

What is the Travis Air Force Base Sustainability Study?

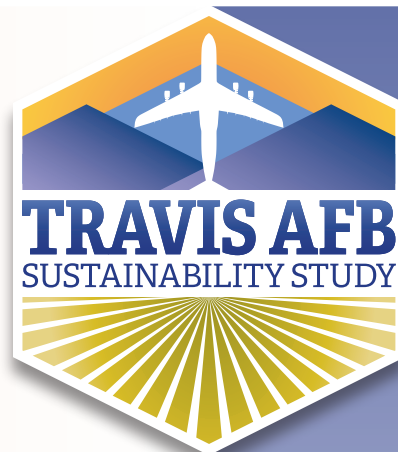
The Travis Air Force Base Sustainability Study (TSS) was a cooperative planning effort between Travis Air Force Base (AFB), surrounding local jurisdictions, and the public to identify compatibility issues and collaborative opportunities in the areas surrounding the installation. The TSS was funded through a grant from the Office of Economic Adjustment, Department of Defense and managed by Solano County.

The TSS was developed under the guidance of three main objectives:

UNDERSTANDING. Increase communication and understanding between Travis AFB and the surrounding community about the economic and physical relationship between Travis AFB and its neighbors.

COLLABORATION. Promote collaborative planning between Travis AFB and the TSS Partners in order to facilitate a consistent and proactive approach in addressing compatibility issues, and potential opportunities in economic development, land use, and infrastructure.

ACTIONS. Develop applicable strategies for avoiding or reducing compatibility issues identified and identifying opportunities for collaboration.



EXECUTIVE SUMMARY

Collaborative Planning

The TSS planning process was designed to create a locally-based study that builds consensus and obtains support from the stakeholders involved. The public was involved in the development of this TSS by providing their perspective and feedback, both in the TSS public workshops and the use of the project website (www.travissustainability.com).

The development of the project was also guided by two committees composed of TSS Partner representatives:

Policy Committee – Provided project oversight, reviewed draft document and accepted the final TSS documents.

Technical Advisory Committee – Assisted in the identification and assessment of compatibility issues, provided feedback on report development, and assisted in the development and refinement of implementation strategies and tools.

The Travis AFB TSS collaborative planning effort included the following project partners:

- | | |
|-----------------------|-------------------|
| ■ City of Fairfield | ■ City of Vallejo |
| ■ City of Suisun City | ■ Solano County |
| ■ City of Vacaville | ■ Travis AFB |

Why Is It Important to Partner with Travis AFB?

Travis AFB comprises 6,495 acres in Solano County, California, and serves as a critical Air Force global air mobility connection hub. The Base executes the four primary mobility capabilities – airlift, aerial refueling, aeromedical evacuation, and global reach laydown. The 60th Air Mobility Wing, the host unit at the Base, is the Air Force's largest air mobility organization. Travis AFB also includes the 349th Air Mobility Wing, 621st Contingency Response Wing, and more than 50 other partner organizations. The Wings operate C-5, C-17, and KC-10 aircraft and provide rapid and precise global reach and mobility. Travis AFB's mission footprint includes the Southwestern US Permanent C-17 Assault Landing Zone (ALZ) and the associated training area in Solano County and Special Use Airspace surrounding the Base. In addition, Travis AFB is home to the David Grant Medical Center, the largest Air Force medical facility.

Travis AFB is the largest single contributor to the Solano County economy, contributing more than \$1.6 billion annually to the local economy and employing more than 13,400 military and civilian personnel, 63 percent of which live in the local communities. In addition to its economic impact, Travis AFB also provides other important contributions to the region. Air Force members and employees provide numerous services to the surrounding area, including mutual aid and community services.

