



## **MID-POINT MEETINGS SUMMARY REPORT**

**May 2010**





**TABLE OF CONTENTS**

1. Meeting Overview ..... 1

2. Meeting Format and Presentation Information ..... 1

3. Individual Meetings .....7

    SOUTH SAN FRANCISCO, MAY 10, 2010.....7

    FAIRFIELD, MAY 11, 2010 .....9

    OAKLAND, MAY 12, 2010.....15

4. Evaluation.....20

    SOUTH SAN FRANCISCO, MAY 10, 2010.....21

    Workshop Profile: “Let's Learn About You” .....22

    FAIRFIELD, MAY 11, 2010 .....24

    Workshop Profile: “Let's Learn About You” .....24

    OAKLAND, MAY 12, 2010.....26

    Workshop Profile: “Let's Learn About You” .....27



### 1. MEETING OVERVIEW

The outreach program for the Regional Airport Study involved a series of public workshops held in South San Francisco, Fairfield, and Oakland on May 10, 11, and 12, 2010. About 85 people participated in the workshops and provided comment through electronic polling and focused discussion of airport issues and demand distribution scenarios. The workshops were used to present aviation forecasts, runway capacity issues, and the analytical results of six scenarios that would distribute airport activity throughout the region. The scenario analysis compared the relative success of each scenario with the following seven project goals:

- ♦ **Reliable Runways**                      *Can we reduce flight delays and passenger inconvenience?*
- ♦ **Healthy Economy**                      *Can the region serve future aviation demand and support a healthy economy?*
- ♦ **Good Passenger Service**              *Can we provide better service to the region's major air travel markets?*
- ♦ **Convenient Airports**                  *Can we maintain or improve airport ground access times and distance?*
- ♦ **Climate Protection**                    *Can we decrease greenhouse gas (GHG) emissions from aircraft and air passengers traveling to airports?*
- ♦ **Clean Air**                                *Can we decrease air pollution from aircraft and air passengers traveling to airports?*
- ♦ **Livable Communities**                *Can we avoid increasing the regional population exposed to aircraft noise?*

At each meeting, this information was communicated to participants for the purpose of identifying strategies for accommodating the region's long-term aviation demand by combining components of each scenario to more effectively use and enhance existing infrastructure and facilities without building additional runways at the primary airports.

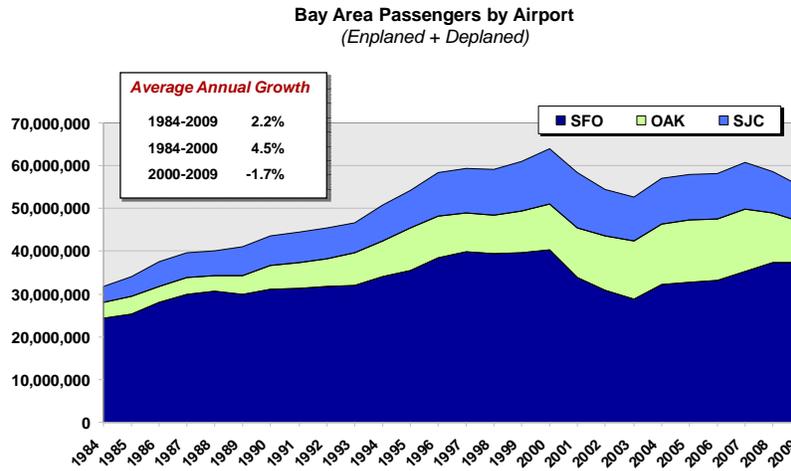
### 2. MEETING FORMAT AND PRESENTATION INFORMATION



At each meeting, a Regional Airport Commission (RAPC) member welcomed participants and introduced the study topics that would be discussed. Doug Kimsey (MTC Director) provided an overview of the need for the Regional Airport Study and David Hollander (SH&E) used a PowerPoint presentation to review the background information and scenarios. The meetings included time for discussion and audience feedback. The following information was presented at each meeting.

Regional Aviation Forecasts

Bay Area Airports Handled 55.1M Passengers in 2009 After Peaking at 64M in 2000

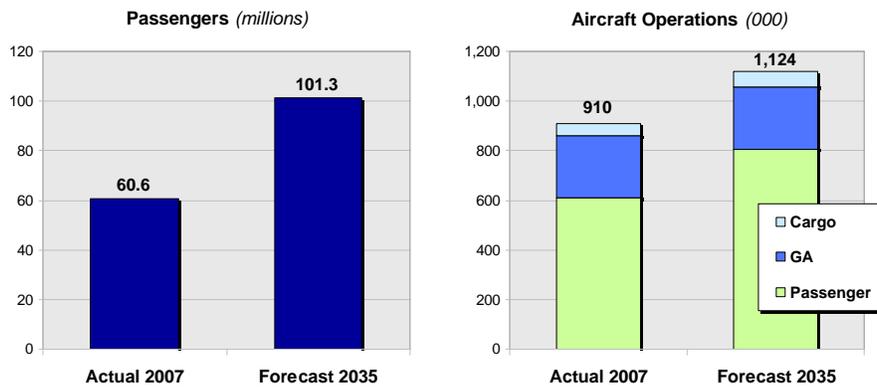


ICF SH&E Source: ACI, and individual airport statistics.

Regional Aviation Forecasts

By 2035, Regional Air Passengers are Forecast to Reach 101M, and Aircraft Operations Will Exceed 1M

Actual and Forecast Regional Aviation Demand  
2007 and 2035

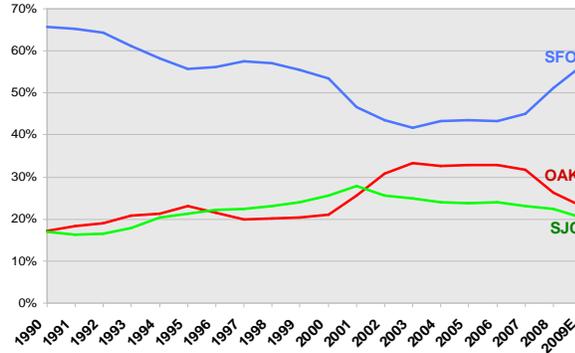


ICF SH&E Source: SH&E analysis.

