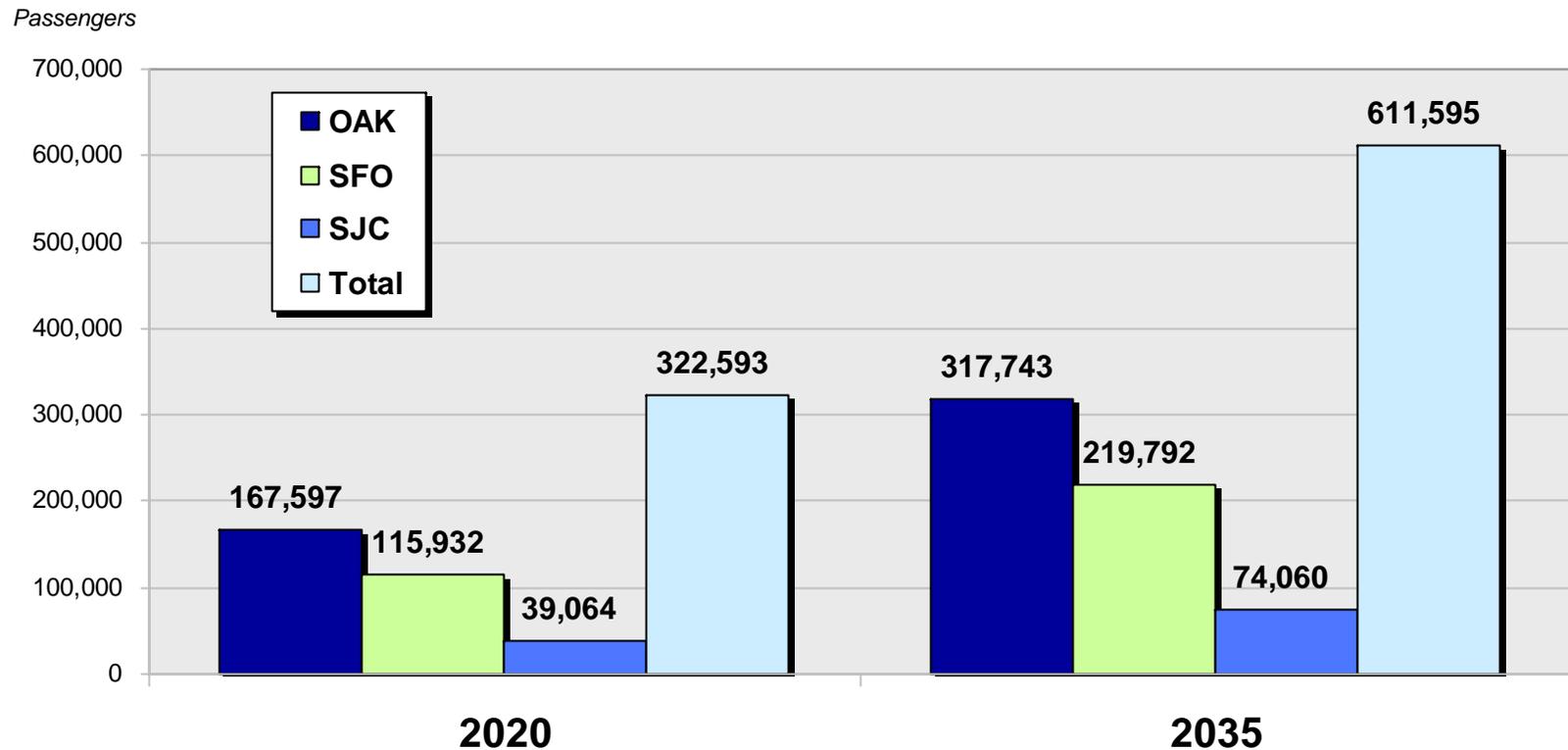
# For Sacramento, We Evaluated the Feasibility of New Nonstop Services to 12 Destinations, Largely Transcon and Transborder Markets

