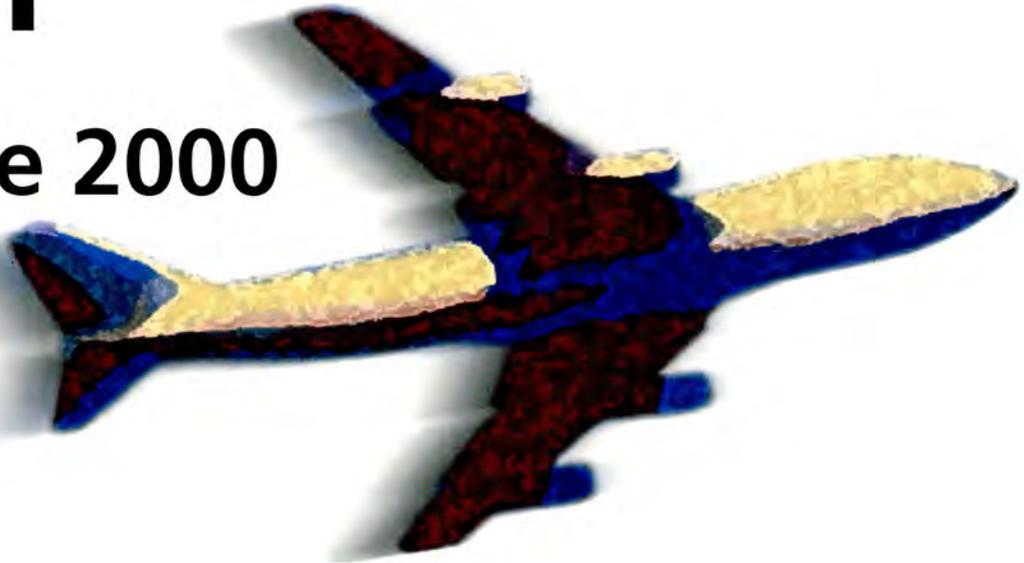


Regional Airport System Plan

Update 2000



Volume IV

Public Input



METROPOLITAN
TRANSPORTATION
COMMISSION

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SAN FRANCISCO BAY
CONSERVATION
AND
DEVELOPMENT COMMISSION

 **ABAG**

ASSOCIATION
OF BAY AREA
GOVERNMENTS

Regional Airport Planning Committee

February 2001

Regional Airport System Plan

Update 2000



Public Input to Final Report

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Public Input on the Final Report –
Regional Airport System Plan (RASP) Update**

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A. MTC's Response to Comments



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CONSERVATION
AND
DEVELOPMENT COMMISSION



ASSOCIATION
OF BAY AREA
GOVERNMENTS

Regional Airport Planning Committee

To: Regional Airport Planning Committee
Fr: Chris Brittle 
Re: Response to Comments on Draft Final Plan for the RASP

At your July 14 meeting you heard a wide range of comments on the draft Final Report for the Regional Airport System Plan (RASP). In addition, other comments have been received via e-mail, FAX, and letter. This memo is broken into two parts:

Part A. Major Public Comments

Part B. Responses to Comments

We have also included additional information in two areas that will serve as response to comments. This information is referred to in the letter as included as Attachment A (Airport Delay Information) and Attachment B (Evaluation of a North Bay Airport). Attachment C is the record of public comment.

Part A. Major Public Comments

(Comments under each category reflect the full range of comments received)

Comments on the Plan Itself

- The plan does not provide affirmative strategies for future airport decisions
- The plan needs to show what an integrated system of airports would look like
- RAPC should not accept unconstrained demand forecasts
- RAPC must look at airfield capacity opportunities in North Bay, Central Valley and other areas
- The plan must place greater emphasis on health and environmental protection
- The plan needs to evaluate whether ground transportation system can handle projected increase in air passengers
- Need a more detailed environmental analysis similar to CEQA
- Poor job of seeking public participation and input
- Approve plan and proceed with completion of SFO environmental work

Comments on SFO Runway Reconfiguration Project and Airport Noise

- Would provide significant noise relief for the Peninsula communities by directing more flights over water instead of over land
- Under reconfiguration plan, noise over Richmond would be increased
- Shifting noise with new runways is not a solution

Other Noise Comments

- Noise from aircraft flying over Richmond late at night is intolerable and unfair to low income and minority population
- Projected increase in flights over Richmond will be far greater than for other Bay Area communities
- Recognize that a 1976 Settlement Agreement between City of Alameda, Harbor Bay Isle and City of Oakland places limitations on operations at OAK's North Field
- Move aircraft offshore and away from Pt. Reyes National Park in Marin County

Impacts on Bay Resources

- Bay ecosystem must be protected
- Plan understates largest amount of fill that would be needed if both SFO and OAK put new runways in the Bay
- Impact of a new OAK inboard runway on wetlands could be significant
- Use BCDC "Scorecard" to identify tradeoffs between capacity and environmental health
- Dredging and fill could stir up toxics at the bottom of the Bay and cause silting elsewhere
- Mitigation plans for new runways would enhance the Bay and help revive endangered species
- Runway reconfiguration project would spoil a prime windsurfing area

Comments Related to the SFO Runway Reconfiguration and the Economy

- Reconfiguration project important for regional economy; the airport generates billions of dollars for Bay Area economy through direct and indirect jobs and tourism
- Recognize the significance of the costs to people and airlines attributable to delays
- The Bay, not the airports, is the economic engine of the Bay Area

Comments Related to Airspace Analysis and Delays

- Need independent analysis of delay; do not accept SFO Study
- Plan does not fully analyze constraints on airspace capacity and identify conflicts
- SIMMOD airport and airspace modeling work needs to be completed
- Clarify how runway capacity estimates in report were derived
- Concerns that impact of technology are downplayed in terms of capacity gains
- SOIA and PRM will only solve the delay problem "on the margin"; SFO runway reconfiguration is still needed
- Increased runway separation at SFO will also improve safety by reducing potentially dangerous effects of wake turbulence
- Delays cost airlines millions of dollars in increased fuel consumption, increased labor and maintenance costs, and reduced aircraft utilization
- One contributor to the delay problem is the number of operations by small aircraft which use up scarce runway capacity
- Identify changes in law needed to affect demand management

Comments on Health Issues

- Concerns that no agency is adequately regulating toxic emissions produced by aircraft and airport activity
- Studies at other airports report significant health issues (various forms of cancer, heart disease, asthma)
- Recognize that inefficient runways leads to more emissions as aircraft are held in the air over the Bay area and idle their engines while waiting in departure queues

Part B. Response to Comments
(Comments noted with "C" and Responses with "R")

Content of the Plan

- C. A number of commenters expressed disappointment with the Plan and called the recommendations weak and unsupported.
- R. Since this RASP has gone much further than previous updates in describing and evaluating alternatives to new runways, we are unclear whether the criticism reflects a disagreement with the conclusions or a perceived lack of information.
- R. We acknowledge that the airport and airspace simulation modeling is still underway and will improve the demand/capacity assessment conducted to date.

Planning Approach

- C. A number of commenters expressed disappointment that the Plan did not meet their expectations in terms of scope and specificity of results.
- R. The scope and level of detail for the update were defined by RAPC in February and March 1999. In a September 1999 letter from Chairman Ward, the committee responded to comments from environmental organizations last year reaffirming the committee's approach and perspective on the plan update.
- R. The planning approach adopted for the RASP is similar to that required for metropolitan transportation plans under federal and state statutes and regulations. Under these regulations, plans must use the most up-to-date planning assumptions (in our case, the latest aviation forecasts), consider local plans (the airport planning studies), reflect existing laws and authority, and contain projects that can be funded and delivered with available resources over the next 20 years. In other words, plans should be realistic and pragmatic rather than a wish list of good projects and desirable outcomes that may not be achievable. Thus, we believe
-forecasts should be based on factors that have been proven to influence the market for air travel and air cargo
-current laws, authorities, and legal agreements are relevant
-conclusions from past studies and plans are instructive, such as the potential for locating new airports in the Bay Area
-limitations on the extent to which technology can address capacity problems need to be recognized

Plan versus Projections

- C. Some commenters assume that the projections in the plan in terms of increases in flight track activity over different communities, aircraft emissions, and growth in airport ground traffic are being endorsed by the committee as part of the Plan.
- R. This is not the intention of providing this information. Rather, the projections serve as a baseline for comparing potential effects of aviation growth if there are no changes in flight routes or altitudes, aircraft designs for noise and emissions, or ground transportation choices. However, many of these impacts could be mitigated through changes in flight routes, improved ground transportation

connections, etc. Taking the aircraft emission calculations as an example, if aircraft emissions increase as projected, federal air quality plans for the region might need to adopt offsetting emission reductions from other sources to ensure that federal ambient air quality standards can be met.

- R. Other types of mitigation measures would be developed in the environmental documents prepared for specific airport improvement projects and would be subject to public review and comment.

Bay Resources

- C. Protect the Bay
- R. Clearly the information on Bay resources in this plan is incomplete. It is not possible to begin filling out the BCDC "Scorecard" until further information is provided through the ongoing SFO analysis. Thus RAPC cannot make assumptions at this time about what these studies will conclude, nor rule out airport improvement concepts that involve Bay fill.
- R. If these studies lead BCDC to conclude that the adverse environmental effects of filling the Bay for new runways outweigh the public benefits, RAPC will need to reconsider the remaining options for addressing longer range aviation needs in the Bay Area.

Constrained versus Unconstrained Forecasts

- C. RAPC should not assume the unconstrained demand.
- R. Using a set of constrained forecasts for regional airport capacity assessment would under represent the actual latent demand for air travel and air cargo service in the Bay Area. The RAPC forecasts were prepared at a level of detail far greater than any previous regional forecast and are based on factors that are widely accepted to be key determinants of future air travel: air fares (yield), city distance, population, income, and tourism. Also, in process of preparing the forecasts other recent industry reports and forecasts for airline travel and air cargo were reviewed.
- R. As described in our forecast report we looked both at a high range and low range forecast, picking the mid-range between the two as the most probable and realistic for assessing airport system capacity.
"The use of ten year air passenger data which incorporates the severe downturn experienced simultaneously by California and the global air transport industry in the early 1990's produces very different projections than models that use only the most recent five years... any historic data set fails to take account of our view that the industry is gradually reaching a state of maturity from which it will no longer grow more rapidly than the economy/population."
- R. We agree that demand may be constrained to levels lower than forecasted if runway facilities are not improved at SFO and OAK airports. Since other subsequent studies will provide information on which runway projects are or are not feasible, we have not attempted to define what a constrained level of demand would be.

Airport Delays

- C. The delay analysis is insufficient to determine what causes delays and what actions will reduce delays
- R. We have been intending to revisit the delay question in conjunction with presenting our results for the airport and airspace analysis. However, in the mean time we offer the additional information in Attachment A.

Demand/capacity comparisons and definition of acceptable levels of delay

- C. Plan does not indicate how the capacity estimates arrived at or basis for conclusions about delay acceptability
- R. The runway capacity values were derived by SFO from their initial SIMMOD analysis results. SIMMOD is the same FAA-approved model that is being used in the RASP update, so that the methodologies would be similar for determining airport runway capacities. The results were reviewed with each airport and included in the draft report.
- R. Absent the RASP SIMMOD analysis results (which is in progress and will be used to confirm the conclusions in the report), the draft Plan borrows the concept of delay acceptability used in the 1994 RASP. If the demand for runway use by aircraft (both takeoffs and landings) exceeds the ability of the runways to process these operations (capacity), delays will occur. The FAA has attempted to address this issue in their National Plan of Integrated Airport Systems:

“Experience shows that delay increases gradually with rising levels of traffic until the practical capacity of an airport is reached, at which point the average delay per aircraft operation is in the range of 3 to 5 minutes. Delays increase rapidly once traffic demand increases beyond this level. An airport is considered to be congested when average delay exceeds 5 minutes per operation. Beyond this point delays are extremely volatile, and a small increase in traffic, adverse weather conditions, or other disruptions can result in lengthy delays that upset flight schedules and impose a heavy workload on the air traffic control system.”¹

In the draft report we compared demand to capacity for two periods of time, the peak hour and the peak three hours of aircraft arrivals and departures. Demand/capacity values greater than 1.0 are indicative of excess demand. At a level where demand exceeds capacity by 10% (a demand/capacity ratio of 1.1) we term this level of delay “unacceptable”. When the SIMMOD analysis is completed we will have a much more accurate picture of average delays for arrivals, departures, and total operations.

A new airport in the North Bay or Central Valley

- C. The plan should evaluate other airport options in the North Bay and Central Valley

¹ Federal Aviation Administration Report to Congress, *National Plan of Integrated Airport Systems (1998-2002)*, March, 1999, at 10.

- R. Staff believes this issue has been adequately addressed based on the extensive history of this issue in the RASP. Nevertheless, staff has prepared an expanded writeup on this topic as shown in Attachment B.

Capacity gains from new Air Traffic Control Technology

- C. Some commenters suggested we have underestimated the benefits of future air traffic control capacity improvements and have not applied adequate resources to their investigation.
- R. Our assessment was prepared by an independent consultant and the basic conclusions have been verified with NASA staff.

Airspace capacity constraints?

- C. The plan should identify limitations of the Bay Area airspace and identify solutions.
- R. Within the Bay Area there are thousands of cubic miles of airspace in which aircraft can takeoff and land. The routes to and from airports are currently defined and limited by ground based navigational aids. Aircraft taking off from different airports and headed for the same destination are typically separated on similar routes by 5 nautical miles. As new GPS based navigation technologies come on line, the number of potential routes could increase, providing more airspace "capacity". The airspace system also contains intersections where aircraft on several routes converge. Intersection constraints can occur near airports where aircraft converge for final approach to a runway. If two independent runways are provided, the traffic is divided between intersections and airspace capacity is effectively increased.
- R. The draft Plan does identify potential airspace interactions between airports, but it is up to the FAA to evaluate and determine how to best resolve them.

Ground transportation constraints

- C. Commenters suggest that RASP should have done a more detailed analysis of surface transportation impacts near the airports from projected growth in air passengers and explored direct ground transportation links.
- R. While we are perfectly capable of providing this analysis, it did not seem the best use of resources, since the central question for RASP in this update is the adequacy of the airport runway systems. Further, each airport has already developed a list of candidate airport access improvements which, if funded, could address the airport's traffic needs for a considerable time into the future (see Airport Access Report).
- R. As explained above the projected growth in airport vehicle traffic represents the status quo in terms of how passengers choose to get to the airports. As occurs elsewhere in the region, where there are good transit options in highly congested corridors we would expect them to be well used. The BART extension to SFO represents a significant regional commitment to mass transit at SFO which will be complemented by funded improvements to Caltrain along the Peninsula. Both OAK and SJC are in the process of planning fixed guideway transit connections to BART (OAK), Caltrain (SJC), and Santa Clara County light rail (SJC).

Need for an integrated system approach

- C. The plan needs to maximize use of existing facilities, with targeted enhancements, operational changes, and direct ground links.
- R. The comment envisions a system that is linked physically (ground side) and institutionally (management), but does not identify the actual mechanism that would actually effect a different balance of traffic loads among the airports. There are several issues here, including implementation costs, effectiveness, and institutional feasibility. The cost of physically linking the airports would substantially exceed any identified funding over the next 20 years in MTC's Regional Transportation Plan. BART to SFO is costing \$1.5 billion, and a SFO-OAK underwater BART connection was estimated to cost close to \$4 billion in 1991 (ferry connections would be clearly less expensive). Providing an OAK-SJC commuter rail link or SFO-SJC Caltrain link would not provide terminal-to-terminal service, without expensive undergrounding. As pointed out in the earlier Sensitivity Report, none of these types of connections are likely to influence the way airlines make decisions about where to schedule flights, and the reader is referred to this report for a more detailed discussion of this topic.
- R. Examination of operations at other airports (e.g., Los Angeles, New York, Washington D.C./Baltimore) do not reveal any ability to influence airline behavior except to the extent that there are slot controls in effect (which are now being phased out as a result of recent Congressional action).

Demand Management

- C. The plan should examine changes in laws would be needed to enable airports to better manage demand
- R. The changes would need to take place at the national level to modify the Airport Noise and Capacity Act of 1990. These changes would need to grant SFO or any other airport the power to restrict airline activity without meeting the tests currently specified in the act (see page 24 and 25 of Draft Final Report).

Noise Over Richmond and Marin County

- C. Richmond receives a much higher level of overflight noise than other Bay Area communities, particularly at night, which is unfair
- C. Concerns with low flying aircraft over Pt. Reyes National Park, Tiburon and other areas of county by aircraft landing at SFO and OAK
- R. The draft plan addresses this issue through its recommendation that FAA undertake a review of current aircraft arrival and departure routes to determine if any one community or communities is experiencing an undue burden from over flights (see pg 10).

Toxic Air Pollutants

- C. As shown in studies around other airports, there are toxic health risks for communities near airports, and these emissions are largely unregulated.
- R. As explained by air agency staffs (Air District and ARB), there is a fragmented approach to addressing airport-related emissions. Air District and ARB staff focus

on activities that take place on the airport and means to reduce pollution from ground service equipment and vehicles traveling to and from the airports. Aircraft engine emissions are regulated by EPA. Along with ongoing efforts to reduce emissions at each airport, a monitoring program would provide useful information about the types of substances present, the concentrations, and contributions from the airport relative to other sources in the area. Monitoring would not in and of itself constitute a health study, which would require longer term tracking of populations on and around the airports, but it would be the first step.

Other

- C. Reference the 1976 Settlement Agreement between the City of Alameda, Harbor Bay Isle, and City of Oakland in the RASP which places limitations on operations on OAK's North Field.
- R. We will reference this agreement in the appropriate locations.

Attachment A Airport Delay

Aircraft and passenger delays can occur for many reasons, including poor weather, high terminal area traffic, aircraft or ATC equipment problems, passenger handling in the terminal, or runway closures for various reasons. Delay is often defined as the difference between the scheduled aircraft arrival or departure time and the actual arrival or departure time. Or it may be defined as the difference between the time taken in a particular phase of flight (e.g. taxi out, airborne, taxi in) compared to the unimpeded (expected) time. Different reports categorize delays in different manners. Table A1 summarizes the typical data sources for delay information.

Nationally, the FAA reports that around 70% of recorded delays are due to weather which degrades system capacity. Another 20% of delays are related to high traffic volumes at and around airports². Some delays are caused by conditions at a specific airport while other delays are caused by systemwide Air Traffic Control conditions or by the airlines themselves (e.g. late crew, baggage, or other carrier related activity). Thus, the simple question of what causes delay does not have a simple answer.

Delay in 1997 and 1998

To begin our analysis of delays at Bay Area airports, we used the FAA's Consolidated Operations and Delay Analysis System (CODAS) for the years 1997-1999. CODAS counts delays on every flight, no matter how small and includes the difference between an aircraft's actual arrival time and the arrival time listed in the airlines' computer reservation system. CODAS was used to estimate various statistics for arrival delay, departure delay, and average flow control delay per flight³. We first focused on arrival delay as one of the major indicators of a delay problem. After evaluating the delay data provided by CODAS we found, for example, that while average arrival delay is relatively high at SFO, it under represents the number of days with very high levels of delay and the amount of delay on these days. We therefore, looked at the number of days with very high levels of delay. We also broadened the statistical analysis to consider not only the average (mean) delay, but also the mode (most frequent level of delay), and median (delay level at which half delays are above and below this amount) values from the CODAS dataset.

Our initial analysis looked at 1998, since it was the most recent data for a complete year and because it was clearly one of the worst years on record in terms of arrival delays. Obviously, California was hard hit by El Nino storms this year, and under these conditions SFO experienced extremely high delays, reflecting the reduced airport capacity available when aircraft are required to operate under instrument flight rules.

² Based on flights delayed 15 minutes or more

³ Flow control is an FAA procedure to restrict departures at the origin airport until there is an assured arrival slot at the destination airport.

We were also asked to examine a good weather year to compare to 1998. Fortunately, 1997 was a relatively good weather year and is also described in the CODAS database (see Table A2). As would be expected, the incidence of delay and the measures showing delay performance were significantly better in 1997. While SFO did experience less delay in 1997, the high average (mean) delay of 14 minutes was still high and close to the worst in the country, exceeded only by Newark at 16 minutes of average delay and Atlanta with an average of 15 minutes. From Table A2 it is also apparent that neither OAK nor SJC currently experience significant delay problems.

SFO's performance can be compared to other airports with higher numbers of aircraft operations and more efficient runway systems such as Dallas/Fort Worth and the new Denver airport. Dallas/Ft. Worth has seven widely spaced runways that allow multiple parallel approaches in all types of weather. For comparison, Table A2 shows the performance statistics for DFW. Since delays do exist at DFW, it is further apparent that no airport is immune to delay, even those with the best runway designs.

Weather is the Main Source of Delay

SFO's recent comprehensive study of delay⁴ sheds considerable light on the main causes of delay problems by analyzing the causes of delay for various time periods and through various data sources. From these sources it is clear that most of SFO's delay problems can be traced to reduced capacity during bad weather. There are two types of "bad" weather that affect operations at SFO:

- bad weather in the morning during the summer due to low clouds, and
- bad weather all day, usually in the winters due to seasonal storms.

While bad weather mornings are about twice as frequent as bad weather all day, there is a greater chance of flight cancellations when weather is bad all day. When the weather is bad only in the morning, the airport has a chance to "catch up" with delayed flights, but when the weather is bad all day some of the aircraft flights cannot be accommodated at all.

That weather is the chief cause of SFO delays can be demonstrated in a variety of ways:

- 1) for the 1997 to 1999 period, there is a high degree of correlation between the hours of bad weather and recorded delays in the CODAS database,
- 2) using the OPSNET database and looking at a longer period of time, 1988-1999, there is a high correlation between the number of flights delayed 15 minutes or more each year and the incidence of hours of bad weather, and
- 3) looking at the SFO Tower Logs and looking specifically at the time the airport operates with arrival rates below 45 flights per hour between (which means that arrivals are restricted to one runway), the data show that weather was the cause of lowered arrival rates 95% of the time for the period 1996-1999.

⁴ "Reducing Weather Related Delays and Cancellations at San Francisco International Airport", Charles River Associates and John F. Brown Company, April 2000

Weather patterns have fluctuated between relatively good weather years and years with very bad weather. The El Nino weather conditions that produced the severe delays in 1998 were the second worst in the century; however there were four El Nino events in the 1990's compared to the more typical one or two in a decade. It is also clear that individual El Nino events produce different amounts of rainfall. In general more frequent El Nino events would suggest more frequent flight disruptions, however, there is little ability at present to determine whether the 1990s were an anomaly or a harbinger of some larger shift in climate conditions.

On Time Arrivals

Inclement weather reduces the potential for on time arrivals at SFO and affects flight schedules at other airports where SFO flights are held at the gate until an opportunity is available to land at SFO. The airport's analysis shows that:

- on good weather days 83% of the flights arrived on time (within 15 minutes of their scheduled arrival time),
- on days when the weather is bad in the morning, 67% of the flights arrive on time
- on days when the weather is bad all day, only 48% of the flights arrive on time

Also, as the weather deteriorates more flights are cancelled, ranging from 2% on good weather days to about 10% on days when the weather is bad all day.

Table A1
TYPES OF DELAY DATA

Airline Service Quality Performance (FAA)

- Includes all delays, including those as brief as one minute, by phase of flight
- Compares actual and scheduled arrival/departure times for 10 major airlines accounting for 1% or more of domestic passenger revenue
- Used to describe airline "on time" performance in *Air Travel Consumer Report* (published by USDOT)
- Does not contain information from commuter airlines (about 19% of SFO operations).
- Data on flight cancellations and flight diversions can be obtained.
- Cancelled or diverted departures are counted as "late" for purpose of Consumer Report

OPSNET (FAA)

- Data derived from observations by FAA personnel.
- Delays are recorded for any phase of flight with delay of 15 minutes or more
- FAA reports reason for flight delays, including: traffic volume, weather, equipment, runway, other
- Aircraft delayed less than 15 minutes are not recorded
- Can be used to compare the percentage of operations delayed 15 minutes or more
- Data collected from 1980's to present

CODAS-Consolidated Operations and Delay Analysis System (FAA)

- Combines data from several data sources, including FAA's flow control delay and airline computer reservation system for schedules
- Only available from January 1997 to present
- Contains actual times for gate out, wheels off, wheels on and gate in
- Collects data for only the largest US airlines; international flights not included
- Measures delay where it occurs, but does not explain why it happens
- When calculating "delay per operation", FAA attributes airborne delay to the arrival airport and gate hold delay to the departure airport

SFO Tower Logs

- Contains number of hours each year airport operated at various arrival rates
- Used to show amount of time aircraft were required to arrive "in trail", which is indicative of bad weather, versus being able to conduct independent parallel approaches to SFO runways

**Table A2
DELAYS AT BAY AREA AIRPORTS**

	SFO		OAK		SJC		DFW	
	1997	1998	1997	1998	1997	1998	1997	1998
ARRIVALS								
Mean	14 min. (5 th worst) ⁷	21 min. (worst)		11 min.		11 min.		8 min.
Median	10 min.	15 min.		9 min.		10 min.		8 min.
Mode	7 min. (14 days)	8 min. (29 days)		8 min.		8 min.		6 min.
No. of Days Average Delay > 40 min.	11 days	64 days						
Flow Control Delay ⁸	112 days (2 nd worst)	182 days (worst)						
DEPARTURES								
Mean	13 min.	19 min.		12 min.		10 min.		14 min.
Median	12 min.	15 min.		10 min.		9 min.		12 min.
Mode	10 min.	12 min.		9 min.		8-9 min.		12 min.

Source: FAA CODAS database

Mean: average delay

Median: half of delays greater than value shown and half less

Mode: amount of delay most frequently occurring and number of days (in parentheses) this delay occurred

DFW: Dallas Fort Worth

(worst, 2nd worst): refers to rank among other major US airports

⁷ One airport worse than SFO was reconstructing one of its runways in 1997

⁸ Number of days flow control imposed on aircraft arriving at SFO

Attachment B

New North Bay Airport

A concept that has been discussed for a number of years is the idea of constructing a new regional airport in the North Bay. In past plans, the location of such an airport has been variously identified as Hamilton AFB, Lakeville Rd (Marin County), Napa County airport, Travis AFB or a new site. Several members of the public have also suggested a site near Skaggs Island, along Highway 37 in the North Bay. Recently, environmental organizations have suggested looking outside the Bay Area.

Historical Context

In 1980 the Regional Airport Planning Committee specifically addressed the role of the North Bay airports (North Bay Aviation Study⁷). The Committee concluded that the main function of the existing airports in the North Bay was to serve as reliever airports, meaning that they would assist in meeting regional aviation needs by accommodating smaller general aviation traffic that would otherwise find it necessary to use one of the air carrier airports. The study was conducted with participation of local jurisdictions and was instigated by the impending need to address the future of Hamilton AFB, given the intentions of the Department of Defense to abandon use of the base. The study further indicated that the reliever airport role of the North Bay airports was intended to be a permanent condition, ruling out the expansion of these airports for major air carrier use.

For the purpose of this RASP update we have considered the following general issue areas with respect to a new North Bay Airport (site undefined).

- Market potential
- Airline interest
- Facilities required
- Order of Magnitude Costs
- Ground access
- Environmental effects

Market Potential

For a new North Bay airport, we use the same approach as for our other sensitivity analysis, which is to estimate passenger demand considering both the number of air passengers within the airport's "catchment" area as well as the air markets served. We then convert this demand into the number of flights that would be diverted from SFO and OAK, since North Bay passengers presently and in the future would use both airports.

For the purpose of this sensitivity analysis, and without a specific location for a new airport, we consider the entire North Bay as the catchment area for a new airport—i.e. air passengers generated in the North Bay counties of Marin, Napa, Solano, and Sonoma.

⁷ North Bay Aviation Study, MTC, 1980

This area represents the largest market that could be attracted with a centrally located air carrier facility. The four counties are projected to generate about 10% of the total California corridor air passengers and about 9% of the Domestic air passengers. We note that there might be some Contra Costa county air passengers who would "backtrack" to a North Bay site, but this number would be limited (particularly with more northern locations).

The next issue is the identification of the most likely air passenger market(s). International air service would be an unlikely candidate given: 1) the need for a wide range of domestic connecting flights, and 2) the fact that San Francisco is a major destination for many of the international air passengers. Further, San Francisco Airport has recently constructed a state of the art \$2.5 billion International Terminal that will serve the region's international passengers for years to come and will be connected to BART.

A more likely market in the near term would be North Bay air passengers with destinations in the high volume air market to Southern California. In this case, a new North Bay airport would serve a similar "satellite" function to that initially provided by OAK and SJC in their earlier days of airline service development. High volume markets such as Los Angeles/Burbank and San Diego could be economically viable, whereas service to smaller California commuter markets (e.g. Fresno, Stockton, Bakersfield would probably not). While there could also be a few high density shuttle markets outside of California, we assume that these markets would be developed in the longer term (e.g. service to Seattle, Portland, Phoenix and Las Vegas).

Our estimates of annual air passengers and diverted flights are shown in Table B1. Again these estimates are based on service being provided to LAX, BUR, ONT, SNA, and SAN in the 2010 horizon and to the four new domestic markets identified above in 2020. Estimates of the number of diverted flights are based on the same aircraft size and load factors that apply to these markets in our SFO and OAK traffic forecasts. Further, we assume that the North Bay airport would capture all passengers, without any "leakage" to other airports (in reality a new airport would not capture all North Bay passengers, for a variety of reasons, but this assumption is consistent with the sensitivity approach).

The calculated flight reductions for SFO and OAK range between 1.9% and 3.4% depending on the airport and forecast year.

Airline Issues.

For the airlines, the major question would be the ability to fill up aircraft and return a profit. The financial commitment for initiating service would be substantial given the continuing commitments by existing airlines to planned improvements at SFO/OAK/SJC. Existing and or new carriers would have to underwrite the cost of an entirely new facility, suggesting that a very large number of flights would have to be shifted to a new airport to spread the cost over multiple carriers.

A 1976 Feasibility Study of joint use of Travis AFB⁸ included a reconnaissance of airline interest, and found that there was limited, if any, interest in initiating California type service at Travis AFB. There would have to be a robust local market for an airline to even consider the magnitude of investment required and duplication of facilities at existing airports.

Facilities Required.

A new airport on open land would need to duplicate all the basic facilities provided at existing airports. Airlines would most likely require two runways, so that planes could get in and out if one runway is closed for repairs or emergencies. A new terminal, parking, circulation, access roads, air traffic control facilities, airline ground support and maintenance facilities, utilities, etc would need to be constructed and operational when the airport begins service. Ground access improvements could consist of new roads, widening of existing highways and local roads, new freeway interchanges, etc., depending on the site location.

Sufficient land would need to be acquired not only for the runways but also for safety areas and buffer zones around the runways.

Costs

It is difficult to define the cost of a new airport without reference to a specific location. At the bottom end, a barebones facility might cost as low as \$300 million (without consideration of access improvements), while at the higher end it could cost over a billion dollars. The cost would also depend on the timeframe as both land values and construction costs will escalate over time, as would the cost of any mitigation programs.

Currently, the North Bay does not have a road network that is well developed in terms of meeting the needs of the existing population, let alone the growth projected for the future. While there is general agreement on improvements, such as widening Highway 101 in Marin and Sonoma counties, there is limited funding presently available to make these improvements. East-west routes between the North Bay counties are even more constrained in their design and capacities, including Routes 12, 37, 116, and 121, as is Rt 29 to the north and south. Significant upgrades to one or more of these routes would require funds that have not been identified in MTC's long range Regional Transportation Plan. Improved transit service would be even more problematic given continuing constraints on sources of transit operating funds.

On the other hand, the existing airports are well positioned with respect to the existing transit infrastructure. The \$1.5 billion BART extension to SFO will be completed in 2002 and funds are available to upgrade Caltrain commuter rail service on the Peninsula. OAK is just 3 miles from BART, and SJC is located in close proximity to Caltrain on the west and the county light rail system on the east. Major highway and road improvements have and will also be taking place in the vicinity of these airports, such as road widenings, interchange improvements, and local road connections.

⁸ Travis Air Force Base Joint Use Feasibility Study, MTC, 1976

In part as an alternative to a new commercial airport, the 1980 North Bay Aviation Study recommended that the concept of an off airport terminal be considered. Such a terminal or terminals could be a hub for frequent transit service to the region's major airports and provide air passengers with other amenities, including flight ticketing, information, and baggage handling.

Environmental Issues.

From a land use perspective, the North Bay has extensive agricultural lands (vineyards, dairies, and pasture lands) as well as large tracts of wetland and aquatic resources of national importance (such as the San Pablo Bay National Wildlife Refuge). The North Bay counties are also experiencing the highest growth rates in the Bay Area and contain over half the land in the region projected to be available for future development. While the rural character suggests that there could be adequate open space to locate a new airport, the growing population also means that more people will be affected by aircraft arrival and departure routes into a new airport in the future (for example a site near Skaggs Island would be within a relatively close 10 miles of Vallejo, Napa, Petaluma and Sonoma). Because the area is largely rural, low ambient noise levels also mean that a new aircraft noise would create a significant noise source that does not presently exist (Indeed, even the new Denver airport, located far from downtown Denver, received numerous noise complaints because new flight patterns shifted noise over areas that had not experienced aircraft noise with the former downtown Stapleton Airport).

Near Route 37 and Skaggs Island, much of the land is held in public ownership for wildlife habitat, flood control, and treated municipal sewage processing and disposal. Future use of Skaggs Island Naval Base will likely be limited to wetland restoration and eco-tourism. Major public agency goals for this area include preservation of the habitat for birds and other wildlife, expansion of wetlands, and continued agriculture use. Airports developed on private land in close proximity to Route 37 would not be consistent with the planned uses for the surrounding areas and could result in overflight of the San Pablo Bay Wildlife Refuge. Such impacts would certainly need careful attention in the environmental review process.

Airport Sponsor.

There would need to be a viable airport sponsor for any new airport. At this time, it is not clear who would sponsor a new airport—private interests, local communities, existing airports, or other entities? Without an identified or likely sponsor, the discussion of a new airport is largely academic.

Local Support.

All potential airport sites would have certain drawbacks, but the main ingredient for successful implementation of a new airport would be strong local interest and support at the political and community level. This interest was not evidenced in the 1980 North Bay Aviation Study, nor is it evidenced today. Local interest could emerge if congestion and the inconvenience of getting to and from SFO and OAK grows, but there are other ways to address the inconvenience issue such as improved ground transportation as discussed above. Absent strong commitments to a new airport from the public, airlines, and local

community leaders, the most likely outcome would be the type of opposition to airport expansion that was evidenced in the past debate over the future use of Hamilton AFB.

Other Airport Locations

Many of the issues with a North Bay Airport would also apply to an airport at another location within or outside the Bay Area. The chief drawback of an airport outside the Bay Area would be the remote location and lack of convenience for passengers originating in or destined to the central Bay Area. Expansion of airports outside the Bay Area (e.g., Sacramento and Fresno, and Monterey) would serve the out of region travelers that now come to the Bay Area airports, but these passengers are a small share of SFO passengers (3-4%), and many would still need to use SFO for some domestic and most all of the international air service that would probably not be available at their local airport.

Table B1
Hypothetical Demand at a North Bay Airport

County	Annual Passengers				Ave. Daily Flights Reduced			
	2010		2020		2010		2020	
	Calif.	Dom.	Calif.	Dom.	OAK	SFO	OAK	SFO
Marin	493,700		552,100	440,900				
Napa	249,800		294,100	270,200				
Solano	209,300		253,300	257,700				
Sonoma	498,700		590,400	466,100				
Total	1,451,500		1,689,900	1,434,900	13	24	30	44
Passenger Flights Reduced (Percent)					2.8%	2.0%	5.0%	3.1%
Percent of all Flights (%)					1.9%	1.8%	3.4%	2.7%



Regional Airport Planning Committee

To: Regional Airport Planning Committee

August 25, 2000

Fr: Chris Brittle

Re: Additional Response to Comments on the RASP

This memo provides additional staff responses to issues raised at the July 28 committee meeting as well as in comments received up to August 4, our comment deadline. We have further prepared a companion report, Public Input on the Final Report, which documents public comment on the RASP update starting with the June 3 workshop in San Francisco.

What is the purpose of this Plan?

Given the considerable commentary on the plan and what it is intended to accomplish, we have revised the Introduction to the Final Report to explain the objectives as they were initially formulated by RAPC (attached). In addition, staff has included a new Chapter in the Final Report, Chapter 8-Next Steps, which elaborates on how issues raised in the RASP will be addressed in the future (also attached).

Ground transportation analysis

At the July 28 RAPC meeting, several committee members questioned whether the ground transportation system will be able to handle projected growth in passengers. Our earlier Airport Access Report (June 28, 2000) provides ground traffic forecasts for each airport and the transportation projects in the region that are in various planning and development phases which would improve access to the three airports (We have provided a revised version of the report in your packet and have attached a few excerpts from that report in this memo).

It is beyond the scope of our update to conduct a detailed traffic study for each airport in terms of the capacity of the local freeways and access roads (such an analysis should be performed by the airports in their environmental documents). Even without performing this analysis, it is clear that the key airport access strategy in the future has to be one of providing alternative means to get to the airports other than by personal car, especially for air passengers and airport employees arriving and leaving the airports during peak commute times. These alternatives include expanded public and private transit services and privately operated door-to-door vans which carry more than one air party. Where travel by car is necessary, expanded airport parking is useful in that it can reduce "kiss and fly" trips – trips where friends or relatives drop off and pick up air passengers at the airport creating two vehicle trips for each air passenger arrival or departure.

The attached excerpts from the Airport Access Report list the various regional and local transportation improvements that are under construction, are being planned, or have been proposed and which would help meet future airport ground access demand. It is worth noting that expanded airline service at OAK and SJC, as projected in our forecasts, will mitigate longer distance trips to airports as more air passengers find new flight choices closer to their home or office. For example, our forecasts of East Bay air passengers driving to SFO in the future show a decline in trips crossing the Bay due to the combined effect of added flights at OAK and the BART extension to SFO.

Finally, the ability of air passengers to easily get to the airport will be related to the time of day of their flight, choice of transportation mode, and route to the airport. It is clear that passengers factor in congestion, when selecting flight times and routes to the airport to avoid undue travel time and inconvenience. The Airport Access Report includes our estimates of future driving and transit times from selected cities in the Bay Area to each airport for both peak and off peak times of the day.

Airport Cooperation

Several committee members expressed a continuing interest in strategies that would foster greater cooperation among the three airports and in ensuring that actions of one airport do not adversely affect the operations of the other airports. Some members thought that there should be a regional body with a stronger role in regional airport planning decisions. Other members noted it was premature to recommend changes in the existing airport institutional framework as part of this update.

The question of actions of one airport adversely affecting another is fairly focused on the airspace interaction issues that have been identified as part of the RASP. These issues can be resolved by the FAA and do not require a regional airspace analysis (we are proposing a regional airspace analysis in the recommendations, but for different reasons).

The topic of what the future role of RAPC should be would be a good one to revisit after this update is completed. Several of the recommendations in the RASP will require further work by RAPC. In addition, one of the major concerns voiced in many of the comments is the need for a tighter integration between the different plans for which the regional agencies are responsible (land use, surface transportation, Bay Plan, and air quality) and the RASP.

Major New Airport

A number of comments reflected a continuing interest in a process to identify sites for a major new airport for the Bay Area, while others questioned some of the conclusions in our analysis of the potential effectiveness of a new North Bay airport in relieving demand. While staff does not have any new information to bring to bear on this topic, we can look to Southern California as example. After exploring numerous sites over many years (El Toro, Long Beach Harbor, Southern Camp Pendleton, Pt Mugu NAS, March AFB, Norton AFB, George AFB, and various other locations on open land) there is still no consensus on the location for a new airport. Planners involved in this process point to the fact that urbanization has gone too far to make many of the sites acceptable while others are either too close to existing airports or too remote for the area's air passengers.

