

Aviation Element Development Strategy Update: 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

Aviation Technical Advisory Committee (ATAC)

March 13, 2015

Naval Air Facility (NAF) El Centro, Imperial County, CA

Ryan N. Hall

SCAG Aviation Specialist



Southern California's Aviation Assets





SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS



SCAG Region Airports Matter

Combined, the SCAG Region Airports:

- Serve **169** nonstop destinations daily in **37** countries
- Have **1,200** daily departures
- Have over **170,000** daily departing seats on **64** airlines

Our airports work well...

- No lengthy tarmac delays
- Consistently above 80% on time arrivals and departures
- New passenger enhancement projects underway
- Successful retention of EAS flights to IPL



The *Vision* of the 2016 Aviation Element

... is to recognize that the aviation industry is a business, not a public utility. Airlines and passengers choose both the airports they serve and use. Sometimes they decide to serve a different aviation market outside the region, or passengers decide not to travel at all. Every flight and every passenger that departs from a SCAG region airport is good for the region. A healthy and growing aviation system is a sign of regional prosperity.

5 Goals for the 2016 Aviation Element

Using the Vision Statement above the 2016- 2040 RTP/SCS cycle will focus on five key goals for the Aviation Program:

- Develop an Aviation Element for the 2016 RTP/SCS that enjoys consensus and addresses all of the requirements and meet's the region's needs
- Utilizing a forecast methodology that is technically sound, transparent and inclusive
- Highlighting the overall regional demand as the most important element of the aviation forecast, while still developing airport specific forecast numbers
- Educating policy makers on the basic fundamentals of airline economics and passenger behavior
- Quantifying and highlighting the economic benefit of the SCAG region airports

Goal 1

- Develop an Aviation Element for the 2016 RTP/SCS that enjoys consensus and addresses all of the requirements and meet's the region's need
- Consistent data and legal framework as the rest of the RTP



Goal 2

Utilizing a forecast methodology that is technically sound, transparent and inclusive

Inputs include:

- US and world economic outlook
- California and SCAG Region economic outlook
- Socio-economic drivers within the SCAG Region
- Historical regression analysis
- Simple and transparent, does not rely on a black box

Goal 3

Highlighting the overall regional demand as the most important element of the aviation forecast, while still developing airport specific forecast numbers

Any passenger that arrives/departs from a SCAG region airport is good for the economic health of the Region

Airport specific forecasts will be developed which airport sponsors use for a variety of planning purposes

Goal 4

Educating policy makers on the basic fundamentals of airline economics and passenger behavior

- Airlines are businesses and not public utilities
- Passenger behavior
- Airports develop in a natural progression, yet each can have a niche market
- Aviation industry input on trends

Goal 5

Quantifying and highlighting the economic benefit of the SCAG region airports

- Airports are a catalyst for jobs and economic growth
- Leverage existing data and already completed economic impact studies for the region
- Latent demand for aviation that is served by airports in other regions is the worst-case scenario
- Every airport in the SCAG region fills a niche

Airport Ground Access Element

Trip tables will be developed that are consistent with previous RTP cycles

Particular attention will be paid to:

- Airport workers
- Visitors to the region

Air Cargo

The air cargo forecast will look similar to previous RTP's

The goal for air cargo in 2016 is to identify the types of data and subsequent research that would be useful to SCAG



General Aviation

- The 2012 RTP paid significant attention to GA
- Economic impacts of GA will absolutely be considered

Next Steps

- Present to the Transportation Committee in June
 - Urbanized/constrained airport capacity analysis
 - Overall regional aviation demand forecast
- Subsequent ATAC meetings during the summer
- Presentation to Transportation Committee during summer to adopt the Aviation element

Thank you!
Questions?
Comments?



Ryan N. Hall

SCAG Aviation Specialist

hall@scag.ca.gov or 213-236-1935