Potential New Nonstop Markets from Sacramento



# In 2035, New Services at Sacramento Could Recapture 612,000 Passengers from the Primary Bay Area Airports

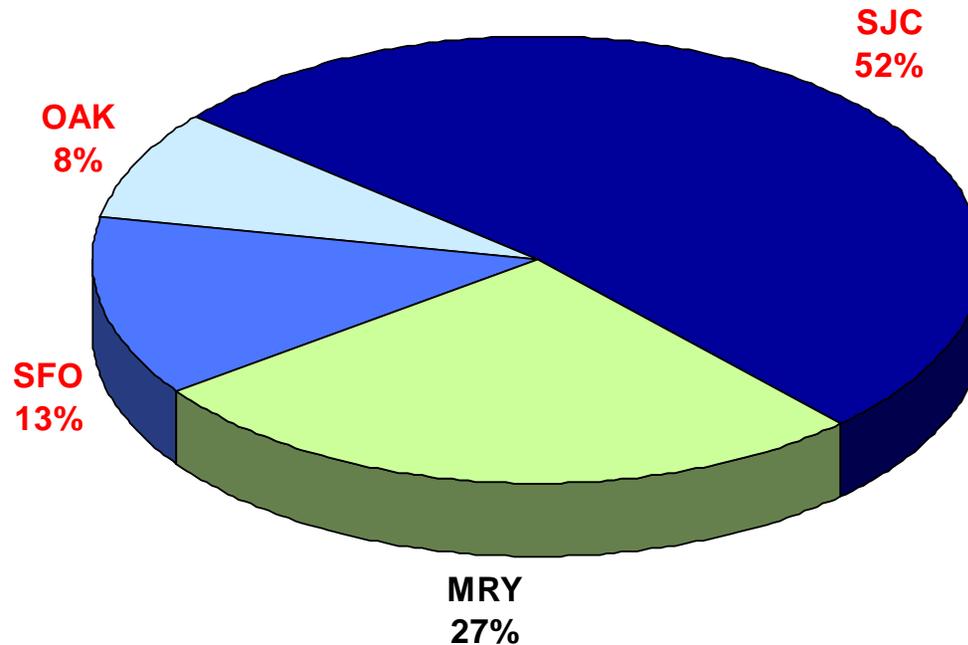
Estimated Sacramento Passenger Recapture from the Bay Area Airports  
2020 and 2035



***Over Half of the Passenger Recapture Would be from OAK***

# 73% of Monterey's Catchment Area Passengers Use a Bay Area Airport

Airports Used by Passengers Originating in the Monterey Catchment Area  
2004



**2008 Monterey Catchment Area O&D Passengers = 1.6M**

# We Evaluated New or Additional Nonstop Services from Monterey to High- Density, Short-Haul Markets and Airline Connecting Hubs