Moffett Federal Airfield

As noted at the last meeting, we have received letters from both Mountain View and Sunnyvale expressing continued opposition to the language in the Conclusions and Recommendations section indicating a regional interest in Moffett and to any new civilian activity that might use the airfield such as air cargo or general aviation. Basically, there are two situations under which civil aviation use could occur: a) NASA decides to make the airfield available for civilian use under certain conditions, or b) NASA finds it necessary to relinquish the airfield altogether for activities other than an airport (as was the case when the Air Force abandoned Hamilton Airfield). In the first case, the plan does not recommend any active role for RAPC in seeking the airport's availability, and in the second case the plan calls for a focused study on the effect of such a closure on local and regional aviation requirements (such as occurred with the closure of Hamilton AFB) prior to any irreversible decision to eliminate the use of the runways.

Travis AFB

We received one letter from the City of Fairfield pointing out the importance of Travis AFB to the local economy and concern with any future use of the airfield that could compromise the Air Force's mission.

Oakland Airport

A letter from the City of Alameda points out the legal restrictions on the use of the North Field and requests that these restrictions be referenced in the Final Report. The City of San Leandro requests that the noise impacts associated with increased use of the North Field or a new inboard air carrier runway for the South Field be given appropriate weight in considering tradeoffs between new runways and bay fill.

RASP Process Issues

a) The airport and airspace simulation analysis (SIMMOD model) has not been completed. This analysis has certainly taken more time than anticipated due to unexpected technical challenges, and the results will shed additional light on airport demand and capacity issues discussed in the current report. We intend to bring the results of this work to the committee over the next two meetings (also refer to write-up in this packet on this subject).

b) EIR for the RASP. Several letters continue to suggest that there should be a comprehensive EIR for the RASP, and that MTC is required to do so by virtue of including the RASP as the airport element of the Regional Transportation Plan. As we have pointed out in the past, since the plan is advisory and MTC does not act on airport projects (i.e., have approval authority or influence funding decisions by the FAA), MTC would have no reason to prepare an EIR.



CHAPTER 1

INTRODUCTION

As the air traffic at Bay Area airports continues to increase, the region is confronted with the potential need to *increase the runway capacity at existing airports* or devise new strategies to manage the capacity of the existing runways. The region must also address the potential effects of air travel growth on the region's noise environment, air quality, surface transportation system, and Bay resources. The Regional Airport Planning Committee (RAPC) is charged with developing and updating the Regional Airport System Plan, which is subsequently incorporated into the Metropolitan Transportation Commission's (MTC's) Regional Transportation Plan as the airport element of that plan. This report presents RAPC's assessment of future aviation growth, alternatives for serving this growth, and the implications for the environment.

In 1999, RAPC determined that growing air traffic and new airport planning initiatives required a review of the 1994 Regional Airport System Plan. While earlier regional airport planning exercises had determined that the region's aviation system capacity would eventually be taxed to the limits, these plans did not provide any detailed analysis of the options for addressing this condition when it occurs. This review picks up where the 1994 plan ended and responds to the central conclusion in the plan that "the defining issue for the Bay Area airport system is the adequacy of existing runways and airspace to accommodate growth in air carrier and general aviation activity."

In conducting this update of the plan, the Committee recognized that the primary audience for the analysis would be "the resource agencies and BCDC in applying the Bay Plan airport policies and in any subsequent permit applications". To provide this essential guidance, the Committee determined that the RASP update should address three primary issues:

- ◆ *the need for additional airport system capacity, now, in the mid-term (10 years) and in the long term (20 years)*
- ◆ *regional airport system capacity alternatives to provide this capacity*
- ◆ *significant environmental tradeoffs to the extent they are known (airport noise, air quality, bay fill, wetlands/habitats, etc).*

To address these central issues, it was further agreed the RAPC update process would provide for the following:

- ◆ *a review of aviation forecasts and update for 2010 and 2020*
- ◆ *a review of the capacity of the airport system for selected major runway alternatives and a sensitivity analysis addressing changes in*

capacity/delay as a result of different assumptions about airport system supply and demand

- ◆ *a review of some basic environmental impact data on regional runway alternatives*
- ◆ *recommendations for revising the RASP.*

Each agency involved in the update will need to consider the conclusions and recommendation contained herein within the context of their own authority. For BCDC the authority is that of Bay fill, for MTC it is ground transportation, and for the airports and FAA it is airport master plans and projects and airspace management. Other agencies will also need to become involved in reviewing airport plans and environmental documents in terms of the projected impacts on air quality and public health, water quality, and living resources—areas which extend beyond the expertise of RAPC. Additional work will no doubt be needed to focus on these potential impacts and their possible mitigation. Chapter 8 begins to outline the various venues where these discussions can occur.

Over the last year RAPC has conducted workshops on forecasts and over flight noise, heard presentations on a wide range of topics, received and reviewed reports from staff and consultants, and provided opportunities for public input. The plan represents a collaborative effort between MTC, ABAG, BCDC, the Bay Area airports, the public and other agencies involved in airport planning issues.

The conclusions and recommendations collectively constitute an update of the 1994 Regional Airport System Plan, a summary of which is found in Appendix A. The conclusions and recommendations are based on a number of separate reports which are listed in Appendix B.

WHAT IS THE BASIS FOR THIS PLAN?

Our plan starts with a realistic appraisal of the lay of the land, from the viewpoint of authority and statutes. Unlike past plans, we believe this is the proper framework in order to have relevance to future decisions. Also unlike past plans, we have made a greater effort to understand the forces and market trends that will most likely shape the growth in passengers, air cargo tonnage, and aircraft operations (takeoffs and landings) at each airport. We have avoided the concept of assigning or allocating traffic to airports, because past plans have not had any practical means to influence actual airline and airport marketing decisions. Therefore, we believe the following considerations must be given weight in the current planning process.

- L** The Airline Deregulation Act of 1978 gives the airlines the freedom to choose airports, routes, and fares.
- L** The Airport Noise and Capacity Act of 1990 defines the manner in which the FAA would consider any restrictions on aircraft operations at airports.

CHAPTER 8

NEXT STEPS

The Plan's principal recommendation is that the process proceeds to complete the essential environmental analysis of new runway options at the existing airports (Chapter 2, Recommendation 5b). This recommendation recognizes that the central question that must eventually be asked and satisfactorily answered as part of any regional airport plan is the potential to expand the existing airports. If such expansion is not possible for environmental or other reasons, it will be necessary to reconsider other alternatives that have addressed in this plan update but do not now appear to provide the necessary capacity to serve the projected demand.

The RASP provides a systems level overview of regional airport issues, recognizing that many of the questions that have been raised in this plan update will have to be addressed with additional information provided by the airports, FAA, and other responsible agencies. Therefore RAPC offers the following Checklist of issues for each airport that are relevant to this continuing evaluation. RAPC further expects that the airports and FAA will be make periodic reports back to the Committee on these topics and that the Committee may wish to provide additional comment at that time.

CHECKLIST FOR THE SAN FRANCISCO INTERNATIONAL AIRPORT

General

We expect that many of the issues listed below will be addressed in the draft EIR/EIS for the proposed runway reconfiguration project to be available in the Summer of 2001.

Airport Delay and Airspace Interactions

Airspace route changes associated with SFO's reconfigured runways

It is not yet clear what changes in airspace routes are required for SFO's proposed runway reconfiguration versus route changes the FAA may wish to implement for other airspace efficiency purposes. SFO and FAA should clarify this issues in the draft EIR/EIS.

Airspace interactions between new runways at OAK and SFO.

A new outboard runway in the Bay at OAK appears to create airspace conflicts with SFO's existing runways in Southeast Plan conditions when used for arrivals. This conflict would become more complicated with SFO's alternative BX Refined which provides simultaneous landings to two runways in Southeast Plan conditions (there would be no conflicts between Alternative BX Refined and OAK's existing runway). There are several ways the potential conflict could be resolved as described in this report (pg 36). SFO, OAK, and the FAA are working to resolve this issue.

Airspace interactions through implementation of SOIA/PRM

The FAA has proposed installation of a Precision Runway Monitor and Simultaneous Offset Instrument Approach Procedure at SFO to increase SFO arrival capacity during inclement weather, thereby reducing delays. These procedures require changes in aircraft feeder routes to SFO, including more aircraft merges over the South Bay. SJC has indicated these procedures could affect their operations. This issue will need to be addressed by the FAA in responding to comments on the Draft Environmental Assessment for the proposed procedures.

Airport Access Rule Development under Part 161.

Conclusion 3b requests that SFO continue to define an airport access rule addressing airline scheduling and equipment adjustments that would be needed to reduce delays. This rule would preserve the option to proceed with the FAA Part 161 process if delays are not reduced to more acceptable levels. It is recommended that a draft rule be developed concurrently with the environmental process.

Overflight Noise

Close in Airport Noise

Reconfiguration of SFO's runways, one of the stated objectives for the runway improvements, has the potential to lower noise in communities near the airport by enabling more flights to operate over the Bay and by locating runways and runway thresholds further away from existing built up areas. The SFO draft EIR/EIS will examine changes in the number of residential units exposed to 65 CNEL or higher, the state standard for allowable noise in residential areas.

Higher altitude "overflight" noise.

At the same time, the proposed runway reconfiguration project could produce proportionately greater number of flights over some areas further away from the airport due to increased departures over the Bay and/or due to new or altered feeder routes to the reconfigured airport runways. Given the altitude of these flights, it is not clear whether these operations would constitute a significant noise impact. The draft EIS/EIR should define the criteria for a significant noise impact and indicate which locations around the Bay would be affected.

Air Quality

Regional emissions. Since airport emissions which contribute to ozone are projected to increase (largely from increased numbers of flights). The airport should coordinate with the Air District in evaluating the potential significance of increases in airport emissions over the longer term planning horizon and discuss this issue in the draft EIR/EIS.

Local emissions. We expect the draft EIR/EIS will contain dispersion modeling of localized emissions, such as carbon monoxide levels, in and around the airport environs.

Hazardous compounds. Our recommendations call for the Air District and CARB to develop a budget and plan for monitoring concentrations of potentially hazardous chemicals near the airport. We encourage the airport to participate in such a program and provide information in the draft EIR/EIS.

Ground Access

Traffic impact analysis.

As indicated in our report, there are a number of Peninsula road and transit improvements that are under construction, planned, or proposed that will help get air passengers and air cargo to and from SFO. For example, we expect that the BART extension will make a major contribution to improving airport access over the long term. The draft EIR/EIS will evaluate the impact of additional airport traffic on nearby freeways and arterials. Given MTC's central role in regional transportation decisions, we encourage SFO to work closely with MTC in preparing the traffic analysis for the draft EIR/EIS.

Analysis of an airport-to-airport connection.

As required by SB 1562, SFO will analyze a rapid rail connection between SFO and OAK in the draft EIR/EIS. In addition, MTC will be initiating a new Bay Crossing Study in the Fall of 2000, which will also be considering alternative Bay Crossing options, possibly including an airport-to-airport connection as well (this alternative was in fact evaluated in MTC's 1991 San Francisco Bay Crossing Study). Therefore, SFO and MTC will need to coordinate their respective studies. In a related matter, the draft EIR/EIS should also discuss the compatibility of various SFO runway configurations with Bay Crossing bridge alignments that have been studied in the past, such as the one between I-380 in the West Bay and SR-238 in the East Bay.

New ferry services

MTC, the Bay Area Council, and SFO have all evaluated various ferry improvements for the Bay Area. Recently a Water Transit Authority was created by the state Legislature to explore new ferry opportunities, such as service to the airports. SFO should work closely with MTC and the new authority in evaluating the role of ferries in providing access to the airport for future passengers and/or cargo.

Impact on Bay Resources

The Bay Plan establishes that fill is allowed for essential airport expansion and that any permitted fill is the minimum necessary.

Runway designs that minimize fill.

SFO should continue working with resource agencies on runway design options that involve the least amount of fill consistent with the purpose and need for the reconfiguration project.

Bay resources.

BCDC has identified the key Bay resource issues that need to be evaluated in the draft EIR/EIS (i.e., the BCDC "Scorecard"), including the effect of new runways on hydrology, geology, biology, water quality, recreation, and aesthetics. SFO will be conducting its evaluation in close coordination with BCDC and the other resource agencies. RAPC should be periodically briefed on the scientific studies that are underway and the interim findings.

Cumulative impacts on the Bay.

This plan update has determined that new runway capacity will likely be needed at both SFO and OAK (Chapter 2, Conclusion 4a.). Thus, SFO's draft EIR/EIS should address the cumulative impact of fill for runways at both airports to the degree that information regarding an OAK outboard runway is available.

Mitigation for bay fill.

The draft EIR/EIS should also address the cumulative mitigation needs of new runways at both SFO and OAK and whether there are sufficient mitigation sites available for both airports.

CHECKLIST FOR METROPOLITAN OAKLAND INTERNATIONAL AIRPORT

General

We understand that the focus of the OAK's current planning efforts will be to complete the state and federal environmental process for the short term Airport Development Program. At the same time, the airport has undertaken a study of future runway concepts that could meet longer term projected demand.

Our report (Chapter 2, Conclusion 5b) recommends that OAK develop its runway options in sufficient detail to provide comparable environmental information to that prepared in the early stages of SFO's runway reconfiguration analysis.

Airspace/ New Runways

Southeast Plan airspace interactions with SFO

As explained earlier, a new outboard runway in the Bay at OAK could create airspace interactions with SFO's existing or reconfigured runways under Southeast Plan conditions. Therefore it is important that OAK work with SFO and the FAA to jointly examine ways to avoid or mitigate these impacts through measures listed in this report or other means.

Other OAK runway configurations

In addition to a new outboard runway, the ongoing OAK runway study is evaluating extension/realignment of North Field runways, adding a new perpendicular runway, or adding a new South Field "inboard" runway. OAK should continue to brief RAPC on the results of this study, including the criteria that will be used to narrow down the options.

Impact on Wetlands and Bay Resources

Areas designated as wetlands.

OAK is also investigating a new inboard runway that would not involve Bay fill but would affect areas currently designated as wetlands. OAK and the resource agencies should update RAPC on the extent of these wetlands, the number of acres that would be affected by a proposed inboard runway, and the biological issues involved.

Fill required for new runway in the Bay.

OAK has provided RAPC with preliminary estimates of fill for various outboard runway concepts. OAK should provide RAPC with more precise figures when they are available. It would also be helpful for OAK to describe the construction techniques that are contemplated and the approximate amounts of material required for dredging and filling.

Evaluation of Bay impacts.

While a detailed study of Bay resource impacts is probably a number of years away, OAK is encouraged to provide preliminary information, such as that indicated on the BCDC Scorecard, prior to the next RASP update.

Community Noise Impacts

Community noise levels.

RAPC received considerable testimony from community groups, cities, and individuals about OAK airport noise issues during the public review of the RASP. It is apparent that noise will be a critical factor in determining the feasibility of alternatives for new air carrier runways. Like SFO, a new outboard runway in the Bay at OAK has the potential to mitigate some of the anticipated noise impacts from increasing air traffic. To better understand the noise tradeoffs between an outboard runway in the Bay and other runway alternatives, OAK should provide projected noise contours (CNEL contours) for the different runway options currently under review.

Growth in air cargo operations.

The environmental document prepared for the Airport Development Program should discuss the contribution of air cargo operations to the calculated noise contours and options for altering flight tracks currently used for late night flights.

Air Quality

See comments under SFO Checklist.

Ground Transportation

Traffic Analysis

As discussed above for SFO, OAK should coordinate the ground traffic analysis for future environmental documents with MTC.

BART Connector

An environmental document is currently being prepared evaluating improved transit connections between BART and the OAK airport terminal. In addition, funding could be provided for this project if a transportation sales tax measure is approved in the November 2000 election in Alameda County. MTC will continue to assist BART and the Port of Oakland with this project and is a member of the Stakeholder Advisory Committee to provide guidance on the current planning and environmental work.

CHECKLIST OF SAN JOSE INTERNATIONAL AIRPORT

General

With the recent approval of SJC's airport master plan, construction has begun on the various projects in the master plan. Like SFO, key highway and road improvements are underway while others will require additional coordination with local and regional transportation agencies regarding funding and project delivery.

Ground Transportation

Airport ground access projects

Several significant airport ground transportation improvements were identified as needing to precede the construction of the new airport terminal (I-880/Coleman Ave interchange and transit connection to the Santa Clara County Valley Transportation Agency (VTA) light rail line). Projects requiring federal and state funds must be included in MTC's Regional Transportation Plan to be eligible for these funds.

Air Passenger Survey.

SJC has expressed an interest in updating the 1995 Air Passenger Survey as the basis for regional information on airport ground access patterns at all three airports. It was not possible to conduct the survey in 2000 due to the effort involved in the current plan update. MTC will work with the airports to define the scope and timing of an updated survey.

Other

Air cargo forecasts

SJC (and OAK) have expressed some concerns with the RASP air cargo forecasts given the current rate of growth in the industry. The air cargo forecasts could be improved with more detail about the volume of air cargo generated in the South Bay and other locations in the region. MTC is willing to collaborate with SJC and the other airports on methods to obtain such information.

CHECKLIST FOR FAA

General

The FAA would normally prepare an environmental assessment or Environmental Impact Statement (if significant impacts exist and cannot be mitigated to a level of less than significant) for major airspace changes. The FAA is also a co-lead agency with airports on federal environmental documents addressing proposed airport improvement projects. In addition the FAA may undertake more informal airspace reviews from time to time in response to specific issues raised by the public or Congressional representatives.

Airspace

Aircraft routes over Marin and Richmond

In response to a number of public comments and letters from cities and Congressional representatives, the FAA will be evaluating options for addressing overflight issues in Marin County and Richmond. RAPC requests that the FAA present this information to the Committee when it is available.

Public information

Through its regional over flight forums, RAPC has attempted to identify issues and educate the public on the constraints the FAA has in managing the Bay Area airspace. As a follow up to this set of meetings, we believe it would be a service to the public if the FAA, with assistance from RAPC, could provide written material on commonly asked questions and answers to these questions which could be distributed to the public when they request such information from the FAA, airports, or RAPC.

Airspace Redesign

RAPC as well as others has expressed an interest in the topic of future redesign of the Bay Area airspace to capitalize on the capabilities afforded by future satellite based navigational equipment. It is generally believed that this technology will provide greater flexibility in routing aircraft to airports and have benefits in terms of safety, efficiency, and noise reduction. The recommendations in Chapter 2 suggest that the first step would be to have FAA and NASA take the lead in developing a conceptual work program for such a study. A letter requesting such a first step could be sent by RAPC with a request that the FAA respond to the request with suggestions about what they could be able to do and in what timeframe.

FIGURE 1: Proposed Regional Transportation Projects Which Would Improve Airport Access

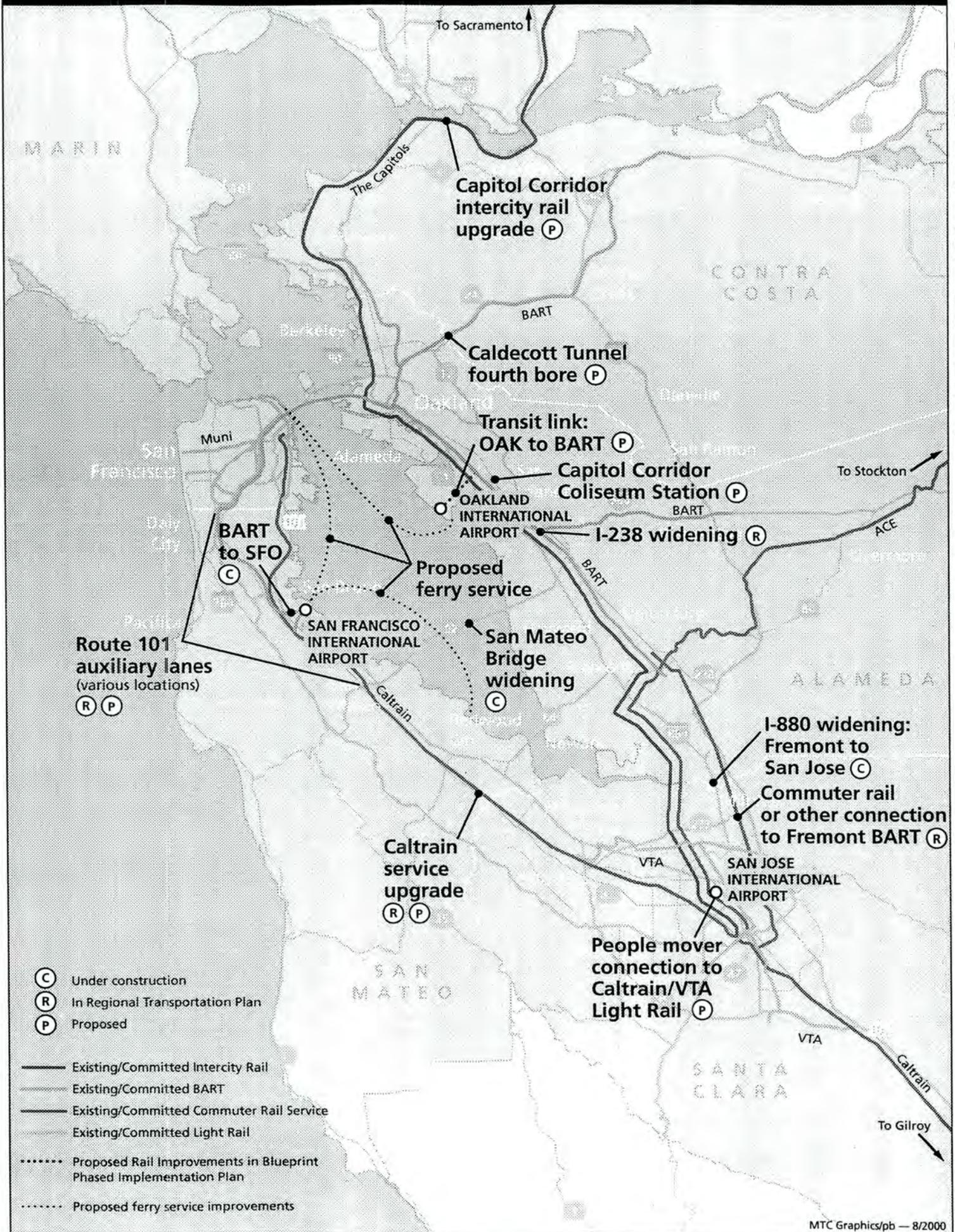


Table 1a
Airport Ground Access Improvements -- SFO

Project or Program	Description	Status/Sponsor	Cost/Funding	Comments
BART extension	8 miles extension to SFO terminal from Colma	Under construction (BART)	\$1.5 billion	
Caltrain upgrades				
• "Baby bullets"	Track improvements and signals to significantly reduce travel times	Funded	\$127 m	Will improve access times up and down Peninsula Not funded
• Electrification	Convert Caltrain from diesel to electric power, improving acceleration and reducing travel time	Planning phase (Peninsula JPB)	\$403 m	
• Airport Light Rail Connections	Would provide a direct transfer between Caltrain and the SFO on airport light rail	Planning phase (Peninsula JPB)	\$124 m	
Route 101 interchanges and auxiliary lanes	Improve freeway interchanges serving airport and add auxiliary lanes near airport on US 101	Construction nearing completion	\$97.7 m	
• San Bruno Ave.				
• Airport				
• Millbrae Ave.				
Route 101 auxiliary lanes	Add auxiliary lanes in various locations between Santa Clara Co. and the San Francisco Co. lines	Partially funded (Caltrans)	\$75 m to \$188 m depending on number provided	
Ferry connections				
• Moffett-SFO	Access from South Bay	Proposed operator for new services not identified	\$21 m	Not funded
• Ferry Terminal-SFO	Access from Downtown SF		\$28 m	
• Other (Vallejo/Larkspur)	New service from existing terminals		–	Moffett service may affect sensitive Bay areas
• SFO-OAK (freight)	Airport-to-airport connection		–	
Other				
• Off-airport terminals	Off airport terminal for transit and baggage check in	Has been studied, but no follow up	–	Not funded

Table 1b
Airport Ground Access Improvements -- OAK

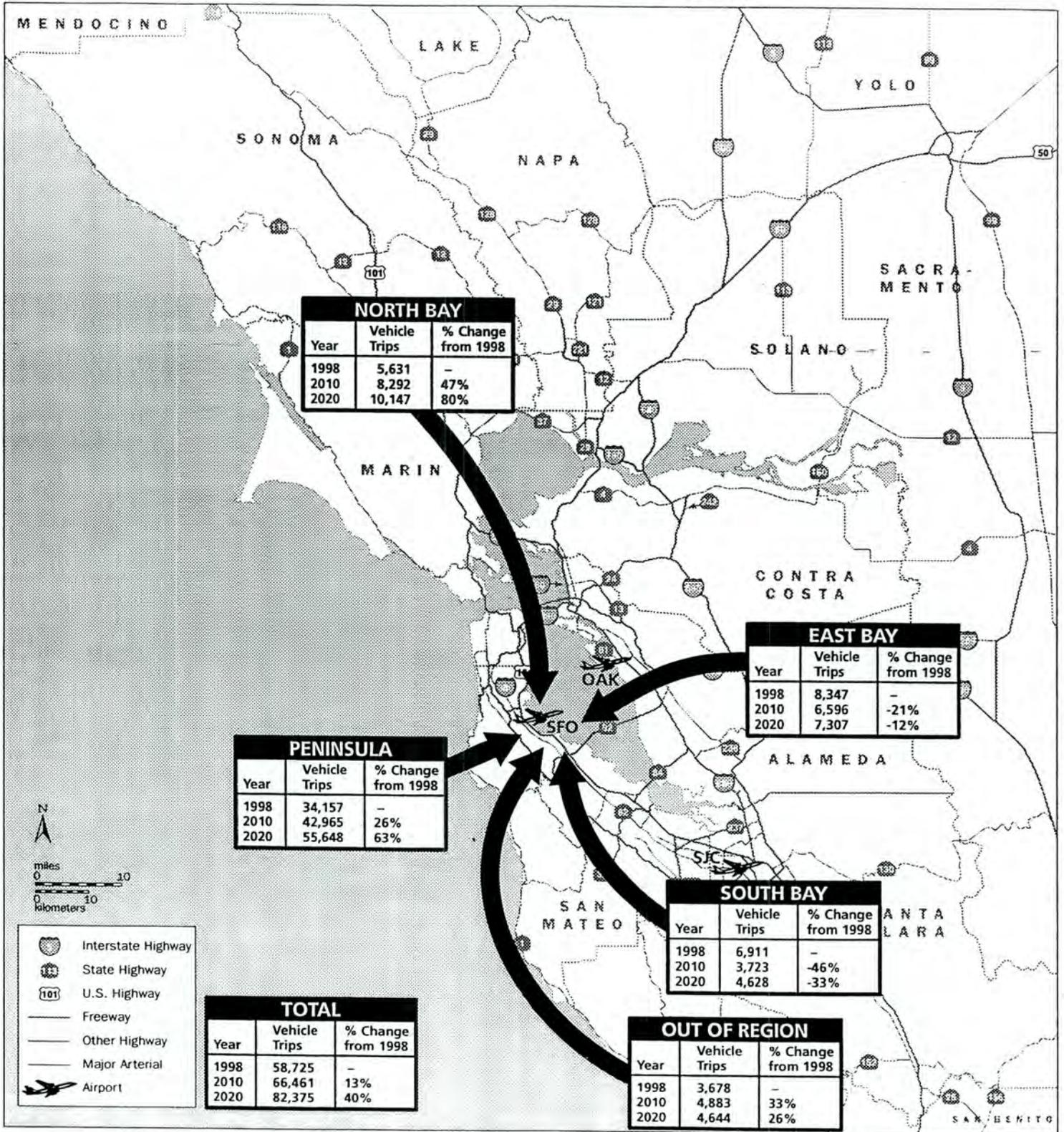
Project or Program	Description	Status/Sponsor	Cost/Funding	Other Issues
I-880/Hegenberger interchange	Widen overcrossing and improve ramps to I-880	Recently completed (Caltrans)		
Airport Roadway Project	Arterial roadway extending from I-880 at 98 th Ave. through the airport to Bay Farm Island	98 th Ave. work under construction; Cross-airport roadway in design phase; (City of Oakland/Port of Oakland)	\$104 m	Funded
BART Connector	Exclusive guideway transit system between Coliseum BART station and OAK terminal	BART preparing EIR/EIS	\$134 m	Not fully funded
Capitol Corridor intercity rail/ new Coliseum Station	Increase service between Solano Co. and Santa Clara Co. with new stop at BART Coliseum Station to connect to airport transit	Service would be increased incrementally as funding is available (Capitol Corridor JPB)	\$187 m	Not fully funded
Ferry connections				
• OAK to SF Ferry Terminal	Access from Downtown San Francisco	Proposed in Bay Area Council Ferry Plan	\$21 million (capital)	Not funded
• OAK to Moffett Field (freight)	Ferries could avoid highway congestion in bringing South Bay air cargo to OAK	Being studied	Unknown	Not funded
Other				
• OAK to SFO connection	Proposed to integrate SFO/OAK operations; could be rail or water (ferry) connection	Sponsor unknown; high cost would make it difficult for airports to fund (ferries would be less)	\$3.5 to \$4 b	Not funded
• Hegenberger Road extension to I-580	Widen and extend Hegenberger to I-580	City of Oakland	\$40+ m	Would impact neighborhoods along Edwards Ave.

Table 1c
Airport Ground Access Improvements -- SJC

Project or Program	Description	Status/Sponsor	Cost/Funding	Other Issues
Route 87 freeway widening and new airport interchange	Route 87 widened to six lanes with interchange into airport at Skyport Dr.	Funded (Caltrans)	\$225 million	New overpasses with Skyport Blvd will make it easier to access Terminal from Route 87
Improved I-880/Coleman Ave. interchange	Reconstruct interchange to improve airport access	Design by Caltrans	\$36 m	Not fully funded
Transit connection to Caltrain and VTA light rail	Provide a people mover-type connection linking airport terminals to Caltrain and VTA light rail	Under study by SJC	\$200-\$300 m	Not funded
Other				
<ul style="list-style-type: none"> • Direct bus service from Fremont BART station 	More frequent bused service could be considered as an interim measure	Existing VTA line 180 serves airport, but not express	Unknown	Not funded
Upgrade Caltrain Service on Peninsula and to South County	More frequent service would improve access from South County; connect to airport via transit bus or people mover	Funded	\$52 m	Airport connection could be bus or people mover

FIGURE 2A

Daily Vehicle Trips by Air Passengers to SFO by Subregion (1998-2020)



**B. Minutes from July 14, 2000, Meeting of the
Regional Airport Planning Committee Recording
Public Comments on the Draft Plan**

Regional Airport Planning Committee
Meeting of July 14, 2000
MINUTES

ATTENDANCE

Chair William H. Ward called the commission to order at 1:30 p.m. Other committee members in attendance were Cary Greene (SJC), Mary Griffin (MTC), John Martin (SFO), Gus Morrison (BCDC), Joseph Rodriguez (FAA), Dick Spees (ABAG), James Spring (MTC), and Robert Tufts (BCDC).

MINUTES

The minutes of June 30, 2000, were passed unanimously.

PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None.

REGIONAL AIRPORT SYSTEM PLAN UPDATE

Chris Brittle commented briefly on the RASP report.

Public Comment on the Draft Final Report (Note: Comments based on notes taken by staff. Due to audio problems detected after the meeting there is no tape recording of public comments.)

- Tom Teare – discussed runway variations at the Oakland International Airport, particularly the 1976 Settlement Agreement between the City of Alameda, HBI developers and the City of Oakland about utilization of the North Field. Affiliated with CLASS.
- Steven Scott – spoke of the positive impact of SFO runway improvements on the economy and the importance of job creation. Noted the noise and delay reduction benefits. Also pointed out the major existing investment in SFO. Affiliated with the Plasterers and Cement Masons Local Union 300.
- Joe Brenner – believes that RAPC should act to move forward on the SFO runway proposal as quickly as possible. Cited delay costs for air passengers and airlines. The current state of runway delays is a national crisis. Affiliated with the San Mateo County Labor Council.
- Christine Cordi – opposed the flight paths proposed in the RASP, citing increased noise, both nighttime and daytime, over the community of Richmond. Asked committee for more equitable noise distribution. Resident of Richmond.
- Millicent Yee – also opposed the RASP due to the projected increase in noise over Richmond. Noise shifts are against policies of existing noise roundtables. Resident of Richmond.
- Roger Beiles – argued that if San Jose International Airport lifted its nighttime flight ban, noise would be dramatically reduced over San Francisco and the East Bay. Wondered why there was no mention of nighttime noise restrictions in the RASP. Additionally, Mr. Beiles inquired into the basis of Appendix G.

- Carl Goff – felt that reconfiguration of SFO’s runways would enable airport to handle increased air traffic and would create jobs. Affiliated with Operating Engineers Local #3.
- Susan Deluxe – brought to the attention of the committee health issues associated with increasing air traffic, caused specifically by aircraft emissions. Cited health studies indicating increased risk for cancer, heart disease, and asthma to those living in proximity to airports. Called airports an unmonitored health problem. Ms. Deluxe also intended to show a video to the committee, but the equipment malfunctioned. She is affiliated with PPOA.
- Francois Gallo – asked to follow Ms. Deluxe. Presented cancer risk diagrams around OAK airport prepared for EIR on airport development plan. Noted high exposure for airport workers. Mr. Gallo is affiliated with NAACSL.
- Nubar Deombeleg – noted that little mention is made in the RASP of general aviation (non airline or military aircraft). Mentioned different transportation roles that general aviation airports play in the region. General aviation not just an offshoot of air carrier system. Member of the California Pilots’ Association.
- Ralph Nobles – encouraged RAPC to proceed with runway reconfiguration, arguing that environmental harm done by filling Bay pales in comparison with good from restoring South Bay wetlands. Restoration will aid in recovery of endangered species. Provided committee with written transcript of speech. Affiliated with Restore the Bay Advocates.
- John Marks – urged committee to move forward with the runway reconfiguration plan. Tourism responsible for over \$6 billion annually in revenue to San Francisco alone. The suggestion that SFO air passengers would use other airports does not work. President of the San Francisco Convention and Visitor’s Bureau.
- James Henthorn – asked that airport noise and pollution be addressed in the RASP. Also said draft report was not in the Alameda Library, obliging him to travel to the MTC library. Asked that report show mitigation done to date, and put environmental issues in the front of the report. Mr. Henthorn is a Bay Farm Island homeowner.
- Mark Sherry – voiced his support for the proposed runway expansion, noting that increased distances between runways would make for a safer airport. Provided the committee with a letter stating the interests of air traffic controllers. SOIA will provide only marginal relief compared to reconfigured runways. Mr. Sherry is a member of the National Air Traffic Controllers Association.
- Richard Zimmerman – stressed the importance of planning, criticized the RASP for not containing any real regional planning, instead concentrating only on major airport runway plans. Felt that the RASP does not provide solutions, merely an evaluation of present situation. With Mr. Arthur Feinstein, Mr. Zimmerman provided the committee with a letter listing the deficiencies noted by environmental groups. Mr. Zimmerman is a member of the Sierra Club.
- David Lewis – also stated that the RASP does not offer a plan. Said that the RASP did not focus sufficiently on other transportation concerns, such as airport access and airspace capacity. RASP did not do what 10 environmental organizations requested. Committee should feel “liberated” by fact that they do

not have authority and prepare a plan more responsive to Bay Area values. Urged rejection of the RASP. Affiliated with Save the Bay.

- Mr. Goldberg – felt that committee should enact plan immediately. Insisted that runway expansion into the Bay will not be as detrimental to the Bay as RAPC thinks that it will. North Bay property owner.
- Captain Dan Ashby – supported runway expansion due to safety and efficiency concerns. Said inefficient runways produce pollution by aircraft holding in Bay Area airspace or waiting to take off on runways. Commented that pilots are not strong advocates of SOIA/PRM. Preferred more concrete and runway separation to mitigate wake and turbulence effects. Captain Ashby is a member of the Airline Pilots Association and flies for United Airlines.
- Darnell Shaw – wanted regional study of the environment. Mr. Shaw is an environmental consultant.
- John Prouty – understands why pilots would like more concrete. Noise impacts much greater at an altitude of 2,500 feet compared to 4,500 or 10,000 feet. Peninsula gets the low altitude noise. Affiliated with the San Mateo Association of Realtors.
- George Mazingo – airports vital to the economy. Need relief from noise overhead. Mr. Mazingo is likewise a member of the San Mateo Association of Realtors.
- Harold Perez – wanted to know how airport expansion would benefit communities and their quality of life. Supported a study of the impact of airports on current residents. Affiliated with the DWCG.
- Milan Radovic – discussed benefits of greater noise distribution. Should look to adding runways outside urban core in areas such as Skaggs Island and Tubbs Island in Sonoma County.
- Carol Klutt – commended RAPC, encouraged committee to accept the RASP. Believes that noise mitigation is impossible without runway reconfiguration. Ms. Klutt is Vice-Mayor of Daly City.
- Melanie Hildebrand – supported runway expansion for reasons of noise reduction and safety. Affiliated with Century 21 Alliance.
- Mike Coffey – commended RAPC, supported building new SFO runways to relieve noise. New runways cannot be constructed inland. He represented the Mayor of Burlingame.
- Arthur Feinstein – wanted regional perspective reflected in the RASP. Doubted that the RASP actually contains a plan. Notes that inboard runway at OAK would impact wetlands. Called the Bay the real “economic engine” of the Bay Area. Affiliated with the Golden Gate Audubon Society.
- Ken Ibarra – stated that San Bruno residents were taking the brunt of airplane noise, but still wanted SFO to proceed with runway expansion. Mr. Ibarra is a Council member of the City of San Bruno.
- Tony Clifford – recognized need for runways, hopes they can address noise problems. Member of South San Francisco Chamber of Commerce.
- Doug Button – voiced his support of the RAPC findings. Must redirect noise over the water. SFO predicts large reduction in noise impact area.

- Tom Jordan – faulted plan for lack of regionalism, suggested that perhaps airports and Bay Area have reached maximum “yield” relative to quality of life. Use technology to address problems. Mr. Jordan is affiliated with CLASS.
- Paul Cohen – supported the RASP, noted that people should think regionally about economy as well as about quality of life. Affiliated with the Northern California Carpenters Regional Council.
- Linda MacKay – wondered about environmental impact of filling Bay, such as stirring up toxins and silting. Wanted to know more about the reasons for airport delays.

OTHER BUSINESS

There being no other business, the meeting adjourned at approximately 3:30 p.m. The next meeting of RAPC will be on Wednesday, July 28, 2000, 9:30 a.m., at the BART Board Room, 800 Madison Street.

**C. Letters Commenting on the Draft Plan
(in alphabetical order)**



Via Fax and U.S. Mail

July 27, 2000

Regional Airport Planning Committee c/o
Chris Brittle
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

Re: Comments on Draft Final Report of Regional Airport System Plan

Dear Committee Members:

The City of Alameda respectfully submits the following comments on the Draft Final Report, and related documents, concerning the Regional Airport System Plan ("RASP"):

GENERAL COMMENTS

Like most airport planning analyses, the RASP forecasts a future increase in operations, concludes that at some point existing airside facilities will be inadequate to accommodate the forecast operations, and identifies new runways as the apparent solution to the projected shortfall in capacity. Even when, as with the RASP, planning analyses acknowledge significant environmental concerns associated with expansion of existing airports, those concerns are typically overcome by a perceived lack of alternatives. The recommendations of those analyses ultimately become self-fulfilling prophecies when, with the passage of time and the ensuing inflation of real estate prices in areas experiencing urban sprawl, the opportunity to develop new airports unconstrained by the same environmental concerns as existing airports is lost forever.

Alameda believes this all too familiar scenario must not be permitted to play out in the Bay Area. All three of the area's major commercial airports--SFO, OAK, and SJC--are geographically constrained and cannot accommodate the region's entire demand for air travel indefinitely. The already complex, congested airspace further limits the ability of these airports to handle all future demand. The *only* long-term solution to this conundrum is the development of a new commercial airport. While the precise time when such an airport should be developed may be uncertain, the only question is "when," not "if," that should occur.

