



NEWS RELEASE

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Report: Expanding New York Airports Essential to New York's Economic Future, Says Regional Plan Association

New York, New York— Regional Plan Association (RPA), working alongside experts, stakeholders and members of the Better Airports Alliance, today released a comprehensive report and recommendations on increasing the New York region's overall airport capacity and efficiency over the next generation. Entitled "Upgrading to World Class: The Future of the Regions Airports," the report is the result of a two-year long collaborative planning and research effort. Most notably, the report calls for the expeditious implementation of NextGen technologies to transform the nation's air traffic control system and immediate planning for the eventual expansion and/or reconfiguration of John F. Kennedy International and Newark Liberty International airports.

The RPA report will be the centerpiece for discussion at a full-day conference being held today, hosted by RPA and the Better Airports Alliance at JP Morgan Chase. The conference, also entitled, "Upgrading to World Class: The Future of the New York Region's Airports," will bring together hundreds of top business, civic, philanthropic, media and government leaders from across the metropolitan region and nation to discuss the report findings.

According to the report, passenger volumes in the New York region are expected to grow from 104 million passengers in 2010 to 150 million passengers by the 2030s, fueled by global economic expansion, the continuing attraction of the New York region for visitors, and growth in the region's population. However, flight delays exceeding those of other cities and lack of airport capacity already cost the region billions of dollars

per year in lost wages and business income. By 2030, these losses could reach as many as 125,000 jobs, \$6 billion in wages, and \$16 billion in business sales *each year*.

To insure that New York maintains a world-class aviation system, RPA set the dual objectives of (1) meeting a projected demand of 150 million passengers by 2030 and (2) reducing average delays from 20 minutes to the national norm of 10 minutes. To meet this need, the region will need to expand capacity by 78 additional peak hour flights, to 314 hourly flights, up from 236 flights today.

RPA studied major suggestions for airport improvements and concluded that while NextGen technologies can reduce delay and expand airport capacity for the next 5-10 years, airport expansion will be necessary to keep pace with growing demand. Thus, RPA presents *four alternative configurations* to meet basic airspace and capacity criteria at Kennedy Airport, each with advantages and disadvantages. RPA calls for further study on each and calls on the Port Authority to consider each alternative along with the local community and a formal environmental impact process in the coming years.

At Newark Airport, RPA contends that *one configuration* stands out - requiring the redesign and relocations of one or more of the three terminals within the airport footprint. The RPA concluded that options to expand LaGuardia Airport were neither necessary nor feasible and did not recommend expansion at LaGuardia.

RPA also reviewed other actions, including use of outlying airports like Stewart and MacArthur, implementation of higher speed inter-city rail service and regulatory changes, but concluded that while helpful, these alone cannot offer enough capacity gains to meet future growth.

Robert D. Yaro, President of the Regional Plan Association, stated: “The crucial link between air travel and economic prosperity is threatened by a lack of adequate capacity in our aviation system. We need to start planning now for future growth. The cost of building airport capacity, while significant, must be weighed against the even greater toll on the region’s economy if we do nothing.”

Jeffrey M. Zupan, report co-author and Senior Fellow, Regional Plan Association, stated: “This exhaustive work looked at all the options for adding capacity and providing for the region’s airports future, dimensioning the role of each of the many ways to prepare for the future – high speed rail, outlying airports, managing demand and technology - and has concluded that expansion of capacity at Kennedy and Newark will inevitably be necessary. It is time to plan for that eventuality now.”

William C. Rudin, Chairman of the Association for a Better New York and Vice Chairman and Chief Executive Officer of Rudin Management Company, stated: “New

York has some of the world's greatest assets for attracting business, trade and tourism. This report helps shape the discussion on what we can do to upgrade our airports to maintain New York's status as a world-class city.

Kathryn Wylde, President & CEO of the Partnership for New York City, stated: "Conditions at our regional airports must be brought up to the world class standards required to support New York's position as the financial and commercial hub of the global economy. This will require significant investment, ranging from funds to modernize the air traffic control system to expansion of runways and other facilities. The Better Airports Alliance was organized to promote necessary airport improvements and to advocate for funding to make it happen."