## Candidate Markets for New Nonstop or Additional Services from Monterey



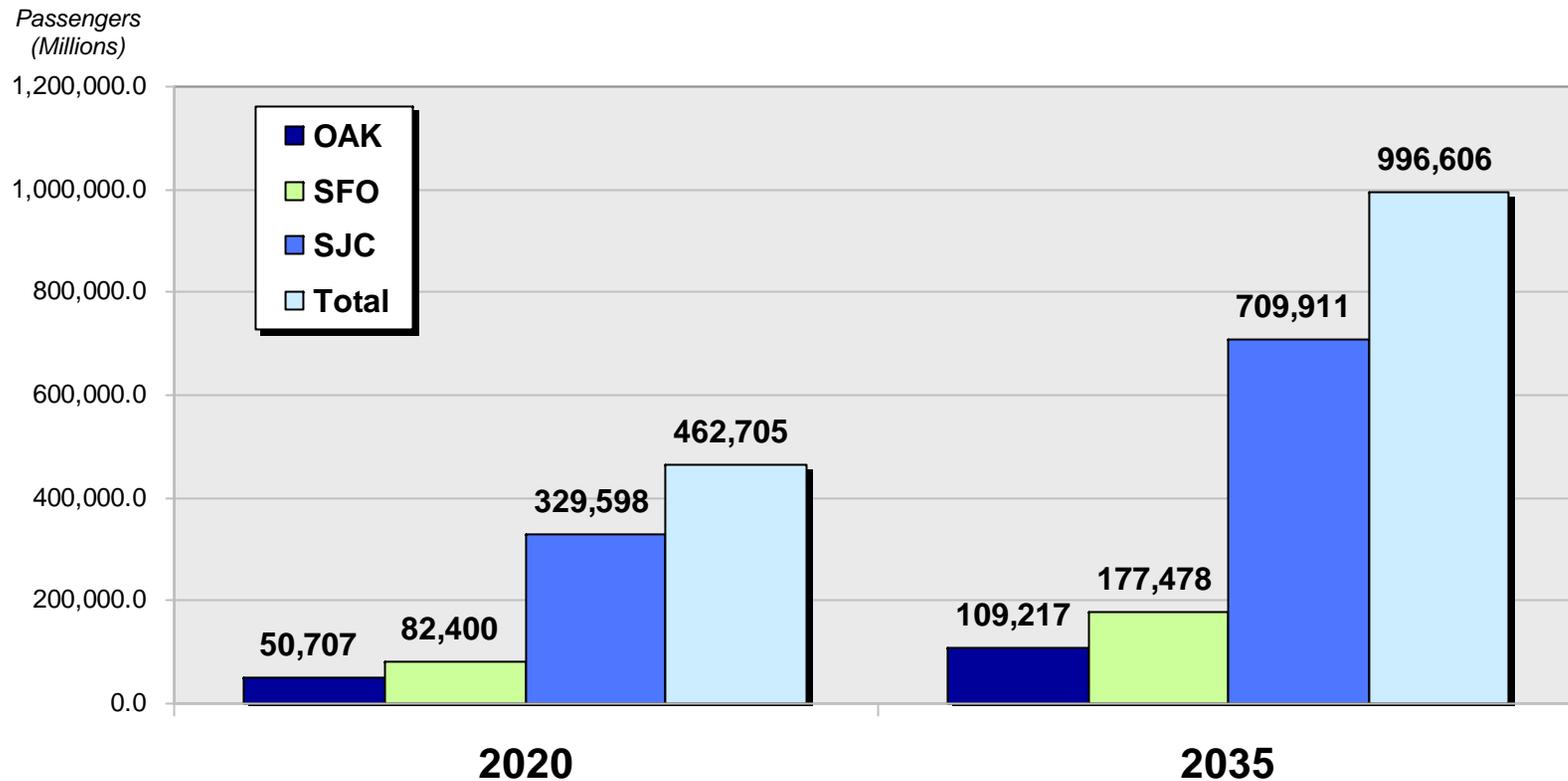
## Monterey's Existing Nonstop Services

Nonstop Services (November 2009)			
Market	Airline	Daily Departures	Daily Seats
Los Angeles	American Eagle	4	176
	United Express	3	150
San Francisco	United Express	6	180
Phoenix	US Airways Express	2	100
Denver	United Express	1	66
San Diego	Allegiant		*
Las Vegas	Allegiant		*
Total		16	672

\* Less than daily service, operated 2 times weekly with 150-seat aircraft (300 weekly seats).

# In 2035, Expanded Monterey Air Services Could Recapture Nearly 1M Passengers from Bay Area Airports, Primarily from SJC

