



Regional Airport Planning Committee

To: Regional Airport Planning Committee

Date: April 22, 2011

Fr: Staff of Regional Airport Planning Committee

Subj: Workplan Implementation and Needed Resources

Future Work Scope

The Work Scope, presented in Section 8 of the Vision and Implementation Analysis Report, contains a prioritized set of tasks designed to advance the Study Recommendations. These tasks would be pursued as resources become available. The current study has relied on a combination of funding from MTC, the Federal Aviation Administration, and the three primary Bay Area airports. This funding has been used for staff support, consultant assistance, and conducting public outreach. To continue the progress made in this phase of RAPC's work, new staffing and funding arrangements will be needed.

Some of the answers about how to accomplish the next planning and implementation phase will come from the Committee's continuing review of current institutional arrangements and the potential need for changes, which will occur after adoption of the Recommendations. If RAPC adopts the Recommendations included in the Vision and Implementation Analysis a potential workscope that RAPC could undertake in the next year is shown in Table 1. However, this level of work would likely require some additional staff resources and funding to deliver.

Staffing and Resource Issues

RAPC is currently staffed by employees from the three regional agencies: ABAG, BCDC and MTC. RAPC staff costs are funded through each agency's budget – none of the staff works full time on RAPC issues and are typically assigned several unrelated RAPC activities. For several years, MTC took on most of the RAPC administrative and oversight activities. This arrangement changed a few years ago when the RAPC MOU was modified to rotate the committee staffing responsibilities every two years among each of the three regional agencies. It is unclear how much time each agency will be able to devote to RAPC activities in the future. There are competing demands on agency time for higher priority activities as we move into the next fiscal year – ABAG and MTC staffs are having to devote more time to the RTP/SCS update, while BCDC staff are undertaking several GHG adaptation studies and are involved in America's Cup oversight activities.

The some issues that need to be addressed as we consider how to implement the recommended workplan included in the Vision and Implementation Analysis:

- Can the three regional agencies devote the necessary staff resources to undertake the workplan? Regional agency staff believes that it will ultimately be necessary to fund a dedicated regional airport planning position to deliver the proposed Table 1 workscope in a timely fashion. This position could work with the regional agency staffs and would report directly to RAPC. This staffing arrangement is not dissimilar to the role that Chris Brittle currently serves; he is presently retained by MTC for airport and other MTC activities. Over the next year, MTC can fund approximately two person months of dedicated staff time to RAPC (primarily additional time for Chris Brittle to support RAPC during the transition), which regional agency staff believes will constitute an absolute minimum level of effort to help develop the proposed Work Scope. If RAPC agreed that a higher level of staff support was warranted, one option could be for the other two regional agencies and the three international airports to share staffing costs by funding the equivalent of two person months each; RAPC would then be able to fund a full time regional airport planning position.
- Can the three regional agencies devote the necessary financial resources to fund technical consultant assistance as needed? Past workplan activities have used revenue sources from MTC, FAA and the international airports. The RAPC workplan adopted by RAPC in early 2004 contained several elements, including:
 - *Create General Aviation Website* – One of the recommendations from the recent General Aviation update of the 2000 Regional Airport System Plan was to include information on general aviation airports on MTC’s website. This was completed by MTC, but has not been regularly updated.
 - *Address Airport Land Use Compatibility* – Develop a brochure for elected officials and local planning staff that would address current airport noise and safety compatibility issues. This was completed in-house by MTC in 2004.
 - *Develop Inventory of Vacant Land in Runway Approach and Departure Zones* -The purpose for this task was to determine where there are opportunities to use FAA funds for acquisition/protection of vacant land in runway approach and departure zones. This was completed by ABAG using FAA funds
 - *Coordinate Disaster and Risk Management Planning for Greater Bay Area Airports* - This activity was an outgrowth of earlier work ABAG performed for the update of the air carrier element of the Regional Airport System Plan in 2000. ABAG would use FAA funding to complete this task
 - *Develop Airport Ground Access Travel Behavior Model* - For a number of years MTC has been interested in developing a computer based airport ground access mode choice model that could be used to forecast future air passenger trips to the airports by ground access mode (personal car, transit, shuttle, etc). No work to date on this activity.
 - *Update Regional Aviation Forecasts* – These were updated as part of this current Regional Airport Plan update, which was funded by FAA, MTC and the international airports
 - *Conduct 2005 Air Passenger Survey* – This was completed in 2006 for SFO and OAK (SJC elected not to participate because they had recently completed its airport master plan update and had update survey data), and was funded by these two airports.

