

REGIONAL AVIATION SYSTEM PLAN (RASP) UPDATE

Background

H-GAC received a system planning grant from the Federal Aviation Administration (FAA) to update the 1992 Regional Aviation System Plan (RASP). The RASP provides a framework for the integrated planning, operation, and development of the region's airports consistent with regional and state transportation goals.

The consultant team of Quadrant Consultants (Lead), URS, Vesta Rea & Associates and TransSolutions completed the draft RASP. The plan includes 26 airports in the 13-county H-GAC region: two commercial service airports, 10 reliever airports and 14 general aviation airports.

The draft RASP includes airport improvements planned by the Houston Airport System (HAS), TxDOT and projects recommended by this study. The airport projects are classified as short-term (2010-2015), mid-term (2016-2020) and long-term (2021-2030). The total cost of the RASP is \$2.3 billion over the next 20 years and includes \$1.96 billion for HAS projects, \$276 million for TASP projects and \$87 million for projects recommended by this study.

The RASP recommends adding Baytown Airport and North Houston Business Airport (Porter) to the Texas Airport System Plan (TASP). Although no airport is currently eligible to be added to the National Plan of Integrated Airport Systems (NPIAS), Baytown Airport, Houston Executive Airport (Brookshire) and North Houston Business Airport may become eligible in the next few years if the demand exceeds the forecasts.

Current Situation

At its September meeting, the Transportation Policy Council approved the release of the Draft RASP for public comment. The public comment period began on Tuesday, October 19, 2010 and ended on Friday, November 19, 2010. During the public comment period, public meetings were held in Houston, Sugar Land and Conroe to present the Draft RASP.

Action Requested

Staff requests TAC recommendation for approval of the RASP.