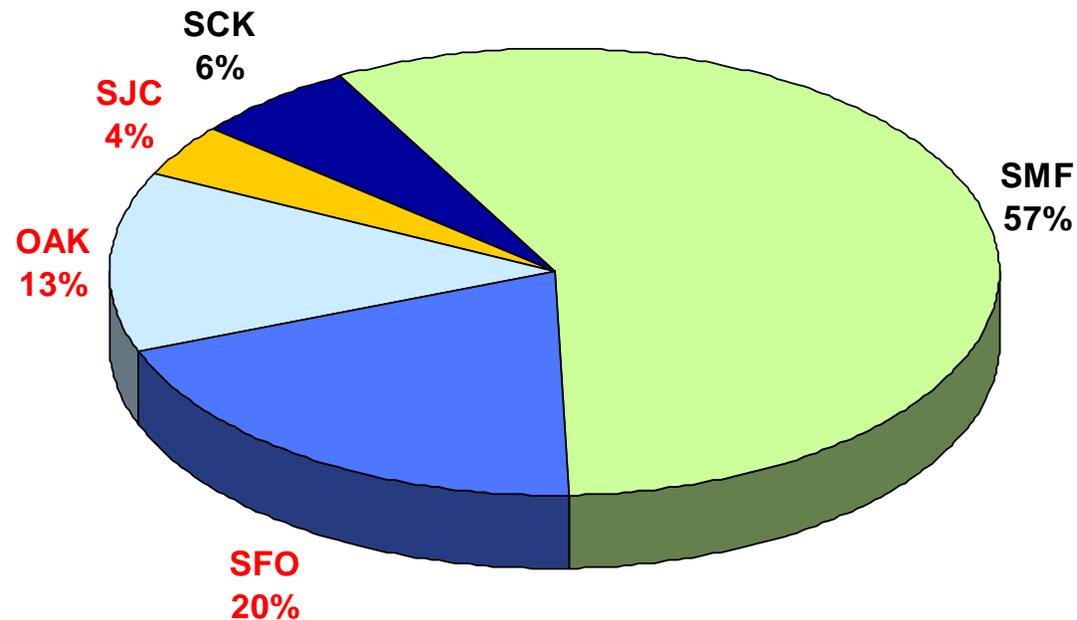
Estimated Monterey Passenger Recapture from the Bay Area Airports  
2020 and 2035



**71% of the Passenger Diversion Would be from SJC**

# Approximately 37% of Stockton's Catchment Area Passengers Use a Bay Area Airport

Airports Used by Passengers Originating in the Stockton Catchment Area



**2007 Stockton Catchment Area O&D Passengers = 890,000**

# Two Scenarios for Air Service Development at Stockton

## Stockton's Existing Nonstop Services

Nonstop Services (November 2009)			
Market	Airline	Weekly Departures	Weekly Seats
Las Vegas	Allegiant	3 *	450

\* Increasing to 4-5 weekly departures in February 2010.

### ◆ Medium Growth Scenario

- Allegiant adds additional weekly frequencies to LAS in 2020
- Allegiant adds a second destination in 2011