Individual Airport Forecasts

Historically, OAK and SJC Increased Their Regional Passenger Shares, but Recent Developments Have Eroded Those Gains

Primary Airport Shares of Bay Area Domestic O&D Passengers  
CY 1990 – CY 2009



Year	Share of Bay Area Dom O&D Psgrs		
	OAK	SFO	SJC
1990	17.2%	65.6%	17.1%
1991	18.4%	65.2%	16.4%
1992	19.1%	64.3%	16.6%
1993	20.9%	61.2%	17.9%
1994	21.4%	58.3%	20.3%
1995	23.1%	55.7%	21.2%
1996	21.5%	56.1%	22.3%
1997	20.0%	57.5%	22.5%
1998	20.1%	57.0%	23.0%
1999	20.5%	55.5%	24.1%
2000	21.1%	53.4%	25.5%
2001	25.6%	46.6%	27.8%
2002	30.9%	43.4%	25.7%
2003	33.4%	41.6%	25.0%
2004	32.6%	43.3%	24.1%
2005	32.8%	43.4%	23.8%
2006	32.9%	43.2%	24.0%
2007	31.7%	45.1%	23.2%
2008	26.3%	51.2%	22.5%
2009E	23.1%	56.5%	20.4%

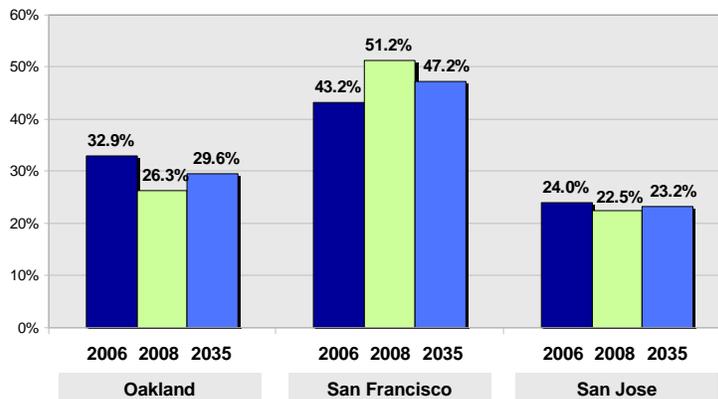
The 2007 Entry of Southwest Airlines, Virgin America and JetBlue Produced a Major Increase in SFO's Share of Bay Area Domestic Passengers

ICF SH&E Source: ACI-NA Airport Traffic Statistics; Airport Data

Individual Airport Forecasts

From 2006 to 2008, There Was a Major Shift of Domestic Traffic From OAK to SFO

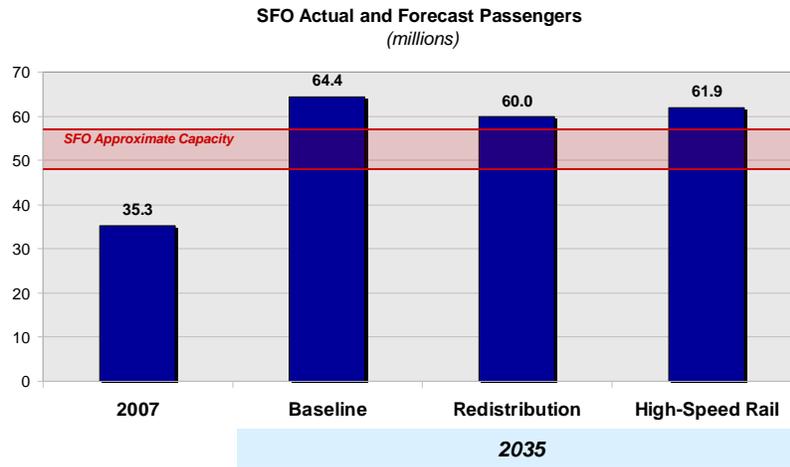
Airport Shares of Domestic O&D Passengers



ICF SH&E Source: U.S. DOT Origin and Destination Survey, Airport Records, SH&E Analysis

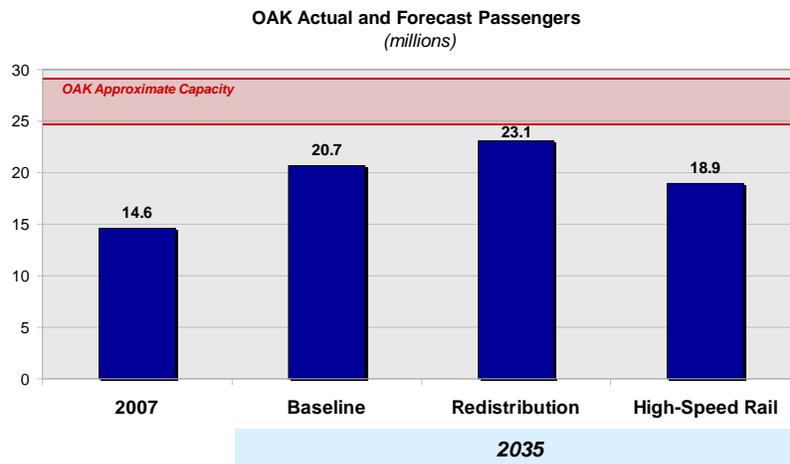
Individual Airport Forecasts

In the Baseline, Passengers at SFO are Forecast at 64.4M



Individual Airport Forecasts

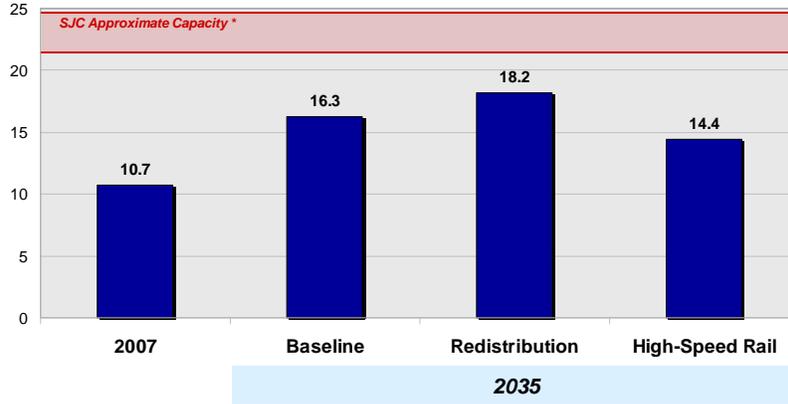
OAK Passengers are Forecast at 21M in the Baseline, but Could Vary from 19M to 23M with High-Speed Rail or Redistribution



Individual Airport Forecasts

**SJC is Forecast at 16M Passengers in the Baseline and Could Range from 14M to 18M with High-Speed Rail or Redistribution**

SJC Actual and Forecast Passengers (millions)

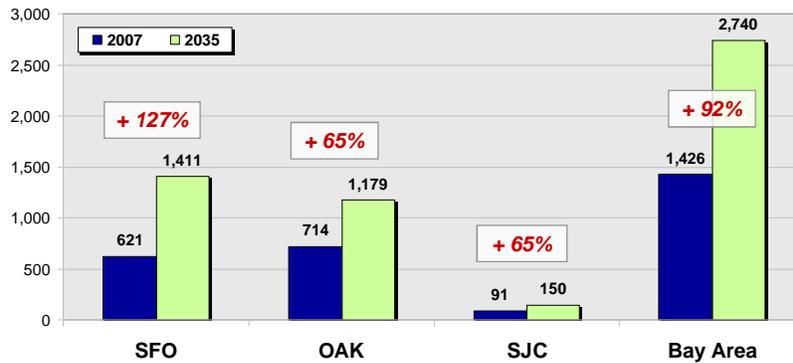


ICF SH&E an ICF International Company \* Reflects landside constraints rather than runway capacity.

