Aviation Planning Guidance for Regional Transportation Plans (RTP)

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Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our state's network of over 813 heliports and public-use airports. Aviation contributes about 9 percent of both total state employment (1.7 million jobs) and total state output ($110.7 billion) annually. These benefits were identified in the study, "Aviation in California: Benefits to Our Economy and Way of Life," prepared for the Division of Aeronautics, which is available at http://www.dot.ca.gov. Among other things, aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and firefighting services, annually transports air cargo valued at over $170 billion and generates over $14 billion in tourist dollars, which in turn improves our economy and quality-of-life.

Aviation should be addressed in each Regional Transportation Plan (RTP) not only because of the above roles, but it is also required under state and federal laws. According to **California Government Code 65080(a)**, "Each transportation planning agency…shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including…*aviation facilities and services*." The **U.S. Code of Federal Regulations, Title 23 Part 450, Section 316** requires inclusion of access to airports is a factor that "shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products." The California Transportation Commission's (CTC) 1999 RTP Guidelines prescribe the aviation mode, however the extent that aviation is addressed in a RTP varies depending on each regional RTPA's /MPO's interpretation. The Division of Aeronautics created the following guidelines to help the RTPA or MPO address aviation more comprehensively in the upcoming cycle of regional transportation plans, and to increase general understanding of aviation planning.

Prior to developing the Regional Transportation Plan aviation element, RTPAs or MPOs should obtain some aviation background and ideas about transportation problems, needs and issues, by reviewing pertinent local and regional planning documents. The following plans should be reviewed for consistency, including planned developments, land use designations and aircraft noise compatibility:

- ***Airport Master Plans*** – the long term airport planning document to support modernization of existing airports and creation of new airports, regardless of size, complexity, or role.
- ***Aviation System Plans*** – a composite of plans including: 1) California Aviation System Plan Elements (Policy, Inventory, Forecasts, System Needs Assessment and Capital Improvement Plan); 2) the aviation element of the Regional Transportation Plans (RTP); 3) Interregional Aviation System Plans; and, 4) other aviation-related studies and reports.
- ***Airport Land Use Compatibility Plans*** – plans that "provide for the orderly growth of each public airport and area surrounding the airport within the vicinity of the airport and the public in general."
- ***Local, regional and state plans*** *(including General Plans)*
- ***Regional Transportation Plans*** of adjoining regions for aviation-related issues, possible conflicts and potential solutions.

Early public involvement is crucial to a comprehensive transportation plan. The RTPA or MPO should contact the airport managers and Airport Land Use Commissioner (if applicable), and invite these key representatives to participate in RTP planning meetings.

The best way to preserve and improve airports and their associated economic and quality-of-life benefits is to take timely proactive measures. Strong and effective local, regional and state policies minimize adverse impacts arising from the encroachment of incompatible land uses around airports, adverse noise impacts on communities near airports, and congestion and/or delays related to airport ground access. In addition, these policies help protect people and property in the air and on the ground. Incompatible land uses around airports often result in public pressure to restrict operations (curfews, aircraft size limits, etc.), and may result in noise and growth controls. Failure to protect the airport may result in permanent

closure, thereby reducing or eliminating its benefits. With aviation investment protection in mind, the RTP Policy Element should:

- Discuss applicable policies, goals and objectives in place to enhance the regional aviation system by strengthening support for airports and providing protection from facility and operational enhancement, aircraft noise mitigation issues, ground access, etc. Policies, goals and objectives should reflect support for possible growth through anticipated or planned infrastructure improvements. Policies, goals and objectives regarding housing and circulation elements of local General Plans, congestion management programs, long range transit plans, significant redevelopment of large areas of the community, development agreements for large projects, airport master plans, Airport Land Use Compatibility Plans, and regional aviation system plans, etc. should all be consistent.
- Discuss and address regional aviation issues and needs.
- Identify and quantify regional needs and objectives in a short (10-year) and long (20-year) term framework.

