



## **Regional Airport Planning Committee**

January 8, 2009

**TO:** Regional Airport Planning Committee  
**FROM:** Staff of the Regional Airport Planning Committee

**SUBJECT: Draft Minutes of June 27, 2008 Regional Airport Planning Committee Meeting**

1. **Call to Order.** The meeting was called to order by Chair Garbarino at 9:35 A.M.
2. **Roll Call.** Present were: Garbarino (ABAG), Barrie (CalTrans), Bates (BCDC), Chu (MTC), Greene (SJC), Hauri (General Aviation), Novak (FAA), Salmon (ABAG), Rinsler (SFO), Spring (MTC) and Ward (ABAG).
3. **Staff Announcements.** None.
4. **Chair Announcements.** The Chair welcomed two new members to RAPC, Sean Randolph and Alice Lai-Bitker, both appointed by BCDC. Sean is the Chair of BCDC and the President and CEO of the Bay Area Council Economic Institute. Alice is on the Alameda County Board of Supervisors and represents District 3, which includes Oakland International Airport. The Chair also wanted to acknowledge that RAPC has a member who is leaving the Committee, Bill Ward. Mr. Ward has been a member of RAPC for many years and served as Chair of the Committee during the late 1990s. The Chair presented Mr. Ward with a resolution of appreciation in honor of his service to the Committee.

Mr. Ward responded by thanking RAPC and saying that RAPC was perhaps one of the most important regional committees in the Bay Area. He said that as RAPC continues to talk about the noise impacts and the potential need for new airports and new runways and that he hoped that the Committee would reach out to the public as much as possible so that each decision that RAPC makes is a reflection of what the public will is.

The Chair closed his announcements by saying that he wanted to acknowledge the passing of a RAPC member, Bob Blanchard. Mr. Blanchard dedicated his life to public service, most recently as the Mayor of Santa Rosa. He said that today's meeting would be adjourned in Mr. Blanchard's honor.

The Chair told the Committee to note that RAPC will have one more meeting for the remainder of the year and that will be held on November 21, 2008.

5. **Public Comment Period.** Michael Serabia spoke on the issue of fire impacts on airline service and the possibility that global climate change will increase these impacts.

Mary Griffin, a retired member of the San Mateo County Board of Supervisors thanked Bill Ward for his fine leadership on RAPC and wished him well.

6. **Minutes, Meeting Of June 27, 2008.** Motion was made to approve the minutes of RAPC's June 27, 2008 meeting. Motion passed unanimously.

7. **Presentations by Monterey Peninsula Airport (Agenda Item No. 4).** Tom Greer, General Manager of the Monterey Peninsula Airport made a presentation to the Committee about Monterey Peninsula Airport (MPA). He began by introducing Carl Miller, who has been designated by the Monterey Peninsula Airport Board as the appointee to join RAPC if that item is approved later in the meeting today. He said that perhaps MPA, along with the other regional airports would be able to play a role in the region's aviation service. He emphasized that his presentation was developed without considering the current economic status of the airlines and that he assumed that MPA would continue to have airlines serve the airport after Labor Day but that this is not a certainty. He then presented his powerpoint presentation, which is available on BCDC's website at [www.bcdc.ca.gov](http://www.bcdc.ca.gov).

**Public Comment for Item No. 4.** None.

8. **Staff Recommendation Regarding Expansion of the Regional Airport Planning Committee to Include Representatives of San Joaquin, Monterey and Sacramento Counties (Agenda Item No. 5).** Joe LaClair presented the staff recommendation on Item No. 5. The staff report and staff recommendation can be found on BCDC's website at [www.bcdc.ca.gov](http://www.bcdc.ca.gov). At the end of the staff report, Mr. LaClair identified the appointees from each of the three counties, which included Carl Miller for the Monterey Peninsula Airport Board, Jimmy Yee for Sacramento County Board of Supervisors and Leroy Ornelias for the San Joaquin County Board of Supervisors. The alternates were identified as Tom Greer, Airport Manager for the Monterey Peninsula Airport; Hardy Acree, Airport Director for Sacramento County Airports; and Steve Hicks, Airport Manager for Stockton Metropolitan Airport.