Office of the City Manager

2263 Santa Clara Avenue, Room 320
Alameda, California 94501

510 748-4505 Office - 510 748-4504 Fax - TDD 510 522-7538

The RASP should confront this issue head-on by taking bold, concrete steps to provide a long-term solution to the region's air transportation needs. Specifically, the RASP should explicitly and emphatically recognize the need for a new airport to serve the Bay Area, define the desired attributes of such an airport, issue a strong and urgent recommendation to study and select a site for the new airport, and call for immediate land banking of the property that will ultimately be needed to open an airport at the selected site. Anything short of this will doom the region--including both the traveling public and residents near existing airports--to the familiar pattern of short-term improvements that will be unable either to accommodate future demand for air travel or avoid further degrading the environment of established residential areas.

SPECIFIC COMMENTS ON DRAFT FINAL REPORT

1. Page 11. The RASP should foreclose consideration of any increased usage of the North Field at OAK for commercial operations prohibited by the 1976 Settlement Agreement between the City of Alameda and the Port of Oakland. While some passages in the RASP acknowledge the limitations imposed in the Settlement Agreement, others (such as the reference on page 11) do not.

2. Page 11, second bullet point under "Non-Bay Fill Options at OAK." We do not understand the meaning of the phrase "[t]he potential for increased use of the North Field . . . needs to be completed" in the following passage:

"The potential for increased use of the North Field, an 'upland' site, needs to be completed in terms of the types of aircraft activity that might be shifted from the South Field to make additional capacity available for commercial aircraft operations."

3. Page 13. Analysis of noise and airspace issues associated with new runways should explicitly consider the implications of the need for a minimum 15 degree separation between simultaneous departures on parallel runways. Paragraph 5-8-3 of the FAA's Air Traffic Control Manual (FAA Order 7110.65L) requires that such departures be assigned courses that "diverge by 15 degrees or more immediately after departure." This has the potential--which the RASP should take into account--of both reducing the additional capacity achievable with new runways and increasing the noise impacts of such runways.

4. Page 13. The RASP references a preliminary analysis indicating a potential airspace conflict during Southeast Plan operations between a new outboard runway at OAK and existing and reconfigured runways at SFO. The RASP should identify the "potential solutions that need to be evaluated with assistance from the FAA" and indicate how often the Southeast Plan is in effect.

5. Page 20, Figure 3. The RASP should disclose the nature of and reasons for differences between its passenger and cargo forecasts for SFO, OAK, and SJC and the most recent forecasts adopted or utilized by each of those airports, as well as the FAA's Terminal Area forecast.

6. Page 23, Figure 4-B. The discussion of "Intermittent Use of Oakland North Field" should reference shifting *arrivals* (not operations) to North Field and should acknowledge the legal constraints on shifting departures to North Field runways.

SPECIFIC COMMENTS ON REGIONAL OVERFLIGHT NOISE TRENDS

7. Chapter 1, page 1. While the text of this document correctly notes that a new outboard runway at OAK would shift some flight operations further from the shore, the document should also disclose that the requisite minimum 15 degrees of separation by any simultaneous departures on the inboard runway could result in additional noise impacts from such departures. *See* Comment 3, above.

8. Chapter 3, page 3. The text acknowledges that the projections regarding flight track activity assume the runway system is operated in the same manner as today, and goes on to discuss certain changes that would occur if SFO's plans are implemented. However, it does not appear that those changes include any associated with the minimum 15 degrees of separation discussed above.

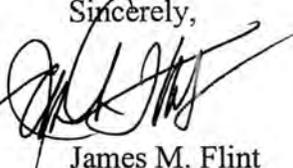
COMMENTS ON DRAFT SENSITIVITY ANALYSIS OF FACTORS AFFECTING AIRPORT DEMAND AND CAPACITY

9. Chapter 2, Page 2. The reference to use of North Field for departures to dissipate delays fails to acknowledge that such use is precluded by the 1976 Settlement Agreement. *See* Comment 1, above.

10. Chapter 8, Exhibit 1. The references to the "Master Plan" for OAK are apparently intended to refer to OAK's Airport Development Program. OAK has not completed a Master Plan in more than 20 years.

Alameda appreciates the opportunity to comment on the RASP. Please direct any questions concerning these comments to Deputy City Attorney David Brandt at 510-748-4639.

Sincerely,



James M. Flint
City Manager

cc: Assistant City Manager
City Attorney
Deputy City Attorney
Admin. Management Analyst

HOWARD PERRY BECKMAN
ATTORNEY AT LAW

1261 VIA DOLOROSA
SAN LORENZO, CALIFORNIA 94580

VOICE/FAX 510.278.7238
EMAIL hpb@wenet.net

July 26, 2000

VIA FAX AND MAIL

Regional Airport Planning Committee
c/o Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: Draft final *Regional Airport System Plan Update 2000*

I have read the draft plan update (hereafter "the plan") and have the following comments.

The plan states (p. 3) that it is the result of a "collaborative effort" between agencies and the public. This overstates the input of the public to the plan. While RAPC sponsored a number of public meetings on overflight noise, and offered citizens three-minute opportunities at RAPC meetings to comment on staff and consultant presentations to the committee, there certainly has not been the opportunity for meaningful and substantive public participation in the drafting of the plan that could be characterized as "collaborative".

Basis of the plan. The purported "basis of the plan" is a recitation of statutes (pp. 3-4), the effect of which is the message that RAPC is helpless to plan effectively.

This helplessness is emphasized in the statement (p. 3): "[U]nlike past plans, we have made a greater effort to understand the forces and market trends that will most likely shape the growth in [service] ... at each airport." It is expressed again on page 14 in answer to the question, What goals should guide the plan? "Options for increasing airport system capacity must be realistic in terms of the market served, authority, law, funding, and timing." (In other words, everyone but regional planners have an authentic voice in deciding the future of air transport in the Bay Area.)

Thus, the basis for the current regional "plan" is acceptance of projected market demand for passenger and cargo services. While demand-driven planning is one approach to planning, it is not an approach that has wide public support in the Bay Area, particularly in

the area of transportation. Thus the plan represents an abrogation of planning in the public interest for a vital sector of transportation.

What is the problem being solved? The plan does not answer its own question (p. 6), demonstrating that the plan lacks focus and coherency. The discussion following the question is entirely centered on hopes for new runways at SFO and OAK.

Reliever airport system. "Reliever airport" is a classification used by the FAA in its *National Plan of Integrated Airport Systems*. A reliever airport is by definition a general aviation airport designated (by the FAA) to reduce congestion at large commercial service airports (e.g., OAK, SFO, SJO). The FAA, however, has no authority to require expansion of reliever airports to accommodate a shift in traffic from commercial service airports.

The plan states (pp. 9): "[T]he plan recognizes that the commercial airports require an effective general aviation reliever airport system for small aircraft." This must refer to the existing Regional Airports System Plan, last updated 1994, as the draft update of the plan does not include an update of reliever airport requirements in light of the aggressive expansion envisioned for SFO, OAK, and SJO in the plan update.

The plan endorses expansion of "reliever" airports in order to accommodate expansion at SFO, OAK, and SJO, without examining the effects of that expansion. (See p. 14, where one of the solutions to "long-term airport system capacity needs" is to "preserve and enhance the capability of the region's reliever general aviation airports." See also "use of general aviation airports" in Table 4-B on p. 23, and "general aviation reliever airports" on p. 26.)

The plan update thus merely reiterates a principle of the existing plan but utterly fails to examine the impacts of expansion of the three commercial service airports on reliever airports. It then shifts the burden of understanding these impacts to the future: "Decisions that could foreclose future use of any federal, military, or general aviation airport runways should be subjected to a focused study on the effect of such a closure on local and regional aviation requirements" (p. 10). Again, RAPC abrogates its responsibility to anticipate the future, electing instead to hope that there will be a bridge to cross at some future time.

Noise impacts. The plan states (p. 15) that one of the goals of the plan is to "seek sustainable reductions in aircraft noise." Apart from the goofiness of the concept of "sustainable reductions," nowhere in the plan are there specific recommendations on abating the noise impacts of air transport in the Bay Area.

Alternatives for serving future demand. Chapter 5 focuses almost entirely on comparing the degree to which expansion of capacity at SFO and alternatives might meet projected demand at SFO. A regional concept of air transport is completely absent in this chapter.

The discussion of a new "regional airport" on page 25 is without foundation. Here the plan states, shamelessly, that no review of a new airport was undertaken for the plan update because, since the first "Regional Airport System Study" in 1972, "each review of the regional airport plan has concluded, either directly or indirectly, that locating an acceptable site for a major new regional airport is problematic...." Of course it's problematic, but that is why we establish public planning bodies and employ professional planners.

The option of a new commercial service airport is also dismissed because it might "also be perceived as shifting airport impacts from one set of communities to another," and cites "local opposition" to use of Moffett Airfield for civil commercial aviation. This point has been made repeatedly by staff in RAPC meetings over the past year, and it has begun to grate on residents of areas already heavily impacted by overflight noise. RAPC's position in the draft plan update is that those communities already exposed to unreasonable noise should bear the burden of the even greater noise that will come with increased air traffic in the region.

A handwritten signature in cursive script, reading "Howard Beckman". The signature is written in black ink and is positioned below the second paragraph of text.

73 Belvedere Avenue
Richmond, CA 94801
Phone/Fax 510-235-2835
July 23, 2000

Mr. William Ward, Chair
Regional Airport Planning Commission
101 - 8th St.
Oakland, CA 94607

Dear Mr. Ward:

I am very concerned about SFO airport's proposal to fill about two square miles of San Francisco Bay. Hence, I urge you and your committee to study seriously all potential means of better coordinating and integrating the operations of airports in the Bay Area with one of the key objectives to minimize filling of San Francisco Bay.

As part of this study, please evaluate use of airports in new locations more convenient to the expanding Bay Area population base. This would not only reduce traffic at SFO, it would also reduce traffic on Bay Area highways.

Thank you very much.

Sincerely,



Bruce O. Beyaert

7/18/00

Dear Mr Brittle,

Here is a copy of the Runway Design
which has been submitted to the San
Francisco Planning Dept.

I am submitting it to RASC to be
included in the records of the RASP.

Sincerely,

Eileen Bohan



brandfusion

July 14, 2000

The Honorable William H. Ward
Chair
Regional Airport Planning Committee
101 8th Street
Oakland, CA 94607

Dear Chairman Ward:

As a member of the San Francisco Chamber of Commerce's Transportation Committee, and as a strong advocate in support of the proposed reconfiguration of SFO's runways, I write to urge you and the RAP Committee to take immediate steps to move forward the approval process of this vital Bay Area regional infrastructure.

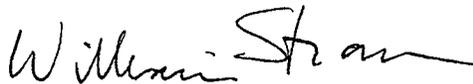
SFO's runway capacity is of critical importance to our local, our regional, and our state's economy. As millions of air travelers have already experienced, SFO is plagued by flight delays. It has the dubious distinction of sitting in the cellar of the FAA's ranking of on-time flights. For the millions of Bay Area air passengers, and companies shipping goods by air, delays are a great source of frustration and cost everyone a great deal of time and money.

We have to take the steps now that will enable SFO to build the new runways it needs as quickly as possible, and in a way that improves the overall health of San Francisco Bay – something that could be achieved once the Cargill Salt Ponds' acquisition and restoration to wetlands is finalized.

The new runways at SFO are vital elements in assuring the Bay Area's continuing economic leadership, reducing delays, improving air safety conditions and enhancing the Bay Area's overall quality of life for future generations.

Thank you for your attention and support. By recommending immediate supportive action on the SFO runways, the RAP Committee will be moving forward a vital airport infrastructure solution that will benefit the entire Bay Area region.

Sincerely,



William Strawn
Senior Vice President
Brandfusion

RESOLUTION NO. 32-2000**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURLINGAME
DECLARING THAT AIRCRAFT NOISE IS A SIGNIFICANT ENVIRONMENTAL
CONCERN TO BE CONSIDERED AND MITIGATED
IN ALL ENVIRONMENTAL STUDIES OF ANY RUNWAY RECONFIGURATION
PLAN AT SAN FRANCISCO INTERNATIONAL AIRPORT**

RESOLVED, by the City Council of the City of Burlingame:

WHEREAS, while San Francisco International Airport is the largest employer in San Mateo County and provides immense economic and social benefits to the County, air traffic into and out of San Francisco International Airport causes noise that adversely affects the environment and quality of life in the City of Burlingame and other nearby communities; and

WHEREAS, FAA traffic routing patterns place flight paths over the City; and

WHEREAS, the quality of life in Burlingame and nearby communities is adversely affected throughout the day and night by backblast noise and low flying aircraft departures to and from existing runways; and

WHEREAS, aircraft noise impacts are and must be considered a significant environmental issue to be evaluated in all environmental analyses of airport operations; and

WHEREAS, a runway reconfiguration at San Francisco International Airport could have a major effect on lessening aircraft noise in San Mateo County; and

WHEREAS, the Airport Roundtable Community has submitted a letter to Hillary Gitelman, Environmental Review Officer, City and County of San Francisco, dated September 3, 1999, that contains comments on a Notice of Preparation (NOP) to prepare a Draft Environmental Impact Report (DEIR) to evaluate proposed runway reconfigurations for San Francisco International Airport; and

WHEREAS, the term "environment" is defined in Section 21060.5. of the Public Resources Code, as "...physical conditions which exist within the area that will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance,"

NOW, THEREFORE, IT IS RESOLVED:

1. The City of Burlingame affirms that aircraft noise impacts are significant environmental concerns that must be analyzed and mitigated in all environmental studies, approvals, and regulatory consideration of any airport runway reconfiguration plan.

2. Mitigation of airport noise impacts must be a major goal of any runway reconfiguration plan by San Francisco International Airport.

Rosalia M. O'Mahony
MAYOR

I, ANN T. MUSSO, City Clerk of the City of Burlingame, do hereby certify that the foregoing resolution was introduced at a regular meeting of the City Council held on the 20th day of March, 2000, and was adopted thereafter by the following vote:

AYES: COUNCILMEMBERS: Coffey, Galligan, Janney, O'Mahony, Spinelli

NOES: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None

Ann T. Musso
CITY CLERK

California Labor Federation, AFL-CIO

Headquarters: 417 Montgomery St., Suite 300, San Francisco, CA 94104-1109 (415) 986-3585 fax (415) 392-8505
 Legislative Office: 1127 11th St., Suite 425, Sacramento, CA 95814-3809 (916) 444-3676 fax (916) 444-7693

ART PULASKI

Executive
 Secretary-Treasurer

TOM RANKIN
 President

FAX COVER SHEET

To: Chris Brittle
 From: Rebecca Miller

Date: July 26, 2000

**Re: Resolutions for reconfiguration SF International Airport
 runway**

Dear Mr. Brittle:

The attached documents is the resolution that was passed unanimously at the CLF's convention. The Federation and other local unions are in support of the reconfiguration of the San Francisco International Airport. We are sending these to alert you to labor's support for the project.

Best Regards,



Rebecca Miller
 Chief of Staff

Cc: Walter Johnson, San Francisco CLC
 Shelley Kessler, San Mateo CLC

VICE PRESIDENTS
 Bob Halgenorth
 Mary Bergan
 Tony Bixler
 Andrea Brooks
 Wayne A. Clary
 Miguel Contreras
 Michael J. Day

Donald R. Doser
 Billy Joe Douglas
 Steve Edney
 Enrique Fernandez
 Jack Gribbon
 Day Higuchi
 Dolores Huerta
 Janett Humphries

Don Hunsucker
 Dallas Jones
 Dennis B. Kimber
 Marvin Kropke
 Bill Lloyd
 Jack L. Loveall
 Harry Luboviski
 Gunnar Lundberg

Ophelia McFadden
 Jack McNally
 Chuck Mack
 Owen Marron
 Larry Mazzola
 Eliseo Medina
 Sonia Moseley
 Steven T. Nutter

Ken Orsatti
 Oscar Owens
 Lee Pearson
 Edward C. Powell
 Mike Quevedo, Jr.
 Allen Shur
 John L. Smith
 Archie Thomas

Dean Tipps
 Leo Valenzuela
 Armando Vergara
 William Waggoner
 Nancy Wohlforth
 Al Ybarra
 Richard Zampa
 ope3-afl-cio(31)hw

Resolution 17

Support Reconfiguration of San Francisco International Airport Runway

Resolution No. 17 - Presented by the Executive Council of the California Labor Federation, AFL-CIO, the San Francisco Labor Council, San Francisco and the San Mateo County Casual Labor Council, San Mateo.

This resolution leads enthusiastic support by the California Labor Federation for the concept that reconfiguring the runway at San Francisco International Airport will benefit the economy and create jobs for Bay Area residents.

WHEREAS, The delays at San Francisco International Airport, ranked among the worst in the nation by the Federal Aviation Administration, have a significant negative impact on the Bay Area's economy in areas including lost time, jobs, and business revenues;

WHEREAS, Tourism generates over 250,000 jobs in the Bay Area and is valued at \$6.6 billion a year in San Francisco alone; and

WHEREAS, Regional growth in the Bay Area depends on airports that can meet capacity demands in both good and bad weather;

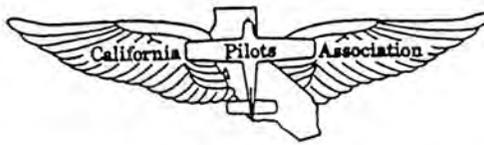
WHEREAS, Bay Area airports have a major positive impact upon the prosperity of Bay Area residents at all levels, as well as providing tax revenues for state and local governments; and

WHEREAS, Reconfiguring the runway at the San Francisco International Airport will have net economic and environmental gains for the entire Bay Area; and

WHEREAS, San Francisco International Airport has always worked in partnership with organized labor, and the Runway Reconfiguration Project will create a significant number of jobs at San Francisco International Airport; now therefore be it

RESOLVED, That this Twenty-third Biennial Convention of the California Labor Federation, AFL-CIO, leads enthusiastic support in the San Francisco International Airport Runway Reconfiguration Project and will assist in any way to ensure that the capacity of the San Francisco International Airport is enhanced.

Referred to Committee on Resolutions.



CALIFORNIA PILOTS ASSOCIATION
P.O. Box 6868
San Carlos, CA 94070

REGIONAL AIRPORT SYSTEM PLAN COMMENTS

1. Bay Area general aviation airports are a subset of the aviation infrastructure, not just an offshoot of the airline airports.
2. They are being used increasingly by business people as they find airline service less convenient, less reliable and more uncomfortable. Fractional ownership of business jets is on the rise, and sales of business jet aircraft continue to increase year after year. They can fly point to point anywhere in the country without being routed through airline hub airports, saving valuable time and increasing productivity. The same goes for the owners of thousands of smaller, piston-engine aircraft based at Bay Area airports, who use them for personal transportation in the same manner we use our personal automobiles.
3. General aviation airports are a major resource for earthquake relief, and have been used for that purpose. The Loma Prieta earthquake airlift involved every general aviation airport in the Bay Area to rush emergency supplies to stricken areas, and this operation was carried out by scores of privately owned small aircraft.
4. They are used on a regular basis by law enforcement agencies, both local and federal. These include city, county and regional park aviation units, the FBI and other federal agencies.
5. They are used regularly for emergency medical transportation. Several air ambulance companies operate out of airports such as Hayward Executive Airport.
6. They are used extensively as bases from which television news crews operate helicopter and fixed wing aircraft.
7. They are used as a major training locality for future airline pilots. Flight schools at each of the major general aviation airports receive students from all over the world, as countries in Asia, Africa, South America and Europe send them to the Bay Area for training. Why? Because there is no other area that offers the right combination of climate, variety of airspace classifications, the freedom from excessive flight restrictions that is so common in many foreign countries, and the opportunity to learn English - the international language of aviation.
8. Most of the Bay Area's general aviation airports are included in the FAA's National Plan of Integrated Airport Systems, and that makes them eligible for federal funding. General aviation air traffic in the Bay Area integrates smoothly with the flow of airline traffic at the three major airline airports. There have been no serious conflicts of air traffic between general aviation and the airlines in the Bay Area since the advent of terminal control airspace in the early '70's, and none is anticipated in the future.



CITY OF CAMPBELL

Community Development Department · Current Planning

August 4, 2000

Chris Brittle
Metropolitan Transportation Commission
101-8th Street
Oakland, CA 94607

Subject: Regional Airport System Plan Update

Dear Chris Brittle:

Thank you for the opportunity to comment on the Draft Regional Airport System Plan (RASP) Update for the San Francisco Bay Area dated June 2000. The RASP evaluates plans that could have adverse impacts on the City of Campbell in the areas of noise, air quality and traffic.

The City of Campbell is located immediately south of the City of San Jose and has a population of 44,000. The City of Campbell is currently impacted by noise, air pollution and traffic generated by the normal operations of the San Jose International Airport (SJC) and overflights from the San Francisco International Airport (SFO) occur during periods of poor visibility. We anticipate impacts will increase from air flights generated from SJC as a result of expansions. Additional impacts from policies promoted by the RASP would seriously jeopardize the operation of SJC and degrade air quality, traffic and noise in the City of Campbell.

We have recently responded to the Environmental Assessment for the SFO/FAA Simultaneous Offset Instrument Approach Precision Runway Monitor Project (SOIA) at the San Francisco International Airport. We believe that the environmental assessment for the SOIA did not address significant impacts from the permanent rerouting of certain flights over the Southbay communities of Campbell and San Jose. I have attached a copy of our comments to be added to my comments on the RASP. I want to put those objections on record for the RASP because it which incorporates the SOIA by reference.

Comments to the RASP are as follows:

- **The RASP does not contain an environmental assessment of the impacts of the policy options discussed in the narrative. The RASP does not address impacts to local**

August 4, 2000
MTC - RASP Comments

Page 2

communities and airports from expansion plans at local airports. It states that impacts may/will occur but does not quantify or offer mitigation measures. The problem with this is that a future expansion may have significant impacts to Campbell but since the expansion is consistent with the policies of the RASP, it will be more likely to be adopted, despite the environmental damage. Preferred plans must be selected after a thorough analysis of the benefits vs the detriments. This has not been done.

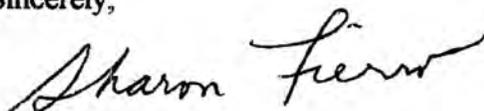
This is a major flaw because the RASP will be used to justify decisions about airport development and yet it contains policies that will have an adverse impact on the environment. The time to evaluate potential impacts is before the policy is set.

- **The RASP does not provide a balanced evaluation of the potential to provide airport facilities in areas not currently served by national and international flights.** The RASP must look at providing airfield capacity in areas currently not served, i.e. the North Bay, Central Valley and other areas. The San Jose Airport started as a local airport with all local residents traveling to San Francisco for national and international flights. It now is a local serving airport with full services for the international or national customer. Patrons in the North Bay and Central Valley should have the same opportunities.
- **The RASP needs to evaluate whether ground transportation system can handle projected increase in air passengers.** Expansion of SFO will further exasperate traffic conditions in the area, degrading air quality and discouraging business.
- **Notice of the RASP and its impact on Bay Area communities was insufficient,**
- **The RASP will result in Social Injustice, in violation of the Federal requirements.**

The RASP does not contain an environmental analysis. Once the significant cumulative air traffic safety, noise and air quality impacts on the City of Campbell and the San Jose area have been identified and analyzed, they will be found to be so serious that the Plan should be revised significantly.

If you have questions regarding these comments, or if we can provide you with additional information please do not hesitate to contact Sharon Fierro, Community Development Director, at (408) 866-2140.

Sincerely,



Sharon Fierro
Community Development Director



CITY OF CAMPBELL

City Managers Office

June 30, 2000

Mr. Rob Brueck
Parsons Harland Bartholomew & Associates, Inc
2233 Watt Avenue, Suite 330
Sacramento, CA 95825

Subject: Simultaneous Offset Instrument Approach Precision Runway Monitor
Project at San Francisco International Airport (SFO)

Dear Mr. Brueck:

Thank you for the opportunity to comment on the DRAFT Environmental Assessment (DEA) for the Simultaneous Offset Instrument Approach Precision Runway Monitor Project at San Francisco International Airport ("proposed project" or "proposal" or "project" or "SOLA") dated March 20, 2000. We appreciated the extension of time granted to comment on this project.

The City of Campbell is located immediately south of the City of San Jose and has a population of 44,000. In addition to the flights currently generated by the San Jose International Airport, the Environmental Assessment states that 600 new flights will be rerouted over our community. We are extremely concerned about the impacts this project will have on our residents and have identified serious deficiencies in the Environmental Assessment.

The City of Campbell has identified the following serious deficiencies, errors and omissions in the Draft Environmental Assessment:

- The title of Environmental Assessment is misleading and local communities, agencies and jurisdictions were not aware of the potential the project has to adversely affect not only the environment but to have a significant negative impact on the quality of life for persons living in the area.
- Affected communities were not contacted during the preparation of the Environmental Assessment nor was the San Jose International Airport, which serves Campbell and the Silicon Valley.

July 5, 2000
SFO SOIA EA

Page 2

- The Environmental Assessment contains serious deficiencies in the content and analysis of the project's impact on the City of Campbell and the San Jose area that warrant significant revisions and re-circulation. The Environmental Assessment also fails to evaluate cumulative impacts from the Project. The City believes that it is critical that a revised document be re-circulated to allow time to evaluate the impacts that were not included in this document.
- Environmental Justice impacts are not discussed. The project relocates noise from more affluent neighborhoods to low-income and minority neighborhoods and the Environmental Assessment should identify and quantify the impact these impacts.
- The proposed project would also seriously hamper the operations of our local airport, San Jose International (SJC), which serves Southern San Mateo County, Southern Alameda County, Santa Clara County, Santa Cruz County, San Benito County and Monterey County. Regional impacts of the rerouting should be discussed and the impacts on regional airports identified and quantified. Impacts from the operation of Moffett Field (NUQ), and delays in SJC departures and changes to the operations of area airports should be identified, quantified and mitigation recommended as necessary.

Specific comments on the deficiency and legal inadequacy of the Draft Environmental Assessment are as follows:

1. Pursuant to the Environmental Protection Act and the Code of Federal Regulations (40 CFR1508.9(a)(1), the Environmental Assessment should carefully identify potential significant environmental impacts. The numerous items identified in this letter, and through the public meetings held on this matter, make it clear that many of the significant impacts associated with the project have been ignored. The Environmental Assessment is therefore inadequate and must be revised to include all potentially significant impacts resulting from the project.
2. The Alternatives Analysis contains only two alternatives: Proposed Action and No Action. There is no discussion of alternative flight paths. The discussion of alternatives is required under Section 102(2)(C), 42 USC Section 4332(2)(C) and Section 102 (2) (E), 42 USC Section 4332 (2) (E). A reasonable alternative would include evaluating re-routing the flight track only during the 7.5% of the time that the IFR conditions actually exist. All alternatives that are eliminated should be described and the reasons for why they were considered infeasible should be explained and justified.
3. While major changes in flight patterns are included in the project description, there is no explanation of why these changes are necessary to implement the SOIA project. A note in the Environmental Assessment states that the proposed changes in the flight tracks would be used for the SFO's Runway Reconfiguration Project. Including flight track changes in the SOIA project is segmentation and is inconsistent with the National Environmental Protection Act (NEPA) and its implementing regulations. There is currently an Environmental

July 5, 2000
SFO SOLA EA

Page 3

Assessment being prepared for SFO's Runway Configuration Project that should be expanded to cover flight pattern changes.

4. The proposed remedy to reduce flight delays at SFO during certain IFR conditions includes rerouting 100% of the flights during the Bay Area's predominant West Plan conditions to remedy a condition that occurs an estimated 7.5% of the time each year. This would result in hundreds of low-altitude (6,000 ft.) flights each day over Campbell and San Jose area neighborhoods. According to the San Jose International Airport, residents already complain about overflights above 6,000 feet from their operations. To limit the impact from overflight noise, SJC has established a curfew established to prevent noise disturbances during late evening and early morning hours. SFO has no such curfew and overflights from SFO would increase noise impacts on Campbell and San Jose neighborhoods during a time when ambient noise levels are the lowest and noise impacts will be most audible and disturbing. The Environmental Assessment must be based on a comparison of the project-related noise impacts and noise impacts associated with the no project alternative (no action) and any other alternatives. The noise analysis must include a monitoring study that provides specific information comparing the potential new and existing flight corridor routes. Noise impacts on the City of Campbell should be coordinated with City staff, especially those areas with existing noise contours of 65 dB CNEL or greater that will be most affected by overflight noise. Single incident noise should be used instead of an average noise, since disturbance to local residents will occur when the incident happens, not as averaged over time.
5. Condition Number Seven of the SFO Noise Variance granted by the State of California opposes the relocation of flight tracks to shift noise from one set of communities to another. This directive is not mentioned in the draft EA and it is clear that the proposed project would result in shifting noise impacts from the less densely populated areas currently impacted by SFO's flight tracks to the Campbell/San Jose area. Noise impacts will be significant. In fact, there is currently a SFO/FAA plan to raise flight tracks in Menlo Park and Palo Alto from 4,000 to 5,000 in response to resident's complaints regarding noise from SFO's overflights will decrease noise by about 41%.¹
6. According to the San Jose International Airport's May 2, 2000, letter to you concerning potential impacts, "the proposed SOIA procedures will require SJC Standard Instrument Departures to be held at or below 5,000 feet for a longer distance to the south-southeast than they presently are, thereby effecting (increasing) existing SJC noise contours, and resulting in additional noise impacts on east San Jose." The impacts of this change should be quantified and the impact on the City of Campbell identified and mitigated.
7. The impact on nearby airports has not been identified. The analysis should include commercial airports including Oakland International, San Jose International and other local airports including but not limited to those located at Moffett Field, Reid-Hillview and Palo Alto.

¹ San Francisco Chronicle, April 26, 2000, Ron Wilson spokesperson for SFO.

July 5, 2000
SFO SOIA EA

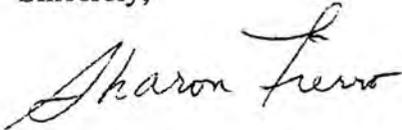
Page 4

For the reasons stated above, the City of Campbell opposes the project because it will have substantial impacts on our community. The Draft Environmental Assessment fails to identify many of these impacts and does not adequately analyze other impacts. The Draft Environmental Assessment is inadequate and must be revised to address our concerns and the concerns of other regional agencies, including the San Jose International Airport. Re-circulation of the EA is necessary to allow adequate time to analyze the new information and to formulate a response. A serious effort to contact the affected communities should be made to avoid the confusion that this document created by the misleading title and lack of coordination with affected agencies and communities.

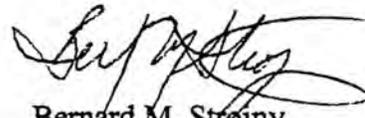
This EA is legally deficient under applicable Federal laws and once the significant cumulative air traffic safety, noise and air quality impacts on the City of Campbell and the San Jose area have been identified and analyzed, they will be found to be so serious that the project should be abandoned.

If you have questions regarding these comments, or if we can provide you with additional information please do not hesitate to contact Sharon Fierro, Community Development Director, at (408) 866-2140.

Sincerely,



Sharon Fierro
Community Development Director



Bernard M. Stojny
City Manager

cc: City of Campbell City Council



Karen Carlsen
Ginzton Ter.
375 Oaktree Dr. Apt. 55
Mountain View, CA 94040

August 2, 2000

Regional Airport
Planning Committee:

I sincerely hope that you will complete a plan for integrating operations at the three airports & linking them together, rather than building new runways into the Bay. Twenty years from now - there will still be problems, but the Bay will have been irretrievably changed.

Karen Carlsen



DAVID CRABBE ARCHITECT

ARCHITECTURE • PLANNING • INTERIOR DESIGN

July 18, 2000

Members of the Regional Airport Planning Committee
C/O William H Ward, Chair
Regional Airport Planning Committee
Association of Bay Area Governments
101 Eighth Street
Oakland, CA. 94607-4700

Re: Regional Airport System Plan (RASP) deliberations

Dear Commission members:

I understand that the RASC is now reviewing the RASP and, based on newspaper articles I've read, is about to endorse the runway expansion plans of both San Francisco and Oakland International Airports.

I urge you to reconsider and oppose any filling of San Francisco Bay for the expansion of airport runways. Instead, I urge you to look at alternatives that improve air traffic flow through technology and regional cooperation between the three major Bay Area airports. Alternative 2 in the SFO's EIR/EIS documents proposes a cooperative approach and is the alternative that the RASC should support. In 1994, the RASP concluded there was no need for any new runways. Now, six years later, the same airport representatives who told you new runways were unnecessary, are now saying they are. To quote David Lewis of *Save the Bay*, "We have lots of people sitting in traffic, but nobody is proposing a 25-lane freeway." This is an apt quote because most transportation planners today understand that we cannot solve our auto traffic problems with wider roadways, so why would the RASC think that we can solve our air traffic control problems with bigger runways. Just as improved public transportation and a better job-housing balance is the ultimate solution to our auto traffic problems, so too, regional cooperation between airports coupled with more efficient airline scheduling, and larger short-hop airplanes operating out of lesser used airports is the solution to air-traffic problems.

As a resident of San Mateo County, I'd like to point out that the proposed expansion of SFO's runways could be the most devastating event to happen to my County in decades. It could destroy the ecology of a large chunk of our Bay frontage, adversely effect Coyote Point, one of our prime recreational areas, increase auto traffic on our roads, further pollute our skies due to

30 W. 39TH AVE., SUITE 104
SAN MATEO, CA 94403
TELEPHONE (415) 573-9873

increased air traffic volume, give noise relief in some communities, but increase noise in others, and violate the will of the people who in their wisdom decided 35 years ago that the Bay had been filled enough.

I urge the RAPC not to approve the proposed RASP Update 2000. If the RAPC does not approve the proposed update, then other public agencies who have jurisdiction over development of the Bay can stand firm against any further filling of the Bay. If you adopt the RASP Update 2000, you are supporting ecological destruction on a scale we haven't seen in the Bay Area for decades.

Please vote to save the Bay, not bury it.

Thank you.

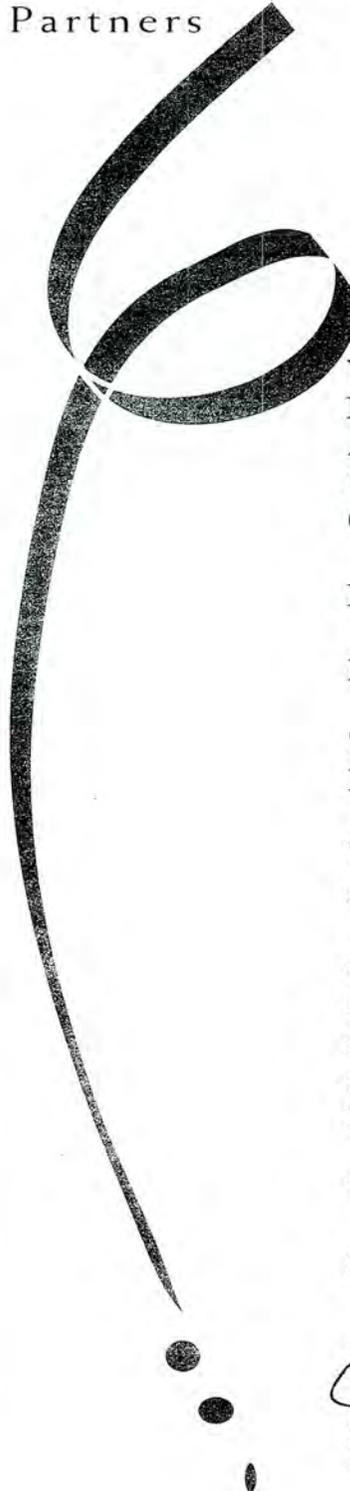
Sincerely:

A handwritten signature in black ink that reads "David Crabbe". The signature is written in a cursive style with a long, sweeping tail on the letter "e".

David Crabbe

cc: BCDC

Community
Conservation
Partners



William H. Ward, Chair
Regional Airport Planning Committee
Association of Bay Area Governments
101 8th Street
Oakland, CA 94607-4700

Re: Regional Airport System Plan

Dear Mr. Ward and Committee Members:

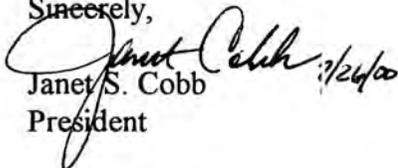
This letter is written to object to the continuation of piecemeal planning for the Regional Airport System.

The process seems to have completely lost track of the objectives of improving service and safety while minimizing impacts to the environment.

Obviously, the bulk of San Francisco Regional Airport should be in Tracy with high-speed rail and other transit connecting the in-city facility with the regional facility. It would make it easier for users, it would allow cost-effective expansion as time increases demand, and it would prevent further filling of the San Francisco Bay.

The Plan as currently constructed is woefully inadequate in every regard.

Please match the Plan with the Resources under discussion.

Sincerely,

Janet S. Cobb
President

1212 Broadway, #810

Oakland, CA 94612

510/763-0211

fax 510/208-4435

email jscobb@californiaoaks.org

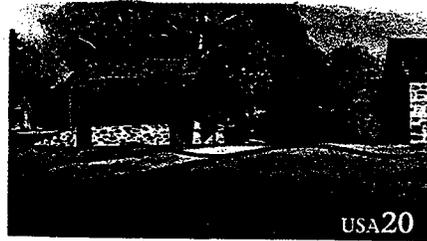
Dear Mr. Ward,

I am incredulous that anyone would consider filling the Bay to expand airport capacity. Please do everything in your power to insure that our airports become more efficient and do not attempt to compete with one another.

Thank you.

Peggy da Silva

da Silva - Hodapp
153 Vasquez Avenue
San Francisco, CA 94137



William Ward, Chair
Regional Airport Planning Com.
101-8th Street
Oakland, CA 94607



Susan Deluxe

3333 Paradise Drive Tiburon, California 94920
(415)435-3779 Fax: (415)435-4283
Email: sdeluxexx@aol.com

AIR QUALITY AND HEALTH

JUNE 28, 2000 REGIONAL AIRPORT SYSTEM PLAN – SF BAY AREA AIRPORT EMISSIONS (DRAFT FINAL REPORT)

Over the next 20 years, aircraft emissions at the region's 3 airports will almost double, as vehicular emissions dramatically decline, thanks to stringent air quality controls.

SF Bay Area is a nonattainment area for both state and national ozone standards and state particulate standard, both primary aircraft emission pollutants, along with ROG's (reactive organic gases, which are ozone precursors). Recent research has documented a significant public health effect from even modest particulate levels, with the effect being progressively greater as levels rise.

In contrast to many stationary and mobile sources, similar strides have not been made in reducing emissions from aircraft engines...However, over the next 20 years, commercial aircraft emissions at the region's three commercial airports will almost double. In contrast to other sources for which reduced emissions are projected, airports will represent a larger share of the Bay Area's emissions in the future...Recent reports have raised concern over airports being large emitters of toxic air contaminants.

Forecast: 14,710 tons of Nitrogen Oxides belched out per day now; 28,758 tons by 2020
3,530 tons of ROG's emitted now; 6,301 tons by 2020

June 22, 2000 MARIN INDEPENDENT JOURNAL

Smoggy air is a fact of life for 117 million Americans, according to a report released yesterday by environmental groups that are asking federal regulators to hold firm to proposed pollution-cutting standards. More than half of the nearly 600 counties that fully monitor air quality are above the legal limit for ozone exposure. The results are similar to those in an EPA report released in April.

NATIONAL RESOURCE DEFENSE COUNCIL

A sampling of major polluters in urban areas throughout the US shows:

Los Angeles Int'l Airport is 2nd largest industrial smog source in LA area, ranking between Chevron and ARCO refineries

Chicago-O'Hare Int'l Airport is 5th largest industrial source of smog, ranking between a steel mill, which is 4th, and a power plant, which is 6th

JFK Int'l Airport is ranked 6th and LaGuardia Int'l 8th in the New York City area, rivaling two power plants that are 7th and 9th largest smog sources

National and Dulles Airports are, respectively, the 4th and 6th largest industrial sources of smog in the Washington, D.C. metropolitan area, ranked between two incinerators.

