

Regional Airport Planning Committee Meeting Minutes

**9:30 A.M. – Noon
Friday, January 27, 2012
MetroCenter Auditorium
101 8th Street
Oakland, CA 94607**

1. Call to Order

Sean Randolph called the meeting to order at 9:37 a.m. RAPC members and other alternates in attendance: Bates, Bergener, Gibbs, Greene, Novak, Luce, Hauri, and Hardy Acree. Ms. Anne Henny represented Ms. McKenney.

2. Public Comment

There was no public comment.

3. Minutes

The minutes were approved unanimously.

**4. Regional Airport System Planning Analysis (RASPA) FY 2012-13
Workplan**

Mr. Chris Brittle presented the latest version of the Work Plan to carry forward the recommendations from the recently completed Regional Airport System Planning Analysis. He mentioned that there have been several meetings with the airports about the Work Plan and some funding issues remained, but can hopefully be resolved. The Work Plan represents a collaborative process between the airports and RAPC staff.

For the current Fiscal Year FY 2011-12, the tasks in the Work Plan would be performed in-house by MTC's current project manager and will be paid for by MTC. For the next Fiscal Year (2012-2013), staff recommends that a part time airport planner position be funded for a minimum of 2 months of effort with the costs being shared between the regional agencies and the airports. RAPC could continue to meet as an informational forum at this level, or additional work could be agreed to by the regional agencies and airports which would require more of the project manager's time.

Mr. Brittle briefly described the main tasks in the proposed Work Plan (Exhibit 1 in the memo): 1) RAPC Meetings; 2) Air Passenger Survey; 3) Prepare first Tracking Report; 4) Develop Regional Approach for Traffic Redistribution; 5) Implement a Legislative Advocacy Program; 6) Airfield and Airspace Capacity; 7) Demand Management; 8) Noise/Noise Compatibility; and 9) Monitor and report to RAPC as needed.

Mr. Cary Greene noted that San Jose Airport does not have funding available for elements of the Work Plan at this time, and commented that the execution of the Work Plan will depend on funding available in the future.

Mr. Randolph asked for clarification on what the Committee was being asked to approve, and Mr. Brittle stated that it was the Work Plan tasks outlined in Exhibit 1, and that staff would need further discussions with the airports on the funding issues.

Mr. Mark Luce moved approval of the Work Plan. Mr. Geoffrey Gibbs seconded. Motion passed unanimously.

5. 2012 Air Passenger Survey

Mr. Roger Hooson, San Francisco International Airport (SFO), presented an overview of the ground access survey that is underway at SFO, and summarized recent discussions with both Oakland International Airport and San Jose International Airport regarding the survey. Typically, this type of survey has been conducted by MTC about every five years, and the last survey was performed in 2006. The survey will be performed at San Francisco and Oakland Airports, but San Jose Airport will not be able to participate due to funding constraints. The new survey will be conducted on a continuous basis rather than focus on a particular month (August) as was done in the past.

Mr. Bates asked what the Airport sees as a direct benefit by doing this type of survey. Mr. Hooson stated that historically the primary purpose has been to gather detailed ground access information, such as where passengers originated their trip to the airport, what mode of transportation they used, how often they travel, how soon before their flight they get to the airport, etc. These types of questions help with planning for ground access facilities and services and also help with planning for concession activity.

Mr. Leander Hauri asked if this data is typically shared with the airlines as well. Mr. Hooson answered that it is public information and is shared with the airlines.

Ms. Anne Henny echoed most of what Mr. Hooson stated about the airports objectives and the benefits that they see. She noted that this information also helps the airports understand what their passengers need in the way of services so the airport can maintain the customers that they have and attract more.

Doug Kimsey noted that RAPC staff would like the survey to include some marketing questions which could provide valuable information in determining how to attract more air passengers to Oakland and San Jose Airports, which is a key strategy in the RASPA.

Mr. Randolph asked how the process works and what near term information would be available. Mr. Hooson stated that, unlike past surveys where it took a long time to get the results, the new approach will allow for interim reporting of results, and the survey will provide reasonably accurate information over a 2 month period.

6. SFO Demand Management

Mr. John Bergener, SFO Planning Manager, discussed FAA's designation as a Level 2 slot controlled airport under the International Air Transport Association's Worldwide Slot Guidelines. The Level 2 designation indicates there is a potential for congestion that could be managed by voluntary means, primarily through adjustments to airline schedules. The designation would become effective for the summer season beginning March 25, 2012.

Mr. Greene asked if there will be information by the next RAPC meeting as to what measures have been taken, now that the FAA is close to completing their review of the schedules. Mr. Bergener stated that they are meeting with the FAA who's coordinating this process and will likely have more information by the next meeting.

7. Plan Bay Area: Land Use Scenario Results

Mr. Doug Kimsey stated that the RASPA also includes an objective to reduce long-term population exposure to airport noise. One element of the Work Plan includes working with ABAG to ensure airport noise compatibility issues are given attention in their next regional land use forecasts.

He noted that ABAG has defined five long-term (2040) land use scenarios as part of the Sustainable Community Strategy (SCS). The primary purpose of the scenario assessment 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. In particular ABAG and MTC are looking at combinations of land use and transportation strategies that will help achieve State greenhouse gas reduction targets.

Mr. Kimsey presented a spreadsheet and accompanying graphic that shows differences in population within the 65 CNEL noise contours for each airport under the various scenarios (Oakland Airport has no projected population within the 65 CNEL contour).

In closing, he stated that ABAG is in the process of doing further analysis of these scenario forecasts for the Sustainable Communities Strategy. MTC and ABAG plan to release a draft preferred SCS in March 2012 and approve a final SCS in May 2012. An Environmental Impact Report (EIR) will be prepared for the preferred SCS scenario, which will lead to adoption of a final SCS/EIR in March 2013.

Mr. Bergener stated that SFO is very interested in this analysis, and stated that each of the cities surrounding SFO have land use planning guidance that requires mitigation of interior sound levels down to 45 decibels within any of the noise contours, but anything that can be done in the SCS to minimize development within the 65 CNEL noise contour is something that SFO is very interested in and wants to support.

Mr. Greene stated that from an airport perspective he doesn't think it is good practice to have residential development within a noise impact area. So it makes sense that future development be focused away from airports.

8. **NextGen Advocacy**

Mr. Kimsey stated that part of the new RAPC Work Plan will be the development of a legislative strategy to help expedite NextGen deployment in the Bay Area. He noted that according to the FAA's latest estimates, by 2018 NextGen will reduce total delays by about 35 percent compared with doing nothing. FAA further estimates a savings of 1.4 billion gallons of aviation fuel, lowering CO2 emissions by 14 million tons annually.

Mr. Kimsey recommended that RAPC coordinate with Bay Area airport legislative staffs and with legislative staffs in other major congested metro areas, to develop a list of strategies for discussion with congressional staff. He also recommended that one or more of the Bay Area airport legislative staffs be included in the regional delegation that goes back to Washington DC in mid-March.

Mr. Leander Hauri noted that it would be appropriate for RAPC, as a regional representative group, to mail/email a letter signed by the Chair to the ranking members of the House Aviation Subcommittee, and Senate Aviation Operations, Safety and Security Subcommittee who are the ones that directly signoff on the bill and move it forward.

Mr. Bergener expressed SFO's support and interest in participating in lobbying for NextGen. Having a regional lobbying effort would be very effective.

7. **Adjournment**

The meeting was adjourned at 10:50 a.m.