The Action Element identifies programs and actions to implement the RTP:

- Discuss ground access. If the region includes a primary air carrier airport with annual enplanements over 10,000, an Airport Ground Access Improvement (AGAI) Program is required (Government Code 65081.1). Refer to Attachment A for a list of current qualifying airports. The AGAI program shall address the development and extension of mass transit systems, including passenger rail service, major arterial and highway widening and extension projects and any other ground access improvement projects that the planning agency or airport deems appropriate.
- Include discussion of the regional airport system and provide a list of current facility information by airport such as based aircraft, annual passenger enplanements, operations and cargo as well as future airport system capacity. To assist in determining future growth of airports, the Caltrans Division of Aeronautics staff can provide the latest available information on file regarding airport based aircraft, annual passenger enplanements, operations and cargo as well as future airport system capacity.
- From a local and regional perspective, identify and address issues, needs, and proposed actions for maintaining and improving the aviation system. Determine what infrastructure projects will be needed to satisfy future transportation demands, particularly ground access and airport capacity. Include a discussion on multimodal needs (e.g. rail and bus connections).
- If applicable, include a Goods Movement discussion linking airports and other gateways (e.g. the interface issues between highway, air travel, maritime and rail). This discussion should include air cargo forecasts as well as expansion of air cargo facilities and new technology deployment. (e.g. on and off airport intelligent transportation solutions to access, security, and signage problems)

The Financial Element summarizes the cost of implementing the RTP based on realistic financial assumptions:

- Match action element projects with funding sources for inclusion in the Aviation Capital Improvement (financial) Plan and other programs.
- Include a short and long-range capital improvement plan that resolves aviation needs and links projects to objectives.

The Division of Aeronautics system planning staffs' area of responsibility map is available from the following link http://www.dot.ca.gov/hq/planning/aeronaut/planners.html. Please feel to contact the planner associated with your region for airport information and questions regarding these guidelines or aviation in general.

ATTACHMENT A

Commercial Service Primary Airports 2008 Enplanements

County	***Airport***	**Enplanements***
Los Angeles	***Los Angeles International Airport***	29,709,490
San Mateo	***San Francisco International Airport***	18,528,972
San Diego	***San Diego International Airport***	9,066,343
Alameda	***Metropolitan Oakland International***	5,724,888
Sacramento	***Sacramento International Airport***	4,988,274
Santa Clara	***San Jose International, Norman Y. Mineta***	4,847,764
Orange	***John Wayne Airport***	4,492,626
San Bernardino	***Ontario International Airport***	3,110,767
Los Angeles	***Bob Hope Airport Airport***	2,664,875
Los Angeles	***Long Beach Airport***	1,457,209
Riverside	***Palm Springs International Airport***	774,056
Fresno	***Fresno-Yosemite International Airport***	627,498
Santa Barbara	***Santa Barbara International Airport***	412,256
Monterey	***Monterey Peninsula Airport***	214,451
San Luis Obispo	***San Luis Obispo Airport***	157,421
Kern	***Meadows Field Airport, Bakersfield***	142,866
Humboldt	***Arcata Airport***	109,941
Sonoma	***Charles Schulz Airport***	102,698
Shasta	***Redding Municipal Airport***	66,239
Santa Barbara	***Santa Maria Public Airport***	57,720
San Diego	***McClellan-Palomar Airport***	40,682
Stanislaus	***Modesto City-County Airport***	37,795
San Joaquin	***Stockton Metropolitan Airport***	36,982
Butte	***Chico Municipal Airport***	24,818
Ventura	***Oxnard Airport***	17,137
Del Norte	***Jack McNamara International Airport***	12,673
Kern	***Inyokern Airport***	11,549
Los Angeles	***Palmdale Plant 42***	11,168
	Total	**87,449,158**

*Source: As reported to the Office of Aviation Planning by the respective airport.