



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Planning Committee

DATE: October 1, 2010

FR: Executive Director

RE: Regional Airport Study Update

Background

The Regional Airport Planning Committee (RAPC), which includes MTC, Association of Bay Area Governments (ABAG) and Bay Conservation & Development Commission (BCDC) representatives, is engaged in a Regional Airport Study Update to develop consensus on an approach for handling long range (2035) growth in air passenger, air cargo, and business travel demand. Current policies for addressing regional aviation issues are contained in the 2000 update of the Regional Airport System Plan (RASP), which supported development of new runway capacity at San Francisco International Airport (SFO) and Oakland International Airport (OAK). Based on more current information concerning forecasted air passenger demand, the costs of constructing new runways and unresolved environmental issues related to constructing new runways in the Bay, the regional agencies now believe alternative strategies may be preferable in addressing growing aviation demand.

The first phase of this effort began in January 2007 and was completed in October 2007. In Phase 1, RAPC heard information presented by four expert panels covering Aviation Trends, New Air Traffic Control (ATC) Technologies, Demand Management, and Airport Governance and Institutions. Using information from these panels, RAPC developed a Request for Proposal to conduct a more in depth Phase 2 analysis of potential strategies and solutions to Bay Area runway capacity problems. These strategies include:

1. Shifting more air passengers from SFO to OAK and San Jose Airports (SJC) to reduce delays at SFO;
2. Having other airports both inside and outside the Bay Area serve a portion of the passenger demand;
3. Using California's future High Speed Rail system to divert air passengers to rail service;
4. Deploying new ATC technologies being developed by the FAA to increase runway capacity (called NexGen);
5. Implementing some form of demand management to change airline schedules and encourage use of larger aircraft;
6. Assessing new institutional arrangements that might be needed to implement several of the above strategies; and
7. Public outreach that is aimed at achieving regional consensus around new approaches.

The various technical analyses and public input will assist RAPC in preparing a long-range Vision and Implementation Plan that describes specific steps that RAPC and other agencies can take to carry the

recommended strategies forward. This document will also provide the basis for MTC to update the aviation element of the Regional Transportation Plan, for BCDC to update its San Francisco Bay Plan, and for ABAG to adopt land use policies and strategies that support this long-range vision.

Major Study Milestones Completed to Date

Since inception of the study, a number of major milestones in the work scope have been completed:

- Regional telephone survey of public attitudes towards various potential solutions to airport capacity problems (February 2009)
- Forecasts of long-range aviation demand (March 2009)
- Study goals and performance measures (October 2009)
- Analysis of six scenarios for serving long-range demand (April 2010)
- Briefing meetings with local elected officials in connection with Travis AFB and Sonoma County airports (April, July 2010)
- Established a public website for the study (www.regionalairportstudy.com) which contains all major reports and enables the public to make comments
- First round of public outreach in Fairfield, Oakland and San Francisco (May 2010) and responded to comments
- Defined new scenarios for further analysis (June 2010)

Next Steps

The current phase of the study is scheduled for completion in the Spring 2011, with the following tasks underway:

- Complete analysis of new scenarios (October 2010)
- Review institutional and governance issues (October 2010)
- Complete airspace assessment (October 2010)
- Complete forecast and runway congestion tracking systems (November 2010)
- Prepare Draft Vision and Implementation Plan (January 2011)
- Conduct second round of public outreach (February 2011)
- Approve Final Vision and Implementation Plan (April 2011)

The attached presentation provides additional detail on work completed to date.

Steve Heminger