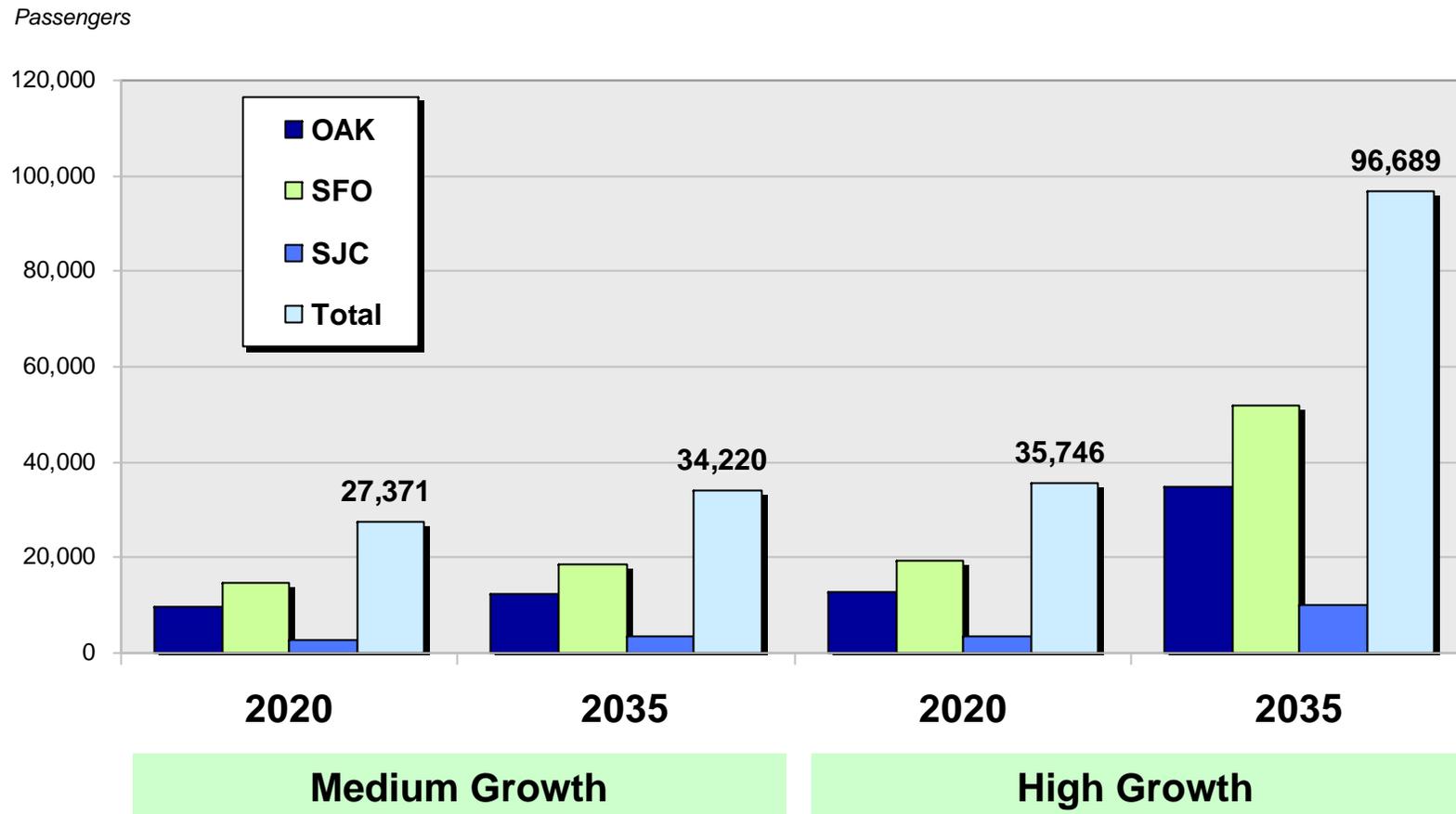
### ◆ High Growth Scenario

- In addition to Medium Growth assumptions, Stockton attracts services to additional destinations by Allegiant and/or mainline regional carriers