OCTOBER 18, 1999 MARIN INDEPENDENT JOURNAL – ASTHMA BECOMING AN URBAN EPIDEMIC

Asthma claims about 5,000 lives in the US each year. Yet the death statistics do not begin to tell the story of how an unprecedented—and unexplained—explosion in asthma cases is suffocating the nation's poorest urban residents, especially children. In this country the number of asthma sufferers has more than doubled from 6.7 million in 1980 to an estimated 17.3 million in 1998, according to the Centers for Disease Control and Prevention in Atlanta. Of these, 4.8 million are children.

1999 NATIONAL PTA RESOLUTION: PROTECTION OF CHILDREN FROM HARMFUL EFFECTS OF AIRCRAFT EMISSIONS

Whereas, aircraft operating at or near airports emit substantial volumes of harmful substances; and whereas children are especially vulnerable to serious health risks as a result of exposure to harmful and/or toxic substances; and whereas, aircraft traffic is expected to increase in the future, thus increasing health risks to children, particularly those who live and/or attend schools near busy airports; and whereas, many harmful aircraft emissions are not effectively covered under existing environmental law; and therefore be it resolved, that the National PTA and its constituent bodies encourage additional study to determine more precisely the extent to which children in the US may be subject to health risks as a result of exposure to toxic aircraft emissions; and be it further resolved, that the National PTA and its constituent bodies support the efforts of the appropriate agencies to take remedial steps to ensure the protection of children from the harmful effects of toxic emissions from aircraft; and be it further resolved, that the National PTA supports legislation that requires airports where harmful aircraft emissions are concentrated, to be subjected to the reporting requirements and restrictions of relevant environmental laws with respect to aircraft emissions.

June 5, 2000 LOS ANGELES TIMES

Even moderate air pollution routinely found in many US cities may trigger sudden deaths by changing heart rhythms in people with existing cardiac problems, according to extensive new scientific research. The finding, backed by more than a dozen studies on

humans and animals, suggests that heart attacks, not lung disease, may be the most serious medical threat posed by air pollution.

The culprits appear to be tiny pieces of soot called PARTICULATES. The emerging evidence could have particular importance for the LA region, where residents breathe some of the worst concentrations of ultra-fine particulates in the nation. Research continues to show that air pollution can cause serious lung problems. But as an overall threat to public health, the danger to the heart appears to be weightier because of the sheer numbers of people with heart disease. Cardiovascular disease is the No. 1 killer in the US, responsible for nearly half of all deaths.

“If you believe the calculations, particulate-related death is a serious public health problem—more serious than any other pollutant like ozone or sulfur dioxide or carbon monoxide,” said Dr. Henry Gong, a USC medical professor who is a leading expert on the health effects of air pollution. Epidemiologists in about 70 cities around the world consistently have found that more people die and are hospitalized during periods when particulate pollution rises even a moderate amount.

June 28, 2000 ASSOCIATED PRESS – BOSTON

Tiny particles of air pollution, produced by everything from cars to power plants, are responsible for higher mortality rates and an increase in hospital admissions among the elderly, according to a new study. The comprehensive study of 90 large American cities, released Wednesday by the Health Effects Institute in Cambridge, isolates so-called “PARTICULATE MATTER” as the cause. The study looked at tiny atmospheric particles of 10 microns or less in diameter. The survey found that on average, deaths increased 0.5% for every 10 microgram increase in the number of particles per cubic meter of air.

The American Lung Association released a statement saying the research confirms the need for strong federal clean air health standards. The EPA sets the standard for allowable particulate matter, currently at an annual average of 50 micrograms per cubic meter. It has proposed an even tighter standard, which has been challenged in court.

EXAMPLE OF GOVERNMENT FOR THE PEOPLE, NOT THE AIRPORTS JUNE 13, 2000 HOUSTON CHRONICLE

At Bush Intercontinental Airport in Houston, which is also poised to expand, Continental, Southwest and American Airlines, along with the Air Transport Association sued the state of Texas last month to block new EPA-mandated pollution rules aimed to reduce Houston’s smog. So far, the state’s Natural Resource Conservation Commission has withheld certification of the expansion project.

AMERICAN LUNG ASSOCIATION’S “STATE OF THE AIR 2000” REPORT

This report, and the analysis that underlies it, confirms what most Americans already know: air pollution remains a major threat to Americans, contributing substantially to the nation's ill health burden. More than 132 million Americans live in areas that received an "F" (failing grade) in this report. That is approximately 72% of the nation's population who live in counties where there are ozone monitors. Of the 678 counties examined, almost half (333) received an "F." Living within these "failing" counties are an estimated 16 million Americans over 65, over 7 million asthmatics (5 million adults and 2 million children with asthma), 29 million children under age 14, and 7 million adults with chronic bronchitis.

At levels routinely encountered in most American cities, ozone burns through cell walls in lungs and airways. Tissues redden and swell. Cellular fluid seeps into the lungs and over time their elasticity drops. Macrophage cells rush to the lung's defense, but they too are stunned by the ozone. Susceptibility to bacterial infections increases, probably because ciliated cells that normally expel foreign particles and organisms have been killed and replaced by thicker, stiffer, non-ciliated cells. Scars and lesions form in the airways. At ozone levels that prevail through much of the year in California and other warm-weather cities, healthy, non-smoking young men who exercise can't breathe normally. Breathing is rapid, shallow and painful.

As ozone levels rise, hospital admissions and emergency department visits do the same. In some laboratory animals, cancers appear. In New Jersey, emergency room visits for asthma increased 28% at ozone concentrations half the federal standard. California continues to place the largest number of counties among this report's 25 worst, with 14 (in descending order of their air pollution, San Bernadino, Riverside, Kern, Fresno, Los Angeles, Tulare, Ventura, Kings, Imperial, San Diego, Merced, El Dorado, Sacramento and Shasta).

JULY 26, 2000 TRIBUNE HERALD (TEXAS)

Pollution from aircraft at airports does not fall under normal clean air laws. The FAA is responsible for such emissions rather than the Environmental Protection agency, said EPA spokeswoman Cynthia Fannin. "They're some of the heaviest polluters in the United States," said Max Shauck, Baylor (Waco) University's Aviation Science Department Director. "Kennedy in New York is the largest source of nitrogen oxide in New York. LaGuardia's next. They're also the second and third largest sources of hydrocarbons." Nitrogen oxide and hydrocarbons, such as plane and car exhaust, combine with sunlight to form ozone or smog.

"Engine manufacturers put billions of dollars into cleaning up engines and they are a lot cleaner," said Shauck. "But the amount of traffic is so vast we've lost ground." Shauck said it's costly to do the testing, but the costs of pollution are higher. "In ozone the health cost is billions of dollars and there are a couple of billions in crop loss with ozone," he said. "This is not just touchy-feely environmentalism."

SUMMER 1998 EARTH ISLAND JOURNAL "AIRPORTS: DEADLY NEIGHBORS"

A Boeing physicist once described the pollution from the takeoff of a single 747 as being like "setting the local gas station on fire and flying it over your head." A partial list of chemicals associated with airport operations includes: methyl bromide, benzene, trichloroethylene, toluene, nitrogen monoxide, nitric acid, sulfuric acid, carbon monoxide and 3-nitrobenzanthrone may be the most hazardous compound ever tested for carcinogenicity. Many of the other chemicals listed are cancer causing compounds.

Airport health impacts are usually hard to pin down, but in Seattle an entire affected neighborhood shares a single zip code (98108), making it possible to check federal health records on an entire community of "downwinders." The results are chilling.

The public health records showed: a 57% higher asthma rate; a 28% higher pneumonia/influenza rate; an 83% higher rate of pregnancy complications; 50% more cases of infant mortality; 57% greater chance of heart disease; 36% higher rate for cancer death and a life expectancy of 70.4—contrasted with 76 years for the average Seattle resident.

New information from Washington State health authorities indicates that glioblastoma, a rare brain tumor, has been found to occur in greater frequency among residents living near the Seattle-Tacoma Airport.

The problem of airport pollution is not limited to the immediate vicinity of the airport. ARECO points out that the pollution "is shed over an enormous area surrounding a busy airport...in a radius of at least 24 miles and from an elevation of about 3500 feet to the ground."

DECEMBER 1999 WASHINGTON STATE DEPT. OF HEALTH "ADDRESSING COMMUNITY HEALTH CONCERNS AROUND SEATAC AIRPORT" REPORT

As can be seen from Table 3, in the sector south of the airport, there were 17 cases of glioblastoma (a rare brain cancer), compared to an expected number of less than 10. This results in a statistically significant elevation in people diagnosed with glioblastoma between 1992 and 1997 in the area south of the airport.

In conclusion, this assessment showed death rates for lung cancer and chronic obstructive pulmonary disease were higher in the SeaTac Airport community compared to King County as a whole; hospital admissions for asthma were elevated in all age groups and hospital admissions for pneumonia and influenza were elevated for people less than age 65.

MARCH 2000 WASHINGTON STATE DEPT OF HEALTH "IS IT POSSIBLE TO MONITOR JET ENGINE EXHAUST EMISSIONS" REPORT

Recommendations and Goals: The Committee recommends an air quality study around SeaTac Airport for the following reasons: (1) There is a lack of information on toxic air pollutants around major airports, in general, and around SeaTac Airport, in particular. Specifically, major emission and evaporation products of jet fuels, including VOCs, carbonyl compounds, PAHs (polycyclic aromatic hydrocarbons) and specific particulates (2.5 microns in diameter) have not been assessed in the vicinity of the airport. (2) The airport and airport-related activities are potentially major sources of air pollution and environmental justice requires that one group of people not benefit at the cost of environmental degradation affecting the quality of life of another group. (3) Because of the lack of information on specific air pollutants, we cannot rule out the possibility that air pollution around SeaTac Airport affects the health of the residents.

MARCH 2000 ENVIRONMENTAL HEALTH PERSPECTIVES – PERSONAL EXPOSURE TO JP-8 JET FUEL VAPORS AND EXHAUST AT AIR FORCE BASES

In talking to EPA author/researcher Joachim Pleil he commented: "Air Force JP-8 and commercial Jet1-A are essentially the same thing. Even people who aren't necessarily exposed through occupation get exposed to jet fuel at the airport, i.e. passengers and non-fuel-based employees, as well as people living in the vicinity of the airport. Exposure is measured by breath analysis. Engine test stands (engines taken out and worked on at maintenance facilities) are definitely a point source of jet emission pollution. Also, when planes are flying slower at lower altitudes, there's not an efficient burning of fuel, which has an aggregate affect."

JUNE 14, 1997: AIR POLLUTION AT CHICAGO O'HARE INT'L AIRPORT by Dr. Paula Cowan, M.D., Clinical Asst. Professor of Family Medicine, University of Illinois at Chicago

Chicago O'Hare Airport produces thousands of tons of carbon monoxide, sulfur oxides, nitrogen oxides, VOC's and hundreds of tons of particulates, as well as numerous chemicals designated by the EPA as hazardous air pollutants (HAP's) every year.

Carbon monoxide causes decreased oxygenation in the blood, which poses a hazard to babies, the elderly and everyone with heart, lung and blood diseases. It has been associated with low birth weight and higher infant death rates.

Sulfur dioxide narrows airways, causing a significant impact on asthmatics, as well as people with other lung diseases. Nitrogen oxides damage lungs and airways directly. Some newer aircraft engines, which burn less fuel than older engines, actually produce more nitrogen oxides than before, because the engines burn hotter than the old ones.

Particulates produced at airports are smoke, soot and hydrocarbons. The emissions and dispersions modeling system (EDMS), which was jointly developed by the FAA and USAF, predicts air pollution emissions from airport operations. At Sea-Tac Airport, in

Seattle-Tacoma, which has between half and a third as many flights as O'Hare, particulate concentrations in neighborhoods near the airport were estimated by the EDMS to peak at 800 micrograms per cubic meter. This is more than five times the allowable 24-hour standard (150 micrograms) for 10 microgram particulates. This is especially significant because the majority of particulates produced by aircraft are smaller than 10 mcg.

Even more worrisome are the HAP's (hazardous air pollutants per the US EPA), because airports and airlines haven't been included in the Toxic Release Inventory reporting system. Hundreds of tons of these pollutants have been pumped into our air yearly, completely unregulated. Some of the compounds of most concern are benzene, formaldehyde, benzophrene and butadiene. Benzene is a toxic hydrocarbon which is proven to cause increased risks of leukemia, birth defects, lymphomas and a variety of disorders of blood cell production. Based on EPA data, at least 25 tons of benzene is estimated as produced from O'Hare Airport operations yearly.

Approximately 140 tons of formaldehyde is produced annually by aircraft at O'Hare, based on EPA data. Formaldehyde causes serious irritation of the eyes, lungs, sinuses and skin. It has been proven to cause respiratory, skin and brain cancers with chronic exposure.

About 25 tons of benzophrene and 30 tons of butadienes are estimated to be generated annually at Chicago O'Hare. Both these hydrocarbons have been linked to a number of different kinds of cancers. As the National Resources Defense Council noted, the air pollutants from major airports are carried up to 50 miles away from the runways.

JULY 17, 2000 CHICAGO DAILY HERALD

Travelers returning to O'Hare International Airport after a long trip might notice a fine layer of soot on cars parked there. City officials maintain the soot is mostly from cars—not planes—but residents who live near the airport increasingly are starting to wonder just what's in the air they breathe every day. To find out, state EPA regulators for the first time will test the air from O'Hare over 6 months for hazardous air pollutants. Jet engines shoot out benzene, formaldehyde and other known cancer-causing toxins. The new monitors will attempt to find out how much of those substances accumulate in the air.

Since 1997, commercial jet engine manufacturers have had to meet federal standards for emissions of volatile organic compounds (VOC's), carbon monoxide and oxides of nitrogen, but not specifically for toxins such as benzene. Older engines, some decades old, are not covered by the regulations. Unlike automobiles, jets aren't required to undergo routine emissions tests while in use. General aviation, including private planes and military aircraft, aren't regulated at all. And no one regulates the cumulative effect at O'Hare, where 900,000 flights a year cut through the air.

"O'Hare is no different than any other large pollution source, be it a refinery, a coke oven or an industrial facility," said Joe Karaganis, an attorney who helped write the Illinois Environmental Protection Act. "They all must follow the Community Right to Know Law to tell people how much toxics they're emitting. This is something O'Hare has refused to do."

If the study shows unhealthy levels of toxins, Karaganis said the Suburban O'Hare Commission will seek standards and controls to reduce aircraft emissions. If that doesn't work, he said he would look for other measures, such as restricting any increase in flights and directing new flights to airports farther away from residential areas.

JULY 19, 2000 CHICAGO TRIBUNE

After years of denying requests from northwest suburban legislators, the Illinois EPA has begun a 6 month study of the chemical content of the air around O'Hare. The study, begun last month and expected to be released early next year, perhaps will be the most extensive examination of air quality around any major airport in the country.

A planned \$1 million study of the air and its health risks at Los Angeles International Airport may look into that question, but state, federal and local agencies are still debating the parameters of the study.

In 1993, a US EPA-funded study (again with no monitoring) was done of pollution from all sources, stationary and mobile, on Chicago's southwest side, in response to concerns about industrial pollution. That study concluded that about 10.5% of the cancer-linked pollutants found in a 16 square mile area could be attributed to Midway Airport, which is far smaller than O'Hare. "That raised a lot of eyebrows, but unfortunately no further work was done at Midway or anywhere else," said Richard Kassell, a senior attorney at the Natural Resources Defense Council. The same conclusion might apply to people living immediately adjacent to airports all over the country.

JUNE 1999 LOS ANGELES UNIFIED SCHOOL DISTRICT ENVIRONMENTAL HEALTH AND SAFETY BRANCH REPORT (SANTA MONICA AIRPORT)

In addition to concern over FAA accountability regarding a full environmental evaluation of operational changes made at the airport, the LAUSD along with three Los Angeles City Council Districts which adjoin the airport, as well as representatives from the local community, requested that a permanent safety committee be formed to evaluate local airport operations affecting the health and safety of the surrounding community.

Results of the assessment revealed that cancer risks for the maximum exposed individuals who live in proximity of the airport were 13, 22 and 26 in one million, respectively. These values represent discrete cancer risks associated with airport related exposures. No background or ambient concentrations were incorporated into the risk quantification. Notwithstanding, emissions associated with airport operations were clearly found to exceed the 1990 federal Clean Air Act's clean air goal of one in a million.

It is relevant to note that particulate exposures were based on both short-term and annual average concentrations contributing to a violation of National Ambient Air Quality Standards. In consideration of California's more restrictive particulate standards, the predicted concentrations would promote the continued degradation of local air quality and contribute to an existing air quality violation.

ADDITIONAL FACTS

A study by the Seattle-King County Dept. of Health of Boeing Field shows that cancer rates are up 31% and the rate of respiratory disease among children is more than twice that of the county overall.

A 1993 US-EPA study of Midway Airport exhibited massive amounts of known carcinogens coming from aircraft engines in tons-per-year. It also predicted that it produced more than 400 times the allowable cancer risks to the population than that of a federal Superfund Cleanup site.

According to Toronto's 1999 "Report Card on Children," respiratory illness among kids is higher around airports, as it is in Alameda County—the highest in the SF Bay Area.

Susan Deluxe

3333 Paradise Drive Tiburon, California 94920
(415)435-3779 Fax: (415)435-4283
Email: sdeluxexx@aol.com

OZONE DEPLETION/GLOBAL WARMING

July 8, 2000 NEW YORK TIMES

If there were such a thing as a global warming bell, now would be an excellent time to ring it. The oceans are rising, mountain glaciers are shrinking, low-lying coastal areas are eroding, and the very timing of the seasons is changing. And all indications are that the warming of the earth in the 21st Century will be significantly greater.

ADDITIONAL FACTS

In 1993 German scientists estimated that aircraft flying the North Atlantic flight corridors fly in the stratosphere 44% of the time, where pollutants may drift around for months or even years. It's been estimated that all sub-sonic jets fly in the stratosphere 17-25% of the time.

In addition to the oxides of nitrogen from jet exhaust that produce ozone, jet exhaust contains soot, unburned fuel, acid droplets and probably the worst of all—water vapor, making it the most significant source of man-made pollutants in the upper troposphere and stratosphere. It was recently estimated that the air travel industry burns 170 million metric tons of fuel a year in the most sensitive, least polluted part of our atmosphere. This industry is expected to increase by 200% over the next 15-20 years.

In February 2000 the General Accounting Office (GAO) issued the first in a series of studies on the environmental impact of aviation and linked aircraft emissions with global warming. Indicating that jet emissions makes a significant contribution, the study was conducted at the request of Rep. James Oberstar, ranking Democrat of the House Committee on Transportation. Findings included that carbon dioxide, the primary gas emitted by jet engines, can survive in the atmosphere up to 100 years, and when combined with other jet exhaust gases and particulates, could have 2 to 4 times as great an impact on the atmosphere as carbon dioxide emissions alone.

May 2000 SUSTAINABLE TRANSPORTATION MONITOR

If industry projections of world aviation activity come to pass, aviation will become a more important contributor to potential climate change during the next few decades than personal cars.

NATIONAL RESOURCE DEFENSE COUNCIL

One 747 arriving and departing from JFK Airport in New York City produces as much smog as a car driven over 5,600 miles, and as much polluting nitrogen oxides as a car driven nearly 26,500 miles. While the government has effectively required cars to undergo emissions inspections (with resulting improvements in emissions and efficiency), airplanes have not received the same scrutiny. Many airports rank among the top 10 industrial air pollution sources in their cities.

AIR TRAVEL COULD BE CURTAILED DUE TO CONCERN ABOUT CLIMATE

Airports find themselves increasingly in the spotlight, unable to shake off the questions raised by the Intergovernmental Panel on Climate Change (IPCC) and its 1999 special Report on Aviation and the Global Atmosphere, which concluded that while jet liners accounted for just 3.5% of all carbon dioxide emissions, once you factor in nitrogen oxides and sulfate and soot aerosols, their total impact on atmospheric methane, water vapor, contrails and cirrus clouds is much greater. If the number of aircraft increases, the IPCC warned, the impacts are going to become more severe.

MARCH 21, 2000 BRITAIN HOUSE OF COMMONS DEBATE: AVIATION EMISSIONS AND THE KYOTO PROTOCOL, REMARKS OF TONY COLMAN

The Intergovernmental Panel on Climate Change in 1999 estimated that aircraft might be responsible for 5 to 6% of the warming caused by greenhouse gases. However, some of the study's authors believe that the figure could be 10% or more—that is, amounting to more than half the global warming potential emissions from road transport. Emissions from aircraft are alleged to be doubling every 10 years. The Kyoto Protocol excludes aircraft because the negotiators could not agree on how to allocate responsibility for emissions made during international flights.

The International Civil Aviation Organization prepared its own special report on aviation and the global atmosphere, in which it confirmed those figures. However, emission reductions of 60 to 80% of 1990 levels by 2050 are needed to stabilize the earth's climate systems, according to the IPCC. **ONLY A ZERO EMISSION AIRCRAFT REQUIREMENT WILL ENSURE THAT THE AVAILABILITY OF FLYING TO THE PEOPLE OF THE WORLD IS NOT RESTRICTED.** Ninety-nine percent of the people of the world have never flown. The key must be to ensure that everyone on earth who could fly, can. Without new technology, they will not be able to do so, and without control on aircraft emissions, the advent of global warming will inevitably accelerate. We must reduce the environmental impact of air travel and recognize that short-haul journeys are often better made on high-speed train links than on flights.

Climate change is a by-product of two centuries of economic growth, so action to address this must pass through the economy of the 21st Century (through explicit demand management measures with respect of airports if there is no way forward for zero emission aircraft or an aviation fuel tax).

Susan Deluxe

3333 Paradise Drive Tiburon, California 94920
(415)435-3779 Fax: (415)435-4283
Email: sdeluxex@aol.com

OVERFLIGHT NOISE

July 5, 2000---Responding to pressure for noise relief around airports throughout the world, 40 of the world's top aviation organizations have formed a coalition to support development of quieter jet aircraft noise standards (Coalition for a Global Standard on Aviation Noise) by September, 2000, in conjunction with ICAO (Int'l Civil Aviation Org). "The aviation noise issue must be addressed, because it has the potential to disrupt the global aviation industry with dramatic economic consequences," said Chairman Gerald Baliles.

April 30, 2000 ATLANTA JOURNAL CONSTITUTION

Meanwhile, 15 miles outside of Hartsfield Airport in Atlanta, Beatrice Roberts says the near constant roaring "came and took my quality of life away." Twenty-five miles west of Hartsfield, Beth Armstrong says, "It's scary when you wake up to rumbling." Fifteen miles northeast of the airport, David White concludes, "I've finally decided that progress is no longer progress." With Hartsfield's planned new 9,000' runway areas now quiet will get the new streams of traffic. "I stay aggravated all the time. Everytime one comes overhead I look up and cuss it," says Jack Morris, who moved 28 miles away from the airport to escape jet noise. "Now they're right back on top of me again. It's insane that we have to live this way." Peggy Knight, who lives outside the soundproofing area, sighs, "Sometimes I lay awake at 1 a.m. and say, 'I'd give anything it it'd just quit.'"

July 2, 2000 ST. PAUL PIONEER PRESS

"The sky roars pretty much without pause all the time, it's like living under a cloud of noise," claims Guilia Erquhart. Rick Broderick says his 3 year old son is constantly wakened at night by thunderous planes. John Halla states, "You feel it in your bones." Stephanie Buss declares, "The backblast produces a buzz that drives you crazy."

June 11, 2000 LOUISVILLE CHANNEL 18 NEWS

More than 2500 residents have been approved for relocation out of neighborhoods directly beneath Louisville Int'l Airport's flight paths. They will move into homes about 8 miles away acquired by the airport authority. But some of the 1200 families approved for relocation may have to wait as long as 9 years. "A lot of people use sleep deprivation as torture. This is torture inflicted by the airport," claims Don Conrad. State Rep. Jim Wayne of Louisville urges, "We need to get everyone out of there as soon as possible; this has been a sociological disaster."

June 16, 2000 BOSTON GLOBE OP-ED RE LOGAN AIRPORT

The aviation industry and big business have had more impact in determining the future of our state than the citizens and leaders who demonstrate far broader visions. It is ironic that the character of our communities could be sacrificed when that special character is the number one reason people and businesses locate here... We call for a moratorium on further expansion of Logan Airport and Hanscom Field until development of an environmentally sound transportation plan that minimizes the harm that airport expansion inflicts on the people and places of Massachusetts.

FACT

Despite the inherent conflict of interest of having the agency that's charged with supporting and promoting the airline industry (FAA) also look at health and environmental concerns, in 1998 the Senate voted 69 – 27 against re-establishing the EPA's noise office... "It's loud and we vote!" should be the battle cry.

July 7, 2000 ASSOCIATED PRESS

The Noise Center at the League for the Hard of Hearing estimates that 28 million Americans suffer from hearing loss, making it the number one disability in the US. The League screened about 64,000 people over an 18 year period and found that the incidence of hearing loss had increased from 15% to 60% in all age groups. "These statistics defy the trend of general improved health, says the center's director, Nancy Nadler. "One explanation can be found in the overall increase in environmental noise pollution in our society. Our lives grow noisier with each passing decade. From personal stereo systems to video arcades, leaf blowers and increased aircraft we are all at risk." Nadler points out that noise-induced hearing loss, though preventable, is permanent.

June 2, 1997 NEWSWEEK MAGAZINE

Children in schools bombarded by frequent aircraft noise don't learn to read as well as children in quiet schools, Cornell University researchers have confirmed. And they have discovered one major reason: kids tune out speech in the racket. "We've known for a long time that chronic noise is having a devastating effect on the academic performance of children in noisy homes and schools, says Gary Evans, an international expert on environmental stress. "This study shows that children don't tune out sound per se, rather they have difficulty acquiring speech recognition skills." Evans and Maxwell compared 116 first and second graders in a school in the flight path of a New York int'l airport with similar children in a quiet school.

March 4, 1998 CORNELL UNIVERSITY PRESS RELEASE

The constant roar from jet aircraft can seriously affect the health and psychological well-being of children, according to a new Cornell University study. The health problems

resulting from chronic airport noise, including higher blood pressure and boosted levels of stress hormones, the researchers say, may have lifelong effects. "This study is probably the most definitive proof that noise causes stress and is harmful to humans," says Gary Evans, a professor in Cornell's College of Human Ecology.

LEAGUE FOR THE HARD OF HEARING FACT SHEET

William H. Stewart, former US Surgeon General, states, "Calling noise a nuisance is like calling smog an inconvenience. Noise must be considered a hazard to the health of people everywhere." Studies have correlated noise with physiological changes in sleep, blood pressure and digestion. Studies have also linked noise with a negative impact on the developing fetus. When sleep disruption becomes chronic, adverse health effects are great. Research shows that intermittent and impulsive noise is more disturbing than continuous noise. The EPA has identified a night time average sound level of 35 dBA to protect against sleep disturbance.

MAY 19, 2000 - MINNEAPOLIS NEWSPAPER

Chair of the Noise Pollution Committee of the New York City Council for the Environment, Dr. Arline Bronzaft, stated that the FAA "standards" for community health, which demand proof of damages inflicted, differ significantly from the accepted medical practice of preventive care. Additionally, the agency uses its clout to prevent research on noise and health impacts, instead of preventing the development of damaging noise levels around airports.

"The Federal government set up the Office of Noise Abatement and Control (ONAC) to carry out a mandate that citizens should be protected from noise," Dr. Bronzaft explained. "When the government was in the noise control business in the 1960's and 70's, there was no question over whether noise had a negative impact on people. But, when ONAC said 'noise harms us' it made the FAA uncomfortable. So while government was moving in a direction to protect us, the way for the industry to stop noise progress was to close down ONAC."

May 6, 2000 LONDON EVENING STANDARD

Thousands of people have donated money to back a legal challenge at the European Court of Human Rights that could stop night flights into Heathrow. More than 50,000 pounds has been sent in less than a month to fund this month's test case on aircraft noise. The court in Strasbourg has ordered the Government to justify why some one million people should suffer what is claimed to be an unacceptable level of aircraft noise between 4 am and 7 am. Campaigners are optimistic: a previous case saw human rights judges accept the principle that night flights represent an infringement of the quality of their home life.

JULY 1991 HOUSE OF REPRESENTATIVE'S HEARINGS ON AIRCRAFT NOISE TESTIMONY

We believe that an examination of these comments yields an understanding of why people object so strongly to aircraft noise. Founded or unfounded as these perceptions may be, they form an emotional truth which should be addressed by policy makers. This review, then, is a reality check. If government is to serve the people we must ask for their evaluation.

Sherwin Lanfield, Donaldson Run Civic Assoc, Arlington, VA: "In our neighborhood the roar of jets is practically our traditional evil. Yet, the 65 LDN contour line encloses none of our 1,000 home community. Who is wrong, our neighbors or your definitions?"

D.M. Biddison, Des Plaines, IL: "The O'Hare computer-generated noise map is just another lie from the City of Chicago to the public. Their phony map states our area is 75 LDN, when in fact the U.S. EPA noise equipment readings in my backyard were 84.4 LDN."

James Schrader, Triangle Airport Noise Coalition, Raleigh, North Carolina: "Some families, when they first moved out in the country, didn't have a noise problem at all until the RDU airport expanded. Now for several days each week, at the will of the wind, their houses are virtually useless as homes."

Albert Brown, Citizens for the Abatement of Aircraft Noise, Bethesda, MD: "The FAA holds a myth that the only people who are seriously affected by aircraft noise are inside the 65 LDN contour.

Joseph Karaganis, National Airport Watch Group, Chicago, IL: "The FAA has declared that the ambient noise quality standard for tolerable living is 65 LDN. Yet, nowhere in 20 years of FAA legislative activity do we see any attempt by FAA to develop a program which will achieve the 65 LDN."

Leann Launstein, Airport Advisory Committee, Oak Creek, WI: "Since the EPA has already recognized that 55 LDN for noise sensitive areas such as schools and hospitals will promote public health, we think the FAA should also recognize it."

Joe Hill, Severn, MD: "Is noise more quiet by average? No one hears 'average' noise, we hear takeoffs and landings."

Mathew Rosenberg, O'Hare Citizens Coalition, Des Plaines, IL: "Our members, the people who can no longer use their backyards, who so often cannot have a conversation, a phone call, or relax in their homes after a hard day's work have reported again and again that the main component of the jet noise problem is the number of noise events."

Joan Bell, Citizen's Alternative to SeaTac Expansion, WA: "Is the FAA not willing to make reassessments as the years go by? Every successful business updates its assumptions in response to evolving public opinion. 65 LDN belongs to an era when it was considered okay to smoke. In today's climate, we're becoming more aware of what

impacts our health negatively. How can it be beneficial to be awakened 2 or 3 times during the night by very loud single-events, even if they average out to 65 LDN over 24 hours?"

Roger Chinn and Mary Griffin, SFO Airport/Community Roundtable: "Experience at SFO indicates that the single-event noise level is a critical consideration when it exceeds ambient levels in residential areas (this usually occurs during night and early morning hours). Single-event standards or procedures which include consideration of single-event impacts should be included."

Cameron Priebe, Mayor, Taylor, MI: "If we were to set off a stick of dynamite in this room daily measured with the LDN standard, you would have no noise problem."

Gerald Patten, Associate Director, National Park Service: "The data indicates that yearly day-night average sound is an inappropriate metric for use to categorize aircraft sound levels over units of the National Park System. Many visitors, especially those who go to more remote national park areas, expect to be able to escape the sights and sounds of modern life. Moreover, the LDN metric as currently used fails to account for the very low ambient noise levels characteristic of most national park settings."

Conley Moffet, Acting Asst. Director, US Fish and Wildlife Service: "The Fish and Wildlife Service has on numerous occasions expressed concerns regarding physical and noise impacts of planned and existing military and commercial airports on wildlife resources. Where wetland and other important wildlife habitats occur adjacent to airport facilities, noise impacts can and have adversely affected wildlife populations."

Ms. Hubbard, Councilwoman, Dearborn, MI: "People are putting their homes up for sale and this change has affected what I would consider to be one of Michigan's finest residential communities, and it is really devastating this community. We're talking about people who have lived in this residential community for years who never experienced any noise—in fact, that's why they moved and bought that house, for its tranquil neighborhood."

Susan Staples, Ulster County, NY: "Our quiet places are a natural resource and they are a valued commodity. We are losing our quiet places. One of the arrival routes for Newark Airport was placed over Minnewaska State Park. As a result, you now have the experience of hiking three and a half miles off the road to get to a wilderness setting only to hear the quiet bombarded by jets."

Janet Perina, Staten Island, NY: "I moved to Arlington Terrace with my little son a year and a half ago. He is now three. Since we have lived here when the planes fly over his sleep is disturbed and he wakes up screaming from fear. His sleep pattern seems to be permanently disrupted."

Cameron Priebe, Mayor, Taylor, MI: "What this really means is people can't enjoy simple pleasures of life, having an outdoor barbecue, watching television, carrying on a normal conversation."

Geri Cullen, Staten Island, NY: "You can't talk on the telephone, sit down and watch TV or listen to the radio and any attempt to sit shuttered up in my own home is like sitting in a bomb shelter during a shelling. Shuttered up is the correct definition of how I'm forced to live due to these airplanes. Something is very wrong. I can't sit in my backyard and invite guests because any attempt to converse becomes totally frustrating. I must pull my drapes at night because my son is frightened by the beaming of headlights of these aircraft. And the FAA doesn't care."

Gladys Shapass, Staten Island, NY: "The steady constant noise drowns our conversations, assaults our eardrums, terrifies our children, prevents us from falling asleep and awakens us prematurely."

Genevieve Roxland, Staten Island, NY: "Many of us are elderly, fragile and housebound. Our sleep is easily disturbed. We depend on TV for our entertainment and our telephones for communication with our family and friends. There are times when the planes are flying some particular paths when it's impossible to hear or communicate with others."

Margaret Kimble, Staten Island, NY: "Once I had my elderly grandmother staying with me for a couple of weeks. She became so traumatized by the sound of the planes one night I had to call an ambulance. They reminded her of World War II when England was being bombed by planes. My daughter attends a school nearby. The roar of airplanes repeatedly interrupts her classes."

Delbert Biddison, Des Plaines, IL: "It was later proven by SchoolDistrict 62 that the children in Maple School had the lowest concentration factor in the District. Maple School has since been closed. Iroquois Jr. High was built as a windowless bunker to reduce aircraft noise."

Jean Gaines, Memphis, TN: "The dust and especially fuel fumes are sometimes unbearable when you walk outside."

Richard Washington, East Point, GA: "When aircraft are passing through our area glasses on shelves rattle, windows hum and vibrate and the force can even be felt through the floors and furniture. It is often difficult to converse outside without practically screaming."

Anita Davis, Committee for the Abatement of Aircraft Noise, Cabin John MD: "These powerful vibrations affect our bodies and health as well as our buildings. The racing pulse, the churning stomach, as noise vibration builds on noise vibration."

Susan Staples, Ulster County, NY: "Meaningful decisions about noise and capacity can't be made if the health care costs, including days lost in the workplace, of noise impacts are ignored."

Joseph Karaganis, Chicago, IL: The preambles to the proposed FAA rules acknowledge that aircraft noise associated with airport operations causes serious health injury, such as cardiovascular disease, and I'm quoting now from the FAA background report, 'sleeping disturbances and mental disorders, stomach complaints and hypertension, learning impairment in our children and job-related industries.'"

Loren Simer, Minneapolis, MN: "Aircraft noise is harmful to human health, profoundly disrupting concentration, learning and convalescence."

Carla Janes, Citizens Against Noise and Aircraft Pollution, Seattle, WA: "We still have to face up to the great problem of aircraft pollution, or will we now quietly poison the people on the ground?"

Vicky Schiantarelli, Seattle, WA: "We're particularly concerned with the health effects, the fact that the hydrocarbons are carcinogenic, and that when you fly planes over residential areas and jet fuel is ejected, it's falling on our neighborhoods."

Janet Perina, Staten Island, NY: "There are times that I find my car, which is parked in an open lot, covered with black sooty flecks and/or with an oily substance that can only be attributed to the planes and their noxious fumes and fuels. If this is all over the cars, what is in our lungs?"

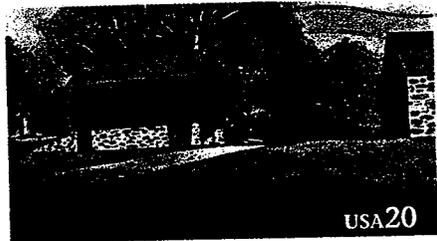
7-24-00

Dr Mr. Ward

Instead of expanding
New Runways into S.F.
Bay, I urge you
to complete a plan
for integrating
operations at the
region's airports
and linking them
together.

Thank you
very much,
Nadebyn Brenolas

4191 Coulombe Dr
Palo Alto CA 94326



William Ward, Chair
Regional Airport Plan Committee
101-8th Street
Oakland, CA 94607

94607+4707



July 30 00
William Ward, Chair
Regional Airport Planning Committee

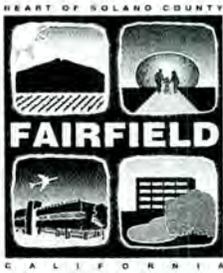
Dear Mr. Ward

I welcome the planning capabilities of ABAG and MTC and hope the SFO runways can be avoided. Overall planning that includes other airports and public transportation that connect them to each other - without further bag filling - is desirable.

Yours sincerely,

Maxine Durney

Maxine Durney
198 ELY RD.
PETALUMA, CA 94954



Mayor George Pettygrove

COUNCIL

Mayor
George Pettygrove
707.428.7395

Vice-Mayor
Harry T. Price
707.429.6298

Councilmembers
707.429.6298

Jack Batson
Steve Lessler
Karin MacMillan

•••

City Manager
Kevin O'Rourke
707.428.7400

•••

City Attorney
Greg Stepanicich
707.428.7419

•••

City Clerk
Gina Merrell
707.428.7384

•••

City Treasurer
Oscar G. Reyes, Jr.
707.428.7497

DEPARTMENTS

Community Services
707.428.7465

•••

Finance
707.428.7496

•••

Fire
707.428.7375

•••

Human Resources
707.428.7394

•••

Planning &
Development
707.428.7461

•••

Police
707.428.7551

•••

Public Works
707.428.7485

July 31, 2000

Mr. William Ward, Chairman
Regional Airport Planning Committee
101 Eighth Street
Oakland, CA 94607

Re: Regional Airport System Plan

Dear Chairman Ward:

We have reviewed with interest the draft Regional Airport System Plan. As you are aware, this plan suggests Travis Air Force Base as a possible location to accommodate a portion of the growth in airline flights to certain passenger and air cargo destinations.

Travis Air Force Base is located within the City limits of the City of Fairfield and is our largest employer. The Base is also of vital importance to the economy of all of Solano County.

We appreciate the revisions to your document that emphasize that the base is not available for use by civil aircraft. The City of Fairfield strongly supports the military mission of Travis Air Force Base. We have adopted very strict land use controls in the vicinity of the base, and we are currently in the process of amending our General Plan to strengthen these land use controls even more. The City is opposed to any activities that would threaten the continued military mission of Travis Air Force Base.

Thank you for the opportunity to comment.

Sincerely,


GEORGE PETTYGROVE

Mayor

cc: Fairfield City Council
Fairfield Planning Commission
Solano County Mayors
Kevin O'Rourke, City Manager
Chairman of Board of Supervisors, Solano County

LAW OFFICES OF
FARRAND COOPER
A PROFESSIONAL CORPORATION

STEPHEN R. FARRAND
NANCY A. JARVIS
OF COUNSEL
WAYNE B. COOPER
OFFICE ADDRESS:
235 MONTGOMERY ST., SUITE 1035
SAN FRANCISCO, CA 94104
MAILING ADDRESS:
P. O. BOX 7329
SAN FRANCISCO, CA 94120
TELEPHONE: (415) 399-0600
TELECOPIER: (415) 677-2950

July 7, 2000

Mr. William Ward, Chair
Regional Airport Planning Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Ward:

I am writing to urge you and your commission to take the actions necessary to permit San Francisco International Airport ("SFO") to reconfigure its runways in a manner which will insure airline safety and eliminate the intolerable delays which all of us have experienced. This is not a form letter.

For at least ten years those unfortunate flyers compelled by circumstances beyond their control to use SFO have been held hostage by powerful environmental groups who want to use what should be a straightforward assessment of the environmental impacts associated with the reconfiguration of SFO's runways to extract concessions having little to do with those impacts.