Mr. Ward said that he felt that staff had done an excellent job on this issue but that he was concerned that the trend seems to be leaning toward county representation to the possible exclusion of city representation. He encouraged ABAG and MTC to make sure that there are representatives from cities to serve on RAPC, since the issues that RAPC deals with effect local governments.

Mr. Sperring applauded the Committee for moving the direction of extraregional representation and he asked staff to ensure that mega-regional issues and issues of concern to the surrounding counties would continue to be brought before RAPC so that these new members would have items that are relevant to them and to stimulate a dialog between the Bay Area representatives and the extraregional representatives.

Mr. Bates said that he felt that the Committee was moving in the right direction but that he thought that the extra-regional members should be made voting members at some point and he hoped to revisit this issue in the future.

**Public Comment for Item No. 5.** Howard Beckman said that he has attended many RAPC meetings but that he has had to miss the last three meetings and in that time it seemed that RAPC had made some important decisions and moved forward on some planning issues that he wanted to comment on. He felt that Mr. Ward's comments about the tilt away from cities and towards counties was a good one and that it has implications that have not been explicitly addressed. His chief concern over the years has been that RAPC has continued to expand itself which is a problem in his opinion. In the current agenda item he thinks that RAPC has

prematurely anticipated that it will be involved in air space management. He noted that Mr. Novak from the FAA made a comment at a previous meeting that the aviation network has different boundaries than the Bay Area boundaries and that these three counties are part of those aviation boundaries. While he agreed with this point, Mr. Beckman felt that it was premature for RAPC to assume that it would have a role in air space management. He then went on to point out that RAPC is charged with preparing a Regional Aviation Systems Plan which is to be adopted by MTC as part of its Regional Transportation Plan and to expand the Committee to include representation from areas outside of MTC's planning boundaries raises a question of authority.

Mr. Serabian commended RAPC on its current effort to expand its public participation.

Mr. Bates responded to Mr. Beckman's concerns by saying that RAPC currently has seven city representatives, three County representatives and 3 more counties with this addition and that Mr. Beckman's point is well taken and that he agreed that MTC, ABAG and BCDC need to ensure that RAPC has the appropriate representation. He then moved the staff recommendation, which was seconded and unanimously passed by the Committee.

Mr. Sperring said that his County, Solano County, has in the past looked inwardly to conduct its transportation and land use planning. He said that recently, in response to the impacts to Solano County resulting from things happening in Sacramento County, that they are now looking across these County lines and as a result are able to provide better service to their residents and better plan their land use and transportation systems. He said that he thought that it was very appropriate to have a dialog with these neighboring counties because it allows RAPC to get a local perspective on how these regions are dealing with transit, land use and airport planning, which are all integrated and too often are looked at separately and inwardly. He commented on MTC's megaregional planning efforts and said that he felt it was the right direction to move in.

**9. Update on the Phase 2 Task Force (Agenda Item No. 6).** Joe LaClair provided an update on the Phase 2 Task Force. He stated that the Task Force met on May 23, 2008 for their first meeting and that it was a well attended and lively meeting. He identified the following as issues that the Task Force raised: (1) the RASPA should be an implementable document and something that guides regional decisions; (2) a general worry about the approach to forecasting described in Phase 2 and that it may not be robust enough, although others felt that the approach to forecasting was appropriate; (3) a recommendation that the ecological value of the lands surrounding the general aviation airports be considered in our planning studies of them; (4) a number of opinions were expressed on how to address possible runway options to which staff explained that RAPC had decided that a detailed consideration of new runways would not occur until Phase 3. Some members felt that new runway options should be integrated into Phase 2 work; (5) there was a general discussion of demand management and technology and the best way to define a vision of optimal service in the region while protecting the Bay Area's resources and communities. Mr. LaClair concluded by saying that the Task Force will be a useful and engaged body to assist RAPC in its Phase 2 work.