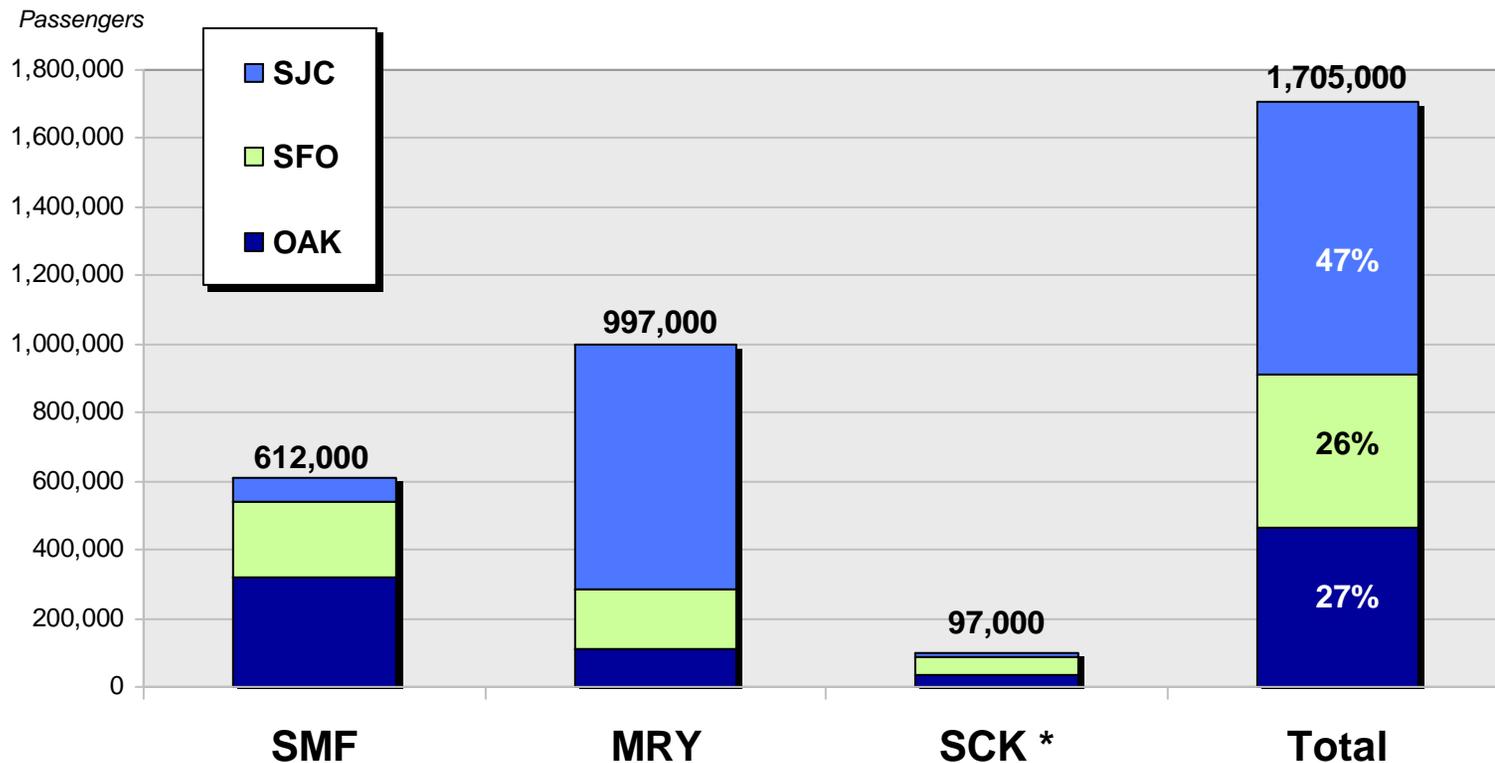
# Since More than Half of Stockton's Traffic Leaks to Sacramento, Stockton's Recapture Would Only Reduce Bay Area Passenger Demand by 34,000 to 97,000 in 2035

Estimated Stockton Passenger Recapture from the Bay Area Airports  
2020 and 2035