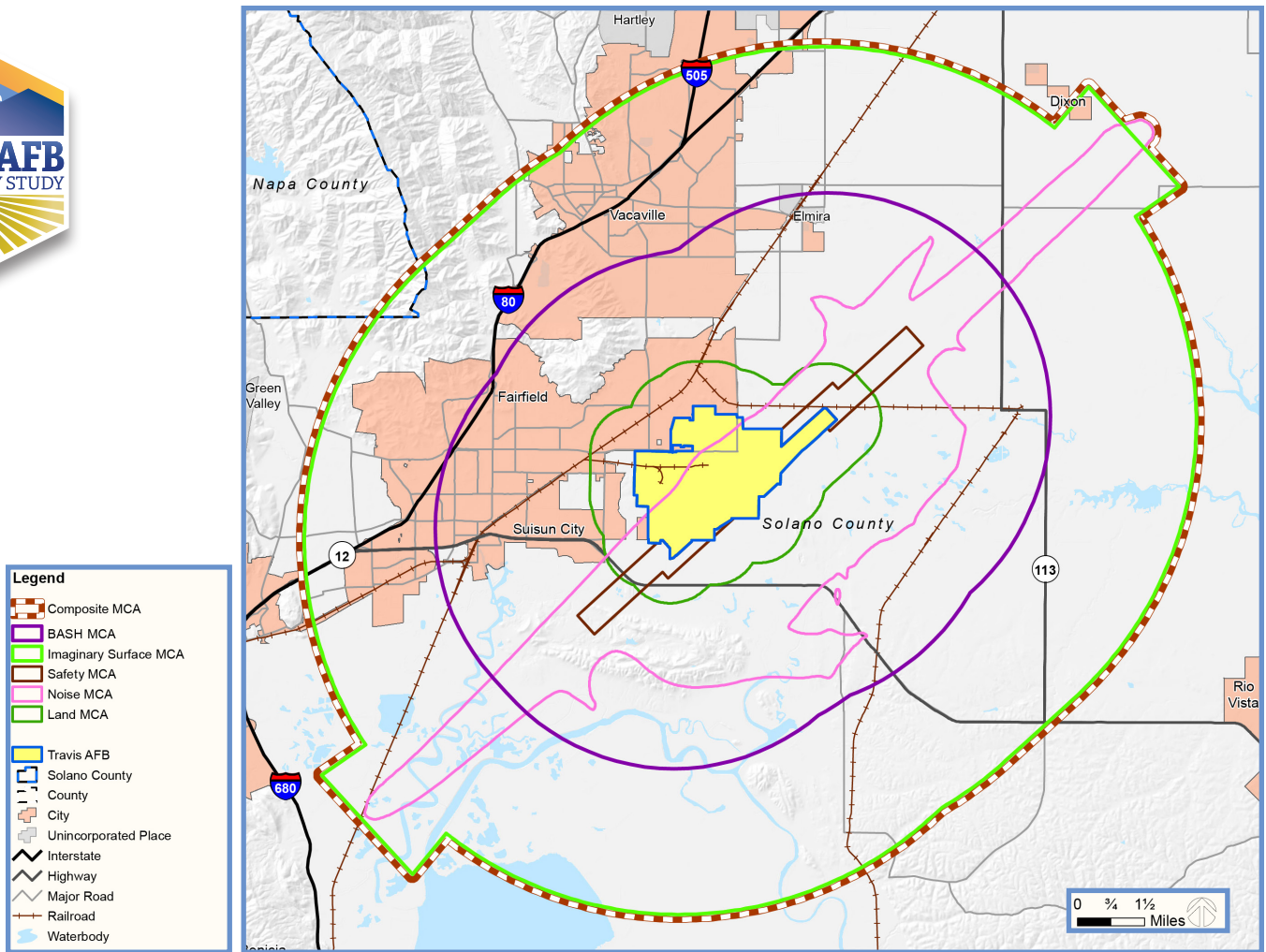
It is important to partner with Travis AFB on relevant and long-range planning projects to ensure the viability and sustainability of the economic and community benefit that it provides to the region. The TSS process strives to deepen the understanding of this mutual benefit.

13,400+

Travis AFB military and civilian personnel

\$1.6B

Total annual economic impact of Travis AFB annually (payroll, contracts, estimated value of all jobs and local spending)



Travis AFB Military Compatibility Areas

A key recommendation to guide compatibility planning is consideration of Travis AFB Military Compatibility Areas (MCAs). The five MCAs discussed in the TSS are:

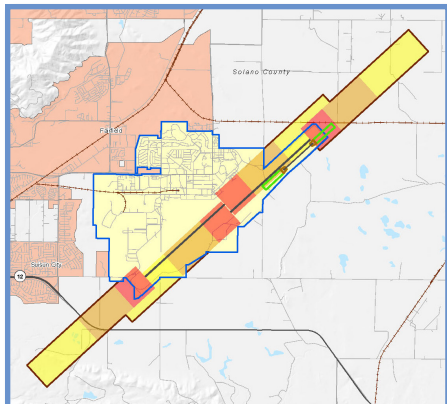
- Safety MCA
- Noise MCA
- Bird / Wildlife Aircraft Strike Hazard (BASH) MCA
- Imaginary Surfaces MCA
- Land MCA

The MCAs define the geographic areas where specific TSS issues were identified and where recommendations should be applied. This technique ensures the recommendations are applied to the appropriate geographic areas, and that locations deemed not subject to a specific compatibility issue are not adversely impacted by the actions proposed.

The geographic boundaries of the Travis AFB MCAs are illustrated above.