Mr. Bates asked if the rise in gas prices and the changes occurring in air travel will be considering in RAPC's planning and how climate change issues will be addressed in the Phase 2 work. He asked what was being done to ensure that the airports in the Bay Area are eliminating greenhouse gas emissions as much as possible and to make sure that all of their contributions were considered, not just those from air travel.

Chris Brittle responded that RAPC's Phase 2 work focuses on air travel contributions but that the RFP did include a request for a list of options that airports could pursue to reduce on airport contributions to greenhouse gases.

Danielle Rinsler said that SFO did an environmental sustainability plan last year and recommended that committee member and SFO director John Martin make a presentation to RAPC on what was in that plan and brief RAPC on the airport climate action plan that SFO is undertaking. She said that she believed that OAK was also undertaking similar initiatives and she mentioned a recent case in San Diego regarding an MOU with the Attorney General's office. She said that it would be a good topic for a future meeting.

Cary Greene agreed saying that RAPC should hear from the three commercial airports in the Bay Area on their air quality related efforts.

**Public Comment for Item No. 6.** Howard Beckman stated that he was concerned about the composition of the Task Force, particularly the representatives for the environmental and community concerns. He said that the representatives for the environmental concerns appear to be focused on protecting the Bay and that for people who are concerned about mitigating local impacts from airports, these representatives and the Sierra Club representative are inadequate for that role. He said that the predominant environmental concern surrounding airports is the overwhelming local impacts to air quality and noise. He said that those who are identified as representing community interests are both members of airport controlled noise groups. He stated that these representatives will not adequately address the impacts of what he thinks is the intent of RAPC's work, which is to disperse commercial and business aviation to outlying airports. Mr. Beckman stated that he has complained to RAPC in the past about the impacts of general aviation airports on communities and that RAPC has failed to study these impacts and address them. He concluded by saying that he wants to raise this objection and concern again and he hoped that RAPC will hear it and that it is not too late to change the representation of the Task Force.

Mr. Serabian commented on the price of oil and the concept of foreign airlines investing in domestic airlines and how this might be used as a strategy to address the impacts of high oil prices on domestic airlines.

Preston Gallo? asked how the work of the Committee and the Task Force was taking current air travel trends into consideration and factoring it into planning for the future. He stated the example of OAK postponing its Terminal 1 expansion and the reduction of flights at OAK as examples of these trends.

Alice Lai-Bitker responded to Mr. Beckman's concerns about the Task Force membership by saying that she was familiar with both Dave Carbone and Dave Needle and that she felt that they were both well qualified to represent community noise issues but that she would like to hear more about the Phase 2 work plan to make sure that the representation was appropriate. She then asked how the Phase 2 work plan related to the Task Force.

Mr. Brittle responded that the Task Force was created to assemble a group of people to represent community, environmental and economic interests to provide feedback on the Phase 2 work and increase public participation in Phase 2 work. He said that during the 2000 RASP there was a lot of concern that RAPC had not really developed a good public process and that the Task Force is one way that RAPC is trying to address that issue this time. He said that another piece that is integral to the Phase 2 work is the development of three working groups to assist on demand management, aviation technology and forecasting. He stated that these groups, along with the consultant will allow RAPC to ensure that the work conducted includes items like a credible forecast since we will have not just the consultant and subconsultants but also the help of experts in each of these areas to develop our Phase 2 work.

10. **Update on the Consultant Contract Process for Phase 2.** Chris Brittle presented the update on the consultant contract process and said that the consultant, SH&E, has been selected and is bringing along a very good group of subconsultants. He described some of the difficulties staff has confronted with the budget and the contract and said that there was not enough money initially to do the work described in the RFP. He said that the three commercial airports-SFO, OAK and SJC- have agreed to contribute approximately \$390,000 to close the gap and add to the \$585,000 contributed by the FAA and the \$260,000 from MTC. He said that this gives RAPC approximately \$1 million to conduct the Phase 2 work and that staff anticipates signing a contract with SH&E soon and that they would start working in July.

11. **Scheduling of Next Meeting, Adjournment.** The next monthly meeting of RAPC will be held on November 21, 2008 at the MetroCenter Auditorium in Oakland.

The meeting was adjourned in honor of Bob Blanchard at 11:55 a.m.