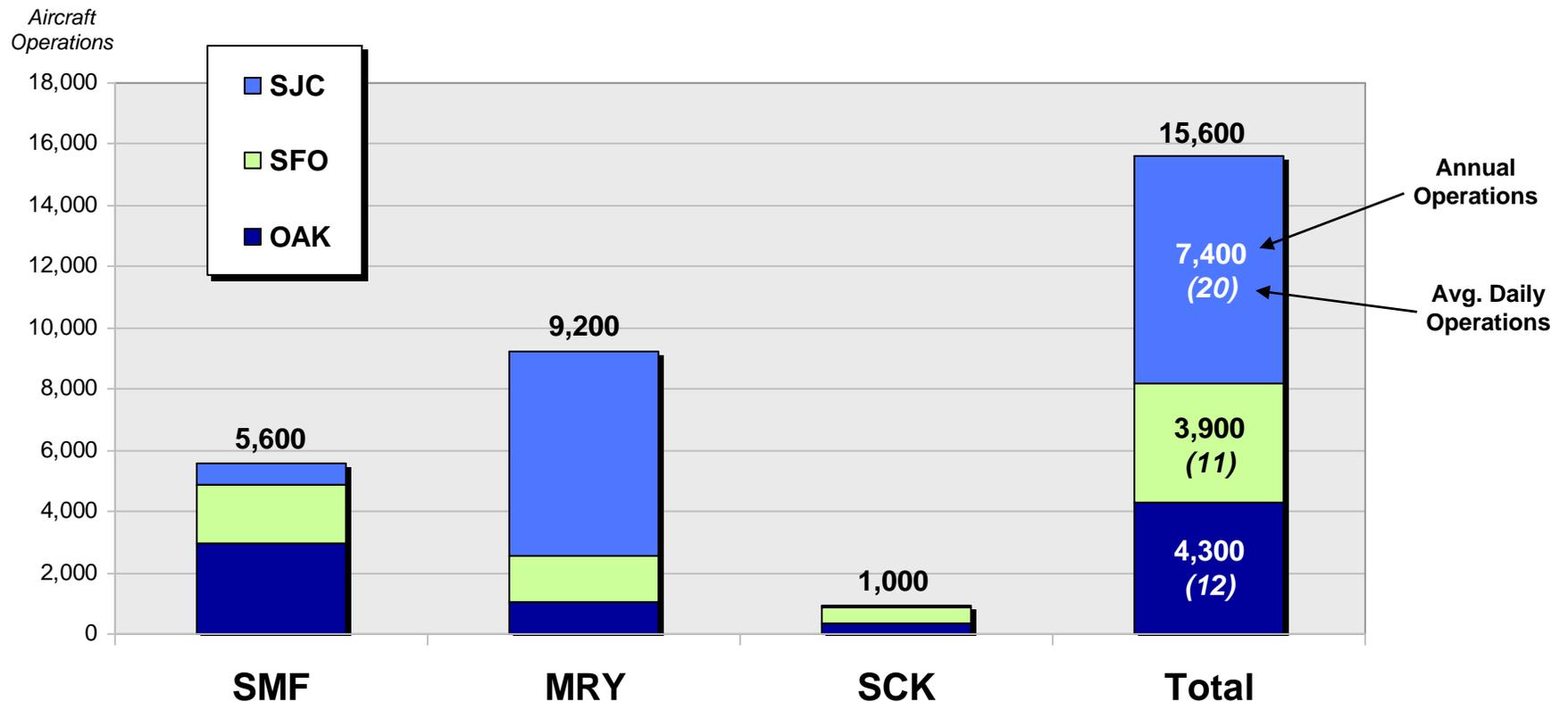
# Total Passenger Recapture by the Three External Airports Could Reduce Demand at the Bay Area Airports by 1.7M Passengers

Reduction in Bay Area Airport Passengers as a Result of Passenger Recapture by the External Airports  
2035



# Aircraft Demand Could be Reduced by 15,600 Annual Operations

Reduction in Bay Area Airport Operations as a Result of Passenger Recapture by the External Airports  
2035