The recommended strategies within the Travis AFB MCAs are designed to accomplish the following objectives:

- 1 Promote an orderly transition between community and military land uses so that land uses remain compatible
- 2 Maintain operational capabilities of Travis AFB
- 3 Promote an awareness of the size and scope of military training areas to protect areas outside Travis AFB (e.g., critical air space) used for training purposes
- 4 Inform the local community of compatibility recommendations within the designated areas that are part of this TSS
- 5 Protect public health, safety, and welfare

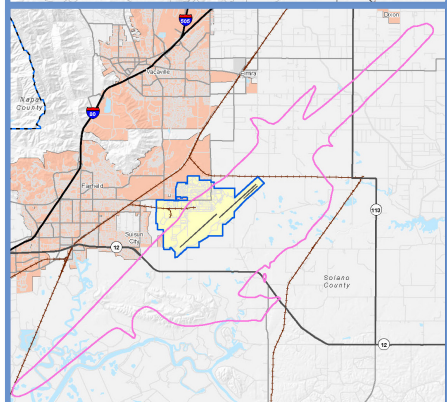


Safety MCA

The Safety MCA is designed to address compatible land use types and densities / intensities of development within the Clear Zones (CZs) and Accident Potential Zones (APZs) I and II of Travis AFB's runways. Within the CZs, most types of land use are incompatible with aircraft operations. Compatibility guidelines preclude land uses that concentrate large numbers of people (such as residential uses including multifamily dwellings, hospitals and medical facilities, places of worship, educational facilities, cultural facilities and recreational facilities) within the APZs.

Recommendations include:

- TSS Partner jurisdictions should continue to update general plans and amend zoning regulations as necessary to incorporate the AICUZ recommended land uses in the safety and noise zones.
- TSS Partner jurisdictions should continue to update and adopt land use maps, and supportive goals, objectives, and policies that encourage land use patterns compatible with Travis AFB for new development and appropriate capital improvement investments.



Noise MCA

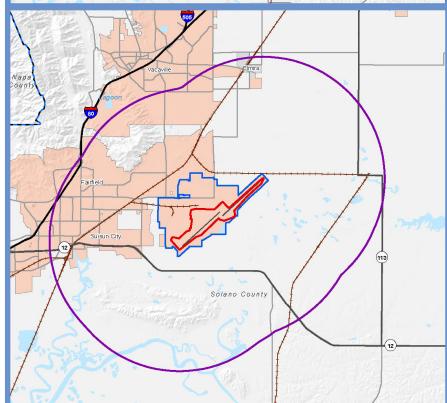
The Noise MCA includes all land located off-installation within Travis AFB noise contours greater than 65 decibels (dB) Community Noise Equivalent (CNEL) associated with military aircraft activities.

Recommendations include:

- The TSS Partner jurisdictions should update their general plan and amend their zoning regulations to comply with the recommended guidelines from the Travis AFB Air

Installation Compatible Use Zone (AICUZ) Study and Land Use Compatibility Plan (LUCP).

- Staff from the TSS Partner jurisdictions within noise contours should be consulted in any AICUZ updates to determine actual incompatibility of existing structures in noise zones based on densities and construction methods used.

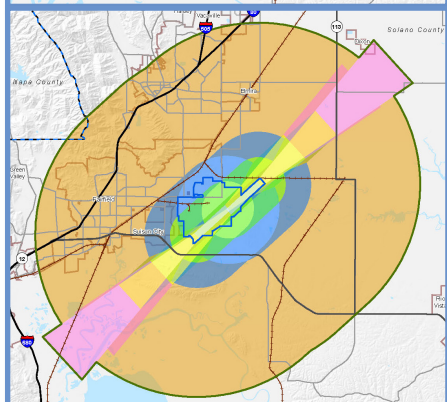


BASH MCA

The Bird Aircraft Strike Hazard (BASH) MCA extends from the air operations area on Travis AFB for a radius of five miles. This MCA includes areas near the airfield with the highest safety concerns if concentrations of birds or bird-attractant uses were located there. Bird strikes with aircraft can create serious safety concerns. The five mile distance associated with the BASH MCA is a Federal Aviation Administration (FAA) recommended standard for managing bird attractants around runways.

Recommendations include:

- Travis AFB should provide educational information to local jurisdictions, agencies and landowners in the region relative to reducing the potential for bird and wildlife attractants that may impede safe aircraft operations.
- Travis AFB should improve coordination with California Natural Resources Agency to limit restoration projects within five miles of Travis AFB that could increase BASH risk.



