

The Transportation 2030-related plans described in this appendix are available for review in the MTC-ABAG Library or online at www.mtc.ca.gov. The Ozone Plan will be available online at the Air District Web site: www.baaqmd.gov.

Regional Airport System Plan

Regional Airport Planning Committee, September 2000 (incorporated into the Transportation 2030 Plan by reference)

General Aviation Element of the Regional Airport System Plan

Regional Airport Planning Committee, June 2003 (incorporated into the Transportation 2030 Plan by reference)

The Regional Airport System Plan (RASP) is prepared by the Regional Airport Planning Committee (RAPC), which is convened by the Association of Bay Area Governments, the San Francisco Bay Conservation and Development Commission, and MTC. The latest update predicts a doubling of air passenger travel by 2020 and a tripling of air cargo volumes. The plan is advisory in nature and was designed to address three major issues:

- The need for additional airport system capacity
- Regional airport system alternatives to provide this capacity
- Significant environmental tradeoffs, to the extent they are known

The RASP focuses on the region's three commercial airports — Oakland International Airport, San Francisco International Airport and San Jose International Airport. An update of the general aviation element was completed in June 2003. Here are some key findings and conclusions from the RASP.

- Decisions concerning future runway improvements require choices — choices between expanding runways or tolerating increasing delays in order to avoid filling the Bay.
- Forecasted growth in demand will exceed the capacity of the airport system in 2020.
- After examining a range of alternatives to construction of new runways, the analysis did not reveal a strategy for closing the gap between projected demand and available runway capacity in 2020. The Federal Aviation Administration (FAA) should continue to pursue near-term measures that will help reduce delays.
- To meet reasonably expected demand and provide more reliable air transportation during good and bad weather, additional runway capacity is needed at San Francisco and Oakland airports. A more comprehensive examination of runway improvements should be pursued as the most relevant course of action.

- Prior to an irreversible commitment to additional runways, all impacts on Bay resources should be evaluated. RAPC recommends that the process complete the full environmental analysis of new runway options in compliance with existing state and federal environmental law without special amendment.
- RAPC recommends that the plan protect future options by indicating a regional interest in civil aviation use of Travis Air Force Base (Solano County) and Moffett Federal Airfield (Santa Clara County), if these facilities become available in the future. (These facilities are not available now, nor can their future availability be predicted). Also, the plan recognizes that the commercial airports require an effective general aviation reliever airport system for small aircraft.
- Finally, given the inherent uncertainty when discussing the future, RAPC should continue to monitor changes in the air travel market, air traffic control technology, and laws and regulations that could affect the air transportation strategies and conclusions reached in the current plan.

The General Aviation Element assessed six key areas:

1. Airport system planning
2. Land use compatibility
3. Public information resources
4. Ground-side airport access
5. Airspace issues
6. Airport funding

The plan calls on RAPC to:

- Conduct a study of vacant land parcels that should be protected to support airport viability
- Support legislation that would assist Airport Land-Use Committees in carrying out their mandate under state law
- Create a general “facts and figures” Web site on airport activities
- Support higher funding levels for general aviation airports in both FAA and Caltrans programs

The General Aviation Element also contains a recommendation that airport master plans identify types of additional facilities and services needed to provide relief capacity for air carrier airports and growing corporate general aviation activity.

San Francisco Bay Area Seaport Plan

San Francisco Bay Conservation and Development Commission (BCDC) and MTC, April 18, 1996 as amended through February 20, 2003 (incorporated into the Transportation 2030 Plan by reference)

The San Francisco Bay Area Seaport Plan is the product of a cooperative planning effort by BCDC and MTC. The plan provides the basis for Bay Area port policies and looks at future seaport needs and suggested improvements.

The Seaport Plan employs land-use designations and enforceable policies that BCDC and MTC use in their regulatory and funding decisions. The plan designates areas determined to be necessary for future port-related development as “port priority use areas.” The Seaport Plan as amended

designates 10 port priority use areas, which include the following five active seaports:

- Oakland
- San Francisco
- Redwood City
- Richmond
- Benicia

Subsequent to its 1996 adoption, the Seaport Plan has been amended to remove the port priority use designation from the following locations:

- City of Alameda
- Encinal Terminals (in Alameda)
- Portion of Oakland Army Base
- Port of Benicia (198 acres along western extent)
- Port of Richmond (Terminal 4 liquid bulk terminal)
- Port of Oakland (Ninth Avenue break bulk terminal)
- Port of San Francisco (Pier 70 break bulk terminal)
- Port of Redwood City (Abbott Laboratories property; formerly Cargill Salt Company terminal)
- Collinsville (Solano County)

Draft 2005 Bay Area Ozone Strategy

Bay Area Air Quality Management District, MTC, Association of Bay Area Governments (Available summer 2005)

The Draft 2005 Bay Area Ozone Strategy is being prepared by the Bay Area Air Quality Management District, the Association of Bay Area Governments and MTC to address state air quality planning requirements. Specifically, this joint effort will outline a strategy for making progress toward attainment of the California one-hour ozone standard. (Currently, the Bay Area is designated as a non-attainment area for the state one-hour standard.)