Kenneth Adams, President & CEO of The Business Council of New York State, Inc. said, "New York's future prosperity depends on the development of an innovation economy involved in commerce around the world. To support that kind of economy we will need adequate airport capacity. We must plan to meet that capacity need as our economy grows."

Larry Silverstein, President & CEO, Silverstein Properties, stated: "If New York City is to maintain its status as the business capital of the world, we must work together to solve the longstanding capacity issues and chronic delays that plague our region's airports. We owe it to New Yorkers, businesses and the traveling public to come up with practical solutions to the problem."

George Fertitta, CEO of NYC & Company, stated: "New York City tourism had a record-breaking year in 2010, with strong attendance at major attractions like Broadway, our cultural institutions along with unprecedented hotel growth. As the country's number one port of entry, we must continue to look for ways to improve the visitor experience and ensure our airports can accommodate the more than 100 million travelers that use our system. Improving the current system is not only essential for New York City's \$31 billion tourism industry but the country's as well."

Kevin S. Law, President and CEO of the Long Island Association, stated: "For Long Island and the New York Metropolitan region to compete in a global economy now and in the future, it is essential that our airports operate as efficiently as possible. This plan does a good job of laying out that vision. I'm also glad to see that the plan encourages greater use of MacArthur Airport, which is critical to the future economic growth of Long Island."

Barbara E. Kauffman, Executive Vice President of the Newark Regional Business Partnership, stated, "We are pleased that RPA has set a goal for our region's airports to

upgrade to world class. In order for our region to remain economically competitive, we need to ensure that we are making improvements to capacity and reducing delays through every means possible. RPA's comprehensive analysis suggests a package of recommendations including NextGen technology that will provide more efficient and effective travel to retain and attract businesses to Newark and the region."

Denise Richardson, Managing Director, General Contractors Association of New York, stated: "New York is still regarded as a great city to visit and live, but our reputation is clearly resting on our past. By not investing in our transportation infrastructure, especially the infrastructure that will mitigate airport delays, we will cause travelers and business leaders to view New York as a place to get through, not to get to. If we can't handle the congestion we have now, how will we handle the projected air passenger increase in the future? This report is the roadmap we need to follow so that air travel into and out of New York is once again an enjoyable part of the trip."

Richard T. Anderson, President, New York Building Congress, stated: "We applaud the efforts of Regional Plan Association and the Better Airports Alliance. New York's future depends on updating its airport infrastructure to accommodate the growing numbers of visitors who will want to visit, invest and do business in New York and who must be able to access the region efficiently to do so. The report released today by RPA and BAA give us a clear picture of the challenges we face and a road map for managing them."

Nancy Ploeger, President of the Manhattan Chamber of Commerce, stated: "New York is a global city, attracting tourists and business people from all over the world. Our airports provide an essential gateway for millions of travelers each year. RPA's study outlines that the interest in coming to New York for business and pleasure will continue to grow over the next 20 years and that we must take steps now to build adequate airport capacity."

Jack S. Nyman, Director, The Steven L. Newman Institute, Baruch College, CUNY, stated: "The need for airport improvements was the subject of the Newman Institute's 2010 conference, Airports: 21st Century Makeovers for the New York Metro Region, which benefited from RPA's insights. Now, with publication of this vital report, we have an indispensable guide for tackling airport upgrades. It's been heartening to see the real estate community's growing recognition of the urgency of those initiatives – and of the fact that suggests will require a broad coalition that's in it for the long haul and that approaches the challenge with a regional mindset."

“Upgrading to World Class: The Future of the New York Region’s Airports,” was authored by Jeffrey M. Zupan, Senior Fellow at Regional Plan Association, Richard E. Barone, Director of Transportation Programs at Regional Plan Association and Matthew H. Lee, Consultant with Landrum and Brown.

For additional information about the report and conference please go to:

www.BetterAirportsNow.org