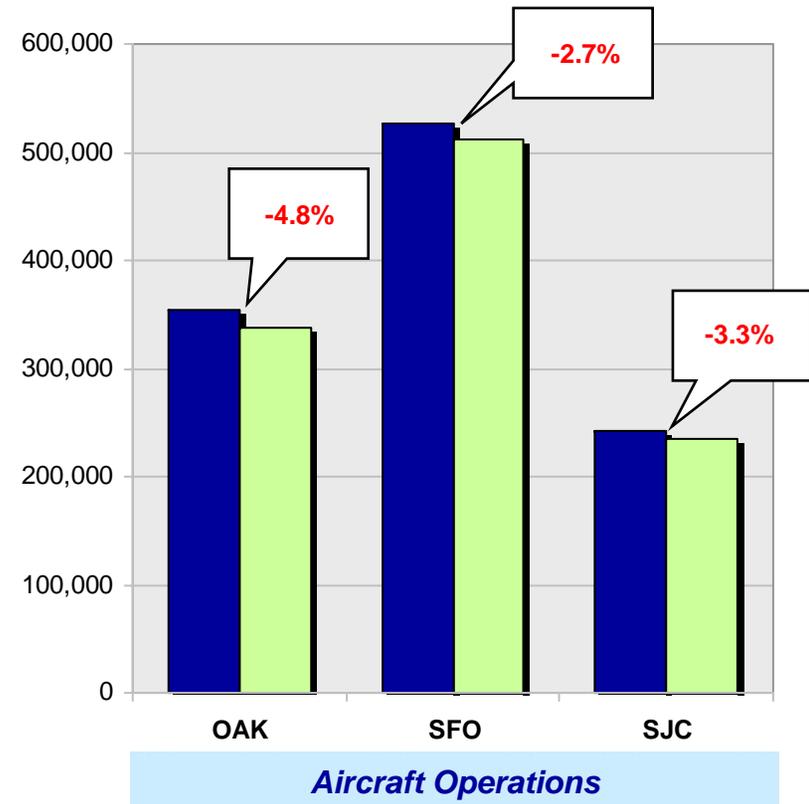
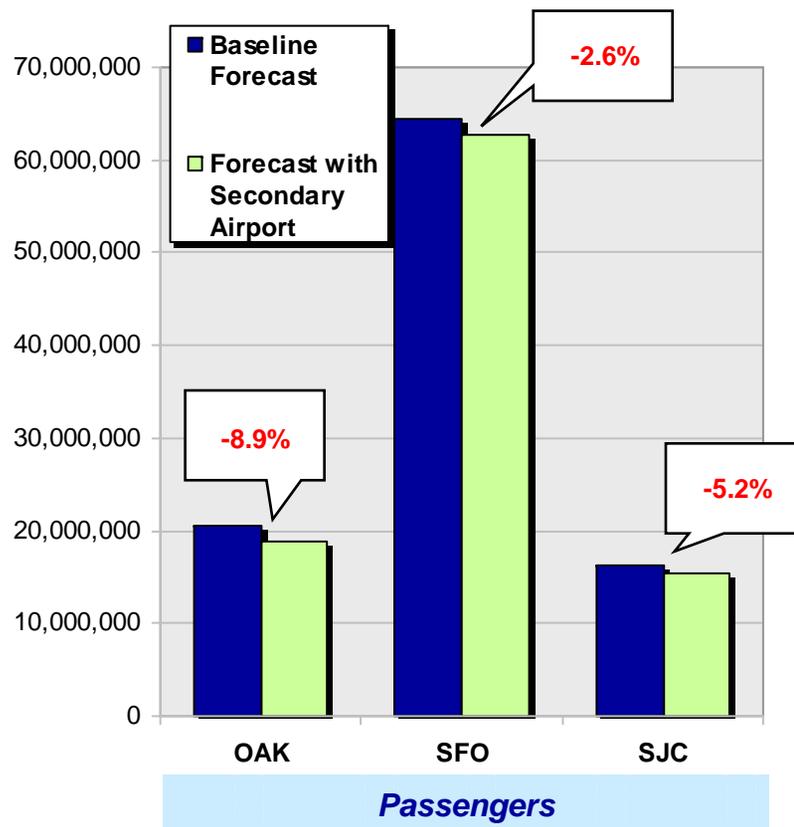
# In 2035, Combined Recapture by the External and Internal Airports Could Reduce Passenger Demand at the Primary Airports by 4.3M and Aircraft Operations by 39,000

Reduction in Aviation Demand at the Primary Bay Area Airports  
as a Result of Air Passenger Service Expansion at the Secondary Airports  
*2020 and 2035*

Secondary Ariports	2020		2035	
	Passengers	Aircraft Operations	Passengers	Aircraft Operations
Internal	963,000	9,500	2,638,000	23,800
External	821,000	8,200	1,705,000	15,600
Total	1,784,000	17,700	4,343,000	39,400

# Total Passenger Recapture by the Three External Airports Could Reduce Total Activity at the Bay Area Airports by 3-4%, and SFO Activity by Less than 3%

Reduction in Bay Area Airport Activity as a Result of Passenger Recapture by the External Airports  
2035



## Next Steps for Alternative Airports Scenario

- ◆ **Review Recapture Estimates with Individual Airports**
- ◆ **Assess Impact of Combined Internal and External Airport Alternatives on Bay Area Airports:**
  - Runway Capacity and Delays
  - Air Quality Emissions and Green House Gases
  - Noise Emissions