As required by the California Clean Air Act, the Draft 2005 Ozone Strategy will identify “all feasible measures” for control of ozone precursors that will assist the Bay Area in attaining the California ozone standard and addressing pollutant transport to downwind regions. The Draft 2005 Ozone Strategy updates the Bay Area 2000 Clean Air Plan adopted by the Air District in December 2000. Upon completion, it will be submitted for review and approval to the California Air Resources Board. The state has not set a deadline to attain the California one-hour standard.

A new federal eight-hour ozone standard will take effect in June 2005. The Bay Area is currently designated “marginal non-attainment” for this new eight-hour standard. The U.S. Environmental Protection Agency has not yet established guidelines necessary to show future attainment.

2002 High-Occupancy-Vehicle (HOV) Lane Master Plan Update

MTC (March 2003)

The HOV Lane Master Plan Update evaluated the performance of existing HOV lanes, and made recommendations for study or implementation of new HOV lanes in various freeway corridors. The plan helps guide the HOV lane investments that are included in the Transportation 2030 Plan, and defines an HOV lane system that provides the basis for a proposed high-occupancy/toll (HOT) lane network. Proposed regional express bus services are also identified in the plan.

Caltrans' annual HOV Lane Report provides the basis for ongoing evaluation of the Bay Area's HOV lane system. In addition, Caltrans, MTC and California Highway Patrol staff regularly convene a Regional HOV Lane Committee to discuss HOV lane operational, safety and enforcement issues.

Regional Bicycle Master Plan

MTC, February 2002 (incorporated into the Transportation 2030 Plan by reference)

MTC developed the Regional Bicycle Master Plan in conjunction with each of the nine Bay Area counties, other planning partners and advocacy groups.

The completed regional bike plan accomplishes five main goals. The plan:

- Defines a network of regionally significant bicycle routes, facilities and necessary support programs

- Identifies gaps in the networks and recommends specific improvements to fill these gaps in the system
- Develops cost estimates to build out the entire regional network
- Outlines a funding strategy to implement the regional bike network
- Identifies other programs to help local jurisdictions to become more bicycle-friendly

The plan's costs and revenues were updated during the first phase of development of the Transportation 2030 Plan.

Regional Intelligent Transportation Systems (ITS) Architecture and Strategic Plan

MTC, October 2004 (incorporated into the Transportation 2030 Plan by reference)

The Federal Highway Administration (FHWA) requires all metropolitan regions to adopt an Intelligent Transportation Systems (ITS) Architecture by April 8, 2005, and have a mechanism to update the plan and ensure that the development of projects follows a systems engineering process. ITS refers to electronic communication systems that can be used for collecting, processing and disseminating data in real time to improve the operation, safety or convenience of the transportation system. An "architecture" is a concept from the field of systems engineering that defines the framework within which a system can be built, the functionality of the pieces of the system, and the information that is exchanged between the components of the system.

Bay Area ITS stakeholders developed the Regional ITS Architecture and Strategic Plan through a participative process that included 15 meetings over a three-year period. MTC expects to use the Regional ITS Architecture and Strategic Plan to leverage the current investment of ITS projects in the Bay Area and to ensure the orderly, cost-effective development and integration of projects in the future. As administered by MTC, the plan enables project sponsors to:

1. Access a regional ITS project Web site to ensure that their ITS project is adequately described
2. Submit a comment form on the project Web site to address proposed changes
3. Review the architecture diagrams to assess which interfaces a new project should accommodate
4. Determine whether an agreement is required for a specific information flow
5. Use the information on the project Web site to address Caltrans' Local Assistance Program requirements

Regional Goods Movement Study for the San Francisco Bay Area

MTC, December 2004 (incorporated into the Transportation 2030 Plan by reference)

MTC and a consortium of interests, including the Port of Oakland, the Economic Development Alliance for Business (EDAB), the Bay Area Council (BAC) and others, contributed resources for a study of the goods movement industry in the Bay Area and central San Joaquin County regions. The study was divided into two phases. The first phase focused on understanding the movement of goods and the economic impact of this industry on the Bay Area economy. It addressed questions related to who is moving goods, where are the goods being sent, and how are they being moved. In the second phase, the study assessed both the economic and employment impact of the industry on the Bay Area and its subregions. The analysis focused on the interaction among the trends in the goods movement industry, local policy decisions that affect the goods movement industry and the industry's impacts on the regional economy.

The study generated key information that will help MTC allocate transportation funds for transportation infrastructure; provide local decisionmakers with economic impact information for planning economic development strategies or making infrastructure, zoning and other land-use decisions affecting this industry; and prepare a common freight platform for MTC and its partners for federal advocacy and regional planning efforts.

