METROPOLITAN TRANSPORTATION COMMISSION

bcdc SAN FRANCISCO BAY CONSERVATION AND DEVELOPMENT COMMISSION

ABAG ASSOCIATION OF BAY AREA GOVERNMENTS

Regional Airport Planning Committee

To: Regional Airport Planning Committee

Date: June 15, 2011
(See September 23, 2011 Update Note at end of memo)

Fr: Staff of Regional Airport Planning Committee

Subj: Approval of RASPA-2011 Update Final Report

Staff is requesting approval of the Final Report for the 2011 Regional Airport System Planning Analysis (RASPA), a study that has been the focus of the Committee's deliberations for the last two and a half years. The RASPA will inform the regional planning of ABAG, MTC, and BCDC. The RASPA also provides a strategy for accommodating the region's projected 2035 aviation demand that can be followed by the airports, the FAA and other agencies that play a role in making airport development decisions.

As a reminder, the recent steps in getting to this decision point are listed below:

- **January 2011 RAPC Meeting**: Draft Vision and Implementation Analysis Report with study recommendations was first presented to RAPC
- **March 22, 23, and 24, 2011 Public Workshops**: Three public workshops were held to discuss the RASPA Recommendations.
- **April 1, 2011 RAPC Meeting**: Staff presented Part 2 of the Institutional analysis; the Committee recommended that further discussion of this item be deferred until after adoption of the study Recommendations.
- **April 22, 2011 RAPC Meeting**: The Vision and Implementation Analysis Report and Recommendations were listed on the Agenda for adoption. Staff reported that Oakland Airport had requested deferral of action on the noise recommendations (Issue #7). Due to the extensive comments at the meeting on the Report and various Recommendations, Staff suggested further meetings with the airports.

Since the last RAPC meeting, staff has had in depth discussions with the three airport staffs and made a number of changes in the Report, including changing the name of the report from the "Vision and Implementation Analysis Report" to the "Regional Airport System Planning Analysis-2011 Update Final Report". This was necessary to clarify that the report and recommendations contained therein are, in fact, the update to the 2000 Regional Airport System Plan and will replace the 2000 update in the regional plans of the RAPC agencies.

To facilitate review of the changes to the earlier Report, only those sections where Staff is recommending revisions are attached for Committee review.

As discussed in the April 22, 2011 RAPC approval memo to the Committee, the latest RASPA accomplishes the following:

- Provides a Vision statement for the regional airport system along with a set of performance-based Goals to go along with the Vision statement;
- Updates the aviation demand forecasts for the Bay Area and finds that the main runway capacity problems will be at SFO, with significant capacity problems occurring there around 2020 (Baseline forecast)
- Finds that Scenario B, which includes a combination of technology and demand reduction strategies and increases the future share of regional air passengers served by OAK, SJC and Sonoma County Airports, performs the best of all the scenarios evaluated in addressing the study Goals; recommends that implementation of Scenario B inform the plans of the three regional agencies comprising RAPC
- Emphasizes the need for new ATC technologies and demand management at SFO to control future growth in delays; recommends that RAPC play a stronger role in advocating for the development and deployment of these new technologies at SFO and other Bay Area airports.
- Finds that HSR could be an important part of a regional strategy to serve future air passenger demand, both from a capacity and environment perspective, but notes the uncertainty in the delivery timeframe for such a system
- Suggests that a strong demand management program at SFO, beyond what has been attempted by any airport to date, may be a key element of a traffic redistribution strategy; also suggests a regional marketing program be developed to promote airline services at OAK and SJC
- Notes potential for significant growth in noise exposure around SFO and SJC compared to 2007, and suggests the need to review regional focus growth policies that increase the population located in noise impacted areas; also, due to the magnitude of the projected 2035 noise problem, suggests that airports confirm these trends with more accurate noise modeling tools and, if the impacts are confirmed, investigate new noise mitigation strategies, from additional sound insulation, to changes in runway operations, to changes in existing land use plans.
- Notes potential for increased emissions of criteria pollutants (HC and NOx) and Greenhouse Gases (CO2), primarily due to projected growth in airline and air cargo flights; recommends periodic monitoring of emission trends and that RAPC support future legislative efforts to further curb these emissions
- Conducted an evaluation of alternative institutional arrangements that might help achieve regional airport system planning goals

Scenario B Recommendation

The study evaluated many different individual strategies and combinations of strategies to serve the projected 67% growth in air passenger demand and 92% growth in air cargo between 2007 and 2035 (Baseline forecast). While the current RASPA from 2000 includes the potential for additional new runways at SFO or OAK, the current analysis has focused on defining a regional strategy for serving projected aviation demand that would not require new runway development. This is significant, in that the current recommendation for serving future aviation demand,

termed Scenario B, does assume that new commercial airport runway capacity will not be needed by 2035, but depends on a number of strategies that all have varying amounts of uncertainty associated with them. Thus, the recommendations call for regular monitoring of these strategies. In brief, Scenario B includes the key strategies listed below that will require implementation action now and continuing out to 2035.

- Significant redistribution of air passenger traffic from SFO to OAK and SJC
- Increased use of Sonoma County Airport to serve local air passenger demand
- New air traffic control technologies that have a high likelihood of implementation
- A robust demand management program at SFO
- High Speed Rail initial segment from San Francisco to Orange County (Scenario B could also meet regional aviation capacity needs if HSR is not implemented in the timeframe of the study)

Achieving a significant redistribution of regional air passengers is the crux of Scenario B, and perhaps the most difficult strategy to achieve due to lack of control over airline route and fare decisions. Because of this, near term work by the regional agencies and airports should focus on further developing the suggested Work Tasks in the Final Report that most directly assist this strategy (see Table 1 attached). If the major strategies above do not come to fruition to the extent planned, then future updates of the RASPA will likely need to assess other approaches, possibly including new runway development.

Staff Recommendation

Staff recommends that:

1) the Committee adopt the Regional Airport System Planning Analysis- 2011 Update Final Report, which updates and supersedes the 2000 RASP in its entirety, and
2) in adopting the Final Plan, the Committee supports implementation of Scenario B as described above, and
3) the Committee forward the 2011 RASPA to the Boards of ABAG, MTC, and BCDC for approval and inclusion in their respective regional plans, and
4) the Committee determine the next steps for developing a work program to implement the 2011 RASPA (see next agenda item)

September 23, 2011 Update Note

As noted in the June 24, 2011 RAPC meeting minutes, staff presented an overview of the report and asked RAPC member to approve the above recommendations. All of the voting members present at the June meeting were in favor of adopting the study and its recommendations but were unable to do so due to the lack of a quorum. Staff is bringing the above recommendations to RAPC again at its September 23, 2011 assuming that there is a committee quorum that can adopt the 2011 RASPA Final Plan.

Table 1
Possible First Year Work Scope

Institutional Review

- Continue the review of potential new institutional arrangements that could lead to more effective regional airport planning
- Revise RAPC Memorandum of Understanding, as appropriate

Monitor Demand and Congestion

- Prepare first tracking reports based on 2011 data
  -Forecast Tracking Report *
  -Runway Congestion Tracking Report*

Traffic Redistribution/Scenario B

- 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

New Air Traffic Management and Control technologies (NextGen)

- 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

SFO Demand Management

- 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

Airport Noise

- 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)

*New funding required