Imaginary Surfaces MCA

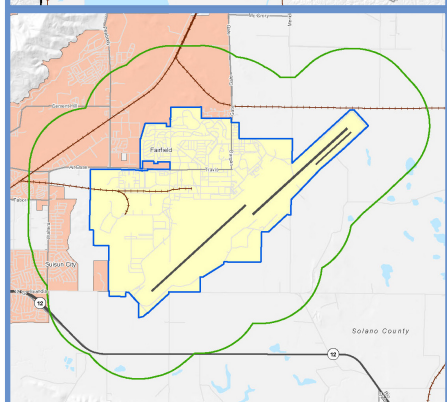
The purpose of the Imaginary Surfaces MCA is to regulate the height of all structures and buildings within the area defined by FAA guidance and Air Force AICUZ instructions. The imaginary surfaces are a 3-D geographic area comprising approach and departure airspace corridors and safety buffers. Vertical obstruction heights are a major concern for flight operations and training due to the potential for a structure to extend into navigable airspace.

Recommendations include:

- Consider ordinances regulating unmanned aircraft to

establish areas where such aircraft may and may not be permissible due to potential impacts to flight operations.

- Travis AFB should implement scheduling coordination procedures to de-conflict operations and accommodate access by local farming interests when they need to fly in or through Military Training Routes and Restricted Areas, when they are active.
- Travis AFB should work with appropriate jurisdictions to limit heights in these areas through zoning overlays or similar techniques.



Land MCA

The Land MCA comprises a one-mile radius around the boundary of Travis AFB and is designed to enhance physical security at the Base and work with surrounding landowners.

Recommendations include:

- Travis AFB should work with neighboring property owners to keep a 15-foot area around the Base mowed to reduce fire risks.

- Travis AFB should prepare a strategic viewshed analysis to prioritize critical view corridors and sensitive facilities on-Base. Once these are identified, the Base should explore appropriate natural and man-made screening systems to protect sensitive activities and systems within Travis AFB. Based on cost, appropriate Department of Defense (DOD) funding sources should be identified to implement screening.



Key Recommendations Applicable to the Travis AFB MCAs

The following is an overview of some of the key TSS recommendations that are applicable within the Travis AFB Military Compatibility Areas.



Communication and Coordination

- Consider creation of a TSS Coordination Committee to maintain efficient and effective coordination among the TSS Partners, oversee the implementation of TSS recommendations, and enhance long-term coordination on military compatibility issues.
- Develop a GIS clearinghouse to share non-sensitive GIS data, e.g., military footprints, existing land use, zoning, and other pertinent GIS data, to promote enhanced, long-range, and coordinated compatibility planning.
- Develop a brief reference guide providing information about the various agencies in the TSS Study Area with their respective responsibilities.
- Travis AFB should conduct, on a bi-annual basis, a Good Neighbor Program where they invite all adjacent property owners to a Travis AFB Neighbor Town Hall meeting whereby the Air Force informs the neighbors of any upcoming mission changes or operations and maintenance events that may have an impact on the neighbors and whereby the adjacent property owners can provide the Air Force with any concerns or questions they may have.
- Travis AFB should work with the TSS Partner jurisdictions to utilize and enhance Public-Public and Public-Private partnership mechanisms.
- Information determined appropriate should be made available on Travis AFB's website and through other jurisdictions' public service announcement and media outlets.



Land / Air/ Sea Space Competition

- Travis AFB should document impacts to flight missions, including any constraints resulting from general aviation, and submit to the Federal Aviation Administration for consideration and possible remedies.
- Travis AFB should assess its current procedures and work with the FAA to identify any issues with the current procedures. If any issues are identified, Travis AFB should work with the FAA to develop solutions.



Land Use

- The TSS Partner jurisdictions should continue to update their zoning map and zoning regulations as needed to be consistent with any changes or updates that may have occurred to the future land use plan / general plan
- Travis AFB and the TSS Partners should look into the potential for utilizing Readiness and Environmental Protection Integration (REPI) funding to purchase land or easements around the Base.



Roadway Capacity

- Travis AFB should continue to work with the City of Fairfield and Solano County to add and maintain signage along main roads, such as Air Base Parkway, directing commercial traffic toward the south gate.
- The City of Fairfield should lead the efforts for the planned North Gate improvements planned by the Solano Transportation Authority.
- Travis AFB should continue to promote park-and-ride and carpool programs to reduce the number of vehicles entering through the gates during heavy traffic periods.
- Travis AFB should work with the City of Fairfield to reduce congestion utilizing alternative transportation efforts, such as public transit, biking, or walking.

This study was prepared under contract with the County of Solano, with financial support from the Office of Economic Adjustment, Department of Defense. The content reflects the views of the County of Solano and the jurisdictions, agencies and organizations participating in the TSS program, and does not necessarily reflect the views of the Office of Economic Adjustment.

**To obtain a copy
of the documents
or for additional
information
contact:**



Jim Leland

Principal Planner
Solano County
Department of Resource
Management

675 Texas Street
Fairfield, CA 94533
Phone: 707-784-6765
jhleland@solanocounty.com

