

1 [Policy Regarding Bay Infill at San Francisco International Airport]

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3 **Resolution establishing policy on bay infill for runway expansion at San Francisco**
4 **International Airport.**

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6 WHEREAS, San Francisco Bay is the greatest natural treasure of the City and County
7 of San Francisco; and,

8 WHEREAS, The bay has been reduced in size by one-third from landfill, diving and
9 shoreline development, and its health is threatened by pollution and landfill; and,

10 WHEREAS, The San Francisco International Airport (SFO) terminated its airfield
11 reconfiguration plan and withdrew requests for the Board of Supervisors to authorize funding
12 for the plan in 2003 because of overwhelming environmental, engineering and financial
13 challenges associated with extending runways further into San Francisco Bay; and,

14 WHEREAS, Plans by SFO to extend runways further into San Francisco Bay on Bay fill
15 were estimated in 2000 to cost as much as \$10 billion;

16 WHEREAS, SFO already carries \$3.9 billion in debt from other capital projects and
17 spends nearly half of its annual operating budget on interest payments for that debt; and,

18 WHEREAS, The San Francisco Airport Commission approved resolution 08-0012 on
19 January 22, 2008, recognizing that its plan to increase airfield capacity through runway
20 reconfiguration into the San Francisco Bay has been eliminated as an option due to cost and
21 environmental constraints, and resolving “that this Commission acknowledges that to
22 reconfigure runways or build new runways is not an option.” and,

23 WHEREAS, Chapter 29 of San Francisco’s Administrative Code specifies that no
24 project of any city agency whose estimated cost exceeds twenty-five million dollars
25 (\$25,000,000.00) total, of which in excess of one million dollars (\$1,000,000.00) will be paid

1 from public monies, may be evaluated under the California Environmental Quality Act until the
2 board of Supervisors makes an affirmative determination that the plan for implementing and
3 undertaking that project is fiscally feasible and responsible, and no such determination has
4 been made by the Board for any project to reconfigure or construct new runways at SFO; and,

5 WHEREAS, San Francisco voters in November 2001, demonstrated their strong
6 objections to placing more fill in the San Francisco Bay for runways or other projects by
7 approving Proposition D by a margin of 75% to 25%, amending the Charter of the City and
8 County of San Francisco to require a citywide vote to approve any project that would require
9 100 acres or more of fill in San Francisco Bay; and,

10 WHEREAS, San Francisco International Airport has achieved notable success in
11 reducing flight delays and managing congestion without building runways farther into San
12 Francisco Bay by deploying radar and air traffic control technology, employing more efficient
13 flight approaches during reduced visibility conditions, and encouraging airlines to upgrade
14 aircraft to deliver passengers more efficiently on larger planes without increasing the number
15 of flights; and,

16 WHEREAS, Several U.S. airports, including SFO, are employing or seeking to employ
17 more effective market mechanisms to manage congestion and reduce delays, including peak
18 pricing, slot controls, demand management, flight schedule modification and regional
19 coordinating with other airports; and,

20 WHEREAS, Additional radar and air traffic control technologies are being researched
21 and developed that may safely provide additional cost-effective congestion management and
22 delay reduction benefits at San Francisco International Airport in the future without adverse
23 impacts to San Francisco Bay; and,

24 WHEREAS, The Bay Area Regional Airports Planning Committee, comprised of
25 representatives from Bay Area airports, the Metropolitan Transportation Commission, the

1 Association of Bay Area Governments, and the San Francisco Bay Conservation and
2 Development Commission, is in the process of preparing an updated Regional Airports
3 System Plan that studies ways to improve Bay Area airport service through institutional,
4 planning and technological improvements, including influencing airline service decisions,
5 establishing a regional airports authority or other collaborative arrangement, demand
6 management for delay reduction, reconfiguration of regional airspace for improved efficiency,
7 reduction, reconfiguration or regional airspace for improved efficiency, expediting deployment
8 of air traffic control technologies, improving use of general aviation airports as relievers,
9 improving surface access to and between airports, and legislative and regulatory changes to
10 facilitate congestion management and capacity improvements; now, therefore, be it resolved
11 that,

12 It is the policy of the City and County of San Francisco that no additional fill should be
13 placed in San Francisco Bay for new or reconfigured runways at San Francisco International
14 Airport; and be it

15 FURTHER RESOLVED, That San Francisco International Airport should pursue
16 additional congestion management, delay reduction, and service improvements through
17 deployment of enhanced technology, implementation of more efficient operational procedures,
18 and regional collaboration and cooperation; and be it

19 FURTHER RESOLVED, That the Federal Aviation Administration should encourage
20 San Francisco International Airport's efforts to manage congestion and reduce flight delays
21 without construction of new or reconfigured runways on additional fill in San Francisco Bay, by
22 expediting consideration of applications to waive such regulations and procedures as may be
23 justified to accomplish that goal, and by recommending to Congress changes in regulations
24 and procedures as may be necessary to accomplish that goal; and be it

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1 FURTHER RESOLVED, That the United states Congress should encourage San
2 Francisco International Airport’s efforts to manage congestion and reduce flight delays without
3 construction of new or reconfigured runways on additional fill in San Francisco Bay by
4 approving such legislative changes in regulations and procedures as may be necessary to
5 accomplish that goal; and be it

6 FURTHER RESOLVED, Representatives of the City and County of San Francisco
7 participating in the Regional Airport Planning Committee, including representatives from San
8 Francisco International Airport, should advocate in that forum for an updated Regional
9 Airports System Plan that promotes congestion management, delay reduction, and service
10 improvements through deployment of enhanced technology, implementation of more efficient
11 operational procedures, and regional collaboration and cooperation, and does not recommend
12 additional fill in San Francisco Bay; and be it

13 FUTHER RESOLVED, That Bay Area airports and cities should emulate San Francisco
14 International Airport’s commitment to avoid additional fill in San Francisco Bay; and be it

15 FUTHER RESOLVED, That the Clerk of the Board shall communicate this resolution to
16 the Administrator of the Federal Aviation Administration, California States Secretary of
17 Transportation, and the Chair of the Regional Airports Planning Committee.

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