Individual Airport Forecasts

**Cargo Tons are Forecast to Grow the Fastest at SFO Due to Forecast Growth in International Cargo Demand**

Forecast Bay Area Cargo Tons (in thousands)



ICF SH&E an ICF International Company Note: Enplaned plus deplaned tons. Includes freight and mail for passengers airlines and all-cargo airlines.

### Scenario Analysis

## Six Scenarios were Analyzed

- ◆ **Airport Traffic Redistribution**
  - In response to delays at SFO, domestic traffic shifts from SFO to OAK and SJC through natural market forces
- ◆ **Internal Alternative Airports**
  - Some Bay Area passengers are served at secondary airports in the Bay Area region (Sonoma County, Travis AFB, and Buchanan) reducing demand at the primary airports
- ◆ **External Alternative Airports**
  - Service development at Sacramento, Stockton, and Monterey reduces passenger demand originating from outside the Bay Area region
- ◆ **High-Speed Rail**
  - Proposed rail service to Southern CA diverts air passengers from planes to trains
- ◆ **New ATC Technology**
  - NexGen technologies create more capacity during bad weather, reducing delays
- ◆ **Demand Management**
  - Demand Management strategies at SFO reduce small aircraft operations during the most delay prone times of the day

### Scenario Analysis

## Scenario Considerations

- ◆ **Redistribution, Internal Airports and External Airports**
  - Depends on airline decisions and passenger airport choice
- ◆ **Air Traffic Control Technologies**
  - Assumed availability of an optimal set of technologies
  - Timing, funding, equipage and airline acceptance are uncertain
- ◆ **High-Speed Rail**
  - Uncertainty of funding, ultimate implementation, and airline competitive response
- ◆ **Demand Management**
  - Limited U.S. airport experience
  - Program form and effectiveness will be determined by airport operators and the US DOT/FAA

Summary  
**Screening Analysis Results**

Goal:							
Scenario:	Economy	Reliable Runways	Good Service	Convenient Airports	Climate Protection	Clean Air	Livable Communities
Metric:	Average Aircraft Delay	Average Aircraft Delay	Flight Frequency in Top 15 O&D Markets	Average Ground Access Time	Green House Gases (CO2)	Hydrocarbons (Nox+VOCs)	Population in 65 CNEL
Redistribution	●	●	●	●	●	●	●
Internal Airports	●	●	●	●	●	●	●
External Airports	●	●	●	●	●	●	●
High-Speed Rail	●	●	●	●	●	●	●
ATC Technologies	●	●	●	●	●	●	●
Demand Mgmt	●	●	●	●	●	●	●

Impact vs. Baseline	Improvement Criteria	
	Aircraft Delay	All Other
● High Impact	>= 50%	>= 10%
● Medium Impact	15 to 49%	5 to 9%
● Low Impact	< 15%	< 5%

ICF SH&E Notes: Climate Protection, Clean Air and Livable communities exclude impacts of trains in High-Speed Rail scenario

### 3. INDIVIDUAL MEETINGS

Levels of attendance and participation varied at each of the three meetings, which included discussion of issues that were unique to the host community. The following information summarizes the individual meetings.

#### SOUTH SAN FRANCISCO, MAY 10, 2010

**ATTENDEES:** Approximately 15 people attended the meeting.

#### Introductions

Richard Garbarino, a councilman from South San Francisco and RAPC Board Member, introduced the Regional Airport Study and described the roles of RAPC (a policy committee of the Association of Bay Area Governments), the San Francisco Bay Conservation and Development Commission (BCDC), and the Metropolitan Transportation Committee (MTC) in this regional study of air transportation in the Bay Area. In the introduction, Mr. Garbarino noted that RAPC is approaching the Regional Airport Study differently than it has in the past in two ways. First, the geographic scope has been expanded to include the neighboring counties of Monterey, San Joaquin, and Sacramento, recognizing that the residents of these counties use Bay Area airports. Second, rather than looking at adding new runways to increase capacity, the study explored ways to use existing infrastructure more efficiently through new and improved technology, as well as strategies to manage demand more effectively and redistribute flights in the Bay Area, and considered modes other than air, such as rail and bus, to move people.

Mr. Garbarino asked for input from the community and stakeholders about the study and how well the scenarios address the study goals. In particular, Mr. Garbarino asked for input on how well the study addressed San Francisco International Airport (SFO) and projected congestion at that airport, noting that if SFO continues to operate efficiently, air travel for residents of the

## **MID-POINT MEETING SUMMARY**

---

peninsula will be more convenient. However, some of the solutions result in reducing flights at SFO and redistributing them to other airports, which may reduce convenient service to peninsula residents. Other alternatives may result in an increase in the number of flights that may be accommodated at SFO, and peninsula residents may want to know what this increase may mean for traffic and noise around SFO.

### **Polling**

Most meeting participants have been actively involved in airport planning discussions. Because attendees were well informed, the original plan to conduct a polling exercise with attendees was abandoned in favor of more informal discussion of airport issues and trends.

### **Discussion**

Following the presentation, there was general discussion of next steps. Attendees participated in brainstorming about where the Regional Airport Study was going and what difficulties could be anticipated moving forward. The following observations were made:

- The assumptions appear very aggressive. The different scenarios are not likely to have enough support to achieve the projected results.
- The community would like to hear less about the technical aspects of the project and more about how it will impact them in practical terms, such as:
  - How loud will it be in my community?
  - How long will I have to wait for a flight?
  - How will this affect my business?
- One member of the public indicated that all of the right components appeared to be in discussion and suggested that:
  - We shouldn't fill the bay to increase capacity.
  - We should be able to expand capacity by smart technology to allow for side-by-side landings.
  - SJC isn't a good option because of the proximity to development, including high-rise buildings.
  - Oakland may have the ability to construct a second runway without filling the bay.

FAIRFIELD, MAY 11, 2010

**ATTENDEES:** Approximately 40 people attended the meeting.

**Introductions**

Jim Sperring, a Solano County supervisor and RAPC Board Member, introduced the Regional Airport Study and described the roles of the RAPC (a policy committee of the Association of Bay Area Governments), BCDC, and MTC in this study of air transportation in the Bay Area at a regional scale. In the introduction, Mr. Sperring noted that RAPC is approaching the Regional Airport Study differently than it has in the past in two ways. First, the geographic scope has been expanded to include the neighboring counties of Monterey, San Joaquin, and Sacramento, recognizing that the residents of these counties use Bay Area airports. Second, rather than looking at adding new runways to increase capacity, the study explored ways to use existing infrastructure more efficiently through new and improved technology, as well as strategies to manage demand more effectively and redistribute flights in the Bay Area, and considered modes other than air, such as rail and bus, to move people.



