



## **Regional Airport Planning Committee**

To: Regional Airport Planning Committee

January 13, 2012

Fr: Staff of Regional Airport Planning Committee

Re: Approval of RASPA Work Plan

### **Background**

The Final Report for the Regional Airport System Planning Analysis (RASPA) included both a set of Recommendations (attached) as well as a proposed Work Plan to carry the Recommendations forward after completion of the Study. The proposed Work Plan has been discussed at each of the previous RAPC meetings, and it is Staff's desire to finalize the Work Plan at the January, 2012 RAPC meeting so that the work can proceed.

As you recall, we have highlighted two key aspects of the Work Plan.

- the need for a collaborative process with specific commitments from the regional agencies and airports
- the need for a sharing of resources between the regional agencies and the airports.

Staff has discussed these issues with the airports on several occasions and has come up with the proposal discussed below. For some airports the funding may be a continuing issue in the short term, but Staff believes this issue can be worked out.

The proposal is divided into two parts, the work to the end of the current Fiscal Year (2011-2012) and the work beyond that.

### **Work Plan**

#### Fiscal Year 2011-2012

Work for the remaining part of the Fiscal Year 2011-2012 would be performed in-house by MTC's current project manager. The Project Manager's time (slightly less than 2 person months or about \$39,000 remains) will be paid for by MTC. The various Tasks that would be performed are outlined in Exhibit 1. Towards the end of this fiscal year, RAPC staff and the airports would meet to discuss options for Fiscal Year 2012-2013 (see below).

#### Fiscal Year 2012-2013 and Beyond

For the next fiscal year, a part time airport planner position would be needed to continue the work from the last RASPA. The position could be contracted by the airports or MTC. The amount of hours required and cost would depend on the level of work desired (see Options below). At the lowest level of effort, RAPC would continue largely as a forum to exchange information until the next major RASPA update is conducted; in this case it's likely that the

same level of effort (2 person months) would be sufficient for the part time airport planner position for FY 2012-13. On the other side of the spectrum, the airports and RAPC could decide that additional studies would be helpful in between RASPA updates and that RAPC would be the best organization to perform these studies. In this case the new airport planner position could serve as the overall coordinator and project manager.

Option 1-RAPC continues largely as an informational forum until next RASPA update

Cost: Airports and MTC would split cost of an airport planner position, estimated at a maximum of 2 person months (\$21,000 from MTC and \$21,000 split between the three airports)

- Quarterly RAPC meetings; schedule current topics of interest to Committee
- Follow up items from Fiscal Year 2011-2012, as needed (above)
- Take legislative positions, as required
- Prepare annual Tracking Report
- Monitor developments at Travis AFB, Moffett Federal Airfield, out-of-region commercial airports, HSR, and General Aviation airports
- Discuss RASPA recommendations and traffic redistribution concept with outside groups
- Attend various outside meetings to keep abreast of issues (e.g., SFO Airline Delay Forum)

Option 2-Airports request specific projects/studies from RAPC; new airport planner would manage these studies

Cost: Depends on studies; could involve a mix of FAA and airport funds; costs would include cost for new airport planner to manage the studies

- Prepare updated regional and airport passenger forecasts
- Develop an airport choice model for use in next RASPA update (choice of airports and ground access modes)
- Refine airfield capacity estimates to take into account latest information on NextGen
- Update long-range noise forecasts for each airport for use by airports and ALUCs
- Conduct an annual public survey of Bay Area residents to determine attitudes about air service and their preferred airport (s) --as part of the Traffic Redistribution strategy
- Evaluate congestion pricing levels at SFO needed to shift traffic to other airports
- Conduct follow on studies for Moffett/Travis
- Develop information on relationship between airport service levels and economic benefits
- Maintain a regional airport planning website where the public can comment and ask questions (similar to the one created for the last RASPA study).

**Recommendation**

Staff recommends the Committee approve the Work Plan discussed above and proceed with the activities outlined in Exhibit 1

## **Exhibit 1**

### Task 1: RAPC Meetings

Objective: Maintain adequate staffing support for RAPC; responsible for developing agenda items with input from the airports.

- Consult with airports and regional agency staff to develop agenda for meetings
- Organize/prepare presentations
- Write memos for meetings as required
- Meeting follow-up as required

### Task 2: Air Passenger Survey (assumes airports fund and manage 2012 survey)

Objective: Conduct the next regional airport passenger survey at Bay Area airports as well as out-of-region airline service airports. The survey will provide essential information to advance the region's interest in air passenger redistribution and to improve MTC's modeling tools for assessing air passenger behavior in choosing airports and ground transportation modes.

- Obtain copies of past RFP, consultant mailing lists, consultant selection criteria etc. from MTC
- Assist with reviewing the Request for Proposal (RFP) for a survey firm
- Assist with evaluation of Proposals submitted by survey firms and consultant selection
- Assist with developing questions for survey instrument itself

### Task 3: Prepare first Tracking Report

Objective: The tracking report will provide information on the accuracy of the latest regional aviation forecasts, progress with redistribution of air passenger traffic, and severity of delays at SFO. The report will assist RAPC and the airports in determining the effectiveness of regional policies and initiatives to address forecasted runway and airspace congestion issues.

