

-DRAFT -

Proposed First Year RAPC Work Plan with Commitments

Forecasts and Tracking Systems

Recommendation 1.1-Regional aviation forecasts should be updated more frequently to respond to changing events in the aviation industry and to better inform future airport planning decisions. RAPC should regularly track factors affecting air passenger and air cargo forecasts.

- a) *Prepare first Forecast Tracking Report based on 2011 air passenger and air cargo data (initially, this report will be combined with the Congestion Tracking Report—see below-- into a single report with the most important information)*
 - Cost: RAPC staff time
 - Airports will provide data
 - Timeframe: March/April, 2012
- b) *Conduct multi-region air passenger survey in 2012*
 - Cost: approximately \$320,000 to conduct survey at four Bay Area airports (OAK, SFO, SJC, Sonoma Co.), plus an estimated \$99,000 for three out-of-region air passenger airports (SAC, MRY, Stockton)
 - SFO, OAK, and SJC will manage and fund the survey
 - Sacramento, Stockton and Monterey airports would do the same if they opt in.
 - MTC will provide technical and database support.
 - Timeframe: August, 2012

Recommendation 1.2-“...Individual Bay Area airports should collaborate with RAPC when developing new forecasts for their airports, particularly in regard to assumptions about total regional aviation demand as well as the share of regional air passenger and air cargo demand served at their airport...”

- a) *Airports will notify RAPC before the start of any new forecasting work at their airport and include RAPC staff in the development and review of the forecasts.*

Recommendation 1.3-Regularly track factors that affect airport runway capacity and delays; update information annually

- a) *Prepare first Congestion Tracking Report based on 2011 activity data*
 - Cost: MTC staff time
 - Airports will provide data
 - Timeframe: March/April, 2012

Traffic Redistribution/Scenario B

Recommendation 2.2-RAPC should explore new ways to engage the airlines in discussions concerning regional airport capacity issues and regional interests in expanding the share of traffic served by OAK and SJC

- a) *Schedule meetings/presentations to the airlines*
 - SFO has scheduled a presentation by RAPC Staff to the airlines at their upcoming airline Delay Forum meeting on September 27, 2011
 - Airports will help organize future airline meetings
- b) *Recruit a person who understands airline interests and concerns to participate on RAPC*

- Alex Fedor, a consultant for SFO and other airports, has agreed to perform this role (Mr. Fedor also participated on two of RAPC's expert panels for the latest RASPA).

Recommendation 2.3-Working with the Bay Area airports, RAPC could develop a list of underserved airline markets at OAK and SJC and use this in advocating for needed service improvements with the airlines

- a) *Develop a list of the most underserved markets at OAK and SJC*
 - OAK and SJC will have their marketing staffs work with RAPC staff to develop a list of the most underserved airline markets at their airports
 - The Airports will work with RAPC staff to develop ways to use RAPC as a public forum for publicizing the need for new airline service at these airports
 - Timeframe: mid-2012

New Air Traffic Management and Control Technologies (NextGen)

Recommendation 4.1-The FAA should provide regular updates to RAPC on the status of its NexGen program, including approximate timeframes for deployment of new technologies at Bay Area airports.

- a) *Meet with the FAA to get an update on their latest Bay Area airspace study*
 - Timeframe: meeting held on September 8, 2011
- b) *Schedule periodic updates by the FAA to report on the next phases of this study*
 - Timeframe: as needed
- c) *Schedule SFO presentation to RAPC on status of their new technology initiatives*
 - Timeframe: September 2011 RAPC meeting, and subsequent meetings as major milestones are achieved.

Recommendation 4.3-Regional agencies should more actively track and engage in the development of federal aviation legislation affecting NextGen funding and delivery, particularly in regards to expediting NextGen in the Bay Area

- a) *MTC staff will propose that expediting NextGen be an element of MTC's 2012 Legislative Program*
 - Timeframe: December 2011
- b) *RAPC staff will meet with airport governmental affairs staffs to discuss a coordinated legislative approach to NextGen*
 - Airports will help arrange meeting
 - Airports will inform RAPC of any future legislative advocacy opportunities they see to influence NextGen delivery in the Bay Area and provide information to MTC's legislative affairs staff as needed.
 - Timeframe: December 2011 for initial meeting with MTC staff

Recommendation 4.4-To increase the effectiveness of its NextGen advocacy, the Bay Area airports and regional agencies could form a larger national coalition with other regions experiencing major runway congestion problems

- a) *RAPC Staff will work with the Bay Area airports to determine how to best approach this initiative*

Recommendation 4.5-RAPC should support a study by the FAA of the Bay Area airspace to examine changes in operations and procedures that would be needed to maximize the benefits of NextGen technologies...