Mr. Sperring asked for input from community members and stakeholders about the study and how well the scenarios address study goals. In particular, Mr. Sperring asked for feedback about study recommendations for further analysis of the joint use of Travis Air Force Base for commercial passenger flights and the scenario that would result in more flights out of Sacramento International Airport. Both of these options could increase the convenience of air travel for residents of Solano County. However, Solano County residents may be concerned about increased noise or traffic from new commercial service at Travis Air Force Base or may not feel comfortable with the joint use of a military facility.

**Polling**

Before presenting study information and analysis, participants were polled to understand their travel choices and preferences.

1) Which Bay Area airport do you use most frequently?	Responses	
Oakland International Airport	2	40%
San Francisco International Airport	2	40%
San Jose International Airport	1	20%
Other	0	0%
<b>Totals</b>	<b>5</b>	<b>100%</b>

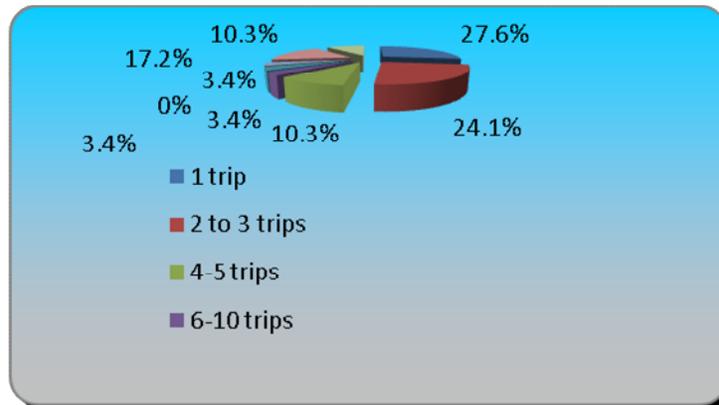
**MID-POINT MEETING SUMMARY**



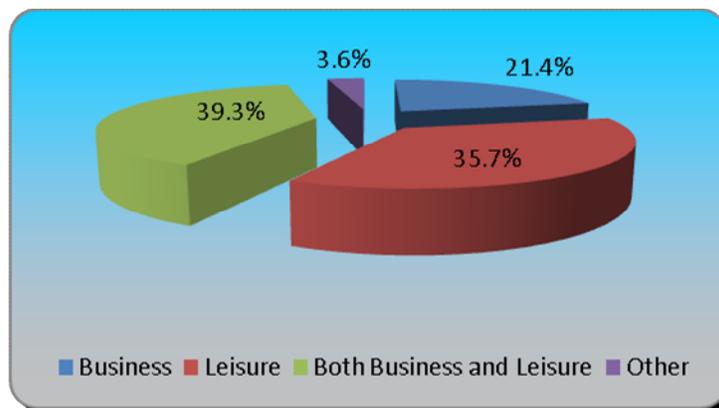
2) Which Bay Area airport do you use most frequently?	Responses	
Oakland International Airport	5	17.86%
San Francisco International Airport	7	25%
San Jose International Airport	0	0%
Other	16	57.14%
<b>Totals</b>	<b>28</b>	<b>100%</b>



3) How often have you used a Bay Area airport in the last 12 months?	Responses	
1 trip	8	27.59%
2 to 3 trips	7	24.14%
4–5 trips	3	10.34%
6–10 trips	1	3.45%
11–15 trips	1	3.45%
16–30 trips	0	0%
31 or more trips	1	3.45%
Less frequent or non-users	5	17.24%
Don't know or not applicable	3	10.34%
<b>Totals</b>	<b>29</b>	<b>100%</b>

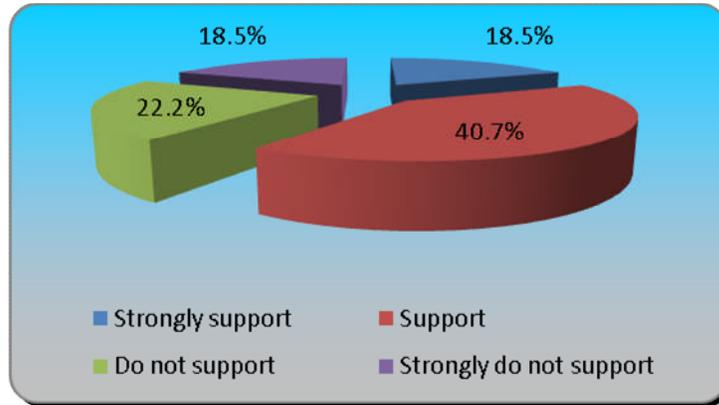


4) What is the primary reason you fly from a Bay Area airport?	Responses	
Business	6	21.43%
Leisure	10	35.71%
Both business and leisure	11	39.29%
Other	1	3.57%
<b>Totals</b>	<b>28</b>	<b>100%</b>

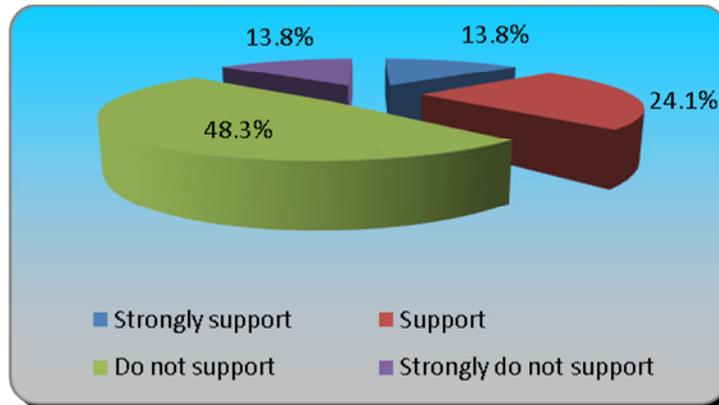


5) What is your opinion of limiting flights to Central and Southern California and using high-speed rail instead?	Responses	
Strongly support	5	18.52%
Support	11	40.74%
Do not support	6	22.22%
Strongly do not support	5	18.52%
<b>Totals</b>	<b>27</b>	<b>100%</b>