- *Conduct Moffett Federal Airfield Use Study* – Assessed in the current RASPA update.

Our ability to leverage needed technical assistance for the previous RAPC workplan came from several fund sources; the same will likely be true for the current proposed workplan in the RASP update (see Table 1). As can be seen above and in Table 1, FAA and the international airports have played a major role in providing workplan funding assistance. However, in the case of FAA, it was 3 years in waiting before we got the needed funding due to other national priorities and federal budget issues; needless to say, it will likely be difficult to depend on federal funding sources to deliver the new workscope in a timely fashion.

It also likely will be difficult to leverage any funds out of the regional agencies due to competing priorities. While MTC has committed to funding for 2 months of staffing costs for next fiscal year, there is no commitment of funding beyond that timeframe; in addition, none of the regional agencies have budgeted any technical assistance consultant funds for the proposed workscope.

The international airports have funded previous activities similar to those included in the proposed workscope; their financial commitment to the proposed workscope is unknown at this time.

Recommendation

If RAPC adopts the Vision and Implementation Analysis, then staff would prepare a workplan to implement the Recommendations; Table 1 lays out staff's initial thinking on a workscope that would cover the next year or so. However, there are questions facing the regional agencies and RAPC to deliver the plan if we decide to move forward:

- It's not entirely clear on what the level of commitment from key stakeholders (FAA, airports, others) is to implement the workplan.
- Other agency commitments and the federal budget process create uncertainty on how much staff time can be devoted and how quickly necessary funds can be secured.
- Should we consider making changes to the RAPC MOU that would spell out agency commitments (staffing and resources) to implementing the workplan?

The above issues need to be resolved to implement the workplan in the nearer term. Hopefully addressing these issues in the nearer term will help inform the committee on how it wants to address institutional issues in the mid- to longer-term.

In the meantime, the regional agencies can continue to commit to providing staff resources to fully develop the workscope and its implementation plan. Over the next year, RAPC staff will work with FAA and airport staffs on funding opportunities and a means for providing more consistent funding. This will be necessary to undertake the recommended studies, new advocacy efforts, and coordination with other agencies.

Table 1
Possible First Year Work Scope

Task	Work Elements	Agency Lead	Cost	Fund Source
Institutional Review	<ul style="list-style-type: none"> Continue the review of potential new institutional arrangements that could lead to more effective regional airport planning Revise RAPC Memorandum of Understanding, as appropriate 	RAPC	Staff costs	N/A
Monitor Demand and Congestion	<ul style="list-style-type: none"> Prepare first tracking reports based on 2011 data <ul style="list-style-type: none"> -Forecast Tracking Report * -Runway Congestion Tracking Report* 	Airports RAPC	?	FAA Airports
Traffic Redistribution/ Scenario B	<ul style="list-style-type: none"> Engage airlines in RAPC discussions of traffic redistribution Prepare for next multi-region air passenger survey (possible 2012)* Develop ideas for a regional marketing program aimed at increasing use of OAK/SJC 	RAPC Airports	?	RAPC Airports FAA
New Air Traffic Management and Control technologies (NextGen)	<ul style="list-style-type: none"> Schedule FAA presentation to RAPC regarding NextGen progress/funding needs Include NextGen in regional agency legislative advocacy programs (need for additional research, funding, Bay Area deployment opportunities, etc.) Contact other congested metro areas to discuss joint NextGen advocacy efforts Coordinate with FAA on the timing and funding for a Bay Area Airspace Study 	FAA RAPC		FAA
SFO Demand Management	<ul style="list-style-type: none"> Monitor other airport demand management programs and report on any new results Schedule SFO report to RAPC on prior demand management study results and ideas for continuing work 	SFO RAPC		Airports
Airport Noise	<ul style="list-style-type: none"> Engage regional agencies and ALUCs in a review of the Focus Growth population projections to determine if some of the population located around SFO and SJC can be located in less noise impacted areas. Work with SFO and San Mateo County ALUC to review the noise results from RAPC's noise analysis and to discuss the timing for additional work on potential solutions Attend local community noise forums (time and resources permitting) 	RAPC	Staff costs	N/A