- Coordinate with airports to obtain information for Tracking Report
- Prepare outline and circulate proposed report outline to airports for review
- Assemble data and write report
- Coordinate with MTC Graphics and Public Information staff to prepare an attractive report for public and media consumption
- Work with airports to foster media interest
- Present report to RAPC

### Task 4: Develop Regional Approach for Traffic Redistribution

Objective: Working with the airports, develop new ideas for programs and strategies that could help shift more airline passenger service from SFO to OAK and SJC

- Review current airport efforts to attract more service to OAK and SJC
- Review airport marketing programs and discuss potential for a more coordinated regional approach
- Develop list of most underserved airline markets at OAK/SJC

- Regularly apprise RAPC of airline service additions/ deletions at each Bay Area airport
- Track changes in air fares at each airport in competitive markets (airport assistance required)
- Discuss ways that SFO's up gauging approach and FAA's Level 2 slot control program might be leveraged to increase airline interest in OAK and SJC
- Identify key marketing questions for the next air passenger survey (above)
- Participate in discussions with airports and airline route planning staffs to convey regional interests in traffic redistribution
- Consult with business community to obtain their ideas
- Consult with out-of-region airports to understand their airline marketing objectives
- Possibly develop a marketing brochure that explains the region's long-term aviation goals and the need for traffic redistribution; have this ready to send out to the airlines and public if major delays arise at SFO in the future
- Also, develop media Op Ed material from RAPC Chair for publication when delays at SFO increase

#### Task 5: Implement a Legislative Advocacy Program

Objective: Develop a legislative strategy whereby Bay Area airport capacity and delay issues are given greater attention in Washington and there is a unified Bay Area legislative approach to addressing important issues such as Reauthorization and NextGen.

- Convene periodic meetings of MTC and airport legislative staffs to identify and discuss current legislative issues of importance to the Bay Area
- Develop position papers for RAPC and MTC's Legislative Committee
- In particular, develop positions that will help expedite NextGen deployment in the Bay Area, including incentives for airlines to equip with the latest technologies
- Explore forming NextGen legislative coalitions with other major metro areas experiencing airport and airspace congestion
- Engage airport and MTC lobbyists in Sacramento and Washington, DC in support of these positions
- Develop media interest in these issues
- Write letters from RAPC/MTC to Bay Area Congressional delegation as needed

#### Task 6: Airfield and Airspace Capacity

Objective: Monitor airport capacity and delay problems as well as implementation of runway and airspace improvements.

- Monitor Design and Implementation phase of FAA's Northern California Airspace and Procedures Optimization Study and schedule periodic briefings by FAA staff
- Identify any Bay Area airport issues or concerns with the above program and discuss with RAPC
- Provide regular progress reports to RAPC on SFO's key technology initiatives to improve capacity in poor weather conditions

- Assess impact of future airfield and air traffic control improvements on runway capacity as estimated in the latest RASPA update
- Monitor aircraft flight delays at SFO and report any significant increases in delays to RAPC

Task 7: Demand Management

Objective: Monitor the effectiveness of new demand management programs, both at SFO as well as other airports around the country

- Attend SFO airline delay forum meetings
- Provide regular reports to RAPC on SFO's Fly Efficient program (up gauging aircraft size)
- Monitor changes to airline schedules resulting from FAA's Level 2 slot control program
- Develop information for airports/RAPC on any new demand management programs around the country, particularly any that involve congestion pricing
- Monitor changes in federal legislation affecting an airport's ability to engage in demand management programs
- Attend meetings of general aviation airports and discuss strategies to increase their ability to serve in a reliever capacity

Task 8: Noise/Noise compatibility

Objective: Reduce long-term population exposure to airport noise, monitor the effects of air passenger traffic redistribution (to the extent that it is occurring) on airport noise levels at OAK/SJC, and have RAPC become more engaged in supporting ALUC decisions that would prevent new land use compatibility problems.

- Work 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
- Monitor any significant changes/updates to current ALUC plans
- Discuss with ALUC staffs the possibility of RAPC becoming engaged in land use compatibility discussions they are having with local jurisdictions
- Monitor annual changes in airport 65 CNEL noise contours and population exposure
- Participate in any updates to airport Noise Exposure Maps (NEMs)
- Prepare case study report for RAPC on how current land use compatibility conflicts are being addressed by ALUCs, airports, and local jurisdictions

Task 9: Monitor and report to RAPC as needed.

- Various studies being conducted by Bay Area airports, as outlined in their "work program" information provided to RAPC
- HSR developments
- New legislation/regulations affecting aircraft GHGs and criteria pollutants
- New airport programs to reduce GHGs