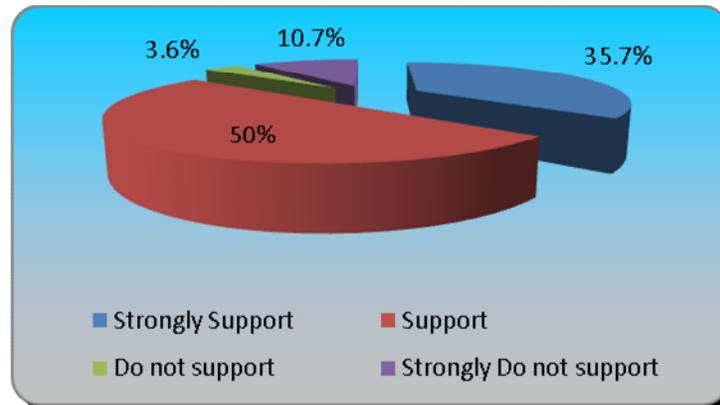
**MID-POINT MEETING SUMMARY**



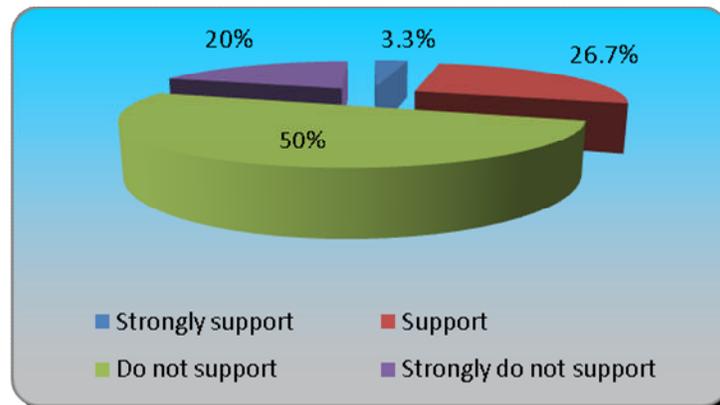
6) What is your opinion of expanding runways at SFO and OAK to accommodate more flights?	Responses	
Strongly support	4	13.79%
Support	7	24.14%
Do not support	14	48.28%
Strongly do not support	4	13.79%
<b>Totals</b>	<b>29</b>	<b>100%</b>



7) What is your opinion of adding commercial service at smaller regional airports in the Bay Area?	Responses	
Strongly support	10	35.71%
Support	14	50%
Do not support	1	3.57%
Strongly do not support	3	10.71%
<b>Totals</b>	<b>28</b>	<b>100%</b>



8) What is your opinion of using larger aircraft at commercial passenger airports, but limiting flights to certain hours?	Responses	
Strongly support	1	3.33%
Support	8	26.67%
Do not support	15	50%
Strongly do not support	6	20%
<b>Totals</b>	<b>30</b>	<b>100%</b>



**Discussion**

Following the presentation of the Regional Airport Study and informal discussion of the scenarios, meeting participants expressed several observations and identified questions they would like addressed.

- There needs to be a systematic evaluation to weigh all possible scenarios and develop pricing for alternatives
- Design technology and fuel technology is changing so fast; who knows what will be happening in 20 years.
- None of the scenarios provided a distinct separation of the type of aircraft movement (e.g., separate cargo & passenger).
- Levels of general aviation are too high at major airports – maybe they should be moved to smaller airports.

## **MID-POINT MEETING SUMMARY**

---

- There should be greater weight to the infrastructure surrounding the airports. It is the time it takes to get to, park at, and get through the airport that keep people from different airports.
- There's going to be a major requirement to improve flight control technology because of the complexity of activity at airports. What we have today can't handle the load.
- Travis would be a good hub for cargo (particularly because of the security issues of combined passenger and military uses).
- Only about 5% of major flights are all cargo, so the only way to impact it is to deal with passenger traffic. Therefore you need to develop infrastructure to redirect passengers away from SFO.
- Security clearance is critical at Travis. Clearing a cargo plane is far easier than clearing a plane full of people.
- Travis shouldn't even be discussed unless the military is supportive.
- Plans to install more wind turbines could create more problems with radar at Travis.
- Old 1976 Joint Use Study envisioned a separate operation on the east side of the airport and that is the only way it will work in today's world.
- Given the loss of funding and BRAC, joint use can be a way to keep Travis open.
- The airlines and cargo carriers need to be in this equation – what incentives can you offer them to move from one airport to another?
- Airline planners should be working with RAPC and RAPC consultants.
- The Air Force should have a technical advisor at the table.
- The incentives for air carriers will only work if there is local benefit to communities in infrastructure, trade.
- Coordinate with the major cargo users to find out what their needs are and if they are looking for opportunities to relocate.
- Keep in mind that a huge amount of cargo is carried in passenger airplanes.
- If 50% of the concern is environmental, Travis options need to acknowledge that there will be noise and other environmental issues that offset the commerce advantages.
- What type of cargo are we talking about? — A high portion is overnight.
- When the three potential internal airports are evaluated, the planning should focus on one and not try to spread the trips between three markets.
- Will the analysis account for changes in ground traffic for people who use the alternative airports?
- Did you consider a hydrofoil between SFO and OAK? — A ferry link is problematic because of security, dredging needs. Also a BART connection was found to be infeasible because of cost.
- The study goals are wide ranging and should be weighted. How will that be done? — The process will include more detailed opportunities for input.
- How would you weight the goals? — I don't know yet.
- If the problem is capacity, why not start the presentation of a cost analysis of the various capacity solutions. Is the problem capacity at IFR? If so, then what are the costs of solving the problem?
- Are the studies going to look beyond the Bay Area? What happens in the larger airport world?
- Scenario #6 is probably the ultimate solution in the next 20 years. Airplanes will fly and land themselves very soon. Air traffic control will be automated. Technology is going to be the ultimate solution.

- Are we trying to disperse passengers throughout the region (and beyond), or are we trying to reduce the loads on SFO in order to accommodate more flights at the big three airports?
- United Airlines should move their maintenance from SFO to Travis.
- What's the expected timeline and milestones?
- Will the diversion of passengers to light rail solve the capacity problem at SFO?

OAKLAND, MAY 12, 2010

**ATTENDEES:** Approximately 30 people attended the meeting.

**Introductions**



John Gioia, a Contra Costa County supervisor and RAPC Board Member, introduced the Regional Airport Study and described the roles of the RAPC (a policy committee of the Association of Bay Area Governments), BCDC, and MTC in this study of air transportation in the Bay Area at a regional scale. In the introduction, Mr. Gioia noted that RAPC is approaching the Regional Airport Study differently than it has in the past in two ways. First, the geographic scope has been expanded to include the neighboring counties of Monterey, San Joaquin, and Sacramento, recognizing that the residents of these counties use Bay Area airports.

Second, rather than looking at adding new runways to increase capacity, the study explored ways to use existing infrastructure more efficiently through new and improved technology, as well as strategies to manage demand more effectively and redistribute flights in the Bay Area, and considered modes other than air, such as rail and bus, to move people.

Mr. Gioia asked for input on the alternatives, such as the reintroduction of commercial flights at Buchanan Field in Contra Costa County providing the residents in eastern Contra Costa County with more options for air travel. The redistribution of flights from San Francisco International Airport to Oakland International Airport will increase the frequency of flights and the number of destinations that can be reached out of the Oakland airport. However, residents of these communities may also be worried about the potential for increased noise and traffic.

**Polling**

Before presenting study information and analysis, participants were polled to understand their travel choices and preferences.