For those of us not involved in the process, it appears the only impacts being totally ignored are those on the traveling public. How many times have I been told, often with a rolling of eyes, that a gate hold is in effect on my flight into SFO because of bad weather? How many circles have I made over Monterey Bay waiting to get into the cue for landing? How many times has it taken 5 hours to fly to Los Angeles? If you are unsure of the answers, I suggest a poll in the Chronicle might give you an idea of the near unanimity of frustration and anger in the traveling public.

And I do use Oakland International Airport whenever I can and fully support linking that airport with SFO by high-speed rail under the Bay. This wonderful idea was advanced years ago and only now is being "studied." Why shouldn't both airports be part of a regional solution? And the answer probably is that if this subject is brought up, the environmentalists will demand that SFO start over on the preparation of an EIR which probably doesn't consider the impacts of an under-Bay tunnel for high-speed rail on the endangered Bay mollusk.

Mr. William Ward, Chair
Regional Airport Planning Commission
July 7, 2000
Page 2

It is time to set a deadline for action. As Chair of the Commission, you have the power to stop the bureaucratic maneuvering and require everyone to reach a decision. Real environmental impacts should be carefully considered, imagined impacts should be ignored, and a decision reached which will benefit both the traveling public and the environment. As for the consultants, they have long ago sent their children to college and provided for their retirements.

Sincerely,

A handwritten signature in cursive script that reads "Stephen R. Farrand". The signature is written in black ink and is positioned above the printed name.

Stephen R. Farrand
of
Farrand Cooper, P.C.

Friends of the ESTUARY

PROTECTING • RESTORING • ENHANCING
THE SAN FRANCISCO BAY-DELTA ESTUARY

August 4, 2000

Mr. William H. Ward
Chair, Regional Airport Planning Commission
Association of Bay Area Governments
P.O. Box 2050
Oakland, CA 94604

Dear Mr. Ward:

As co-signatories of the Comprehensive Conservation and Management Plan (CCMP) for the San Francisco Bay-Delta Estuary, ABAG and BCDC agreed to "coordinate and improve integrated, regional management for land use, transportation, housing, and physical infrastructure, to both protect the Estuary and provide for a sustainable economy."

Friends of the San Francisco Estuary is charged as a monitor and advocate for implementation of the CCMP. Having reviewed the June 2000 Regional Airport System Plan and listened to the discussion at the Commission's July 28 meeting, we have the following comments:

1. It is disheartening to find it necessary to remind the Commission that a regional airport system plan (RASP) update, as a required component of the Regional Transportation Plan (RTP), is subject to CEQA environmental review and requires a CEQA-based EIR and full public notice, hearing, and comment procedure for adoption as part of the RTP.

In its current form, the document would not stand up to such review. As others have commented, the June 2000 document is not a "plan," however one defines the term. It is better described as a justification for SFO's stated intention to expand its runway system into the Bay. However, we listened with dismay to Commission members' suggestions that you simply rename the document (call it a "study" or what you will) in order to avoid a "public relations problem." Whatever RAPC decides, a true RASP will still be required. Accepting this document under another name misses an essential opportunity for the entire Bay Area - while admitting to failure.

We find the current document to be peculiar both in its lack of a "planning approach" to our region's transportation and environmental challenges,

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P.O. Box 791
Oakland, CA 94604-0791

(510) 622-2337
fax (510) 622-2501

and in its failure to contemplate a vision for the Bay Area in 2020 where any of our current problems have been resolved or relieved.

We urge you to reject this draft and redirect staff to prepare a plan that does not take SFO's proposed expansion as its starting point, but puts all of the region's airport facilities and future air transportation needs in context with our need to protect the environment, improve air and water quality, relieve traffic congestion, and plan creatively for anticipated population growth.

2. We find Chapter 1, the introduction to the report, to be confusing, rambling, vague, and not consistent with the rest of the document. The plan should state a clear goal, - e.g. to make air travel in and through the Bay Area as efficient as possible for travelers without unduly worsening traffic congestion, noise, water quality, or the health of estuarine ecosystems. Undoubtedly, some tradeoffs must be made and some inconveniences will remain. The plan should establish a framework for distributing those inconveniences equitably among air travelers and other constituencies.

In fact, the actual purpose of the SFO's expansion proposal is anything but clear. It has been variously stated as reducing weather-related delays, reducing noise, meeting future demand, and accommodating yet-to-be-built larger aircraft. The plan should evaluate each of these potential motivations (and there may be others), thus providing a clear framework for reviewing SFO's proposal.

3. An appropriate regional airport system plan should be based on air traffic capacity analysis and projections, not on SFO's stated need for reconfigured runways. Data should be provided by neutral sources and peer-reviewed for both accuracy and adequacy.

4. John Martin's letter of July 13 enumerates legal barriers to demand management, shifts in flight allocations among the region's airports, and regional governance. We believe the final plan should outline a legislative strategy for enabling the regional solution with the fewest risks and harmful impacts.

5. It is important not to confuse a regional plan and an EIR. The current document summarily dismisses alternatives for meeting future demand (Chapter 5) in an apparent attempt to take them off the table in advance of

the EIR. The final plan should complete the analysis (begun at the end of the chapter) of cumulative benefits of multiple strategies.

6. Finally, restoration of Cargill Marsh is a goal we firmly endorse. However we see no need or logic to linking reclamation of these salt ponds with expansion of SFO into the Bay.

Thank you for your consideration of these suggestions.

Sincerely,



Ted Smith, President
Friends of the San Francisco Estuary

cc: Chris Brittle, Metropolitan Transportation Commission
San Francisco Estuary Project Implementation Committee Members
Lawrence P. Kolb, Regional Water Quality Control Board, SF Bay Region
Will Travis, SF Bay Conservation and Development Commission
Al Petrovich, California Dept. of Fish and Game
Kent Nelson, California Dept. of Water Resources
James Bybee, National Marine Fisheries Service
Henry Wong, US Bureau of Reclamation
John Ong, US Environmental Protection Agency, Region 9
Dale Pierce, US Fish and Wildlife Service
Lt. Col. Timothy O'Rourke, US Army Corps of Engineers
Dave Fleming, Mayor, City of Vacaville
Mike Rippey, Supervisor, Napa County
Michael Carlin, SF Public Utilities Commission
John Graves, Bay Area Council of Resource Conservation Districts
Herb Stone, Bay Area League of Industrial Assoc.
Charles Batts, Bay Area Dischargers Assoc.
Ellen Johnck, Bay Planning Coalition
Bob Davidson, Bay Area Stormwater Management Agencies Assoc.
David Lewis, Save the Bay
Barbara Salzman, Marin Audubon Society
Arthur Feinstein, Golden Gate Audubon Society
Richard Oba, United Anglers
Zeke Grader, Pacific Coast Federation of Fisherman's Assoc.
Margaret Johnston, San Francisco Estuary Institute

LAW OFFICES OF
LOUIS J. GOODMAN
GATEHOUSE PLAZA
1290 "B" STREET, SUITE 307
HAYWARD, CA 94541
louisgoodman.law.net



LOUIS J. GOODMAN
ALFRED J. SPIELMANN

TEL: (510) 582-9090
FAX: (510) 582-9195

July 10, 2000

Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607-4700

Re: San Francisco Airport Issues

Dear Sir or Madam:

Please consider this letter as formal comment regarding the above referenced project.

As an avid windsurfer I can assure you that this location provides one of the Bay Area's finest natural windsurfing locales. It has been referenced in National windsurfing magazines, and Nationally known guides to windsurfing. It is an important natural resource, and recreational treasure.

No doubt, improvement of the area is important. I respectfully request that steps taken consider the needs of windsurfers. As a group we are conscious of the environment, as we spend so much time quite close to, and often in the water. Even a cursory inspection of the site will show that despite heavy use by windsurfers, hardly a can or bottle or other litter mars this beach.

The construction of additional runways will destroy this national treasure. It is tantamount to putting runways in Yosemite Valley.

Windsurfers have minimal impact on the bay or its surroundings. We burn no gasoline, spill no oil, make no noise, take no fish; we simply use the wind. Some improvements such as ample parking, restrooms, and water access would be appreciated. Critical is simple ability to enjoy the bay.

Please contact me if I can provide any further information regarding my views. Thank you for this opportunity to comment.

Very truly yours,

A handwritten signature in black ink, appearing to read "Louis J. Goodman", with a long horizontal flourish extending to the right.

Louis J. Goodman

LJG/sft

Geoffrey D. Gosling

805 Colusa Avenue
Berkeley, CA 94707

August 2, 2000

William H. Ward
Chair, Regional Airport Planning Committee
c/o Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Dear Chairman Ward:

I have been following the deliberations of the Regional Airport Planning Committee on the current update of Regional Airport System Plan, and was surprised to learn at the last meeting of the Committee on July 28 that (a) the results of the simulation analysis of regional airspace and airport capacity and delay are not expected to be available for some four or five weeks, and (b) the Committee plans to finalize its conclusions and recommendations at its next meeting on August 25, so that they can be presented to the Metropolitan Transportation Commission in early September. The July 28 meeting also included a presentation by staff of proposed changes to the conclusions and recommendations.

The results of the simulation analysis are critical to a proper understanding of the likely consequences of decisions that the region faces with regard to the future development of its commercial airport system. Therefore it would appear to be premature to be discussing the conclusions and recommendations of a study before the results of the simulation analysis are available. The current version of the conclusions and recommendations presented at the last meeting suggests that the purpose of the simulation analysis is to confirm the findings of the demand/capacity analysis that has already been performed. However, that analysis did not attempt to estimate future delay levels, did not consider interactions between the arrival and departure flows at different airports in the region, and only considered peak hour and peak three hour traffic volumes. As the recent study commissioned by San Francisco International Airport¹ has shown, the most severe delays occur on days when bad weather lasts all day, and delays accumulate throughout the day. It is standard practice in capacity and delay studies to analyze an entire day of operations under various weather conditions, and not simply consider peak period conditions in isolation. This will presumably be done in the simulation analysis, but has not been done to date.

Therefore, it is highly premature to be drawing conclusions about the ability of any particular airport development strategy to satisfy the future needs of the Bay Area until the results of the simulation analysis are available. At the same time, failure to address the larger question of future regional needs by deferring consideration of important technical and policy considerations to the environmental analysis associated with specific development proposals of individual airports is an abrogation of the responsibility of the Committee to consider the wider regional context.

¹ Charles River Associates Incorporated and John F. Brown Company, *Reducing Weather-Related Delays and Cancellations at San Francisco International Airport*, April 2000.

I would submit that there are two central questions that the Regional Airport Planning Committee needs to address in this update of the Regional Airport System Plan:

1. Does it appear that the proposed runway reconfiguration at San Francisco International Airport (SFO), alone or in conjunction with a new runway at Metropolitan Oakland International Airport (OAK), will meet the long-term air transportation needs of the Bay Area?
2. Are there feasible upland alternatives to the proposed airport developments at SFO and OAK that could avoid *or reduce* the amount of Bay fill required?

While these are questions that the two airports may well address in their own environmental documentation for their development plans, they are issues that are most appropriately addressed at the regional level, involving as they do larger interests than those of any one airport. In the last analysis, if the developments currently under consideration at both SFO and OAK turn out not to provide enough capacity to handle future demand, the region will be faced with the need for even more Bay fill at one or other airport or having to find a site for another airport anyway. While the year 2020 may seem a long way off, twenty years is a fairly short time in airport development terms, particularly if it turns out that a fourth airport is needed soon after 2020. This is why the results of the simulation analysis are so critical to proper decision making.

The question of feasible upland alternatives is particularly germane both because of the legislative requirements that the Bay Conservation and Development Commission must satisfy and because of the strong public concern to avoid or minimize Bay fill. If the Regional Airport System Plan is to argue that no feasible alternatives exist, this must be supported by solid analysis. Reliance on twenty year old studies that were undertaken under totally different regional conditions, in terms of air travel, surface travel, and urban development, cannot possibly be viewed as a credible basis for a decision of this importance. Of course, developing a fourth air carrier airport for the Bay Area will be costly, time consuming and politically difficult. But that does not mean that it is impossible. After all, there was a time not so long ago when building three new runways in the Bay was also considered totally out of the question. Nor is this to say that a strategy involving a new airport is desirable. But these are questions that need to be informed by careful analysis, of the type undertaken by the Flight Plan program in the Seattle region, not simply dismissed because we do not want to take the time to do the studies.

There is no question that SFO needs an immediate solution to its current loss of capacity under poor weather conditions. It does not make sense to have the principal airport in the region lose half of its capacity on a frequent basis. Any realistic solution to this problem is likely to involve a combination of technology and runway reconfiguration. Portraying the decision as an all-or-nothing choice between no runway construction at all versus full build-out of current proposals by the two airports is an overly simplistic characterization of a complex problem. The current draft Final Report contains no discussion of possible solutions involving combinations of some Bay fill and new air traffic control technology, that could provide near-term capacity gains at SFO while allowing time to explore options for a fourth air carrier airport in a more deliberate way. Nor need these alternatives preclude construction of more runways at SFO or OAK in the

William H. Ward
August 2, 2000
Page 3

future if that turns out to be the best solution for long-term regional needs. But these decisions need to be based on a thorough analysis of the trade-offs involved.

My intent in raising these issues is to emphasize the importance of analysis to proper regional decisions. As Vice Chair Mary Griffin noted at the last meeting, while the Regional Airport Planning Committee does not get to make any final decisions about airport development projects, its most valuable contribution is to undertake analysis that can inform the public debate about these complex issues and that can be used by other agencies that become involved in the process to guide their decisions.

However, when the Committee decides what its conclusions and recommendations will be without even waiting for the results of its own studies, it undermines the entire process and calls into question not only the value of its analysis but the very basis on which it formulates its recommendations.

I hope that the Committee will defer any decisions on completing the current update of the Regional Airport System Plan until it has had a chance to fully understand and discuss the implications of the simulation analysis that is now underway. This should of course include adequate time for public review and comment, both of the simulation results and any changes or additions to the Plan that the Committee may decide once it has considered the results.

Sincerely,



Geoffrey D. Gosling



GREENLEAF

July 15, 2000

Mr. William Ward
Chair
Regional Airport Planning Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Ward:

I am writing in support of the San Francisco International Airport's (SFO) plan to expand its ability to land aircraft. As the Bay Area's economic gateway, it is critical to the vitality of the region that SFO be able to function safely and efficiently.

SFO is the seventh busiest airport in the world and second in the U.S. in terms of dollar value of imports and exports. SFO handles 95 percent of the Bay Area's international passengers and 99 percent of the region's international air cargo. Clearly, SFO is a major economic engine and a critical component of our region's vital infrastructure.

Yet, every year, SFO is ranked among the worst airports in the nation for flights delayed by 15 minutes or more. This is due in large part to the restrictions placed on the airport for landing planes on runways that are only 750 feet apart – 3750 feet less than the current FAA requirement of a 4500 separation between runways.

For these reasons, as well as SFO's current critical capacity problems, it is of vital importance to the business community that SFO be able to operate at capacity with runways that ensure the safe delivery of people and goods to the region.

Now is the time to modernize and reconfigure SFO's runways in order to ensure the continued economic health of the region and I urge the Regional Airport Planning Commission to support SFO's efforts to keep pace with the region's economic demand.

Sincerely,

Bill Wilkinson
President

Regional Airport Systems Plan Update

Friday 7-14-00

- ① Moffett air strips should not be wasted. These are in place, NAS is asking for site development, the airfield is ideally located in (near) Silicon Valley, road & rail transport.
- ② San Francisco airport should solve its problems without destructing the Bay & a massive land fill.
- ③ SFO should cease shifting its aircraft overflight noise from one community to another (i.e. Richmond at night), especially as it impacts minority populations and violates conditions in their variance from the state.
- ④ Effective use of high speed rail must be developed between & to major airports - especially if Travis is to be used.
- ⑤ Hush kitted Stage II aircraft should not be allowed in the Bay area - they are too noisy.
- ⑥ SFO, Oakland & SJC should be air monitored for criteria air pollutants and air-borne carcinogens by the BAAQMD. Especially, we need to know airport adjacent levels of PM₁₀ & PM_{2.5} (particulates).
- ⑦ Passenger volumes and airline capacity need to be reexamined if fuel costs remain high or should go higher. We cannot forever count on a ready fuel supply.

Kenneth Hayes
1155 Emory St
San Jose 95126-1705

3163 Fiji Lane
Alameda, CA 94502-6916
July 22, 2000

Regional Airport Planning Committee (RAPC)
c/o William H. Ward, Chair, ABAG
101 Eighth Street, Oakland, CA 94607-4700

Re: Regional Airport System Plan Final Report

Dear Mr. Ward:

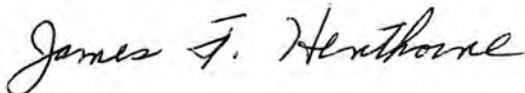
After attending your April 6th public forum on aircraft noise, the May 3rd SFO public information workshop on their EIR/EIS preparation, and your July 14th meeting on RASP Draft Final Report, I believe this report should not be accepted. Any vote taken should be a roll call one.

Plan is a misnomer. Case study for a bibliography is a better description. Even better yet, let it be a manifesto for action to Congress. It calls for AIRLINE REGULATION, AN AIRLINE PASSENGER & AIRPORT NEIGHBOR BILL OF RIGHTS, & MANDATORY REGIONAL EIR/EIS PREPARATION FOR ANY EXISTING AIRPORT EXPANSION OR NEW AIRPORT CONSTRUCTION. Then the Legislative Branch has the obligation to act while CE & FAA can concentrate on their fundamental missions.

You have only to sample the electorate to know that both the Airline Deregulation Act of 1978 and also the Airport Noise and Capacity Act of 1990 are classic failures. The Quality of Life issues are too important to continue to be sacrificed for Airline/Airport Growth. This should be a wake-up call for BIG AIR. Heed what happened to BIG TOBACCO.

Do not ratify this RASP!

Yours very truly,



JAMES F. HENTHORNE

cc: Mayor Ralph Appezato of Alameda
Senator Don Perata
Assemblywoman Audie Bock
Alameda County Supervisor Wilma Chan
CLASS



July 10, 2000

Mr. William Ward
Chair
Regional Airport Planning Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Ward:

I am writing in support of the San Francisco International Airport's (SFO) plan to expand its ability to land aircraft. As the Bay Area's economic gateway, it is critical to the vitality of the region that SFO be able to function safely and efficiently.

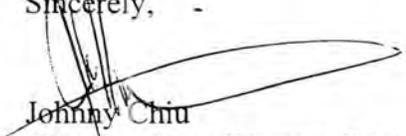
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Yet, every year, SFO is ranked among the worst airports in the nation for flights delayed by 15 minutes or more. This is due in large part to the restrictions placed on the airport for landing planes on runways that are only 750 feet apart – 3750 feet less than the current FAA requirement of a 4500 separation between runways.

For these reasons, as well as SFO's current critical capacity problems, it is of vital importance to the business community that SFO be able to operate at capacity with runways that ensure the safe delivery of people and goods to the region.

Now is the time to modernize and reconfigure SFO's runways in order to ensure the continued economic health of the region and I urge the Regional Airport Planning Commission to support SFO's efforts to keep pace with the region's economic demand.

Sincerely, -



Johnny Chiu

Vice President Western Region, HMSHost
Board of Directors San Francisco Chamber of Commerce

iMotors.com

221 Pine Street, 3rd Fl
San Francisco, CA 94104
T 415 364 7600
F 415 954 9445

July 11, 2000

Mr. William Ward
Chair
Regional Airport Planning Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Ward:

I am writing in support of the San Francisco International Airport's (SFO) plan to expand its ability to land aircraft. As the Bay Area's economic gateway, it is critical to the vitality of the region that SFO be able to function safely and efficiently.

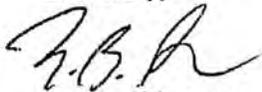
SFO is the seventh busiest airport in the world and second in the U.S. In terms of dollar value of imports and exports. SFO handles 95 percent of the Bay Area's international passengers and 99 percent of the region's International air cargo. Clearly, SFO is a major economic engine and a critical component of our region's vital infrastructure.

Yet, every year, SFO is ranked among the worst airports in the nation for flights delayed by 15 minutes or more. This is due in large part to the restrictions placed on the airport for landing planes on runways that are only 750 feet apart - 3750 feet less than the current FAA requirement of a 4500 separation between runways.

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Now is the time to modernize and reconfigure SFO's runways in order to ensure the continued economic health of the region and I urge the Regional Airport Planning Commission to support SFO's efforts to keep pace with the region's economic demand.

Sincerely,



Jason Alderman
Manager, Government Relations



Mr. Richard E. Jørgensen
559 Valencia St Ste 46
San Francisco CA 94110-1114

Honorable Chair:

I endorse Save The Bay's
SFO positions & urge you to
support transport networks &
not Bayfill!

Thank you,

RE Jørg

20 July MM



America's Second Harvest
Ending Hunger
www.secondharvest.org

Protecting the Bay

Save The Bay Continues to Shape SFO Runway Study

In June, Save The Bay submitted additional comments as part of the supplemental scoping process for SFO's new runway proposal. According to Save The Bay Executive Director David Lewis, a proposal by the Federal Aviation Administration to implement new technology at SFO has met with opposition from South Bay residents. By using Simultaneous Offset Instrument Approach technology, the airport could allow more planes to land at the same time and expand the range of weather conditions in which they are permitted to land, reducing the need for new runways. Planes would need to begin their approach to the airport from farther away, which could cause an increase in air traffic over the South Bay, particularly San Jose.

Making Waves...

Write to the Regional Airport Planning Committee (a joint project of the MTC and ABAG) and urge them to complete a plan for integrating operations at the region's airports and linking them together, instead of expanding new runways into the Bay.

Send your letter to:

William Ward, Chair
Regional Airport Planning Committee
101 8th Street, Oakland, CA 94607

Marlene Juscen-Long
1332 Vancouver Ave
Burlingame, CA 94010
650-579-7652
mj1332@webtv.net

July 20, 2000

William Ward, Chair
Regional Airport Planning Committee
101-8th Street
Oakland, CA 94607

Dear Mr. Ward,

I am deeply concerned about the preservation of San Francisco Bay. Surely construction of runways out into the Bay will be just be a green light for other construction down the line. The Bay is God's beautiful creation that we have almost ruined. Runway construction with the dredging, filling, chemicals etc involved may be the last straw. It is already polluted with toxic chemicals, run off from agriculture, dioxin from oil refineries that have made the fish inedible.

Please consider other alternatives to ease the problems at the airport. Seems there are 2 unused airports in the vicinity that could be put to very good use perhaps for air freight and passengers going in those directions. Please scrutinize in detail other possibilities. I'm sure many have been suggested.

The Bay area is one unit. All transportation systems are being reevaluated with new routes being designed. The airport connections are part of it. It is already too much to have these big planes so close to the highway and our wealthy residential neighborhoods inundated with carbon dioxide residue from the planes.

In Houston for instance, the airports are a 45 minute drive out to them, which is telling me that if a plane landed in a north Bay airport and it took 45 minutes to get to downtown instead of 25 minutes, no one would really suffer, if all the links were in place. Perhaps some one from the Sonoma area would be happier to fly out of the north bay airport instead of going all the way down to SFO.

Seems to me more control is needed and by that I mean, the airlines are completely over-booking which is contributing to the delays. Some flights need to be cut back. I have lived here for 40 years and we never had delays like this before. And people need to understand that flying has been overtaxed lately with repairs overlooked for one thing, so we need to calm down and slow down a bit.

Please consider other methods beside building runways into the Bay.

Sincerely,



Marlene Juscen-Long

Ted W. Kraynick
3585 Irlanda Way, San Jose, CA. 95124-3117

July 30, 2000

William Ward, Chair
Regional Airport Planning Committee
101-8th Street
Oakland, CA 94607

Dear Chairman Ward,

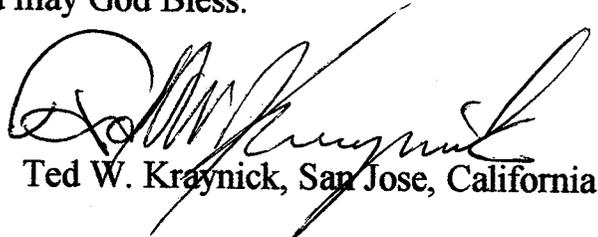
I am writing to you because of the proposed expansion of San Francisco International Airport's runways. These proposed runways would consume thousands of yards of needed San Francisco Bay waters with solid landfill. This reduction of Bay waters would further endanger the health of the Bay/Estuarian environment impacting the overall health and climate of our San Francisco Bay Area communities.

In order to avoid very certain environmental and health degradation of our Bay region I am asking you, imploring if not too strong a word, to please steer the Regional Airport Planning Committee to complete a plan for integrating operations at the San Francisco Bay Region's airports. Please link these airports together, instead of expanding new runways into the engine of our both our region's climate and overall health: The San Francisco Bay.

In both the long and short runs, such a unified cooperation between our region's airports is the fiscally wisest, most responsible, course of action for all of us who live here on the shores of San Francisco Bay.

Thank you and may God Bless.

Respectfully,



Ted W. Kraynick, San Jose, California

William Ward, chair
Regional Airport Planning Committee,
101 8th St., Oakland 94607

Dear Mr. Ward,

Your study on integrating operations of the region's airports could well be one of the most important planning pluses of recent years.

As you are well aware, the proposed addition of runways at SFO has created a firestorm of concern and opposition which seems to me to be well founded.

But even if the runways are built, this is far from a realistic solution. In fact, the current expansion at SFO already makes it too large to be viable. The present gridlock along Highways 101 and 280 will only grow worse with increased airport usage and the BART extension can only partially close the gap. Those using the airport may find fewer delays but the delays getting to the airport will increase dramatically.

My concern is not a NIMBY reaction either. I have enjoyed the convenience of having SFO nearby, but it's as big as it should get and further expansion is totally negative.

Your study can lead to sensible solutions which benefit the entire area and make air travel reasonable and pleasant again. I hope it also includes considering the possibility of adding some airports to the outlying and growing areas such as Livermore/Stockton, south of San Jose and Santa Rosa.

Yours truly,



W.G. Livingston
205 So. Ashton Ave.
Millbrae, 94030

Marin County Community Development Agency

Alex Hinds, Director

July 14, 2000

Chris Brittle, RAPC Coordinator
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4700

Dear Mr. Brittle:

Marin County appreciates the opportunity to comment today on the Regional Airport System Plan Update Draft Final Plan. Due to the short time period of three days notice, we will be following up these comments with additional detailed comments prior to the Regional Airport Planning Committee meeting of July 28, when the Committee will consider approval of the Plan.

Marin County is experiencing significant impacts of increased commercial jet aircraft overflights. It is clear that the effects of increasing operations and expansion activities at the three regional airports has expanded the areas in the region affected by aircraft operations beyond the traditional areas of impact in only the jurisdictions nearby the airport to now encompass Marin and the other Counties in the North Bay region.

Due to a substantial increase in community concerns expressed, Marin Community Development Agency staff was asked to review these issues in a detailed report presented to the Marin Board of Supervisors in May 2000. At the hearing on the report, the Board of Supervisors discussed overflight concerns at length and directed staff to prepare a comprehensive strategy for subsequent action by the Board based on a list of recommended options presented in the report. (A list of initial recommendations considered by the Board is attached). County staff and consultants are now preparing a detailed work program to implement a proposed action strategy. A central goal of the program is to foster better and more regional airport planning. Among other things, the Board will be considering actions advocating RAPC activities and Regional Airport System Planning concerns. (The Marin Board is expected to consider action on the airport and overflight program on their August 22, 2000 meeting agenda).

In this context, County staff has reviewed the Final Draft RASP Update and offers the following preliminary observations and comments on the proposed Plan:

Comments

As currently drafted, the RASP Update is woefully inadequate to serve as a comprehensive regional planning document for the airport system in the region. The stated basis for the Plan is too constrained to effect needed and appropriate regional airport planning. Rather than setting forth Planned goals, objectives and policies and programs that implement the goals and develop

standards and criteria which would normally be included in a plan that should guide and shape airport development and operations in the region in an integrated and comprehensive program, the RASP is primarily proposed to act as a reporter and predictor of industry market forces and trends that are apparently the only criteria planned to influence regional airport development and operations.

The RASP should include specific policy recommendations that address the need for balanced service among the major Bay Area airports in the face of a deregulated industries environment that encourages competition among airlines. This industry competition should not translate into competition among the airports on behalf of their dominant (hub) resident airlines. The airports should be able to address the needs of *all* their users, which include airline customers as well as airline companies, and the RASP should address needs of customers for technologically feasible modes of coordinated operations like inter-airport transit and regional system links with trains and ferries. The Plan should consider the unique features of the Bay Area environment – close proximity of destinations, the Bay, surface congestion -- which support and require coordination among airports.

The RASP should include policy recommendations for growth in facilities and service that derive from an independent and integrated assessment of capacity and demand. The RASP should consider policies to mitigate air traffic impacts, especially at night and for cargo, by restricting access according to 14 CFR, Part 161. The RASP should evolve as a series of successive updated plans in an ongoing long-range planning process, each plan related to its predecessor in referring to capacity, projected demand, and recommendations for future growth from the point that they were addressed in the previous plan and from the standpoint that the three major airports in the region represent a single cohesive air transportation system.

The Plan appears to promote expansion of airport operations capacity and facilities development without addressing the purpose and need for projected capacity and development at each of the three major airports in the region in any integrated and regional context. The Plan purports to address alternatives to serve growth and the implications for the environment, but prematurely concludes that the only feasible alternative is additional runway development at individual airports, without providing any adequate supporting analysis or realistic independent evaluation of regionally integrated feasible alternatives such as capacity demand management, multi-modal inter-airport transportation links, airport operational changes and access limitations, high speed commuter rail and new regional airports in the broader region including Sacramento.

The Plan generally speculates on the environmental impacts of additional runways and alternatives, but provides no required CEQA environmental analysis and fails completely to evaluate the environmental impacts of any of the stated Plan goals, recommendations and conclusions, such as the potentially substantial impacts of the goal to enhance capability of the region's general aviation "reliever" airports, (Which policy, if effected, could result in a significant shifting of noise and air quality impacts within the region).

In accord with Government Code provisions which require that the Regional Transportation Plan (RTP) include planning for aviation facilities and services and airport ground access improvement programs (Government Code Sections 65080(a) and 65081.1), The RASP is a required component of the RTP. As such, the RASP, even if considered advisory, is an adopted element of the RTP and is a project subject to CEQA environmental review. (CEQA Guidelines Section 15378 [definition of project] defines project as an activity directly undertaken by any public agency including the adoption and amendment of general plans or elements, and implicitly including a regional plan such as this). The RASP should be analyzed in an EIR

prepared and certified pursuant to CEQA prior to adoption of the Plan and the Plan should then be subject to a full public notice, hearing and comment procedure for consideration and adoption of that Plan, not the abbreviated notice and hearing procedure currently being employed for the RASP. MTC should conduct a formal broad regional process to prepare and adopt the RASP which includes public hearings on environmental impact and adoption of the Plan.

We thank the Committee for consideration of our comments.

Sincerely,

Timothy Haddad
Environmental Coordinator

Attachment: Aircraft Overflight and airspace Issues Recommendation Options

cc: Honorable Lynn Woolsey, Congresswoman, US House of Representatives
Marin County Board of Supervisors
Mark J. Riesenfeld, County Administrator
Alex Hinds, Director
Grace Schmidt, County Administrator's Office
Paul Schabracq, Planning Consultant

AIRCRAFT OVERFLIGHT AND AIRSPACE ISSUES RECOMMENDATION OPTIONS

May 16, 2000

The primary decision the County must assess is the question of what level, if any, of involvement the County wants to seek as it relates to airspace and aircraft issues. Though the County of Marin is proactively approaching planning for airspace and airport issues in response to fairly recent changes, to this point, the County has not been an active participant in the airport-planning arena. One of the challenges will be to examine the most effective opportunities for participation in order to most effectively influence airspace use over Marin County. The following recommendations are intended to provide the County with a menu of options for participating in the dialogue associated with airspace and aircraft issues to the extent that the County decides it is interested in influencing and sponsoring influence over future airspace and aircraft issues.

Fundamentally, the recommendations identified below suggest that the County advocate for regional considerations in the regulatory, technological and physical expansion changes that have the potential to impact the use of airspace over Marin County. To most effectively accomplish this, the County could select some combination of the following.

1. Strongly encourage the ABAG executive committee to expand the RAPC authority so that they will have a more active role in airport planning for the region. The RAPC role could also be expanded to include the following:
 - a. Monitor pending or anticipated rule changes or flight path modifications by the FAA and provide periodic reports that summarize the issues and status of such rule changes; and
 - b. Provide regular reports on the status of pending expansion plans at the three Bay Area International Airports.
2. Advocate for the County to have a stronger, more active role, on the Regional Airport Planning Committee.
3. Strongly encourage the Metropolitan Transportation Commission to include the Regional Airport System Plan (RASP) as an official element of the Regional Transportation Plan (RTP), and to include policy recommendations in the RASP that must be followed by permitting agencies for airport development. The RASP should be evaluated through an Environmental Impact Report prior to adoption as an element of the RTP following public hearings on the Plan. The RASP should provide for balanced service among airports, coordinate operations, create fast inter-airport transfers, and plan for integrated regional system links with trains and ferries.
4. Encourage the formation of a North Bay "Round Table" noise forum with representatives from Sonoma, Solano, Napa, Contra Costa and Marin Counties.

5. Request that the FAA accomplish the following:
 - a. Develop a regional map of flight paths, including Marin County; and
 - b. Consider reconfiguring flight paths, including consideration of utilizing routes over the Pacific Ocean (such as Vector 199) in the immediate future.
 - c. Not adopt aircraft procedures, which will increase noise or shift noise over Marin County, and move quickly to adopt procedures, which will decrease aircraft noise in Marin.
6. Request San Francisco, Oakland and San Jose International Airports to petition the FAA, pursuant to 14 CFR 161, to establish noise criteria and access limitations at each airport in the immediate future in order minimize airport noise without shifting the noise to other locations in the Bay Area.
7. Encourage the State Legislature to adopt SB 1060 imposing more stringent noise limitations on Airports within the region.
8. Encourage the State Legislature to adopt a Bill similar to AB 2771 creating a California Commission on Northern California Airport Facilities as a regional planning body for Northern California airport operations, airport expansions, and airspace use.
9. Direct appropriate County Staff to allocate resources or retain appropriate aviation experts and consultants to:
 - a. Actively participate in discussions that take place before the San Francisco Airport/Community Round Table";
 - b. Actively participate in the regional planning and development forums that consider FAA rule changes, and monitor the Federal Register;
 - c. Closely monitor and participate in the environmental review for the San Francisco International Airport expansion. Specifically, direct staff to review and comment on the plans and environmental documents that will be generated as a result of the proposed expansion;
 - d. Closely monitor and participate in the San Francisco Airport Commission's Planning efforts; and
 - e. Request an audit of flights over Marin County to and from San Francisco and Oakland International Airports. Such an audit would provide a baseline of information against which future changes could be measured.
10. Direct Staff to send the attached letter of comment on the Notice of Preparation for the San Francisco Airport Expansion Plans prior to the May 19, 2000 deadline.
11. Direct staff to retain aviation experts and consultants to provide quarterly reports to the Board of Supervisors on the status of airport operations and airspace use.

Marin County
Community Development Agency

Alex Hinds, Director

July 27, 2000

Chris Brittle, RAPC Coordinator
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eighth Street
Oakland, CA 94607-4700

RE: Comments on RASP Update Draft Final Plan

Dear Mr. Brittle:

We appreciate the opportunity to submit further written comments on *the Regional Airport System Plan Update Draft Final Plan*. This project comes at a time when the increase in commercial aviation activity and the expansion of airport facilities generate effects over a much broader area than in the past. The residents of Marin County are experiencing increasing significant impacts resulting from passenger and cargo commercial jet aircraft overflights.

The Marin Board of Supervisors directed staff to review the Final Draft RASP Update (Draft RASP) in the context of an overall program to encourage more comprehensive regional airport planning. In this context, County staff has reviewed the Draft RASP and offers the following four general observations and comments on the proposed Plan. These general observations and comments are elaborated on and explained in greater detail in the subsequent sections of this letter which provide more specific comments and requests on each section of the Draft Plan.

- o The RASP is the one opportunity to develop a regional plan for air traffic operations in the greater San Francisco Bay Area and determine how these air operations will integrate with other transportation modes in the region. This plan should describe how air operations will be integrated and coordinated between the existing and possible future airports in the region to maximize the use of the airspace and airport facilities while minimizing the environmental effects of those operations on the regions communities and ecosystems, costs to the public, and delays for aircraft travelers. The existing Draft RASP does not provide such a plan. Instead, the Draft RASP essentially recommends expansion of the runways at existing airports without any detailed discussion of other options or, even if runway expansion is recommended, how operations at these expanded airports should and could be integrated to provide coordinated regional transportation. The RASP is intended to be a component of the Regional Transportation Plan. Unlike other elements of that plan, this Draft RASP, if adopted, provides no direction for future air operations planning in the region. Marin County recommends that this Draft RASP be rejected and that a new Draft RASP be prepared to clearly and thoroughly address existing and future air operations problems, provide a full discussion of all options to address the identified problems, provide a full assessment of the environmental effects and costs of each option, describe what existing laws and regulations should be changed to allow coordinated regional planning, and recommend long-term actions to reflect these analyses.

As a component of the RTC, the RASP should examine the requirements of the region for truly integrated transportation and how air transport fits into the total transportation system. The plan should assess changes, including dramatic changes to the air operations system, and airport operations, and explain how these changes contribute toward development of an integrated regional transportation system.

- o In addition to the fact the RASP does not meet its objective of providing a regional air operations planning framework, the Draft RASP is essentially flawed in that it does not use independently derived data on flight projections, existing and predicted delays, noise impacts on communities in the region, nor environmental effects of its recommendations. As the Draft RASP states, much of the data used for developing the plan are from draft studies conducted by parties involved with the proposed expansion of the San Francisco Airport. These data have not been independently substantiated by the RASP preparers nor is the data collection and analysis phase completed. As such, the Draft RASP states that the plan is a "work in progress." This is unacceptable. The RASP is the planning document that should examine all data and options to determine the best regional approach. As will be described in subsequent specific comments, most of the data and analyses included in the Draft RASP are either unsubstantiated, incomplete, or inadequately analyzed. The plan should be revised to address these inadequacies.
- o The RASP should not be adopted, either in its current form or, hopefully, its revised form per the recommendations in this letter, without first preparing an EIR on the draft plan. As is explained in the more specific comments presented below, Marin County believes that an EIR is required for this draft plan. Even if it were determined that environmental review is not legally required, we believe the RAPC would want and need to know the potential benefits, impacts, and costs of the various options and alternatives that are available for a regional transportation plan. The Draft RASP recommendations are based on incomplete and inadequate environmental studies. A regional plan can only be developed and adopted if RAPC and the public understand the full range of alternatives and the impacts of those alternatives.
- o The public review process for the Draft RASP has been inadequate to allow full public awareness and comment on the draft plan. Marin County requests that the plan be revised and that as part of that revision RAPC extensively publish notices and information about the proposed plan, hold numerous workshops in all communities potentially affected by air transport, establish an official public review and comment phase, provide responses to all comments received, and hold public hearings on adoption of the EIR and the Draft RASP.

The attached comments, observations, requests, and recommendations are keyed to each chapter of the Draft RASP. The shortcomings of the plan are so extensive that it is not possible to provide a complete analysis and recommendations. However, these comments provide at least some of the information and direction that should be included in a revised RASP.

Please include Marin County on the mailing list for any future notices or actions regarding the Plan or EIR. We hope our comments will assist RAPC in preparing a comprehensive and thorough Plan and EIR to address these critically important air transportation issues for the entire Bay Region and its communities.

