



Regional Airport Planning Committee

To: Regional Airport Planning Committee

Date: January 13, 2012

Fr: Staff of Regional Airport Planning Committee

Subj: Plan Bay Area: Land Use Scenario Results: Populations in 2040 65 CNEL Noise Contour

The RAPC workplan also includes an objective to reduce long-term population exposure to airport noise (see agenda item #1). One element of this work item includes working with ABAG to ensure airport noise compatibility issues are given attention in their next regional land use forecasts being prepared as part of the Sustainable Community Strategy (SCS); the SCS represents ABAG's new growth Projections and MTC's transportation investment strategy as part of its long-range regional transportation plan (RTP).

ABAG has been working with local agencies to define land use scenarios that, along with transportation alternatives, can demonstrate achievement toward greenhouse gas emission reduction targets and other targets adopted by MTC and ABAG for the SCS.

ABAG defined five land use scenarios (plus an additional scenario that represents an update of their current Projections 09 series). These scenarios and transportation options are defined in the attached memorandum. The primary purpose of the scenario assessments is to compare and contrast the interaction between land use policy and transportation investment strategies as measured by the adopted performance targets related to the economy, the environment and equity (these targets are also described in the attached memorandum). The specific land use and transportation definitions for the scenarios were developed based on considerable input from advisory groups and partner agencies. The preferred SCS scenario alternative will be developed based on a mix of alternative scenario components that best achieve the targets and can demonstrate financial feasibility.

The attached spreadsheet and accompanying graphics show how the scenarios forecast population growth within the 65 CNEL noise contour. The 65 CNEL (or Community Noise Equivalent Level) is a State standard that recommends that no residential development should occur inside the contour boundary without mitigating sound insulation.

The attached spreadsheet and graphics illustrate the following:

- The area surrounding SFO to the northwest is forecasted to grow significantly between now and 2040 (more the double). Part of what's driving the growth is the expansion of housing planned/forecasted along the El Camino corridor (known as the Grand Boulevard re-development plan, which is also an ABAG-designated Priority Development Area, or PDA).

- The area surrounding SJC to the north and south is also forecasted to grow, but the current population within the contour is very small; small swaths of PDAs encroach on the contour.
- OAK does not have any population now or in the future within the contour.
- About half the population within the Scenario B 2040 noise contour at SFO is due to new development/natural growth; the other half is population pulled in by the outwardly expanded contour as a result of increase flights; the same is generally true for SJC
- The SCS scenarios vary by about 3,000 people at SFO between 2007 and 2040; for SJC the range is less than 1,000 people.
- More work with ABAG is needed to determine if the new population growth should be re-assigned to another location within San Mateo and Santa Clara Counties

ABAG is in the process of doing further analysis of its scenario forecasts for the SCS. MTC and ABAG plan to release a draft preferred SCS in March 2012 and approve a final SCS in May 2012. The preferred SCS will undergo an EIR process, which will lead to adoption of a final SCS/EIR in March 2013.

We look forward to further discussion on this topic at your meeting.