<b>1) Which Bay Area Airport Do You Use Most Frequently?</b>	<b>Responses</b>	
Oakland International Airport	2	50%
San Francisco International Airport	1	25%
San Jose International Airport	1	25%
Other	0	0%
<b>Totals</b>	<b>4</b>	<b>100%</b>

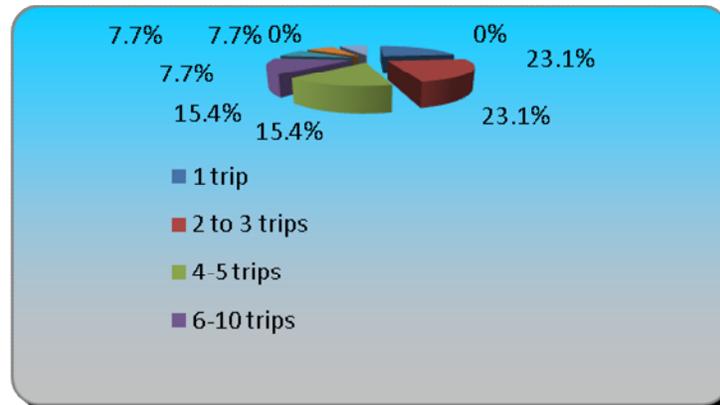
**MID-POINT MEETING SUMMARY**



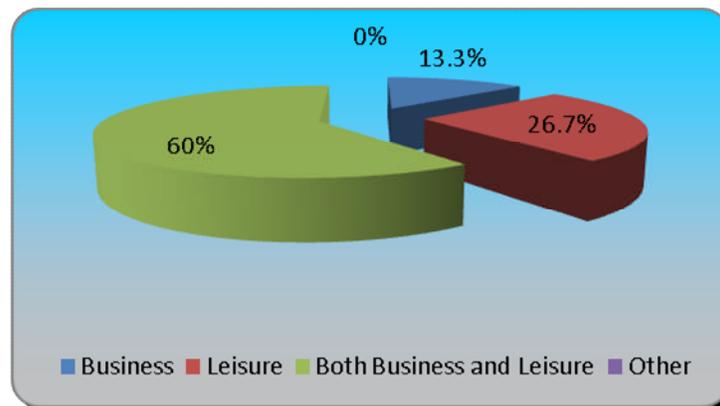
2) Which Bay Area Airport Do You Use Most Frequently?	Responses	
Oakland International Airport	10	66.67%
San Francisco International Airport	2	13.33%
San Jose International Airport	1	6.67%
Other	2	13.33%
<b>Totals</b>	<b>15</b>	<b>100%</b>



3) How Often Have You Used A Bay Area Airport In The Last 12 Months?	Responses	
1 trip	3	23.08%
2 to 3 trips	3	23.08%
4-5 trips	2	15.38%
6-10 trips	2	15.38%
11-15 trips	1	7.69%
16-30 trips	1	7.69%
31 or more trips	1	7.69%
Less frequent or non-users	0	0%
Don't know or not applicable	0	0%
<b>Totals</b>	<b>13</b>	<b>100%</b>

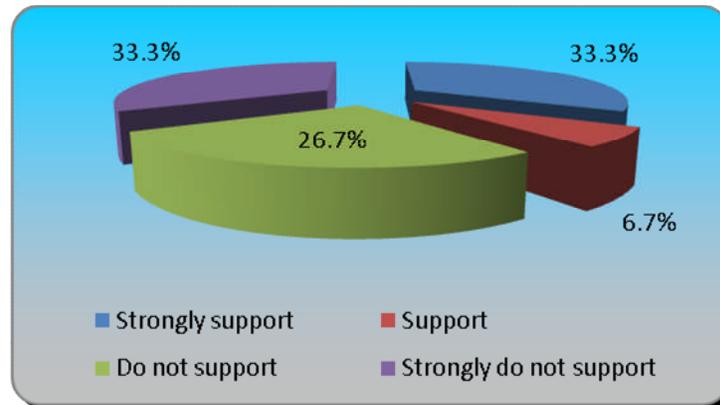


4) What Is The Primary Reason You Fly From A Bay Area Airport?	Responses	
Business	2	13.33%
Leisure	4	26.67%
Both business and leisure	9	60%
Other	0	0%
<b>Totals</b>	<b>15</b>	<b>100%</b>

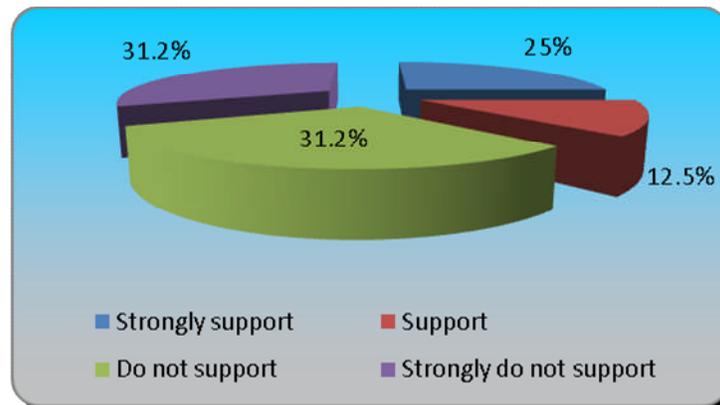


5) What Is Your Opinion of Limiting Flights to Central and Southern California and Using High-Speed Rail Instead?	Responses	
Strongly support	5	33.33%
Support	1	6.67%
Do not support	4	26.67%
Strongly do not support	5	33.33%
<b>Totals</b>	<b>15</b>	<b>100%</b>

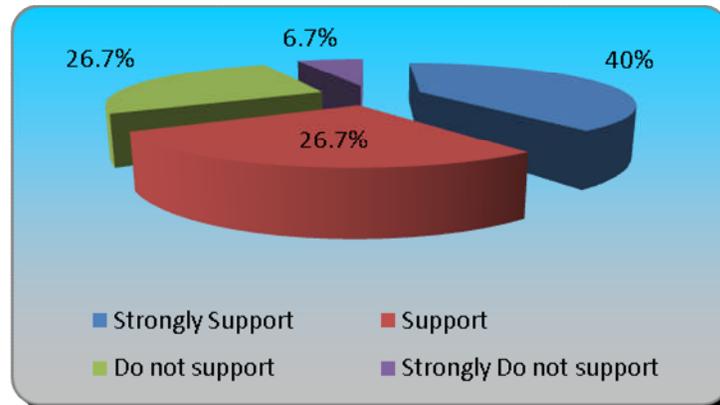
**MID-POINT MEETING SUMMARY**



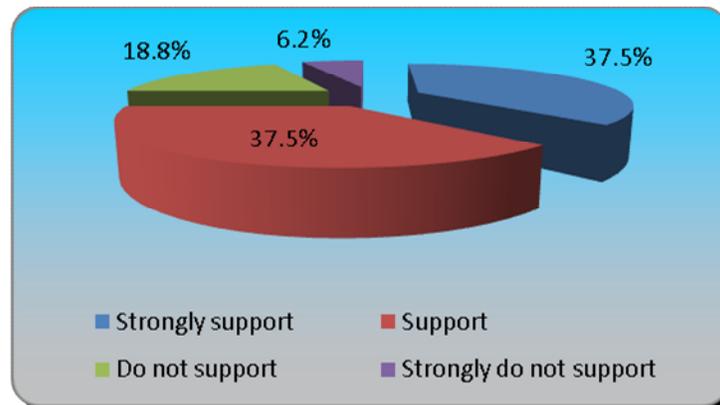
6) What Is Your Opinion of Expanding Runways at SFO And Oak to Accommodate More Flights?	Responses	
	Strongly support	4
Support	2	12.50%
Do not support	5	31.25%
Strongly do not support	5	31.25%
<b>Totals</b>	<b>16</b>	<b>100%</b>