- a) *RAPC staff will monitor the Design and Implementation phases of the FAA's recent Northern California Airspace and Procedures Optimization Study by requesting periodic updates from the FAA.*
- b) *Airports will make their airspace consultants available to help RAPC understand the impact of new procedures on Bay Area runway and airspace capacity.*

SFO Demand Management

Recommendation 3.1-Future airline agreements at SFO should not preclude use of congestion pricing approaches as allowed by the latest FAA policy

- a) *SFO will provide periodic reports to RAPC regarding progress with upgauging aircraft size under the latest airline agreement (which extends to 2021)*

Recommendation 3.2-SFO should continue to examine new demand management approaches that could be quickly implemented if there is a sudden onset of extreme delays (due to added airline flights and/or more frequent bad weather).

- a) *Using results from previous demand management analyses, SFO will inform RAPC of the strategies that could be implemented in a short time frame and would be consistent with the current airline agreement.*

-Timeframe: mid- 2012

Recommendation 3.4-RAPC should monitor other airport demand management programs around the country to determine what programs are being implemented and their effectiveness.

- a) *Airports will notify RAPC staff of any new and interesting demand management approaches that are being examined or implemented by other airports so that RAPC staff can investigate.*

Airport Noise Impacts

Recommendation 7.1-Recognizing the substantial noise monitoring and noise exposure mitigation strategies Bay Area airports currently have in place, OAK, SFO, and SJC should continue to apprise RAPC about their latest approaches for working with communities to address existing and emerging noise issues.

- a) *SFO will update RAPC concerning recent overflight noise issues on the Peninsula and their efforts to work with the airlines and Peninsula communities on these issues*
-Timeframe: late 2011/early 2012
- b) *All three Bay Area airports will update RAPC on any proposed changes to the ALUC land use compatibility plans for their airports*
- Timeframe: late 2011/early 2012 (to provide information useful to ABAG in updating the SCS –see below)

Recommendation 7.2-“...Bay Area airports should use the more sophisticated noise modeling tools they have available to confirm noise trends out to 2035...”

- a) *Airports will notify RAPC of any studies that would involve new long-range noise forecasts (2030-2035 timeframe)*

Recommendation 7.4-ABAG should also review the contribution of the latest Focus Growth population projections to these estimated (long-term) population increases and evaluate whether some of the population can be located in less noise-impacted areas.

- a) *RAPC Staff (ABAG) will regularly update RAPC on how airport noise compatibility issues are being addressed in the development of new land use projections for the Sustainable Community Strategy (SCS)*

Timeframe: Spring 2012 for new recommendations

- b) *Airports will assist RAPC with involving the ALUCs in the review of the latest SCS land use projections*

-Timeframe: Ongoing

Other

- a) **Institutional Review.** RAPC recommended that further discussion of this topic be deferred until the study recommendations are adopted.
- b) **Other Legislative Advocacy.** RAPC and the airports could collaborate on other legislative issues of regional and local interest (e.g., High Speed Rail, increasing Passenger Facility Charges, etc.)
- c) **Airport Economic Study.** Two of the three Bay Area airports are considering or planning to do such a study for their airport

Summary

- Regional agencies will need to commit resources to:
 - Staff RAPC
 - Prepare first combined Forecast/Congestion Tracking Report
 - Provide support and technical assistance as needed for the next multi-region air passenger survey
 - Evaluate changes to ABAG's SCS land use projections to lower longer range airport noise impacts
 - Engage in Legislative advocacy for NextGen
- Bay Area airports will need to commit staff time and resources to:
 - Provide information to RAPC for the Tracking Report above
 - Prepare presentations to RAPC on various topics discussed above
 - Fund and manage the next multi-region air passenger survey
 - Help RAPC engage with the airlines in discussions about regional interests in Scenario B/traffic redistribution
 - Make their marketing and legislative staffs available to work with RAPC on various issues discussed above
- Other
 - RAPC could initiate more in depth work on many topics mentioned above by funding a half-time regional airport planning staff position. If this position were to be created a funding arrangement between the three Bay Area airports and the three regional agencies would need to be determined.