Sincerely,

Tim Haddad
Environmental Coordinator

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cc: Honorable Lynn Woolsey, Congresswoman, U.S. House of Representatives
Marin County Board of Supervisors
Mark J. Riesenfeld, County Administrator
Alex Hinds, Director, CDA
Grace Schmidt, County Administrator's Office
Paul Schabracq, Planning Consultant

Chapter 1 - Introduction

The Introduction to the report begins by telling the reader that there are two choices: expand runways at existing airports or devise new strategies for managing the capacity of those existing runways. As such, the Draft RASP defines the report as a study on how to maximize runway and airport efficiency to serve market-based projections of increased demand in future years. This introduction narrows the scope of the RASP to a description of each major airport's proposed projects. Instead, the County would recommend that the Introduction begin with a clear explanation of the following:

- o The purpose of the RASP is to provide a comprehensive examination of the air transportation system, including linkages with various forms of surface transportation, over the entire region. The RASP is intended to provide goals, objectives, and policies to direct future improvements at regional airports so that these improvements are coordinated to best serve the public and the environment.
- o The RASP should list the various stakeholders involved in the RASP as well as future airport improvements based on the RASP. The stakeholders should include 1) the people inhabiting the area affected by noise, air quality, and other impacts of air and associated ground transportation, 2) the public served by the region's airports, 3) the natural environment that would be affected by potential improvements consistent with the RASP recommendations, and 4) private interests who will conduct business at the airports (e.g., the airlines, pilot organizations, airport operators, etc.). The RASP should clearly note that the RASP is not required to maximize commercial opportunities for the private interest groups conducting business at or associated with airports. While providing adequate airport operations to allow airlines to operate in a profitable manner may be one of the factors used to assess regional air transport options, it should be clearly stated that it is not the **prime factor**.
- o The Draft RASP states "We have avoided the concept of assigning or allocating traffic to airports, because past plans have not had any practical means to influence actual airline and airport marketing decisions." This statement indicates that the RASP has essentially relegated regional coordination of airport planning to the airlines, airport operators, and other private interest. This is unacceptable for a regional planning document. It is akin to saying that most drivers will not use HOV lanes, so we will convert all HOV lanes to use by the general public. The statement ignores the ability of regional planning authorities to alter market-driven behavior when that market-driven behavior results in adverse effects on the environment and the living conditions of the residents of the area. This statement should be stricken. In its place, the RASP should state that the plan will examine the full range of alternative methods of coordinating and maximizing the effectiveness of area airport operations. In subsequently preparing these analyses of all alternatives, the RASP should certainly point out questions of feasibility given the past predilections of airlines' and others. Conversely, the analyses should clearly indicate the effects on these private parties if certain alternatives such as expanding runways are not implemented. While airlines may be loathe to change routes, the number of flights, the size of planes, etc. at this time and considering that they know that local airports are considering runway expansion, the RASP should clearly describe what effects would occur and what changes the airlines and other private parties might make if they were presented with a coordinated plan that maximized use of existing runways and air operations procedures and recommended certain methods of reducing the number of flights (again, by using larger planes for short hop flights, redirecting flights to one of the three regional airports that had more capacity than another, reducing the number of flights, etc.).

- o The RASP is the one opportunity to address airport operations in the region on a regional basis. Otherwise, air operations will only be examined when one or more airport proposes some form of runway expansion or other major infrastructure improvement. Such studies will necessarily be more limited in scope. While EIRs/EISs for these individual airport projects will likely examine some level of alternatives that include improvements or changes that could be implemented at other areas within the region, these analyses will not be as extensive nor, likely, as objective as such an analysis that was prepared for this RASP. Again, the RASP is the appropriate planning document to examine all options and develop an integrated long-term approach that best serves the needs of **all** stakeholders.
- o The Introduction should provide a clear list and discussion of each agency with responsibility for managing air operations and should list regulations that affect regional airport planning. This discussion should fully describe the options available under existing laws and regulations that would allow regional or local governments to regulate air traffic in a coordinated, integrated manner.

What Have Past Plans Taught Us

- o The RASP should explain why past efforts to coordinate air traffic per the 1994 RASP were ineffective. The RASP should clearly list and describe all efforts that have been taken since the 1994 RASP was adopted to realize these reassignments and reallocations. The RASP should describe why each of these attempts to manage regional air traffic was ineffective. This discussion should explain the existing powers that MTC and ABAG have to actually implement the recommendations of the 1994 and the current (when adopted) RASP. The RASP should describe what legislative or other steps must be taken for the RASP to be more than advisory. What steps would be required for the RASP to review, comment on, and/or approve/deny improvement plans at existing or future regional airports? In this regard, we again note that Marin County strongly recommends that the RASP be adopted as a mandatory element of the RTP.
- o The RASP should clearly describe the efforts taken to implement the existing RASP. The RASP should include portions of the existing RASP that have been eliminated. There are no reasons why these past recommendations should be deleted.

What Is The Problem We Are Trying To Solve?

This section essentially catalogues the expansion efforts of the three regional airports. These expansions are purportedly needed due to reported "chronic delays during bad weather, increasing air traffic, and long standing concerns from communities over airport noise." In response, the following observations are offered:

- o These three concerns are unsubstantiated by independent, objective assessments of the actual number and type of delays. Demand forecasts should be subjected to independent review. This review should include analysis of industry price shocks as experienced in the past, including carrier mergers and increased fuel costs. The SIMMOD study should be completed and reviewed. The study should discuss all assumptions used in determining demand.
- o The increasing air traffic is essentially based on market predictions despite the fact that the RASP notes the uncertainty of such predictions.
- o As to the third concern regarding noise, the RASP does not mention the fact that in potentially addressing noise near existing airports, the listed expansions could have

significant noise impacts on other communities in the region. Noise impacts from the current and projected operation at these airports affect a broad area that changes the concept of what "near airport" means to now include much of the Bay Region, particularly Marin and other North Bay Counties. Again, the RASP is the proper document to assess all these concerns. The RASP should provide a clear description of noise effects on all communities in the area from all potential alternatives.

- o This section should do what it says it will do in the title. It should clearly describe all existing and projected constraints on air traffic in the region. It should clearly explain the entire range of actions that could be used to address these concerns. To limit the discussion to runway expansion essentially abnegates the RASP's responsibility and says that the only solution is to expand the runways.

What Are the Key Environmental Concerns?

This section once again begins with the assumption that runways will be expanded, and then discusses the potential environmental effects on the Bay as well as other effects resulting from such expansion. Again, the RASP has abnegated its responsibility for looking at air traffic and related ground traffic throughout the region.

This section should build on the recommended additions to previous sections and describe the full range of potential environmental effects on all regional communities and ecosystems for each alternative method of dealing with the problem of coordinated air traffic in the region. For example, existing and projected noise levels for each traffic corridor should be predicted for each alternative and combination of alternatives so the public can see what effects the various approaches will have on their quality of life.

These impacts for each alternative and combination of alternatives must be presented to the public and reviewing agencies in the form of an EIR.

Chapter 2

What Are Our Major Conclusions?

The first sentence in this section states that the RASP is considered a "work in progress." This is unacceptable. This plan will be referenced and relied on in EIRs/EISs and other planning studies done for the three regional airports. This RASP must be the baseline of regional requirements to which those future site-specific projects must conform. Without such a comprehensive and integrated plan, future planning will remain piecemeal with each airport essentially doing what it wants to meet the demands primarily of the private party stakeholders.

The plan cannot be a "work in progress." It needs to be finalized prior to decisions on future projects. It needs to undergo CEQA review to determine potential impacts, accept public and agency comment, and revise the plan based on the comment phase. The effects of the increased air activity described in the Draft RASP are real and significant, they are not a transitory "work in progress."

Recommendation 1 is undocumented. As previously recommended, an independent assessment of demand is required

Recommendation 2a is insupportable. The RASP does not provide a comprehensive examination of all potential strategies for integrating air traffic within the region. For example, using the unsupported data regarding demand and hourly runway capacity shown in Figure 5 of the Draft RASP, the Draft RASP states that the capacity at SFO

using existing runways plus SOIA/PRM would yield an hourly capacity of 107 aircraft arrivals/departures under good weather conditions and 85 aircraft under bad weather conditions. The Draft RASP then predicts that the peak hourly demand in 2010 will be 99 aircraft. Thus, using the data within the Draft RASP, SFO would be able to handle peak aircraft activity during good weather in 2010 without expanding its runways. During bad weather, 14 aircraft would be delayed. This is precisely the same number of aircraft that are currently delayed at SFO during bad weather conditions (namely, 14 aircraft with the existing bad weather capacity being 77 aircraft and the peak demand 91).

Thus, without expanding the SFO runways, which the Draft RASP assumes is the only solution at SFO, there are alternative strategies for managing air operations that would result in no more delay than currently exists. To understand what this means, it is necessary for the RASP to clearly explain the following:

- o How many planes are delayed each day at SFO and how long is the delay for each plane?
- o How does this delay compare to other airports in the U.S. and the rest of the world?
- o How accurate is the demand figure?
- o Are the delays confined to a peak hour or hours? What would be the delay if flights were rescheduled or redirected to another airport outside the peak hour?

For the year 2020, this same analysis shows a demand of 123 aircraft or 14 more than the runways could handle during good weather and 46 more than could be handled in bad weather. In this case (again using unsubstantiated demand and capacity figures), there would be more substantial delay. Again, the RASP should determine the length of delay and the impacts of reallocating planes. This analysis should also include adding other management techniques/facilities. For example, Figure 4-C of the Draft RASP states that the CTAS can increase capacity as much as 10%. High speed rail can reduce SFO flights by 4% to 7%. Other options described in the Draft RASP would further reduce demand at SFO (this is not even considering major alternatives such as a new regional airport at Travis AFB or in the Sacramento area). These additional reductions could reduce demand or increase capacity so that there would be no delay at SFO during good weather conditions and approximately the same delay as currently experienced for bad weather conditions.

Figure 5 of the Draft RASP states that the alternative that includes use of existing runways plus demand management would increase capacity in the year 2020 to 120 aircraft or 19 **more** than predicted for the year 2020 in good weather conditions. There would continue to be a shortfall of 14 aircraft during the peak hour in bad weather conditions (it is not stated what the lack of capacity would be for bad weather conditions in hours that are not the peak hour). This same alternative shows that the Oakland Airport would have more than sufficient capacity for both good and bad weather conditions while the San Jose Airport would have adequate capacity during good weather conditions and an 11 plane shortfall for bad weather conditions.

This is a brief comparison. The Draft RASP should expand on this approach and provide a full discussion of the demand and capacity assessment for the full range of possible regional alternatives. The data used for this assessment should be independently gathered by the RASP preparers. The assessment should list the demand/capacity ratios for each alternative and combination of alternatives in a detailed matrix table along with the environmental and cost effects of each alternative to allow the public, the region's

jurisdictions, and other reviewing agencies to see the entire gamut of effects of each alternative as compared to the benefits gained.

The RASP should discuss the fact that there are a variety of options to maximize use of existing airports without necessarily expanding existing runways. It should discuss the fact that by 2020, new technologies could further expand capacity and that new airports at Travis AFB (while the military may currently state they will use this AFB forever, as we all know, the status of military bases is very tenuous, and Congress could decide at any time that this base is ineffective or inefficient), and/or a potential new regional airport in the Sacramento region (which, as discussed later in this letter, should be considered within the region; such an airport could accommodate many of the flights that currently use the three regional airports, it could be a hub for small commuter flights from local airports to connect to longer flights, it could be used for all or much cargo hauling, etc.). The RASP should discuss the role and effect of high speed rail traffic as this is a project currently being investigated regardless of the RASP. It should provide a full analysis of the effects of providing efficient ground and water links between the three airports to allow air passengers to connect to flights at different airports thereby reducing duplicative flights.

The RASP should assess a broad range of creative runway preferential use and aircraft fleet mix segregation programs to assess near-term improvements in service they could provide by reducing aircraft separations and increasing efficient passenger delivery. Such programs should be addressed alone and in combination with advances in radar and air traffic control technologies and procedures along with programs to improve ground transportation and passenger transfers among the three airports. As an example, the RASP should examine the effects of:

- o the prohibition of general aviation operations at constructed airports except during periods of very low numbers of scheduled commercial flight operations;
- o prohibition of all air taxi and commuter aircraft operations; and/or
- o prohibition of all air taxi and commuter aircraft operations between major airports.

Further, the RASP should identify, discuss, and assess the wide range of technological and operational innovations that are under development, even if those innovations have not been completed or adopted at this time. This is a long-term plan and should assess these options along with existing options. These technologies and operations include:

- o Simultaneous Offset Instrument Approach Procedures (SOIA)
- o Precision Runway Monitoring (PRM)
- o Closely Spaced Parallel Approach Procedures (CSPA)
- o Center-Tracon Automation System (CTAS)
- o Local Area Augmentation System (LAAS)
- o Wide Area Augmentation System (WAAS)
- o Wake Vortex Detection Systems
- o NASA's Terminal Area Productivity and Advanced Air Transportation Technologies Projects (AVOSS, AILS, FMS-CTAS, LVASO, pFAST, TMA, and SMA)
- o All components of the National Airspace Architecture Free Flight Phase 1, 2, and 3 program
- o Automatic Dependent Surveillance-Broadcast (ADS-B)
- o Required Navigational Performance (RNP)

Please do not mistake these comments as indicating a predisposition on the part of Marin County for or against proposed runway expansion at SFO and/or Oakland. Instead, these

comments are intended to request that the RASP provide the necessary information and comprehensive plan to ensure that the integrated air operation plan maximize benefits to all stakeholders without significantly affecting specific communities or ecosystems.

Recommendation 3a is insupportable. As stated previously, it is quite likely that adequate air operations in the region can be provided without expanding the San Francisco and Oakland runways. We have previously noted that the Draft RASP starts with this assumption. It almost appears that the Draft RASP was specifically written to justify or provide the rationale for these runway expansion proposals made by the two airports.

Recommendation 3b states that all delays will not necessarily be eliminated by runway widening. Again, a complete comparison of capacity, delays, costs, and environmental consequences is required to determine the best long-term approach. This RASP is the proper document for identifying all options and their benefits and costs so that a regional plan can be developed to eliminate delays or reduce them to a level that is acceptable to the general public.

Recommendation 4a states that there are potential environmental impacts of the proposed runway expansion at SFO and/or OAK. These impacts need to be identified and assessed now so these projects can be compared to other alternatives so that a preferred regional alternative can be identified. Recommendation 4b goes on to recommend that the environmental review process be completed for the two airport proposals. Thus, the RASP in Recommendation 3a recommends runway expansion despite the fact that, as stated in Recommendation 3b, the runway improvements will not guarantee elimination of delay. Also, it is unknown whether the proposal will have significant adverse impacts that cannot be mitigated to a less than significant level. It is insupportable for a regional air operations plan to dismiss the multitude of options available to the region and support plans proposed by two individual airports without even knowing whether these proposals will have significant adverse impacts.

The RAPC can be sure that when the EIR/EIS for the SFO expansion is released, the EIR/EIS will include the required section that discusses the proposed project's consistency with regional plans. The authors of that EIR/EIS will be able to point to this Draft RASP, if it is adopted prior to the SFO EIR/EIS being released, and state that the proposed project is consistent with the RASP. This is an unacceptable, backwards process. The RASP should be providing the comprehensive plan for the area so that the preparers of the SFO EIR/EIS can determine whether their project is consistent with region-wide goals, objectives, and policies. Instead, the RASP states that the only solution is expanding the runways which de facto means that the project is consistent. We must say that this Draft RASP has every appearance of being written to facilitate the SFO expansion process. This concern is corroborated by the fact that the Draft RASP deletes several recommendations of the 1994 RASP which could be viewed as inconsistent with the proposed SFO expansion project.

Recommendation 5 recommends that the plan continues interest in Moffett Federal Airfield and Travis AFB. It also states that the commercial airports require an effective general aviation reliever airport system for small aircraft. This reliever airport system concept needs to be fully developed and described. This discussion should include the projected increase in flights to the receiving airports and noise assessments and other environmental assessments of this recommendation. This recommendation should also include an assessment of a new regional airport in the Sacramento area (at one of the existing military airfields or on an undeveloped site). Sacramento is within 100 miles of the Bay Area and should be included in the regional planning. The RASP should assess the feasibility of such an airport and how it would be integrated into the regional system.

Bullet 3 under Recommendation 5 talks about installing advanced navigational equipment. This discussion should include a full assessment of how this new equipment will transfer noise and other impacts from one area of the Bay to another.

Recommendation 6 is not a recommendation but a statement that the RAPC recognizes that choices regarding runway improvements are limited to expanding the runways, tolerating delays, or limiting air passenger choices. This is a simplistic summary of a complex set of processes. However, this is precisely what the RASP should provide, namely, a thorough assessment of the actual amount of delay, the wide range of actions that reduce delay, the environmental and cost effects of each option and combination of options, and the costs to air passengers for the various options. We would emphasize that effects to air passengers should not be the driving force in these discussions. After all, if one is traveling across the country or further, what is the realistic impact of a 5 or 10 minute delay, given one has at least that much delay waiting at baggage claim let alone the delays moving through surface traffic to reach a final destination - delays that will be aggravated by increased air traffic.

These recommendations need to be completely revised once a complete analysis of all options are developed and the RASP preparers develop an integrated regional plan. This Draft Plan must then undergo CEQA review to allow all interested parties and stakeholders to provide input so as to develop a comprehensive and environmentally sensitive final plan.

A glaring lack in these recommendations is that there is no recommendation that the RASP be adopted as a mandatory element of the RTC and that the MTC/RAPC assume discretionary, or at least review, responsibilities of all projects affecting air transportation in the region. The RASP should indicate that there is no compelling reason for individual cities in the region to own and operate separate airports that are so close that currently proposed runway expansions will result in conflicts over airspace near the runways. If these airports were operated as an integrated system, they would better meet the needs of the entire region by improving safety and inefficiency while reducing environmental impacts. A bonafide regional airports authority should be created to unify and better coordinate integrated management and master planning at airports, improve links between airports, shape airline service, and encourage distribution of flights among airports.

How Would RAPC Propose Addressing Major Environmental Concerns?

This section briefly touches on environmental concerns. The RASP should undertake, at a minimum, the following:

- o Identify existing baseline and predicted noise levels in all affected communities, particularly Marin and other North Bay Counties, prior to developing RASP recommendations. The noise effects of air operations is of critical concern to Marin County and other jurisdictions. The RASP cannot provide an integrated plan for future operations without knowing existing and future noise levels. It is essential these analyses be conducted as part of this RASP.
- o Develop noise standards that will not be exceeded by air operations noise. These standards should be a key basis for plan recommendations.
- o Develop standards and criteria to guide the proposed "Regional Roundtable."
- o Provide recommendations for the FAA to redesign the Bay Area airspace. The RASP should recommend that the RAPC coordinate the redesign process for the FAA.

- o Explicitly describe what laws, statutes, and regulations currently constrain regional air operations planning. Describe what federal or other laws exist or need to be changed to allow the RAPC or MTC to require changes in flight paths, allocate arrivals and departures to airports with sufficient capacity, limit air operations at certain airports, require integrated ground and ferry access between airports, and other design and operational changes.
- o At the least, the RASP should define the parameters of the studies regarding the cited overflight noise, air quality, ground access, and bay resources.

These environmental concerns should be addressed in an EIR for this Draft RASP. The results of this EIR should be used to provide final recommendations for the plan.

What Issues Still Need To Be Resolved If Runways In The Bay Are To Be Considered?

This entire section includes comments on the planning process of the individual projects and not regional planning per se. What does the plan conclude as a result of the issues summarized, and what does the plan propose to resolve? Some specific comments include:

- o What position does the RASP take on the decision to expand runways to provide space for New Large Aircraft?
- o What, if anything, can be done about backblast noise?
- o What standards and criteria are recommended for the proposed new approach procedure for SFO under inclement weather?
- o What does the Plan recommend for the significant noise impacts that would result from expanded use of the North Field at OAK?
- o What does the Plan recommend as regards potential airspace conflicts between SFO and OAK and SFO and SJC? Again, the RASP is the document that should provide recommendations for the coordination of regional airports.
- o What are the "variety of potential solutions" to mitigate conflicts between SFO and OAK?

Chapter 3 Planning Goals

What Goals Should Guide This Plan?

It is curious that the goals are placed after the chapters recommending airport runway expansion. The Plan should be revised to place the goals prior to detailed explanation of problems and recommendations.

This section should begin with a detailed discussion of the 1994 RASP. The success and failure of implementing the 1994 RASP should be described along with the reasons for failures.

Are the goals prioritized, or are they all equal in value? If prioritized, please provide the prioritization and the rationale for that prioritization.

The Plan recommendations should be linked to the goals to show how the Plan will realize the goals. For those goals that are not addressed, additional recommendations

should be developed. The following goals are not adequately addressed by Plan recommendations:

- o Consider a full range of options to further long term system capacity needs. The Plan recommends airport expansion but does not provide any detailed recommendations for developing other measures to ensure long-term management of the airspace.
- o Options must be realistic. This goal should be restated, in the sense that the Plan must describe ways of managing the air operations that reach beyond just market decisions to address quality of life and environmental concerns in the region. The Plan should provide the policy framework that would allow the FAA to establish and apply regulations which allow safe air operations that do not significantly impact the Bay environment. The plan should identify all methods available for shaping demand.
- o The goal providing for (minimized) bay fill should be eliminated. There is no evidence in the RASP that bay fill is even needed. This goal should be included only after the RASP has proven that expanded runways into the Bay are absolutely required.
- o The recommendations do not provide any set criteria or quantifiable standards to meet the goal to reduce the impacts of aircraft noise and emission of air pollutants.
- o The goal that states that airport environmental documents should consider both local and regional effects of aviation activity is unacceptable. This should be the role of this plan. A regional plan should not recommend that subsequent individual project proposals assess regional effects. As stated previously, given the RASP as it currently exists, preparers of the SFO EIR/EIS will be able to easily say that their project is consistent with this plan, which essentially is a recommendation for runway expansion with no requirements for integration of the SFO operations with other airport activity or surface transportation networks.

Chapter 4 - Forecasts of Aviation Demand

As stated previously, the section on demand needs to be redone by independent, objective analysts.

Chapter 5 - Alternatives For Serving Future Demand

Figures 4-A to 4-C need to be expanded to describe how these various options could be integrated into a regional plan. As stated earlier, it is entirely possible that by integrating a variety of these approaches along with increased trip demand management available through the oversight of a regional planning authority and/or possible changes in FAA regulatory requirements that future demand can be met without major construction projects. Equally as important, these options could reduce noise and other impacts suffered by Marin and other North Bay communities in the region. Other observations include:

- o One area of analysis that needs to be expanded is the means of providing inter-airport transport to allow passengers to move between one airport and another. Measures to be assessed include dedicated ferries, buses, BART cars, etc.
- o The impacts of all these alternatives need to be assessed to determine which options best meet objectives of efficient airport operation with the least environmental effects and cost.

- o The plan needs to further assess the diversion that would be provided by high speed rail. The RASP should independently assess this diversion which is predicted by the Rail Authority to be as high as 36% to 56%.
- o The plan needs to expand the definition of the region to include the Sacramento area. The plan should assess the existing and future likelihood of developing one of the military bases in the area (like Mather AFB) or developing a new regional airport in the area. It is noted that TRACON is moving to Sacramento, and this area is definitely within the service area of many of the people who currently fly in or out of the Bay airports.
- o The environmental effects of each alternative must be identified and compared. One area of particular note is the option of using a system of satellite airports. The impacts of such an option on local communities around those airports as well as along the flight paths of those airports needs to be fully assessed at this time.
- o It is unacceptable for the Draft RASP to state "it is difficult to say what the net effect of these [alternatives] would be because of the many possible combinations." This plan is the one opportunity to spend the time it takes to fully assess all these alternatives and their combinations.

Chapter 6 - Runway Demand and Capacity Comparison

As has been discussed extensively in previous comments, it is imperative that the demand/capacity assessment be redone once independently derived demand figures are identified. The comparison must assess the demand and capacity for all possible combinations of options, particularly including demand management options that could be implemented by a regional air operations agency if the FAA and other agencies amended current laws, statutes, and regulations.

As previously stated, the plan should precisely state how many planes would be delayed and for how long for each option. Data on delays should include:

- o Arrival and departure delays caused by weather at other airports.
- o Delays caused by air traffic control delays or system-wide decisions not attributable to runway factors at local airports.
- o Delays due to mechanical problems not attributable to runway operations.
- o Delays caused because airlines scheduled flights for particular times without regard for how many other flights were scheduled at the same time, or cancelled flights because they were not full.
- o Delays due to growth in small-plane commuter service. How many passengers are carried by these services and how many planes are used? What percentage of passengers and flights do these small planes represent?

The RASP should develop a clear definition of baseline capacity for the system as a whole. This definition should be based on the number of flight operations, number of passengers served, actual or projected passenger demand and other factors.

Instead of assuming that demand must inevitably increase into the future at recent rates, the plan should assess the accuracy of previous air operations forecasting.

Chapter 7 - Environmental and Other Concerns

It is not acceptable for the RASP to state that the RASP will be incorporated by MTC in its long range Regional Transportation Plan and then state that an EIR is not required since MTC takes no discretionary actions with respect to airport development decisions. This is a key criticism of the plan - it should strongly recommend that MTC be authorized to take discretionary actions. How can there be a regional airport system plan if each airport makes its own development decisions?

As regards this chapter's brief discussion of possible environmental effects, this analysis is totally inadequate. It provides no means for the public or reviewing agencies to determine the effects of plan recommendations and other options and alternatives not currently recommended in the plan.

The Plan generally speculates on the environmental impacts of additional runways and alternatives, but provides no required CEQA environmental analysis and fails completely to evaluate the environmental impacts of any of the stated Plan goals, recommendations and conclusions, such as the potentially substantial impacts of the goal to enhance capability of the region's general aviation "reliever" airports.

In accord with Government Code provisions which require that the Regional Transportation Plan (RTP) include planning for aviation facilities and services and airport ground access improvement programs (Government Code Sections 65080(a) and 65081.1), the RASP is a required component of the RTP. As such, the RASP, even if considered advisory, is an adopted element of the RTP and is a project subject to CEQA environmental review. (CEQA Guidelines Section 15378 [definition of project] defines project as an activity directly undertaken by any public agency including the adoption and amendment of general plans or elements, and implicitly including a regional plan such as this). CEQA does not provide any statutory or categorical exemption applicable to the RASP, (a statutory exception for RTIP Transportation Improvements pursuant to Guidelines Section 15276 is not applicable to the RASP or the RTP). The RASP has potentially substantial significant adverse impacts as earlier noted in these comments and the Plan should be analyzed in an EIR prepared and certified pursuant to CEQA prior to its adoption. The Plan should then be subject to a full public notice, hearing and comment procedure for consideration and adoption of that Plan, not the abbreviated notice and hearing procedure currently being employed for the RASP. MTC should conduct a formal broad regional process to prepare and adopt the RASP which includes public hearings on environmental impact and adoption of the Plan.

Summary

The Draft RASP is not a complete document and should not be adopted by the RAPC. The plan needs to be revised to provide a full assessment of all options available to maximize transportation efficiency in the area while minimizing environmental and other costs. This revised Draft RASP should be accompanied by an EIR that fully assesses the environmental effects of all Draft Plan recommendations and alternatives that were rejected.

As has been stated throughout this comment letter, the RAPC and the MTC are missing a unique opportunity to provide the critically important framework for regional air planning. To miss this opportunity is to allow future air operations planning to be done in a piecemeal fashion by individual airports who historically have not addressed the needs of the citizens of the region.

METREON

A SONY ENTERTAINMENT CENTER

July 13, 2000

Mr. William Ward
Chair
Regional Airport Planning Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Ward:

On behalf of Metreon, I'm writing in support of the San Francisco International Airport's (SFO) plan to expand its runways and ability to land aircraft. We agree that the expansion is critical to the vitality of the region.

Metreon—A Sony Entertainment Center, located in downtown San Francisco, was visited by more than six million guests in our first year of operation. We expect that number to grow in the coming years and for there to be an increasing number of guests that visit us from out of town as we become a more active player in San Francisco's world-class tourism industry. Any efforts that encourage easier transportation into San Francisco are efforts that we wholeheartedly support.

For these reasons, as well as SFO's current critical capacity problems, we believe it is critical to not just the business community, but the community at large for our airport to operate at capacity with runways that ensure the safe delivery of both people and goods to the region.

In order to ensure the continued economic health of the region, we urge the Regional Airport Planning Commission to support SFO's efforts to keep pace with our region's growing economic demand.

Sincerely,



Marlene Sharon Saritzky
Director
Communications and External Affairs

Dear Mr. Ward,
 Having lived in
 San Francisco 69
 years and having
 seen the Bay under
 surge for the last
 three decades, I beg
 you to resist attempt
 to expand runways
 into the Bay. Nothing
 is worth running the
 "goose that laid the
 golden egg." Olivia Fisher

National Audubon Society



Dear Mr. ward, I urge you to
 Please complete a
 plan to integrate
 operations at the
 region's airports
 and link them together,
 instead of expanding new
 runways in the Bay.

Photo by: John Eastcott/Via Monalissa

William Ward, Chair
 Regional Airport Planning
 Committee
 101 8th St.
 Oakland, CA 94607

Louisiana's Atchafalaya Swamp, home to these two
 Green tree frogs, is also a nesting and feeding habitat for
 more than 170 bird species.

To find out how you can help save America's wildlife by
 becoming a member, call the National Audubon Society
 at 1-800-274-4201.

Thanks for your time, Stephanie Miller

© 1996 National Audubon Society
 Printed with 100% Recycled Paper

Dear Mr. Ward,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay.

The major problems with this solution are:

- More noise for the Sunset and Richmond areas in the City and more noise in major cities in Marin.
- More environmental problems including air and water pollution. Our bay is a disaster and this will be the death-nell
- Traffic will be even worse (hard to believe)
- A great recreational resource for boaters, picnic users, and especially the thousands of windsurfers (who after this will be reduced to only 300 parking spaces in the entire SF and Peninsula area) will be destroyed.

In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. The population growth that would even support such an increase DOES NOT EXIST in San Francisco or the Peninsula. Why build more supply in SF when the demand is in the North, East and South Bay? In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Unfortunately, I know this nobody cares about the people of the Bay Area as I have been to many meetings and know that the contractors who stand to benefit from this combined with the politicians have already paid off any decision makers they can find. Only with your help can we prevent this disaster from further turning the paradise we grew up in, into a bad imitation of LA. Please do the right thing and help us.

Thank you for your time and for considering my input.

Sincerely,



Jeff Milum
San Francisco



City of Millbrae

621 Magnolia Avenue, Millbrae, CA 94030

DANIEL F. QUIGG
Mayor

DENIS E. RICHARDSON
Vice Mayor

MARC HERSHMAN
Councilmember

LINDA T. LARSON
Councilwoman

NADIA HOLOBER
Councilwoman

June 29, 2000

Mr. Bill Ward, Chairman
Regional Airport Planning Committee
c/o MTC, Joseph P. Bort MetroCenter
101 Eighth Street, 3rd Floor
Oakland, CA 94607-4700

RE: Noise Resolution

Dear Chairman Ward:

I am writing this letter on behalf of the Millbrae City Council because we feel it is important that our input be a part of the findings of your Committee.

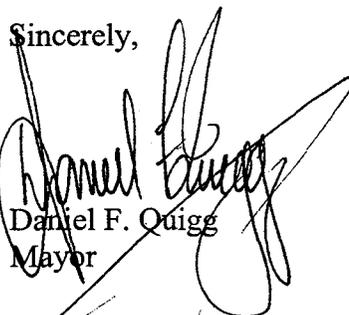
Our City, like the cities of Burlingame, Colma, Daly City, Pacifica, Redwood City, San Bruno, San Carlos and San Mateo join the communities' Airport Community Roundtable in our concern with reducing airport noise in and around our area. Our City has joined the cities mentioned above in passing a resolution memorializing our concern about airport noise and emphasizing our strong insistence that any airport plan address the redirection of noise away from people as a major environmental priority.

Although we know that the airport has yet to select a new runway alignment alternative, it is our fervent hope that selected alignments will address themselves to redirecting noise away from populated areas. For us, noise is a major, if not the major environmental concern. We ask your committee to take note of our concerns and include them with your findings.

A copy of the approved noise resolution is enclosed for your information.

Thank you very much for your attention and kind consideration.

Sincerely,


Daniel F. Quigg
Mayor

Enclosure

RESOLUTION 00-23

**CITY OF MILLBRAE, COUNTY OF SAN MATEO
STATE OF CALIFORNIA**

**A RESOLUTION DECLARING THAT AIRCRAFT NOISE IMPACTS
AND MITIGATIONS ARE MAJOR ENVIRONMENTAL CONCERNS THAT MUST
BE CONSIDERED IN ALL ENVIRONMENTAL STUDIES OF ANY RUNWAY
CONFIGURATION PLAN AT SAN FRANCISCO INTERNATIONAL AIRPORT**

WHEREAS, air traffic into and out of San Francisco International Airport causes noise that impacts the environment and quality of life in Millbrae; and

WHEREAS, FAA traffic routing patterns may place flight paths over Millbrae; and

WHEREAS, the quality of life in Millbrae is adversely impacted throughout the day and night by backblast noise and low flying aircraft departures to and from the close proximity of existing runways; and

WHEREAS, aircraft noise impacts are and must be considered a significant environmental issue to be evaluated in all environmental analyses; and

WHEREAS, San Francisco International Airport is located in San Mateo County and is the County's largest single employer and provides significant economical vitality to the region; and

WHEREAS, a runway configuration at San Francisco International Airport could have a major effect on lessening aircraft noise in San Mateo County; and

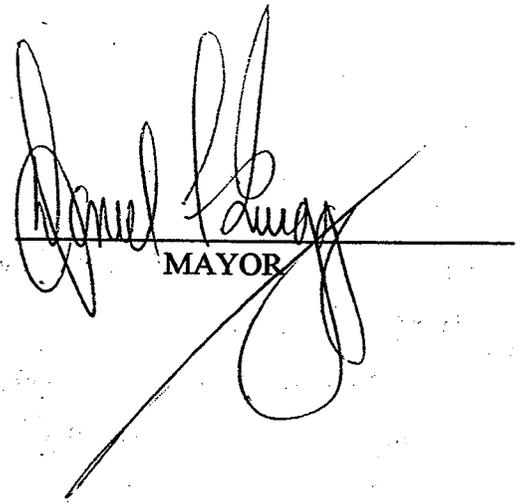
WHEREAS, the Airport Community Roundtable has submitted a letter to Hillary Gitelman, Environmental Review Officer, City and County of San Francisco, dated September 3, 1999, that contains comments on a Notice of Preparation (NOP) to prepare a Draft Environmental Impact Report (DEIR) to evaluate proposed runway reconfigurations for San Francisco International Airport; and

WHEREAS, the term "environment" is defined in Section 21060.5. of the Public Resources Code, as "...physical conditions which exist within the area that will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance."

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Millbrae declares that aircraft noise impacts and mitigation are major environmental concerns that must be considered in all environmental studies, approvals, or regulatory consideration of any airport runway reconfiguration plan; and

BE IT FURTHER RESOLVED, that the City of Millbrae insists that aircraft noise mitigation be a major goal and objective of any runway reconfiguration plan by San Francisco International Airport.

REGULARLY PASSED and adopted this 22 day of February, 2000.


MAYOR

ATTEST:


CITY CLERK

I do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the City Council of the City of Millbrae this 22nd day of February, 2000, by the following vote:

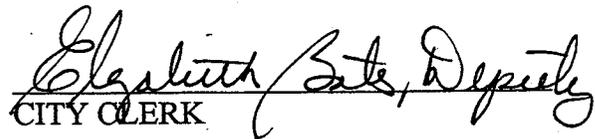
AYES, and in favor thereof:

COUNCILMEMBERS: Quigg, Richardson, Hershman, Larson and
Holober

NOES: COUNCILMEMBERS: None

ABSENT: COUNCILMEMBERS: None

ABSTAIN: COUNCILMEMBERS: None


CITY CLERK



Vonya Morris
39 Baytree Way
San Mateo CA 94402-1203

Dear Mr. Ward, Chairman:

Rather than filling in the Bay,
please think of other alternatives for
improving S.F. airport. Parking is great
at Oakland and weather is good at San Jose.
Isn't there some kind of Am Track-Bart
link to connect them together?

Yours truly
Vonya Morris



CITY OF MOUNTAIN VIEW

Office of the Mayor and City Council • 500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
650-903-6305 • FAX 650-903-6039

July 26, 2000

Regional Airport Planning Committee
In care of Mr. Chris Brittle
101 Eighth Street
Oakland, CA 94607-4700

Honorable Committee Members:

At its July 25, 2000 meeting, the Mountain View City Council authorized a letter of comment be sent to the Regional Airport Planning Committee (Committee) regarding the Regional Airport System Plan Update 2000 Draft Final Report recommending that Moffett Federal Airfield continue to be considered as a potential site for general aviation uses in the future.

The City of Mountain View has communicated with the Committee on several occasions in the past regarding its opposition to the idea of general aviation uses at Moffett Federal Airfield and would like to once again reiterate the City's concern that the Committee's recommendation to continue considering Moffett Federal Airfield as a potential site for general aviation uses in the future ignores the City of Mountain View's policies and concerns regarding the future use of Moffett Federal Airfield as enumerated in the 1992 City of Mountain View General Plan, the Joint Cities of Mountain View and Sunnyvale Community Advisory Committee Final Report and other policy documents adopted by the Mountain View City Council and its electorate. It is also contrary to the expressed needs and interests of NASA, the Federal agency currently operating the airfield facility, and could undermine NASA's development plans for the Moffett complex and the future viability of the airfield remaining as a secure Federal facility and NASA remaining an important institutional citizen in the City of Mountain View.

The City of Mountain View requests that the issues and concerns listed above regarding its opposition to the potential for general aviation uses at Moffett Federal Airfield be

Regional Airport Planning Committee

July 26, 2000

Page 2

thoroughly and thoughtfully considered by the Committee as it takes on action on the adoption of the Regional Airport System Plan Update 2000 Draft Final Report.

Sincerely,



Rosemary Stasek

Mayor

RS/LF/2/MGR

601-07-12-00L^

cc: Dr. Henry MacDonald—NASA

Mr. Bill Berry—NASA

Sunnyvale City Council

Mountain View City Council

CM, CA, CC, ACM, DCM, ATCM

July 18, 2000

William Ward, Chairman
Regional Airport Planning Comm.
10K-8th St.
Oakland, CA 94607

Travelsty would hurt us
all, either directly or
indirectly.

Sincerely,

Jim Musselmann
Jim Musselmann
266 Bybee St.
San Francisco, CA
94130

Dear Mr. Ward:

Please do everything in the
your power to integrate the
operations of our bay
area airports. This is
particularly important so
that alternatives to the
horrendous New Plan to
fill in two square miles of
the bay for San Francisco
Airport runways can be
found. If this plan is

allowed to happen, it will
be an irreverible environmental
disaster! Such a (over)

NATIONAL AIR TRAFFIC CONTROLLERS ASSOCIATION,
AFL-CIO

San Francisco Tower Local
P.O. Box 250717 San Francisco, CA 94125



July 14, 2000

Mr. William Ward
Chair
Regional Airport Planning Committee
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

Dear Chairman Ward,

Thank you for giving me the opportunity to express the position of the air traffic controllers in your official record. For reasons outlined below, the National Air Traffic Controllers Association enthusiastically supports the Runway Reconfiguration Project at SFO.

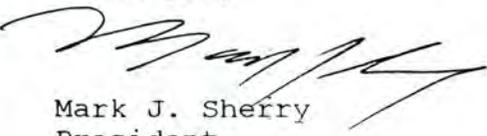
As air traffic controllers, our first priority is safety. The current airport configuration is safe. However, the current runway layout forces air traffic controllers to cut in half the number of arrivals per hour in poor weather for safety reasons. Reconfiguring the runways at SFO will allow for safer, more efficient air travel into the Bay Area.

The current runways at SFO are too close together for simultaneous landings in bad weather. This accounts for most of the delays at SFO. Delays have negative economic impact on passengers, businesses, airlines and the economy as a whole. Reconfiguring the runways at SFO will significantly reduce the delays currently experienced in poor weather conditions.