7) What Is Your Opinion of Adding Commercial Service at Smaller Regional Airports in the Bay Area?	Responses	
	Strongly support	6
Support	4	26.67%
Do not support	4	26.67%
Strongly do not support	1	6.67%
<b>Totals</b>	<b>15</b>	<b>100%</b>



8) What is Your Opinion of Using Larger Aircraft at Commercial Passenger Airports, But Limiting Flights in Certain Hours?	Responses	
Strongly support	6	37.50%
Support	6	37.50%
Do not support	3	18.75%
Strongly do not support	1	6.25%
<b>Totals</b>	<b>16</b>	<b>100%</b>



**Discussion**

Following the presentation, there was general discussion of next steps. Meeting attendees participated in brainstorming about where the Regional Airport Study was going and what difficulties could be anticipated moving forward. The following observations were made:

- Things that should be included:
  - Capacity problems at SFO – study needs to describe what expansion of the Airport to meet demand would look like.
  - The demographic trends are shifting people from the suburbs back to the cities and that trend should be accounted for in the study.
- Has there been any consideration of sea level rise? All Bay Area airports will be underwater.
- Suggestion to look at revising the goals to encourage multimodal access to the airport and connecting to other forms of transportation.

## MID-POINT MEETING SUMMARY

---

- Were the weather patterns considered in the relative value of each airport? The answer was yes.
- What is the hold-up for implementing the current air traffic control technology?
- Multimodal access needs to be further explored.
- The study should include an apples-to-apples comparison between different scenarios to see how air stacks up against high-speed rail, auto, etc.
- Multimodal access needs to be better coordinated so that BART actually can serve off-peak-hour travel.
- Has a ferry connection been considered as a way to redistribute demand?
- With the recent merger with United and Continental airlines, how will that affect demand? — Study assumed that even if United went away, the SF market was strong enough that someone would step in.
- Do we really know what the airlines are going to do? How do we work with the airlines to optimize their flights and routes?
- Airlines should be at the table, SkyTran should be at the table, better public involvement, NASA and innovative research firms/organizations should be at the table so that the study can be cutting-edge.
- Information needs to get out to the public. Information needs to come together somehow to inform decision making.
- There needs to be a BART extension to OAK.
- Livable communities should be a high and important consideration. The discussion needs to be focused on noise; aircraft will start operating later and later.
- Analysis of high-speed rail hasn't factored in the delays that will take place to pass through security. Such delays could be comparable to the delays at airports and could level the comparative advantages of high-speed rail.
- The technology exists to make better air quality a reality. There should be more discussion of this, including cost benefit analysis.
- High-speed rail is operating at a high air friction level compared to aircraft.
- What is the governance going to be? Is there some other way to govern air traffic?
- The question was asked: If the study was endorsed, would the regional agencies become advocates?
- The study will involve close coordination with Fairfield, Sonoma County, Concord, and Sana Rosa.
- What is the future of building a new airport in the Bay Area?
- Travis is the only option. It's a ready-made option to the big three airports.
- Transit/transportation access would have to be better in order to make Travis work.
- Contact with the high-speed rail authority is important. Vision California should be considered in the airport discussion.
- ALUCs that were established for the secondary airports should probably be given greater authority to protect aviation to preserve capacity into the future.

#### 4. EVALUATION

At the end of each public workshop, participants were given an opportunity to indicate their level of agreement with eight statements (see below). In addition, participants were polled to find out how they heard about the meeting, to gather a demographic profile, and to find out what primary interest was. Not all participants filled out evaluation forms, so the reported

information does not necessarily reflect the characteristics of all participants, only those who provided evaluation information. The first table below provides a summary of the results from participant responses in aggregate from the three community meetings, followed by individual results from each separate meeting. Few participants submitted evaluation forms.

**Results Summary**

	<b>Strongly Agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>No Opinion</b>
A. I had the opportunity to ask questions in the break-out sessions.	66.7%	22.2%	0%	0%	11.1%
B. I had the opportunity to provide comments.	55.6%	33.3%	0%	0%	11.1%
C. I found the meeting useful and informative.	55.6%	33.3%	0%	0%	11.1%
D. I gained a better understanding of other people's perspectives and priorities.	22.2%	66.7%	11.1%	0%	0%
E. The information presented was clear and contained an appropriate level of detail.	11.1%	66.7%	11.1%	0%	11.1%
F. A quality discussion on key issues took place.	0%	77.8%	11.1%	0%	11.1%
G. I learned more about transportation and airport planning by participating today.	33.3%	44.5%	22.2%	0%	0%
H. There were no barriers (language or other) to my participating in the discussion.	55.6%	44.4%	0%	0%	0%
<b>General Comments</b>					
<ul style="list-style-type: none"> <li>• Don't fill the bay to increase capacity.</li> <li>• Let's hear less about the technical aspects of the project and more about:               <ul style="list-style-type: none"> <li>– How loud will it be in my community?</li> <li>– How long will I have to wait for a flight?</li> <li>– How will this affect my business?</li> </ul> </li> <li>• The presentation needs to include cost analysis of the various capacity solutions.</li> <li>• There was interest in more analysis of multi-modal transit access (e.g. BART, ferry, bridge) between markets and carriers.</li> <li>• Shared use of Travis has the best potential.</li> </ul>					

**SOUTH SAN FRANCISCO, MAY 10, 2010**

	<b>Strongly Agree</b>	<b>Agree</b>	<b>Disagree</b>	<b>Strongly Disagree</b>	<b>No Opinion</b>
A. I had the opportunity to ask questions in the break-out sessions.	100%	0%	0%	0%	0%
B. I had the opportunity to provide comments.	100%	0%	0%	0%	0%
C. I found the meeting useful and informative.	100%	0%	0%	0%	0%
D. I gained a better understanding of other people's perspectives and priorities.	100%	0%	0%	0%	0%
E. The information presented was clear and contained an appropriate level of detail.	0%	0%	0%	0%	100%