Finally, because of the close proximity of SFO's runways, only one local controller can deal with all of the air traffic that takes off and lands at SFO. Reconfiguring the runways will allow us to have two or three controllers at a time, providing safer, more efficient air transportation. A division of workload will allow the controllers to focus on one part of the operation and maximize the safety and efficiency of that one part.

No matter what RAPC, MTC or any other government body decides, ultimately the air traffic controllers have to make it work. That is why the National Air Traffic Controllers Association strongly supports enhancing the capacity at SFO. We want air traffic to move in the best way possible, and it is our position that the most efficient way to move air traffic into SFO is by reconfiguring the runways.

Thank you,


Mark J. Sherry
President
NATCA/SFO

August 2, 2000

Mr. William Ward
Chair
Regional Airport Planning Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

Dear Bill,

RE: Regional Airport System Plan Draft Final Report

INTRODUCTION:

A healthy system of Bay Area airports is essential to our efficiency in a competitive economy. Delays in air traffic and ground side access to airports are uncompensated costs and inefficiencies which raise the level of anxiety of the air traveler.

Improving airport capacity to serve the future growth in passenger and air cargo is a great challenge to a planning agency. The prime consideration in its deliberations should be "How does this serve the *"Public Interest"*?"

A planning agency must resist the economic and political pressures of entities which have a vested interest such as: city owned airports which want to protect their revenues and airlines which are interested in maintaining their monopoly of allocated boarding gates so that new competing airlines cannot threaten their fare structure.

The Public Interest is not well served when 100% of the passenger and air cargo traffic is concentrated in the densely populated South Bay of the nine-county region. The current volume of air traffic (without any of the projected increases) has created the following problems:

1. Flight delays and cancellations due to inadequate runway capacity.
2. Crowded air space which requires FAA coordination of conflicting traffic between SFO and Oakland airports.
3. Congested freeways due to increased auto and truck traffic accessing the airports.
4. Overflight noise pollution impacting the densely populated communities bordering the Bay.
5. Environmental health is compromised by heavy air pollution in the South Bay Basin which lacks good air circulation on many days. Pollution levels increased by both jet engine and surface transportation exhaust.

MITIGATION NOW!

San Francisco Airport proposes mitigation by filling a large area of the Bay thus converting former South Bay salt ponds to tidelands. Loss of open Bay waters and the disruption of tidal currents are not equivalent to tideland restoration. The salt ponds acquired from the Leslie Salt Co. in the North Bay by U. S. Fish and Wildlife Service in 1995 have not been converted to tidelands because of unrectified pollution.

SFO is currently attempting to purchase farmed diked lands bordering San Pablo Bay in the North Bay for mitigation of fill in the Bay. Acquisition by SFO of a small part of these lands for a new airport would make filling the Bay and its mitigation unnecessary.

MITIGATION of current problems of flight delays, overflight noise and traffic congestion could be accomplished *NOW* and avoid fill in the Bay by changing the practice of first creating a problem and then looking for a mitigation. We should mitigate existing problems rather than create new ones. An economic and environmental cost-benefit analysis of a new airport is timely at this stage of the planning process. It is estimated that a North Bay airport built on surplus government land could be built for 20% of the estimated costs of SFO runway expansion. The 4,300 acre Skaggs Island declared as surplus property by the Navy can accommodate two parallel 14,000 ft. runways with a 5,500 ft. separation and allow approaches and departures over San Pablo Bay.

MARKET POTENTIAL

A response to public comments on the subject final draft plan was distributed at the 7/28/00 meeting of the RAPC. Part B of this memorandum pertained to the suggested North Bay airport, stated that a North Bay Aviation Study was conducted in 1980 as was a 1976 feasibility study of a joint use of Travis AFB. In planning airport facilities for the year 2020, studies done 40 and 44 year prior to the target date do not seem to be very relevant. This same Part B made no reference to a more recent study of a North Bay airport made in 1991 by KLF Aviation Consultants, University of California, Berkeley which is on file in the MTC library. This study entitled "Proposed North Bay Airport Master Plan" estimated that in a high growth scenario a North Bay airport at Skaggs Island was technically feasible and could serve 20 million passengers annually by the year 2040. In this scenario SFO was to receive 45% of regional demand, while OAK, SJC and the NBA would receive 20 percent, 20 percent, and 15 percent, respectively. This would establish an equitable distribution of the benefits and burdens of airports throughout the Region.

The subject memorandum although intended to deprecate the feasibility of a North Bay airport implied the need for such a facility by the following statement: "The North Bay counties are also experiencing the highest growth rate in the Bay Area and contain half the land in the Region projected to be available for future development" ABAG year 2000 projections for the Bay Area in the year 2020 reported a 25.6% increase in population for the four North Bay counties of Marin, Sonoma, Napa and Solano, while San Francisco and San Mateo counties combined would have a 5.4% rate of increase

The same part B of subject memorandum contains a chart which reports a projected total of 3,124,800 passengers at an North Bay airport in the year 2020. The executive summary of Roberts, Roach & Associates, consultants employed by RAPC, estimated a total of 7,046,751 passengers in 2020 from the same four counties of Marin, Sonoma, Solano and Napa. This figure does not include passengers from the outlying Northern counties or the Western part of Contra Costa county who would find a North Bay airport more accessible than existing airports.

No mention was made in Part B of the tonnage of air cargo which would find an uncongested North Bay location more desirable as a distribution center than North Field at Oakland Airport. Air Cargo is projected to increase at a 6.2% rate compounded annually. Oakland airport is experiencing a high rate of growth in air freight cargo traffic at its North Field and the night time noise pollution has a severe impact on the surrounding communities. Heavy truck traffic on freeway 880 which serves the airport has created hazardous driving conditions.

AIR CARGO AIRPORT IN THE NORTH BAY

"Aeroplex" is a new concept in air cargo airport operations. Several large real estate development companies are designing and selling warehouse space for fast throughput inventory management systems to satisfy the growing need of Internet retailers and other Internet technology manufacturing companies. The Internet technologies have only accelerated a trend in supply chain patterns where inventory ratios to sales has been declining for many years. Warehouses are now being located adjacent to air cargo runways for immediate filling of orders, accepting returns and even making repairs. The proposed North Bay airport site has an operating railroad line, a ferry port and a network of secondary roads due for improvements. Acquisition of right of way for highway improvements are available at a minimum or no cost.

Attached to this letter is information from a www.aircargo.com web site which reports on the rapid deployment of *"aeroplex"* facilities in the United States.

I trust that your Committee and staff will give due consideration to the observations presented as an alternative the to proposed "runways configuration" of the San Francisco airport.

Your truly,


Edward J. O'Flynn

(Enclosures)

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Building Faster Shipping

An industrial property specialist almost unheard of in the air cargo business until last year, San Francisco-based AMB Property Corp. is adding urgency and investment to the international freight industry's future role in electronic commerce. The real estate investment trust has overhauled its business plan and is putting its weight behind the belief that the world's economic growth will be built on speed and that transport operators and logistics companies will be central to that growth.

In partnership with developer Trammell Crow, AMB has built "high-throughput processing and distribution centers" at the airports in Portland, Ore., and Dallas-Fort Worth (pictured above) and won approval recently for a facility in Houston. They are the first nodes in what AMB believes can become an international network of similar structures serving a new global economy tied to Internet communications, tight inventory and rapid fulfillment.

"Our goal is to own the choke point of the distribution channel," said Hamid R. Moghadam, chairman and chief executive officer of AMB. "Our goal is to end up owning the speed end of the business, all those

business channels that are dependent on speed."

AMB's major investment comes amid something of a backlash to the idea that air cargo operators are major beneficiaries of Internet commerce. United Parcel Service and Federal Express have aggressively wrapped themselves in the e-commerce banner, but the parcel numbers for the express carriers have actually been relatively unimpressive over the past year.

But the domestic U.S. express industry isn't where AMB is pinning its future, and Moghadam says the move to "high-speed air cargo processing" is not merely Internet-driven.

"When you look at supply chain patterns, at the ratio of inventory to final sales, the slope is southeasterly," he said in an interview. "Every unit of the economy is being supported by less and less inventory. This is a 50-year trend and e-commerce is only four or five years old. But e-commerce is the enabler, the tool, that will extend this."

AMB is putting big money behind its analysis: the company has sold off about \$750 million of its \$950 million in retail holdings, including numerous shopping centers. In their place, AMB has a business plan that calls for sites near major ocean ports and rapid flow-through facilities such as the sites at Portland International and Dallas-Fort Worth International airports.

The facilities are on the airport, with direct access to aircraft on one side and to trucks on the other. AMB's plan is to stick to international gateways and a few key airports with very specific characteristics: "It has to be a major airport for existing cargo - big and growing. It also has to have big passenger traffic to be interesting to us. There has to be an attitude on the part of the airport to encourage this sort of development," he said. And there should be limited space for competing facilities.

That means perhaps 35 to 40 airports around the world, each capable of accommodating 300,000 to 400,000 square feet of such space. Like the products it expects to handle, AMB is in a hurry, with plans for rapid expansion this year even as the Houston project



Air Cargo World Online Features

Hubs of Commerce

Airports across the central United States want a piece of electronic commerce, but only the biggest of the big know how to feel fulfilled

by Brendan Sobie

On just about anyone's economic map, central Ohio should be a perfect fit for distribution centers catering to the growing number of orders submitted over the Internet. Ribbons of highways put much of the nation's population within easy driving distance and space-rich airports are eager to handle any traffic e-commerce may drive.

But when Columbus, Ohio-based fulfillment house SubmitOrder.com was looking for a site for a larger distribution center this spring, it looked south. This fall, the 15-month-old company will open a 629,000 square-foot distribution site in Memphis, Tenn., making it the latest of many "dot-com" providers to set up in the shadow of the world's largest cargo airport.

"It's a key component of a company like ours to determine where the transportation hubs are," says JT Kreager, president and chief operating officer of SubmitOrder.com, which fills orders submitted by consumers to a dozen online retailers.

Airports across the central United States have high hopes that e-commerce will bring in planeloads of new cargo traffic and have launched studies to pinpoint this highly anticipated growth. But the harsh reality for most airports has been that the largest cargo airports have gained the most from the growth

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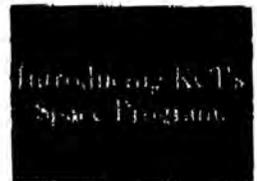
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FOR IMMEDIATE RELEASE

GRISSOM AEROPLEX READY FOR PRIVATE DEVELOPMENT

October 1, 1997 -- GRISSOM AEROPLEX, Peru, Ind. What do Cost Plus World Markets, a California-based home furnishing retailer, and Indiana-based Franklin Power Products, an engine parts maker, have in common?

They both expanded their businesses with a location at Grissom Aeroplex, a 1,345-acre business and industrial park in North Central Indiana. The Aeroplex has about 330 acres of open land and 71 buildings with 1.1 million square feet of office, industrial and warehousing space. The Aeroplex is also home to Indiana's longest runway, which continuously operates.

Cost Plus and Franklin Power are just two of the companies that have opened businesses at Grissom Aeroplex in the last 12 months. Locally based Marburger Foods, a food processor based in Peru, and UAP Richter, an agricultural supplies distribution subsidiary of ConAgra, have also both opened at Grissom Aeroplex this year. In addition, the Aeroplex is now home to two restaurants, a banquet center, a child care center, a gas station/convenience store and credit union.

Grissom Aeroplex was created when the U.S. Department of Defense closed part of the former Grissom Air Force Base and transferred the property to the Grissom Redevelopment Authority, the locally created group charged with using these assets to create jobs and stimulate the economy.

"The things that attract distribution businesses to Grissom Aeroplex are our central location and our status as an Indiana Enterprise Zone, which gives those companies a credit of up to 100 percent of the state's inventory tax," said Jason Hahn, director of marketing for the Aeroplex.

In 1996, Franklin Power Products opened a manufacturing facility and distribution center at Grissom Aeroplex, which had an existing building, the right kind of workforce and relief from Indiana's inventory tax -- everything Franklin Power needed for its new factory.

MITIGATION NOW!

San Francisco Airport proposes mitigation of filling a large area of the Bay by converting former South Bay salt ponds to tidelands. Loss of open Bay waters and the disruption of tidal currents are not equivalent to tideland restoration. The salt ponds acquired from the Leslie Salt Co. in the North Bay by U. S. Fish and Wildlife Service in 1995 have not been converted to tidelands because of unrectified pollution.

SFO is currently attempting to purchase farmed diked lands bordering San Pablo Bay in the North Bay mitigation of fill in the Bay. Acquisition by SFO of a small part of these lands for a new airport would make filling the Bay and its mitigation unnecessary.

MITIGATION of current problems of flight delays, overflight noise and traffic congestion could be accomplished *NOW* and avoid fill in the Bay by changing the priority of first creating a problem and then looking for a mitigation. We should mitigate existing problems rather than create new ones. An economic and environmental cost-benefit analysis of a new airport is timely at this stage of the planning process. It is estimated that a North Bay airport built on surplus government land could be built for 20% of the estimated costs of SFO runway expansion. The 4,000 acre Skaggs Island declared as surplus property by the Navy can accommodate two parallel 14,000 ft. runways with a 5,500 ft. separation and allow approaches and departures over San Pablo Bay.

MARKET POTENTIAL

A response to public comments on the subject final draft plan was distributed at the 7/28/00 meeting of the RAPC. Part B of this memorandum pertained to the suggested North Bay airport, stated that a North Bay Aviation Study was conducted in 1980 as was a 1976 feasibility study of a joint use of Travis AFB. In planning airport facilities for the year 2020, studies done 40 and 44 year prior to the target date do not seem to be very relevant. This same Part B made no reference to a more recent study of a North Bay airport made in 1992-93 by KLF Aviation Consultants, University of California, Berkeley which is on file at the MTC library. This study entitled "Proposed North Bay Airport Master Plan" estimated that in a high growth scenario a North Bay airport at Skaggs Island was technically feasible and could serve 20 million annual passengers by the year 2040. In this scenario SFO was to receive 45% of regional demand, while OAK, SJC and the NBA would receive 20 percent, 20 percent, and 15 percent, respectively. This would establish an equitable distribution of the benefits and burdens of airports throughout the Region.

The subject memorandum designed to deprecate the feasibility of a North Bay airport implied the need for such by the following statement: "The North Bay counties are also experiencing the highest growth rate in the Bay Area and contain half the land in the Region projected to be available for future development" ABAG year 2,000 projections for the Bay Area in the year 2020 reported a 25.6% increase in population for the four North Bay counties of Marin, Sonoma, Napa and Solano while San Francisco and San Mateo counties combined would have a 5.4% rate of increase

Providian Financial Corporation
201 Mission Street
San Francisco, CA 94105



(415) 543-0404

July 15, 2000

Mr. William Ward
Chair
Regional Airport Planning Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Ward:

I am writing in support of the San Francisco International Airport's (SFO) plan to expand its ability to land aircraft. As the Bay Area's economic gateway, it is critical to the vitality of the region that SFO be able to function safely and efficiently.

As Chairperson of the San Francisco Chamber of Commerce Transportation Committee, I routinely hear from businesspersons concerned with delays and the impact to their business. At Providian, our employees and managers use the airport everyday, and they frequently express their concerns about delays.

SFO is the seventh busiest airport in the world and second in the U.S. in terms of dollar value of imports and exports. SFO handles 95 percent of the Bay Area's international passengers and 99 percent of the region's international air cargo. Clearly, SFO is a major economic engine and a critical component of our region's vital infrastructure.

Yet, every year, SFO is ranked among the worst airports in the nation for flights delayed by 15 minutes or more. This is due in large part to the restrictions placed on the airport for landing planes on runways that are only 750 feet apart - 3750 feet less than the current FAA requirement of a 4500 separation between runways.

For these reasons, as well as SFO's current critical capacity problems, it is of vital importance to the business community that SFO be able to operate at capacity with runways that ensure the safe delivery of people and goods to the region.

Now is the time to modernize and reconfigure SFO's runways in order to ensure the continued economic health of the region and I urge the Regional Airport Planning Commission to support SFO's efforts to keep pace with the region's economic demand.

Sincerely,

A handwritten signature in cursive script that reads "Jim Wunderman".
Jim Wunderman
VP Corporate Affairs

Anthony Prud'homme
Profitability Consultant
795 Sutter Street
San Francisco, CA 94109

Chairman Ward
101 8th Street
Oakland, CA 94607

Dear Chairman Ward:

I am writing to support a major extension to and reconfiguration of San Francisco Airport's runway system. The present system is hopelessly outmoded and obsolete, which raises safety concerns, diminishes economic benefits to the entire Bay Area, and does nothing to contribute to the maintenance and enhancement of the Bay's many important and sensitive ecological sub-systems.

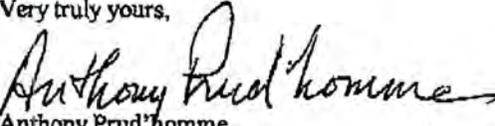
Safety is, and must be, the primary concern of any airport facility. The fact that SFO's runways are too short and too close together means that extraordinary precautions must be taken to maintain appropriate safety standards. These precautions are expensive, difficult to maintain, and carry a relatively high risk of human error. New runways would provide opportunities to install the latest in safety technology and to establish flight patterns and other operating protocols which would enhance safety at all times and under all conditions which the airport might reasonably expect to encounter.

You will no doubt have been furnished with many facts and statistics which demonstrate the incredible stream of economic benefits that flow from SFO to the communities of the Bay Area. These benefits are not what they should be now due to reduced flights to and from SFO when all too common weather patterns are present, and they will cease to grow altogether if and when air traffic to the Bay Area reaches capacity, which is in the near, not the far, future. The only existing facility (short of Travis Air Force Base) that can realistically be expanded to accommodate significantly increased air traffic is SFO. This is a goose that is laying golden eggs. It should be encouraged, coddled, and cared for with great sensitivity and wisdom.

The ecology of the Bay is known to be fragile. Yet, in many areas and instances, it is losing ground. This is fundamentally unforgivable and will no doubt cause a huge hue and cry if plans for the extension of SFO's runways go forward. It does not have to be this way. SFO's expansion can be designed and built so as to reduce the detrimental effects to the Bay of a major airport on its shore. Further, significant money for the long term maintenance and repair of the Bay can be generated from the economic dynamo that SFO represents. We understand the biology of the Bay and what it needs to prosper. We have the engineering knowledge and skills to design and build a facility that will enhance, not detract from, the Bay's health. We have, or will have once the expansion project is completed, the financial resources to make significant contributions to protecting and husbanding the Bay's many and varied ecosystems. We have, then, the prospect of a "win/win" situation, and we should take advantage of it.

Thank you very much for your attention. I urge you to support expanding SFO's runways and airfield.

Very truly yours,


Anthony Prud'homme
Profitability Consultant

MILAN RADOVIC
363 Dahlia Drive
Sonoma, CA 95476-8096

Telephone: (707) 996-7370
Fax: (707) 996-4672
E-mail: milrad@aol.com

July 13, 2000

Mr. William H. Ward, Chairman
Regional Airport Planning Committee (RAPC)
Metropolitan Transportation Commission (MTC)

Metro Center
101 Eighth Street
Oakland, CA 94607

Re: Comments and Suggestions for the RASP Draft Final Plan

Dear Mr. Ward:

I have attended most of the MTC/RASP and the SFO airfield reconfiguration public information workshops during the last three months. The comments and complaints were mostly about the increasing noise levels and other environmental impacts, and ranged from well founded and documented to frivolous and even poetic. In addition, letters to the editor expounded on these comments. The latest one I read in the July issue of the Coastal Post is copied below:

About Flight Noise Complaints

The Coastal Post devotes a lot of space to covering the flight noise complaints. While these complaints may be well intentioned, the people are ignoring reality. During the past two decades, the Bay area has seen tremendous growth. There are now thirty-million people living in California. In twenty years, there will be fifty-million, and a large percentage will be living in Northern California. Logic says that air traffic will almost double. Do Marin residents think that they have some God-given special right to escape the sound of jets flying overhead? Do they really believe that jets should fly over every county except Marin? Of course they do. The rest of the state must be chuckling over Marin resident's whining.

Jason Warden
jkwarden@ix.netcom.com

COASTAL POST
7-1-2000

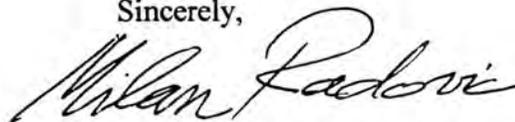
I believe Jason Warden makes a good point about the unavoidable increase of air traffic noise and other pollution in the Bay Area, but he should not single out Marin County residents for their strong objections to airport expansion; similar comments were heard from the people living in Richmond, Millbrae, Palo Alto and Oakland.

Therefore, in my opinion, the only sensible solution for the expansion of commercial air travel facilities in the Bay Area is to achieve some degree of equity by the redistribution of noise, other environmental impacts and ground transportation congestion in the entire Bay Area, that is all nine San Francisco Bay area counties. In practical terms this would mean adding runways outside the existing three major airports, SFO, OAK and SJO. Not in a distant "upland" site, such as suggested in Tracy, Gilroy, Salinas, Ukiah, or March (apparently the former March AFB in Riverside county); but in the North Bay. In the San Pablo Bay, two excellent sites were identified and studied; one, on Skaggs Island, which has an NBAA air clearance request from FAA since February 1999, apparently needing the green light from SFO management before approval; and a second site on Tubbs Island for which an FAA air clearance request is pending.

However, a fourth commercial airport in the North Bay is strongly opposed by the SFO management, who stated that "the only way to ensure that airlines would serve the new airport (in the North Bay) would be to close existing Bay Area airports at SFO, OAK and SJO, which would have substantial economic impacts".

I am proposing that our San Francisco Bay regional and California State agencies carry out a comparative cost-benefit study, including the environmental impact reviews, of expanding (reconfiguring) the existing major Bay area airports, particularly SFO, or building a new airport in the San Pablo Bay lands; starting first with a single runway for air cargo flights, later adding intercontinental and transcontinental flights, and eventually developing a full service commercial airport. This study should be conducted without the participation of consultants currently working on the expansion plans of the San Francisco Bay Area three major commercial airports in order to preclude any conflicts of interest.

Sincerely,



Note to RAPC Staff Liaisons: Patricia Perry (ABAG), Jeff Blanchfield and
Don Neuwirth (BCDC), and Chris Brittle (MTC)

FAX No.: 510-464-7848

I would appreciate if you would distribute this memo to the RAPC members prior to, or at the July 14 public meeting at the Metro Center auditorium.

MILAN RADOVIC
363 Dahlia Drive
Sonoma, CA 95476-8096

Telephone: (707) 996-7370
Fax: (707) 996-7370
E-mail: milrad@aol.com

August 2, 2000

Mr. William H. Ward, Chairman
Regional Airport Planning Committee (RAPC)
Metropolitan Transportation Commission (MTC)

Metro Center
101 Eighth Street
Oakland, CA 94607

Re: Comments and Suggestions for the RASP Draft Final Plan

Dear Mr. Ward:

I find that the MTC "Response to Comments on Draft Final Plan for the RASP, Attachment B - New North Bay Airport" is very superficial and biased.

That document is essentially based on a 1980 "North Bay Aviation Study", while ignored were several other sources published in the 1990s, such as: "Proposed North Bay Area Master Plan", by KLF Aviation Consultants, 1991; three spring 1992 semester reports about the feasibility of a commercial airport on Skaggs Island in Sonoma County, prepared by graduate students completing an Air Transportation Planning course (CE260L) in the School of Transportation Engineering, University of California-Berkeley; several MTC staff reviews of the desirability and feasibility of a North Bay airports requested or suggested by past and present RAPC chairmen and members; and numerous R & O Associates papers and letters about the need and advantages of runway and airport sites on Skaggs Island and Tubbs Island in Sonoma County.

Therefore, we urge you to add to the RASP 2000 update a cost-benefit analysis (CBA) of a new runway on Skaggs Island and/or Tubbs Island as an alternative to building (reconfiguring) a runway on Bay fill at SFO.

1. First, a technical/engineering CBA:
SFO management and their consultants have apparently selected the most complex reconfiguration alternative - a new runway on Bay fill. In the North Bay, in the San Pablo baylands, and specifically on and around Skaggs Island and Tubbs Island, there is ample dry land, not only to accomodate a 15,000 feet runway (cargo or relief), but eventually a full service commercial airline airport.
2. Second, a CBA of all Bay area transportation means leading to and from the the three major airports; that is is, including road, railroad and water (ferries and hydrofoils). This analysis would compare the costs and benefits of the currently planned transportation access improvements, particularly for SFO and OAK, with the costs and benefits of assuring adequate access to the Skaggs/Tubbs islands runway site. These improvements would consist of:
 - a) Expanding HI-37 into a freeway, or limited access expressway, to connect freeways 580 and 80 in the East with freeway 101 in the West, thus providing a "beltway" around most of the Bay area. Caltrans in the late 1990s has reviewed and priced several alternatives for improving and expanding HI-37 before deciding to implement a temporary solution of installing 3-foot separation walls between the east and west lanes.

- b) Railway access: the existing NW Pacific RR line runs through Tubbs Island and borders Skaggs Island, and it can be upgraded from the current freight only service to passenger service as well.
 - c) Water access: the existing Sonoma-Marin Port, at the mouth of the Petaluma River, can be expanded to a a ferry (for cargo, and cars and trucks) and hydrofoil (for passengers) port, connecting to existing Bay ports, in Larkspur, Tiburon/Sausalito, downtown San Francisco, Richmond, Alameda, Oakland; and eventually new ports, to be built as needed. A second, or alternate port, could be a rebuilt old "Emarcadero Port" at the mouth of the Sonoma Creek.
3. Third, an environmental CBA, probably the most and difficult part of the overall cost-benefit analysis. This analysis can be broken down into several components:
- a) Noise Pollution CBA: comparing the noise impact of the new runway at SFO, and OAK, (once their runway configuration is defined), with the noise impact of the Skaggs/Tubbs runway.
 - b) Air Pollution CBA: taking into account the topography, prevalent wind directions and micro climates of the reconfigured SFO and OAK runways, and the Skaggs/Tubbs runway.
 - c) Climatic conditions, particularly the effects of fog causing flight delays and cancellations, now affecting most severely SFO, less OAK, and from our observations, even less the San Pablo baylands.
 - d) CBA of other environmental impacts, such as the effects of toxic waste that would be generated by disturbing the Bay bottom sediment at the proposed SFO reconfigured runway site; compared to the magnitude and costs of cleaning the toxic waste on the Skaggs Island deactivated US Navy base, and toxic waste, if any, from the sludge now being dumped in Skaggs Island by the City of Vallejo Water and Sewer District.

In summary, the "Mitigation Approach" used by SFO to trade farm and industrial land all around the Bay for justifying the construction of a reconfigured runway on Bay fill, should be also used to provide mitigation, that is trade-offs for all other factors -- transportation access, all forms of environmental impacts, micro-climates, and other before deciding which runway addition (reconfiguration) is in the best Public Interest -- at SFO, or OAK, or Skaggs/Tubbs islands, or none of the above.

Sincerely,



R & O Associates
Telephone and FAX: (707) 996-4672

Sent by FAX No. 510-464-7848, to RAPC Staff Liaisons: Patricia Perry (ABAG), Jeff Blanchfield and Don Neuwirth (BCDC), and Chris Brittle (MTC).

Restore San Francisco Bay Associates

3720 Country Club Dr.

Redwood City, CA 94061-1110

(650) 365-0675

Rnobles@jips.net

Regional Airport Planning Committee:

I am Ralph Nobles, an environmentalist and advocate for the restoration of San Francisco Bay. I appear today to urge this Committee to move forward with San Francisco International Airport's runway reconfiguration proposal because it includes a major restoration of South Bay wetlands as a mitigation measure. This mitigation provides a unique opportunity to significantly increase the size and environmental health of San Francisco Bay.

If runway construction goes forward, the only possible mitigation of appropriate function, kind and scale would be the re-establishment of tidal action and/or other environmentally beneficial management of all 29,000 acres (45 sq. miles) of the South Bay Cargill salt ponds. Such mitigation would also achieve a major objective of the San Francisco Bay Area Wetlands Ecosystem Goals Project.

Construction of a new runway system mitigated by recovery of South Bay salt ponds presents an extraordinarily beneficial opportunity for the environment and regional economy. Because approximately 80% of the South Bay's historic wetlands have been taken over for the environmentally damaging process of solar salt production, their recovery would be the boldest and most important estuarine wetland restoration ever attempted in the United States.

The elimination of the salt ponds and creation of healthy wetlands would more than quadruple the wetland acreage of the Don Edwards San Francisco Bay National Wildlife Refuge. Since habitat loss is the principal cause of wildlife endangerment, this amount of new high-quality wetland habitat should allow the recovery of the California clapper rail, the salt marsh harvest mouse and other endangered species.

That's why I urge this Committee to move forward on SFO's proposed runway reconfiguration. Historically the Bay has lost very little open water but has lost more than 90% of its historic tidal wetlands. Thus the recovery of 80% of that lost resource in exchange for less than 0.5% of its relatively unimpacted open water resource for runway construction would be very favorable mitigation.

The public benefits from the acquisition and restoration of the salt ponds to wetlands are enormous. It is most fortuitous that San Francisco International Airport has the motivation and means to act as the lead agency in the process. If the Airport is permitted to successfully complete this endeavor, it will have performed a public service of historic moment and earned a debt of gratitude from residents of the Bay Area, the state and the nation.

Thank you for your attention and consideration.

Ralph Nobles



G. Rhea Serpan
President & CEO

July 19, 2000

Mr. William Ward
Chair
Regional Airport Planning Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Ward:

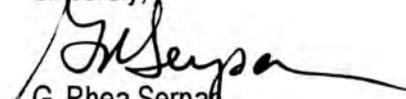
Enclosed, please find letters from various Bay Area companies in support of San Francisco International Airport's (SFO) runway reconfiguration plans. I will submit these letters as part of my testimony at the Regional Airport Planning Committee (RAPC) August meeting. Because of SFO's position as the Bay Area's economic gateway, the ability to land aircraft efficiently and safely is has become one of the highest policy priorities for the San Francisco Chamber of Commerce.

SFO is the seventh busiest airport in the world and second in the U.S. in terms of dollar value of imports and exports. SFO handles 95 percent of the Bay Area's international passengers and 99 percent of the region's international air cargo. Clearly, SFO is a major economic engine and a critical component of our region's vital infrastructure.

The Chamber's annual quality of life poll found that 66% of the general public supports SFO's efforts to expand its runways. This support no doubt stems from personal experience. Every year, SFO is ranked among the worst airports in the nation for flights delayed by 15 minutes or more. This is due in large part to the restrictions placed on the airport for landing planes on runways that are only 750 feet apart – 3750 feet less than the current FAA requirement of a 4500 separation between runways.

For these reasons, as well as SFO's current critical capacity problems, it is of vital importance to the business community that SFO be able to operate at capacity with runways that ensure the safe delivery of people and goods to the region.

Sincerely,


G. Rhea Serpan
President & CEO



San Francisco International Airport

PO Box 8097
San Francisco, CA 94128
Tel: 415 821 5000
Fax: 415 821 5005
www.flysfo.com

July 13, 2000

Mr. William Ward
Chair
Regional Airport Planning Committee
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

AIRPORT
COMMISSION
CITY AND COUNTY
OF SAN FRANCISCO

Subject: Regional Airport System Plan Draft Final Report

Dear Mr. Ward:

WILLIE L. BROWN, JR.
MAYOR

I would like to take this opportunity to commend staff for their hard work and efforts to prepare the 2000 Draft Update of the Regional Airport Systems Plan (RASP). My staff and I have reviewed the June 30, 2000 document and I would like to offer comments that may clarify points made in the report. Some of the comments I raised at our last meeting, and your staff may have since included them in later drafts. I have also included several attachments that provide greater detail which will help your staff in their preparation of the final report. It is my feeling that the adopted RASP should be strong in its recommendations and findings. As a planning instrument, it should be firm in its guidance to the agencies that need to rely on its findings and recommendations.

HENRY E. BERMAN
PRESIDENT

LARRY MAZZOLA
VICE PRESIDENT

MICHAEL S. STRUNSKY

LINDA S. CRAYTON

CARYL ITO

JOHN L. MARTIN
AIRPORT DIRECTOR

1. The Draft Final Report concludes that runway improvements would be needed at SFO and/or Oakland. The data in the report support the conclusion that both San Francisco and Oakland will require additional runway capacity - SFO now, and OAK after 2010 and before 2020.
2. As your staff's research and analysis indicates, the report should state that there are no feasible sites for major airport development away from the Bay.
3. Moffett Field is not a viable reliever airport for SFO as suggested in the draft report.

Mr. William Ward
July 13, 2000
Page Two

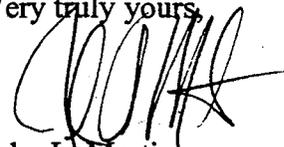
4. The report mentions demand management as an alternative. Meaningful demands management would require extraordinary rulemaking authority that has not been given to any airport, requiring Congress to amend the Airline Deregulation Act. Through the Airline Deregulation Act, Congress has sharply limited the ability of airports to affect airline activities. The only realistic alternative would be an act of Congress.
5. A Central Valley airport would not be able to attract a measurable portion of the population in Marin, Sonoma, San Francisco, San Mateo, and Santa Clara Counties, where your data indicate the greatest portion of travelers originate.
6. SFO's airspace analyses indicate no airspace conflicts with San Jose aircraft operations. If you have any different information, please share it with us.
7. Chapters 5 and 7 need to have findings, just like the other chapters.
8. A Regional Airport Authority would not have the authority to direct airlines to shift flights between airports under existing laws. Also, a Regional Airport Authority would not benefit financially due to the existing Lease and Use Agreement SFO has with the airlines. These lease and use agreements result from a settlement which prohibits any shift in revenue from SFO to any other airport.
9. In Chapter 2, Recommendation 6c indicates that choices for runway improvements include limiting air passenger choices through flight restrictions. While this may be a theoretical "choice", it is not currently legal and would require Congress to enact laws contrary to their recent actions to remove previously grandfathered slot controls at three airports. This statement therefore is misleading to readers of the Plan.
10. A major new international airport at Skagg's Island, with similar numbers of flights as OAK and SJC, would cause new aircraft noise likely exceeding 65 dB CNEL in many populated communities and would likely be opposed by those communities. Additional factors are discussed in the attachment.

Mr. William Ward
July 13, 2000
Page Three

Finally, I believe SFO has provided conclusive evidence to MTC staff that there are no alternatives to reconfiguring runway at SFO that will meet our projected demand. We have provided data that indicate that there is no viable upland alternative, that enhanced technology will not solve air traffic constraints, nor will high-speed rail reduce cargo and passenger air traffic demand. Detailed information about our analysis is attached. Therefore, the report should conclude there are no alternatives to reconfiguring runways at SFO.

As I mentioned above, additional detailed comments are provided as attachments. Once again, I would like to express my appreciation to you and your staff for your continued persistence and technical leadership in updating the Regional Airport System Plan. Thank you for allowing SFO to comment on this report.

Very truly yours,



John L. Martin
Airport Director

Attachment 1
Attachment 2

cc: Mr. Chris Brittle, Metropolitan Transportation Commission

City of San Leandro
Civic Center, 835 E. 14th Street
San Leandro, California 94577



July 26, 2000

Metropolitan Transportation Commission
Chris Brittle, Planning Manager
Metro Center
101 Eighth Street
Oakland, CA 94607

SUBJECT: Comments regarding Regional Airport System Plan Update and Oakland Airfield Expansion Options

Dear Mr. Brittle:

The City of San Leandro remains greatly concerned about the impacts of the anticipated expansion of Metropolitan Oakland International Airport (MOIA), and would like these concerns to be noted as the Regional Airport Planning Committee considers the final Plan at its July 28, 2000 meeting. Our predominant concerns are related to noise and surface street traffic impacts generated by the projected growth of airport activities at MOIA.

Noise

While additional use of the Oakland airport may be inevitable, the options of either expanding the use of the "North Field" and/or constructing a new "inboard" runway at the South Field could have undue noise impacts on existing San Leandro neighborhoods.

The Draft Final Plan makes numerous references to the projected growth of passenger and cargo air traffic, with the conclusion that by the year 2010 some traffic will be shifted to the airport's North Field to accommodate growth. This assumption was also indicated in the Port of Oakland's Environmental Impact Report for the Airport Development Plan. Both documents have failed to adequately discuss the impacts of noise and air pollution on neighborhoods in close proximity to the North Field.

The Draft Final Plan studies over-flight noise in more distant communities but fails to fully recognize the noise generated by arrivals, departures, engine run-ups and missed approaches for the communities of San Leandro, Alameda and Oakland.

Shelia Young, Mayor

City Council: Gordon A. Galvan; Bob Glaze; Surlene G. Grant;
 Garry A. Loeffler; Joanne M. Lothrop; Glenda Nardine

With regards to future runway development at MOIA, and referencing the specific options as outlined in the material used by the Oakland Planning Study Working Group's June 21, 2000 meeting, runway "concepts" N-1 and N-2 (which extend the North Field runway with little or no change in runway's current orientation) would be of great concern.

The RASP has acknowledged the sound impacts of these alternatives, and the City hopes that the issue of noise impacts is given the appropriate weight when these options are evaluated against those "bay fill" options which would create fewer impacts.

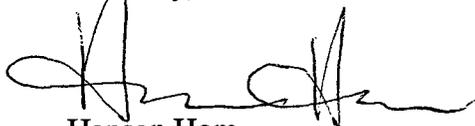
Traffic

The region's highway system is currently operating at maximum capacity. This fact is recognized in the Draft Final Plan. What the plan does not include is an evaluation of the increase to surface street congestion in communities adjacent to MOIA, as well as SFO and SJC. As increasing numbers of passengers, cargo transport vehicles, and employees of the airports and airport tenants seek alternate routes to the airports to avoid highway traffic gridlock, gridlock on surface streets increases. Further study should be conducted in this area to evaluate the impact of airport growth on local traffic circulation.

Finally, it should be noted that the Draft Final Plan does not discuss the possibility that the region's airport system will reach maximum capacity sometime in the future. Is there a need to place limits on future expansion of existing airport facilities so that the impacts on surrounding communities and the environment do not grow indefinitely? Local communities, the San Francisco Bay, open space and the region's ground transportation will continue to be burdened with growing noise, traffic congestion and environmental pollution. The City is also concerned that airport issues be addressed on a regional basis. Moreover, solutions should also be analyzed on a regional basis. Neighbors of the existing airports should have direct regional representation in the planning process, and ways to reduce regional competition among the airports should be explored.

Thank you for your consideration of these comments. It is hoped that the RAPC will conduct further studies into these matters and include its findings in the final report.

Sincerely,



Hanson Hom
Interim Development Services Director

Best of the
The ¹San Francisco Peninsula... San Mateo County

Belmont Burlingame Daly City Foster City Millbrae Redwood City San Bruno San Carlos San Mateo San Mateo County South San Francisco

July 14, 2000

Regional Airport Planning Commission
Fax: 501-464-7848

Dear Commissioners:

An enormous share of the visitor business attracted San Mateo County may be attributed to having San Francisco International Airport in our back yard. The convenience of the getting in and out of SFO makes our wonderful area even more appealing to meeting planners.

For this reason, the reliability of flights in and out of SFO is a critical issue for the tourism industry in San Mateo County. If SFO earns a reputation for delayed flights, meeting planners anxious to please time-conscious travelers may very well opt for other locations where flight schedules are predictable and on time.

We urge you to look at any and all options that would allow SFO to operate at maximum efficiency. The jobs and lives of many in the hospitality industry depend on it.

Thank you for listening to our views.

Sincerely,



Anne LeClair
President and CEO



County of Santa Clara

Office of the Board of Supervisors

County Government Center, East Wing
70 West Hedding Street, 10th Floor
San Jose, California 95110
(408) 299-2443
FAX 298-6637 TDD 993-8272



Pete McHugh
Supervisor, Third District

July 20, 2000

Chairman William Ward
Regional Airport Planning Committee
101 8th Street
Oakland, CA 94607

Dear Chairman Ward,

Thank you for the opportunity to express my support for the Runway Reconfiguration Project at SFO. The delays at SFO have a significant negative impact on the economy of Silicon Valley. The problems associated with flight delays at SFO must be solved in a timely manner.