## MID-POINT MEETING SUMMARY

F. A quality discussion on key issues took place.	0%	100%	0%	0%	0%
G. I learned more about transportation and airport planning by participating today.	100%	0%	0%	0%	0%
H. There were no barriers (language or other) to my participating in the discussion.	100%	0%	0%	0%	0%
<b>Additional Comments – Meeting Format</b>					
<ul style="list-style-type: none"> <li>• With Lockheed, Lawrence Livermore Labs, and NASA Ames in the Bay Area, we can be a model of how to optimize capacity using technology.</li> <li>• Increasing bay fill needs to be a non-starter.</li> <li>• High-speed rail should be routed through the Altamont corridor crossing the bay just south of OAK and SFO with connections to both airports.</li> </ul>					

### WORKSHOP PROFILE: “LET’S LEARN ABOUT YOU”

#### 1. How did you hear about tonight's meeting?

Source	Percentage
Flyer	0%
www.regionalairportstudy.com	0%
Email Announcement	100%
Other	0%

#### 2. Have you attended a public meeting or workshop on Bay Area transportation in the past?

Response	Percentage
Yes	100%
No	0%

#### 3. What county do you live in?

County	Percentage
Alameda	0%
Contra Costa	0%
Marin	0%
Napa	0.0%
San Francisco	0%
San Mateo	0%
Santa Clara	100%
Solano	0.0%
Sonoma	0.0%

4. What is your gender?

Gender	Percentage
Male	100%
Female	0%

5. What is your age?

Age Range	Percentage
24 years and under	0%
Between 25 and 59	100%
Over 60	0%

6. Are you Hispanic/Latino?

Hispanic/Latino	Percentage
Yes	0%
No	100%

7. How do you identify yourself (click all that apply)

Race/Ethnicity	Percentage
White	100%
Chinese	0%
Vietnamese	0%
Asian/Indian	0%
Black/African American	0%
Japanese	0%
Filipino	0%
American Indian/Alaskan	0%
Other Asian	0%
Other Race	0%

8. How would you describe yourself?

Role/Interest	Percentage
Business Advocate	0%
Environmental Advocate	0%
Community Advocate	0%
Government/Agency Staff	0%
Concerned Individual	100%

## MID-POINT MEETING SUMMARY

Role/Interest	Percentage
Social Justice Advocate	0%
Elected Official	0%

FAIRFIELD, MAY 11, 2010

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
A. I had the opportunity to ask questions in the break-out sessions.	25%	50%	0%	0%	25%
B. I had the opportunity to provide comments.	25%	50%			25%
C. I found the meeting useful and informative.	50%	25%			25%
D. I gained a better understanding of other people's perspectives and priorities.	25%	50%	25%		
E. The information presented was clear and contained an appropriate level of detail.		75%	25%		
F. A quality discussion on key issues took place.		75%			25%
G. I learned more about transportation and airport planning by participating today.	50%	25%	25%		
H. There were no barriers (language or other) to my participating in the discussion.	25%	75%			
Additional Comments – Meeting Format					
<ul style="list-style-type: none"> <li>I would have liked to see a roundtable panel discussion and a facilitated question and answer period.</li> <li>I wish the background information and executive summary were more easily available before the meeting to provide context for the discussion.</li> </ul>					

WORKSHOP PROFILE: "LET'S LEARN ABOUT YOU"

### 1. How did you hear about tonight's meeting?

Source	Percentage
Flyer	50%
www.regionalairportstudy.com	0%
Email Announcement	25%
Other	25%

### 2. Have you attended a public meeting or workshop on Bay Area transportation in the past?

Response	Percentage
Yes	25%
No	75%

3. What county do you live in?

County	Percentage
Alameda	0%
Contra Costa	0%
Marin	0%
Napa	0%
San Francisco	0%
San Mateo	0%
Santa Clara	0.0%
Solano	100%
Sonoma	0.0%

4. What is your gender?

Gender	Percentage
Male	50%
Female	50%

5. What is your age?

Age Range	Percentage
24 years and under	0%
Between 25 and 59	50%
Over 60	50%

6. Are you Hispanic/Latino?

Hispanic/Latino	Percentage
Yes	0%
No	100%

7. How do you identify yourself (click all that apply)

Race/Ethnicity	Percentage
White	50%
Chinese	0%
Vietnamese	0%
Asian/Indian	0%
Black/African American	50%
Japanese	0%

## MID-POINT MEETING SUMMARY

Race/Ethnicity	Percentage
Filipino	0%
American Indian/Alaskan	0%
Other Asian	0%
Other Race	0%

### 8. How would you describe yourself?

Role/Interest	Percentage
Business Advocate	20%
Environmental Advocate	0%
Community Advocate	20%
Government/Agency Staff	40%
Concerned Individual	20%
Social Justice Advocate	0%
Elected Official	0%

OAKLAND, MAY 12, 2010

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
A. I had the opportunity to ask questions in the break-out sessions.	100%				
B. I had the opportunity to provide comments.	75%	25%			
C. I found the meeting useful and informative.	50%	50%			
D. I gained a better understanding of other people's perspectives and priorities.		100%			
E. The information presented was clear and contained an appropriate level of detail.	25%	75%			
F. A quality discussion on key issues took place.		75%	25%		
G. I learned more about transportation and airport planning by participating today.		75%	25%		
H. There were no barriers (language or other) to my participating in the discussion.	75%	25%			
<b>Additional Comments – Meeting Format</b>					
<ul style="list-style-type: none"> <li>• Webcast the meetings to encourage broader participation.</li> <li>• There were too many speeches during the presentation – there could have been better control of the audience.</li> </ul>					

WORKSHOP PROFILE: "LET'S LEARN ABOUT YOU"

1. How did you hear about tonight's meeting?

Source	Percentage
Flyer	0%
www.regionalairportstudy.com	0%
Email Announcement	100%
Other	0%

2. Have you attended a public meeting or workshop on Bay Area transportation in the past?

Response	Percentage
Yes	100%
No	0%

3. What county do you live in?

County	Percentage
Alameda	25%
Contra Costa	0%
Marin	0%
Napa	0%
San Francisco	25%
San Mateo	25%
Santa Clara	25%
Solano	0%
Sonoma	0%

4. What is your gender?

Gender	Percentage
Male	75%
Female	25%

5. What is your age?

Age Range	Percentage
24 years and under	0%
Between 25 and 59	75%
Over 60	25%

**6. Are you Hispanic/Latino?**

Hispanic/Latino	Percentage
Yes	0%
No	100%

**7. How do you identify yourself (click all that apply)**

Race/Ethnicity	Percentage
White	100%
Chinese	0%
Vietnamese	0%
Asian/Indian	0%
Black/African American	0%
Japanese	0%
Filipino	0%
American Indian/Alaskan	0%
Other Asian	0%
Other Race	0%

**8. How would you describe yourself?**

Role/Interest	Percentage
Business Advocate	20%
Environmental Advocate	0%
Community Advocate	20%
Government/Agency Staff	0%
Concerned Individual	40%
Social Justice Advocate	20%
Elected Official	0%