The growth of Silicon Valley has placed further demand on SFO. Bay Area businesses are depending on reliable and timely air transportation services. Businesses need to be able to move their sales personnel, consulting teams, customer service staff and executives quickly and easily without delay around the world. This is essential to remain competitive in today's economy. Airport capacity has a direct bearing on business decisions about startup, expansion and relocation.

Many segments of Silicon Valley's business community rely on SFO to support the region's economic vitality and continued growth. The growing demand for air travel coupled with SFO's preeminent role as a gateway to the international, biotechnology, and technology sectors mandates that infrastructure is appropriate to support this continued growth.

Bay Area businesses are leading the world into the 21st Century. It is not acceptable for the Bay Area to have an airport that provides anything other than the best service possible. The project will have enormous economic and quality of life benefits. I encourage the RAPC to precede with recommendations in support of the Runway Reconfiguration Project at SFO.

Sincerely,

Pete McHugh
Santa Clara County Board of Supervisors, District Three

In addition, the RASP should evaluate more carefully other airfield capacity in Northern California, including current and former military bases and Central Valley airports, and should then indicate clearly whether construction of a new major airport in the North Bay, Central Valley or Southern California is indicated.

7. *Analyze regional surface transportation capacity.*

The RASP does not evaluate whether the region's surface transportation system can accommodate the projected doubling of airline passengers by 2020, nor does it catalogue all of the effects on the Bay Area population of increased traffic attributable to that unconstrained growth. Instead of adopting individual airport projections of mass transit and private automobile use at airports, and cataloguing road and transit projects already being pursued, RASP should be identifying the benefits and challenges of establishing direct mass transit links between the airports.

RASP should also examine anticipated total trip time for short-haul destinations given likely flight delays and surface transportation delays from increased traffic to identify how much faster destination-to-destination service may be provided by alternative transportation within the planning horizon. This analysis would also be useful in a cost/benefit analysis improved mass transit between the major Bay Area airports.

8. *Describe the impacts.*

The RASP should do more than just list the kinds of impacts that airports may have on the Bay Area and its people. The RASP should describe the likely impacts on health, on ecosystems and on quality of life from the projected unconstrained growth in air travel and operations, and identify how different options could increase or reduce those impacts. As a start, it would be appropriate for the RASP to actually use the valuable environmental impacts planning and evaluation tool created by BCDC for this RASP, instead of just attaching the matrix form as an appendix. Then, RASP should identify planning goals and provide cost-benefit analyses that reveal the trade-offs between airport capacity improvements and environmental health. The RASP should also recommend against pursuing airfield development options with severe environmental constraints.

The RASP should also make a strong recommendation that the Bay Area Air Quality Management District, Environmental Protection Agency and other appropriate agencies review the projected increased air emissions from airfield or airport-related surface transportation projects. These are projects that might place the Bay Area even further out of compliance with regulatory targets on ozone and other pollutants. In particular, the BAAQMD needs to take into account any projected increased air, ground or water vessel use in projected emissions inventories.

9. Describe an Optimal, Regional Airport System.

Airports are intersections between airspace and ground transportation, between airplanes, passengers and cargo. RAPC has failed to describe an optimal system that would maximize integrated operations and efficient use of the facilities already in existence along with targeted enhancements, operational changes, and direct links.

The RASP should evaluate a truly integrated airports system operated by a regional airports authority with power to make the system work well. It would be appropriate for the RASP to examine operations in other regions with multiple airports to identify relevant system management and integration efforts and their applicability to the Bay Area. The RASP should not reject this task because of current legal constraints or jurisdictional disputes, but should identify what changes would be needed to implement an optimal system and should conduct a cost/benefit analysis of such a system.

10. Identify National Problems.

In assembling a regional plan, the RASP should acknowledge the national problems that Bay Area airports cannot solve operating alone, or even as a more integrated system, especially delays and air traffic control system limitations. The RASP should identify those problems that need national solutions and highlight some of the solutions that should be explored. This would establish an agenda for the FAA and other federal agencies, and provide a powerful tool for state and national policy-makers to use in encouraging prompt action.

Public and Agency Input and Participation.

While there has been some attempt to receive public input and comment, it has mostly been disregarded. RAPC has done a poor job of eliciting and facilitating the participation and input of important constituencies, including state and federal resource agencies and local transportation authorities; independent technical experts on aviation, economics and ecosystems; cities, businesses and residents of the Bay Area who will be affected by airport development. A good example of the opaque process being pursued is RAPC's failure to even circulate the draft RASP to anyone not in attendance at the June 30, 2000, RAPC meeting. The document was not mailed to anyone either before or afterwards.

If the RASP is intended to be used as the basis for decisions about airport infrastructure development, it should be subjected to a CEQA process, including thorough agency and

public review. Otherwise, another evaluation process will have to repeat your work with that legally required review.

We have hoped that the RASP could be a useful contribution to the development of more integrated regional transportation in the Bay Area. If the deficiencies we have identified are not addressed, we strongly recommend that RAPC reject this draft RASP as an inadequate and misleading document, which will do much more to hinder integrated regional transportation planning than to encourage it. We would look to other institutions to conduct a truly independent assessment and design a plan with greater relevance to the important choices the region faces.

Thank you for your consideration of these views.

Sincerely,

David Lewis
Save The Bay

Richard Zimmerman
Sierra Club Loma Prieta Chapter

Arthur Feinstein
Golden Gate Audubon Society

Tom Steinbach
Greenbelt Alliance

Jane Seleznow
Sierra Club SF Bay Chapter

Jon Rainwater
California League of Conservation Voters

Russell Long
Bluewater Network

Jerry Meral
Planning and Conservation League

John Thelan Steere
San Francisco Bay Joint Venture

Marguerite Young
Clean Water Action

Jane Morrison
San Francisco Tomorrow

Barry Nelson
Natural Resources Defense Council

Bill Robberson
San Francisco Boardsailors Association

Amy Quirk
Alliance for a Clean Waterfront

6312 Stone Bridge Rd
Santa Rosa CA 95409-5824

July 26, 2000

William Ward, Chair
Regional Airport Planning Committee
101 8th Street
Oakland CA 94607

Dear Mr. Ward:

Given the constant increase in air travel, the needs for more air traffic in the Bay Area must be met. But no solution is without impacts that are undesirable – to people – to the environment – to the economy. The trick will be to find the solution that has, in sum, the fewest impacts.

One way would be to integrate the operations of at least the three heaviest traffic airports. Actually, it might require integrating more airfields in the region in order to reduce or eliminate small recreational planes from using up critical airspace at the three major airports.

The whole region would benefit if more of the regional traffic were served by San Jose Airport since that is where the preponderance of employment (ergo travel) is located. It would reduce the highway traffic. It would reduce air pollution (which is always worst in the South Bay).

Oakland is also nearer to major passenger needs. Much of that goes right by Oakland to San Francisco. As the region keeps growing, it will make more and more sense to make the most of each of the region's assets.

I realize San Francisco has a big leg up in traffic and flight choices – but the fog that so frequently slows operations often makes it a less desirable choice. The airlines must be persuaded to add operations at San Jose and Oakland instead of concentrating their service at San Francisco.

Another facet is technology. I understand that much more sophisticated air traffic control mechanics are available. They allegedly could make many more flights in and out possible in bad weather. Technology provides the solution with the fewest undesirable impacts to meet growing air travel needs. That is the first line that should be required.

When more runway capacity is still needed, it should be met from a regional perspective. Again, that would pretty obviously best be met at San Jose and Oakland.

As far as the current San Francisco Airport proposal for a massive fill in the bay is concerned, it would meet the airport's desire for more of the region's air traffic but at a huge environmental cost. Water circulation in the South Bay is already very poor since it has no major river flowing into it. It may require an expensive pumping system to keep at least the present circulation. Or maybe building the runways on piles as has been done elsewhere in the world.

Thank you for the opportunity to comment.

Towards the best solutions, I am


Jack Schoop

**Jane P. Seleznow
7301 Snake Road
Oakland, CA 94611**

August 4, 2000

William H. Ward, Chair
Regional Airport Planning Committee
Association of Bay Area Governments
101 8th Street
Oakland, CA 94607-4700

Dear Mr. Chairman and Members of the Committee:

I appreciate the opportunity to provide comments on the **Regional Airport System Plan Update 2000**.

Having attended the July 28th meeting of RAPC, I agree wholeheartedly with the numerous members of the committee who stated that **this work product is not a "plan"**. Although staff did a lot of work and the body of knowledge about airport activity has increased, it is very disappointing that after all this time, there is no plan for the future.

As a member of the public, I expect that my elected and appointed officials will exhibit **leadership and articulate bold visions for the future**. I then expect that they will work to make those visions a reality. This "plan" demonstrates no leadership and no vision for a better future for the Bay Area. Committee members seem to be resigned to the status quo and offer no new ideas.

I urge the members of this Committee to spend some additional time articulating a real plan for the future to meet the Bay Area's transportation needs. **This current "plan" should not be adopted as final until additional work is done.**

You state that based on your analysis, there is no strategy, or set of strategies, that can adequately close the gap between demand and capacity by 2020. **How can you consider finalizing your report when you haven't identified any solutions yet?** Wasn't your main purpose in doing an Airport Plan Update to come up with a plan to meet the region's needs? How can you issue a final report that says we really don't know what to do about this problem.

I suggest that your recommendations be much bolder than they are in the current draft report and include such things as:

- 1. A request for additional funding from the State and/or Federal Government to study the feasibility of a fourth commercial airport in the Bay Area.**

Since demand is expected to exceed capacity no matter what is done at the existing airports, why not start considering this now? It seems to me that you would want to identify a possible site as soon as possible so that whatever land might be available for an airport doesn't disappear due to some other type of development.

2. The establishment of a Regional Airport Authority.

Many committee members seem to believe this is a good idea. Why not include it as a recommendation even though there may not currently be the political will to make it happen. It will never happen if it is not articulated as a vision for the future.

3. Aggressive pursuit of possible other sites for civil aviation such as military and general aviation airports.

Your current recommendation sounds like quiet resignation regarding the status quo. I suggest you recommend that ongoing discussions be held with existing airports around the region to examine how they can be used to help meet demand in the future.

4. Changes needed at the Federal level.

There is no question that many of the problems with the current airport system stem from airline scheduling and outdated air traffic control facilities and equipment. I suggest you include some strong recommendations that the FAA address these issues.

5. Strong support for high speed rail in California.

This has got to be part of your plan for the future if you truly want to meet the travel demands of the people of California. Airplanes cannot be our only option for travel between Northern and Southern California.

As the only regional airport planning group in the Bay Area, those of us who live here look to you for leadership and vision. There is no other group that we can turn to that will articulate a vision for the future that increases the transportation capacity of the region and improves our quality of life. **I hope we can rely on you to come up with a meaningful plan for the future.**

Thank you for your consideration of my views.

Sincerely,

Jane P. Seleznow

Jane P. Seleznow

WILLIAM R. STEWART

1415 Leavenworth #3
San Francisco
CA 94109
771-7815

July 27, 2000

William Ward, Chair
Regional Airport Planning Committee
101 Eighth Street
Oakland, CA 94607

Good morning!

NO Bay fill, PERIOD.

Not now. Not ever. Not at the airport. Not anywhere.

It is not all right to defecate in a sacred place with the
excuse that "We will do it only a little bit . . . and
that only rarely".

Thank you, Mr. Ward, for your help.

Warmest regards,

BILL

cc: David Lewis,
Save the Bay

CITY OF SUNNYVALE

The Heart of Silicon Valley

456 WEST OLIVE AVENUE SUNNYVALE, CALIFORNIA 94086 (408) 730-7470

July 24, 2000

Patricia Vorreiter
Mayor

Jack Walker
Vice Mayor

Frederik M. Fowler
Councilmember

Julia E. Miller
Councilmember

Tim Risch
Councilmember

Jim Roberts
Councilmember

Manuel Valerio
Councilmember

William H. Ward
Chair, Regional Airport Planning Committee
c/o Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Chairman Ward: *Bill*

The City of Sunnyvale would like to comment on the draft final report of the Regional Airport Systems Plan (RASP). I appreciate the hard work of the committee on this issue and I'm sorry I won't be able to attend the final meeting.

As you know, our position on the future use of Moffett Field has been communicated to RAPC on several occasions and we were disappointed that Moffett, a federal facility, was included in the report. However, we appreciate that the report notes "the continuing local opposition to expanding the use of Moffett Airfield, operated by NASA." The report also notes that Moffett is:

not presently available as an alternative to Bay Area runway needs because it is operated by NASA in support of NASA's research mission. Further, there are airspace limitations in poor weather and there is no consensus on the future level or types of activity that might be acceptable to NASA and local communities. While there is a regional interest in future aviation use of Moffett, it is not an alternative to SFO's proposed runway improvements."

The draft final report recognizes that shifting flights from San Francisco International Airport to Moffett and other alternatives raises "significant questions concerning timing, authority, consistency with existing laws and regulations, funding and community support." Nonetheless, the report, in item 5 of Chapter 2, states:

RAPC recommends that the plan continue to indicate a regional interest in civil aviation use of Travis AFB and Moffett Federal Airfield, if these facilities become available in the future. Also, the plan recognizes that the commercial airports require an effective general aviation reliever airport system for small aircraft.

Decisions that could foreclose future use of any federal, military or general aviation airport runways should be subjected to a focused study on the effect of such a closure on local and regional aviation requirements.

We would respectfully disagree with the statement regarding regional interest in using Moffett Federal Airfield and request that this language be removed from the final report. The City of Sunnyvale has consistently stated its opposition to general aviation, commercial aviation or air cargo at the Moffett Airfield, based on established City policy.

We appreciate the opportunity to comment on this issue of importance to our community and hope the committee will address our concerns.

Sincerely,



Julia Miller
Councilmember and RAPC Alternate

cc: City Council
Mayor, City of Mountain View
Patricia Perry, ABAG
City Manager
Assistant to the City Manager

3 August 2000

Chris Brittle
MTC Planning Manager
Via fax 510.464.7848

Dear Chris Brittle:

With regard to the draft RASP, I could not agree more with the following:

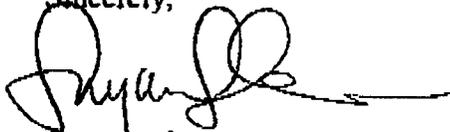
"This RASP is not a plan, but a weak description of each major airport's proposed projects that suggests gridlock is inevitable, planning is impossible, and detailed, comparative analysis is someone else's job."

from the 14 July letter submitted by Save The Bay, Sierra Club Loma Prieta Chapter, Clean Water Action, Golden Gate Audubon Society, Sierra Club SF Bay Chapter, California League of Conservation Voters, Bluewater Network, Planning and Conservation League, San Francisco Bay Joint Venture and Natural Resources Defense Council.

I am appalled that this draft RASP would even be submitted. With so much at stake, can't we find the talent and skills to thoroughly analyze air transportation in the region and create a realistic and innovative solution?

I urge RAPC to reject this draft RASP and demand new leadership and vision to address the problems of air transportation growth in the Bay area.

Sincerely,



Suzanhe Suwanda

One Bay Road, Fairfax, CA 94930

Suwanda@earthlink.net

15 July 2000

To: Mr. William Ward, Chair
Regional Airport Planning Committee
101 - 8th Street,
Oakland, CA 94607

From: Joe Taylor
92I Euclid Avenue
Berkeley, CA 94708



Re: SFO Runway Expansion

I urge you and your committee to complete a plan for integrating operations at the region's airports and linking them together, instead of expanding new runways into the San Francisco Bay.

Thank you.



340 brannan st., suite 200, san francisco, ca 94107

ph 415.369.8200 fax 415.369.8222

www.tendocom.com

July 11, 2000

Mr William Ward
Chairman
Regional Airport Planning Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Ward:

I am writing in support of the San Francisco International Airport's (SFO) plan to expand its ability to land aircraft. As the Bay Area's economic gateway, it is critical to the vitality of the region that SFO be able to function safely and efficiently.

SFO is the seventh busiest airport in the world and second in the U.S. in terms of dollar value of imports and exports. SFO handles 95 percent of the Bay Area's international passengers and 99 percent of the region's international air cargo. Clearly, SFO is a major economic engine and a critical component of our region's vital infrastructure.

Yet, every year, SFO is ranked among the worst airports in the nation for flights delayed by 15 minutes or more. This is due in large part to the restrictions placed on the airport for landing planes on runways that are only 750 feet apart - 3750 feet less than the current FAA requirement of a 4500 separation between runways.

For these reasons, as well as SFO's current critical capacity problems, it is of vital importance to the business community that SFO be able to operate at capacity with runways that ensure the safe delivery of people and goods to the region.

Now is the time to modernize and reconfigure SFO's runways in order to ensure the continued economic health of the region and I urge the Regional Airport Planning Commission to support SFO's efforts to keep pace with the region's economic demand.

Sincerely,

Parrish J. Spisz
New Business Director



July 10, 2000

William Ward
Regional Airport Planning Committee
101 8th Street
Oakland, CA 94607

Dear Chairman Ward,

United Airlines is pleased to have the opportunity to voice its strong support for the Airfield Development Program (ADP) at San Francisco International Airport (SFO).

United Airlines is the leading carrier at SFO. Together with our commuter partner, Skywest Airlines, we served approximately 55% of the Airport's enplaned passengers and accounted for approximately 60% of scheduled passenger flight departures in Fiscal Year 1999.

Based on technical planning efforts conducted by SFO, as well as our own internal review of proposed airfield development alternatives, we believe that reconfiguring the runways at SFO will provide much needed delay reduction at SFO, thus providing a solution to the most compelling airport capacity issue in the Bay Area. Consequently, United Airlines strongly urges the Metropolitan Transportation Commission (MTC) and the Regional Airport Planning Committee (RAPC) to incorporate ADP airfield improvements into its Regional Airport System Plan (RASP) Update.

The Delay Problem at SFO

The primary cause of delays at SFO is its antiquated runway system. The large disparity in good weather and poor weather arrival capability at SFO causes United Airlines to incur substantial delays and cancellations. While the impact of these delays may initially be limited to SFO, these impacts usually cascade throughout United's system. The airports that United Airlines serves that are particularly hard hit by these cascading delays include most of our West Coast destinations (e.g., Los Angeles, Portland, Seattle) and our other major hubs (e.g., Denver, Chicago, Washington D.C.).

Because of these delays, we are frequently unable to provide our passengers with the level of service that they expect and deserve. In addition, SFO-caused delays cost United tens of millions of dollars annually in increased fuel consumption, increased labor and aircraft maintenance costs, and reduced aircraft utilization.

United Airlines believes that reconfiguring the runways at SFO is the best way to address SFO's delay problem. This will facilitate simultaneous arrivals and departures even in poor weather conditions, thereby reducing delay.

Concerns Regarding Regional Alternatives to the ADP

There has been some discussion during both SFO's and the RAPC's planning processes about "regional alternatives" to airfield development at existing Bay Area airports. These discussions have focused on two alternatives: (1) "shifting" traffic from SFO to Metropolitan Oakland International Airport (OAK) and San Jose International Airport (SJC) and (2) constructing a new air carrier airport elsewhere in the Bay Area in order to accommodate future demand for air travel. While these alternatives may ultimately be components of the RASP, we do not believe they are practical alternatives to the ADP at SFO for the following reasons:

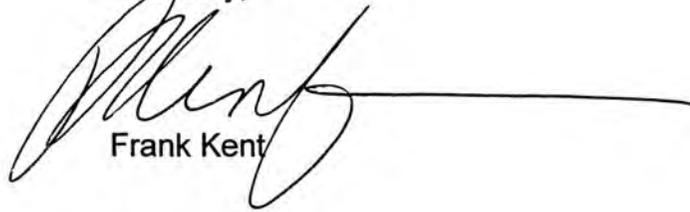
- First and foremost, the regional alternatives under consideration would fail to target specific operational deficiencies at SFO, such as the loss of arrival capability that occurs in poor weather conditions.
- The presumption that traffic can be shifted from one airport to another does not recognize the operational and economic realities that face the airlines, as well as significant regulatory hurdles imposed by the Federal government.
- Implementing new airports in an urban area entails high capital and political costs and a substantial amount of time. Experience in other cities—including Chicago, Denver, New York and Washington D.C.—has shown that such new airports are generally successful only if access to existing airport facilities is restricted or if existing airport facilities are closed altogether. Such actions would devalue the large capital investments that the airlines, the traveling public and local, State and Federal governments have already made at SFO, OAK and SJC.

We strongly believe that focusing on the aforementioned regional alternatives diverts attention from the true solution to the delay problem at SFO—increasing the separations between the parallel runways to facilitate simultaneous arrivals and departures in all weather conditions.

Summary

In conclusion, United Airlines is confident that the airfield development alternatives proposed by SFO in its ADP have the greatest potential to meet the Bay Area's regional airport capacity needs and solve SFO's substantial delay problems. Consequently, we urge the MTC and RAPC to incorporate these ADP alternatives into the RASP Update.

Sincerely,

A handwritten signature in black ink, appearing to read "Frank Kent", is written over a solid horizontal line. The signature is stylized and cursive.

Frank Kent

Cc: Committee members

July 27, 2000

William Ward, Chair
Regional Airport Planning Commission
101-8th Street
Oakland, CA 94607

Dear Mr. Ward and other members of the Commission:

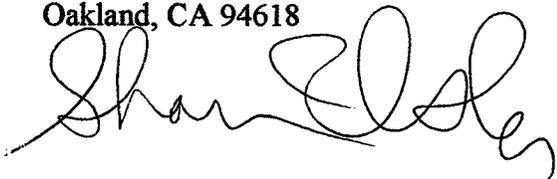
I read the plans for the expansion of the runways at the San Francisco Airport with a great amount of alarm. San Francisco Bay at a minimum needs to be protected from further filling and, ideally, needs restoration of wetlands and protection from toxics.

I really want some detailed and imaginative planning of airport needs for the entire Bay area. Issues of living in an increasingly crowded urban environment cannot be solved by old methods and visions. Northern California attracts an economy of people who are busy building the future technologies and industries. This amazing area deserves truly innovative ideas and solutions.

I have heard nothing about using the other airports. For example, I would think high speed ferry service from the Oakland Airport to downtown San Francisco would be very cost and time effective.

I look forward to hearing more genuine discussion in the public debates and not a well-organized effort to push this one idea as quickly as possible through the regulation process.

Shawn Usha
331 Alcatraz Ave.
Oakland, CA 94618

A handwritten signature in black ink, appearing to read "Shawn Usha", written in a cursive style.

West Marin Coalition on Aircraft Noise
Post Office Box 960
Inverness, CA, 94937

July 28, 2000

Chris Brittle, RAPC Coordinator
Metropolitan Transportation Commission
Joseph P. Bort Metro Center
101 Eight Street
Oakland, CA 9607-4700

Dear Mr. Brittle:

West Marin C.A.N. is comprised of several environmental and community groups and has, in addition, more than 200 individual members. The organization was formed to address the recent and vast increase in aircraft noise and pollution over the Point Reyes Peninsula. However, we are aware that this issue is intertwined with myriad others, including that of airport expansion. Hence, we wish to take this opportunity to comment briefly on the draft RASP.

We support all of the comments submitted by the Marin County Community Development Agency in its letter of July 14, 2000 (a copy of which is attached hereto and incorporated by this reference) and would add only a few general observations.

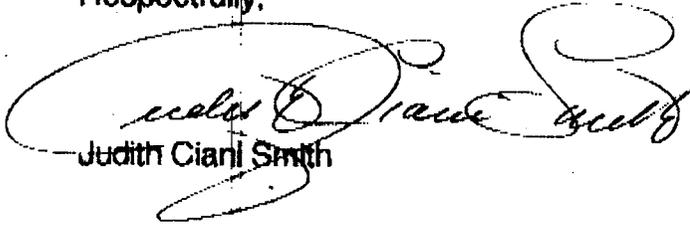
We strongly oppose filling the Bay for additional runways and deplore the impact that such a project would have on the health of the Bay. At the hearing on July 14, many who spoke in favor of the RASP were motivated solely by economic self-interest and short-term considerations. Such testimony should be given little weight. Our fast-paced society too often loses sight of essential values. The physical and mental health of the population and the survival of Northern California's signature geographical feature (San Francisco Bay) are more enduringly important than whether unions get construction jobs for a few years, whether airports garner kudos for on-time flights and whether airlines make more money. Indeed, short term and transitory considerations seem to be driving this entire project. Technology will advance; economic times and travel patterns will fluctuate; in 20-50 years, the proposed runways may well be a white elephant. Yet, once filled our beautiful life-giving and life-sustaining Bay will have been altered and destroyed permanently and irrevocably. The term "South Bay" may have no meaning to future generations who will know only an expanse of asphalt and silt. They will wonder how we could have so fouled our own nest.

There are many less drastic alternatives which should be exhaustively pursued and employed, e.g. high speed rail, both local and statewide, cooperation (rather than competition) among Bay Area Airports, sensible and more efficient operations and scheduling by airlines. Lacking any persuasive rationale, we can only conclude that the rush to reconfigure SFO's runways is motivated largely by efforts to shift substantial noise and pollution away from Peninsula communities and northward (over Marin and Sonoma Counties and the communities which line the narrow Bay). The Peninsula communities are happy to accept the convenience and economic advantages of proximity to the airports but unwilling to accept a commensurate share of the burden.

The public is tired of hearing that the real responsibility for what is happening lies

with someone else. You and the members of RAPC must act with intelligence, courage, foresight and creativity, take personal responsibility for the potential impact of this project and do the right thing for the people of the Bay Area.

Respectfully,



Judith Ciani Smith

West Marin Coalition on Aircraft Noise
Post Office Box 960
Inverness, CA 94937
June 29, 2000

Mr. John L. Martin,
Airport Director
Post Office Box 8097
San Francisco International Airport
San Francisco, CA 94128

Dear Mr. Martin:

We were grateful to learn that noise monitoring equipment was installed on the Inverness Ridge on June 5th at the home of one of the Point Reyes National Seashore Rangers. I understand that a second monitor was installed approximately June 15th at the home of Marion Lawder in Bolinas.

Many residents of West Marin observed that shortly after the first monitor was installed there was a significant decrease in the number and intensity of disturbing overflights. We began to wonder if this was mere coincidence or whether the planes were, indeed, fewer and/or at higher altitudes on the Point Reyes route. In any event, a few days ago the noise resumed at previous levels and continues with nearly constant and loud flights both day and night.

At first we took some small comfort in the fact that the monitors would record this remarkable resumption of noise. However, today when I telephoned Frank Dean, Assistant Superintendent of Point Reyes National Seashore to confirm the status of the monitoring equipment, he told me that the monitor on the Inverness Ridge was removed approximately June 23, just before the noise resumed. (Ms. Lawder is out of town until July 10th and I do not know whether monitoring equipment is still in place at her home in Bolinas.)

We wish to state for the record that any data collected during the 3 week monitoring period is not representative of conditions either before or after that period. I enclose copies of a few "flight logs" kept by some of our members at random times in mid to late May. They may be useful for purposes of comparison.

In view of the fact that the Point Reyes route is apparently SFO's most "popular" approach, it is not unreasonable to **demand that permanent monitoring equipment be installed here. In any event a minimum time of 6-8 months is needed to account for variations in schedules, weather and atmospheric conditions.**

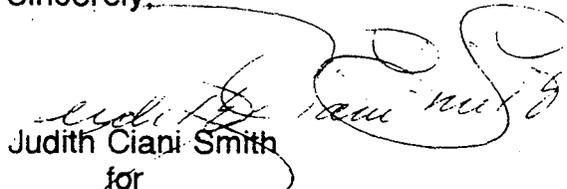
Second, I would like to call your attention to an article (enclosed) in the June 9, 2000 issue of the Santa Rosa Press Democrat regarding the request of

Congresswoman Woolsey and the National Park Service that the Point Reyes approach route be moved offshore. Walt Smith, "regional coordinator for the [FAA]" and "manager of the air traffic control tower at [SFO]" stated: "We would certainly like to address the possibility of moving that traffic offshore...I think it's a worthwhile effort and I know the agency wants to do that...We want to cooperate with everyone, and this is not just rhetoric." That article also reported "Smith said it would be at least 18 months before a shift can occur because it requires a thorough environmental study and improvements in aircraft navigation systems. The FAA has a policy against shifting noise from one community to another, and offshore routes may affect sea life".

While we appreciate the FAA's consideration of this request, we wish clarification of the stated qualifications. Our experience during the 3-week monitoring period indicates that it does not take 18 months to shift the noise; rather, **a significant change can be (and was) effected immediately.** We also question the intent to perform "thorough environmental studies" in that the FAA has sought and obtained exemption from the requirements of environmental laws and no environmental groups have raised any objection to moving the Point Reyes approach route offshore. Indeed, all the groups we have consulted favor the move in order to lessen the impact on the National Seashore, its wilderness, wildlife and visitors. We wonder what navigational improvements are needed; airline pilots and other experts have told us that it is not necessary even now to fly directly over the navigational beacon on Point Reyes and that flights can readily be moved offshore without waiting for the GPS (the global positioning system) to become fully operational. Finally, it seems to us that the FAA's stated policy against shifting noise was already violated approximately 2 years ago when Point Reyes began to experience a several-fold increase in overflight disturbance. Shifting the Point Reyes north-south route to a parallel route offshore would not change where that route comes ashore and would not increase noise over any other (human) community; in addition, it would implement another stated policy of the FAA: to fly over water wherever possible. Indeed, this latter policy is being cited to justify building new SFO runways to reroute nearly every takeoff and landing over the narrow and community-lined waterways of San Francisco Bay.

We request your help in working with the FAA to accomplish an immediate offshore shift of the Point Reyes approach route (and related holding pattern) to reduce the unnecessary and inequitable concentration of aircraft noise in West Marin.

Sincerely,


Judith Ciani Smith
for
West Marin C.A.N.

cc: Senator Dianne Feinstein
Senator Barbara Boxer
Congresswoman Lynn Woolsey
Supervisor Steve Kinsey
Tim Haddad
Michael McCarron
Andrew Richards
Mary Griffin
Bill Ward
San Francisco Chronicle
Point Reyes Light
Santa Rosa Press Democrat
Marin Independent Journal
GGNRA/PRNS CAC
Don Neubacher
Frank Dean
Susan Deluxe
Members of West Marin C.A.N.

In May 20th the dog began banking at 11:00 AM and woke me. I decided to keep an account of planes for two hours. At least eight planes flew over head during the next two hours. There were very possibly more; sometimes it was difficult to know if it was only an "after sound" or a higher flying plane. I only recorded the loud ones. The dog banked the whole time.

We live on the Point Reyes National Seashore.

Sandra Mann
SIB 8021-898-1208

WEST MARIN FLIGHT LOG

NAME: Bill & Sandra Nimer

PERIOD: FROM May 13 TO May 20 - mostly the 20th

LOCATION: 275 Mesa Rd, Bolinas - southern end of Pt. Reyes National Seashore

DATE	TIME	NOISE LEVEL	REMARKS (E.G. JET, TURBO-PROP)
<u>5-12</u>	<u>5:50 AM</u>	<u>3</u>	
<u>5-18</u>	<u>3:39 AM</u>	<u>4</u>	<u>low flying</u>
<u>5-19</u>	<u>2:28 AM</u>	<u>2</u>	
<u>5-19</u>	<u>2:44 AM</u>	<u>1</u>	
<u>5-19</u>	<u>2:58 AM</u>	<u>5</u>	
<u>5-20</u>	<u>1:22 AM</u>	<u>4</u>	
<u>5-20</u>	<u>1:48 AM</u>	<u>4</u>	
<u>5-20</u>	<u>1:55 AM</u>	<u>4</u>	
<u>5-20</u>	<u>2:06 AM</u>	<u>4</u>	
<u>5-20</u>	<u>2:20 AM</u>	<u>3</u>	
<u>5-20</u>	<u>2:35 AM</u>	<u>3</u>	
<u>5-20</u>	<u>2:50 AM</u>	<u>3</u>	
<u>5-20</u>	<u>3:18 AM</u>	<u>4</u>	

5= MOST NOISE 1= LEAST NOISE

See over for
comments →

Please mail to West Marin C.A.N., Box 960, Inverness, CA 94937

or FAX 415 469.1774

May 25, 2000

I was out on my deck on May 23rd (changing clothes, washing patio furniture, etc.) when I started to track the number of planes flying directly overhead.

I was truly amazed at the volume and how closely they followed one another. I didn't note each type of plane but felt that all were too loud. Some seemed to reverberate even after they were well out of sight.

We will be spending more time at Inverness in June and August and I will be glad to track the incidence and noise level. Please send additional flight logs to:

Valentines
Box 358

Thanks

Peggy Valentine

WEST MARIN FLIGHT LOG

NAME: Peggy Valentine

PERIOD: FROM 11:25 May 23rd TO 2:25 May 23rd

LOCATION: 145 Edgemont Way, Inverness

DATE	TIME	NOISE LEVEL	REMARKS (E.G. JET, TURBO-PROP)
<u>May 23, 2000</u>	<u>11:37</u>	3-5	
"	<u>11:39</u>		
"	<u>11:42</u>		
"	<u>11:45</u>		
"	<u>11:50</u>		
"	<u>11:57</u>		
"	<u>12:03</u>		
"	<u>12:06</u>		
"	<u>12:10</u>		
"	<u>12:12</u>		
"	<u>Went inside</u>		
"	<u>12:50</u>		
"	<u>12:53</u>		
"	<u>12:56</u>		
"	<u>1:00</u>		
"	<u>1:04</u>		
"	<u>1:15</u>		
"	<u>1:28</u>		
"	<u>1:30 (inside)</u>		
"	<u>1:44</u>		
"	<u>1:50</u>		
"	<u>1:53</u>		
"	<u>1:55</u>		
"	<u>2:00</u>		
"	<u>2:10</u>		
"	<u>2:12</u>		
"	<u>2:17</u>		
"	<u>2:20</u>		
"	<u>2:22</u>		
"	<u>2:25</u>		

5= MOST NOISE 1= LEAST NOISE

PERIOD: FROM 05.15.00 TO 06.00.00

LOCATION: 10 BUENA VISTA PRS (INVERNESS PARK)

DATE	TIME	NOISE LEVEL	REMARKS (E.G. JET, TURBO-PROP)
05.15.00	0624	3.5	T.P.
	0629	3.5	T.P.
	0725	3.5	T.P.
	0736	4.0	J
	0740	3.0	J
	0744	3.5	J
	0745	1.0	J (UPPER BLEW. HOLDG PATTERN)
	0746	1.5	J
	0747	2.5	J
	0749	1.0	J (UPPER BLEW. HOLDG PATTERN)
	0800	4.0	J
	1602	3.0	J
	1606	3.0	T.P.

5= MOST NOISE 1= LEAST NOISE

Please mail to West Marin C.A.N., Box 960, Inverness, CA 94937
or Fax to 415.669.1774

WEST MARIN FLIGHT LOG

NAME: WAGNER

PERIOD: FROM 09-15-00 (cont) TO 2/2

LOCATION: DITTO

DATE	TIME	NOISE LEVEL	REMARKS (E.G. JET, TURBO-PROP)
<u>09-15-00</u>	<u>1607</u>	<u>5.0</u>	<u>J</u>
<u> </u>	<u>1629</u>	<u>3.0</u>	<u>J</u>
<u> </u>	<u>1804</u>	<u>3.0</u>	<u>J</u>
<u> </u>	<u>1807</u>	<u>2.0</u>	<u>J</u>
<u> </u>	<u>1817</u>	<u>3.5</u>	<u>T.P</u>
<u> </u>	<u>1822</u>	<u>3.5</u>	<u>J</u>
<u> </u>	<u>1823</u>	<u>1.5</u>	<u>T.P</u>
<u> </u>	<u>1832</u>	<u>1.5</u>	<u>J.</u>
<u> </u>	<u>1840</u>	<u>3.0</u>	<u>J.</u>
<u> </u>	<u>1932</u>	<u>3.0</u>	<u>T.P</u>
<u> </u>	<u>1933</u>	<u>4.0</u>	<u>J.</u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>

5= MOST NOISE 1= LEAST NOISE

Please mail to West Marin C.A.N., Box 960, Inverness, CA 94937

Box to 415.669.1774

WEST MARIN NIGHT LOG

PERIOD: FROM 05-16-00 TO _____

LOCATION: LA BUENA VISTA P.R.S (INVERNESS PARK)

DATE	TIME	NOISE LEVEL	REMARKS (E.G. JET, TURBO-PROP)
<u>05-16-00</u>	<u>0713</u>	<u>1.0</u>	<u>T.P</u>
	<u>0718</u>	<u>3.0</u>	<u>T.P</u>
	<u>0728</u>	<u>1.0</u>	<u>J</u>
	<u>0731</u>	<u>3.0</u>	<u>J</u>
	<u>0733</u>	<u>2.0</u>	{ <u>J</u> } THESE PLANES FLY'G PARALLEL EA. OTHER -SAFE DIST. APART-
	<u>0733</u>	<u>1.0</u>	
	<u>0734</u>	<u>3.0</u>	<u>J.</u>

5= MOST NOISE 1= LEAST NOISE

Please mail to West Marin C.A.N., Box 960, Inverness, CA 94937
 or Fax to 415.669.1774

WEST MARIN Flight LOG

NAME: WAGNER

PERIOD: FROM 5.18.00

^{out}
~~to~~ 05.20.00 and 05.23.00

LOCATION: 10 BUENA VISTA P.R.S (INVERNESS PARK)

DATE	TIME	NOISE LEVEL	REMARKS (E.G. JET, TURBO-PROP)
<u>05.18.00</u>	<u>0211</u>	<u>4.0</u> ^{noise US} <u>UP</u>	<u>J. (ASCENDING, OUTBOUND from OAK? SFO?)</u>
<u>05.18.00</u>	<u>0724</u>	<u>2.5</u>	<u>J.</u>
<u>05.18.00</u>	<u>0729</u>	<u>1.0</u>	<u>J. SURVEILLANCE @ 40K ELEV I</u>
<u>05.18.00</u>	<u>0731</u>	<u>2.5</u>	<u>J. HEADQ OUT OVER PACIFIC</u>
<u>05.20.00</u>	<u>0225</u>	<u>5.0</u> ^{noise US} <u>UP</u>	<u>J. (ASCENDING, OUTBOUND from OAK? SFO?)</u>
<u>05.23.00</u>	<u>0701</u>	<u>3.5</u>	<u>J.</u>
<u>05.23.00</u>	<u>0718</u>	<u>3.5</u>	<u>J.</u>
<u>05.23.00</u>	<u>0721</u>	<u>2.0</u>	<u>T.P.</u>

5= MOST NOISE 1= LEAST NOISE

Please mail to West Marin C.A.N., Box 960, Inverness, CA 94937

or Fax to 715.39.1111

WEST MARIN FLIGHT LOG

NAME: JUDITH CIANI SMITH

PERIOD:

FROM

April 24

TO

April 25, 2000

LOCATION:

100 STIRLING WAY INVERNESS

DATE	TIME	NOISE LEVEL	REMARKS (E.G. JET, TURBO-PROP)
<u>4/24/2000</u>	<u>10:32 PM</u>	<u>4-5</u>	<u>Turbo prop</u>
	<u>11:04 PM</u>	<u>"</u>	<u>jet</u>
<u>4/25/2000</u>	<u>12:10 AM</u>	<u>"</u>	
<u>"</u>	<u>1:34 AM</u>	<u>"</u>	
<u>"</u>	<u>2:18 AM</u>	<u>"</u>	
<u>"</u>	<u>3:15 AM</u>	<u>"</u>	
<u>"</u>	<u>4:20 AM</u>	<u>"</u>	
<u>"</u>	<u>5:26 AM</u>	<u>"</u>	
<u>"</u>	<u>6:04</u>	<u>"</u>	
<u>"</u>	<u>6:17</u>	<u>"</u>	
<u>"</u>	<u>6:30</u>	<u>"</u>	
<u>"</u>	<u>6:38</u>	<u>"</u>	
<u>"</u>	<u>6:44</u>	<u>"</u>	

5= MOST NOISE

1= LEAST NOISE

Please mail to West Marin C.A.N., Box 960, Inverness, CA 94937

or Fax to 415-669-1774

WEST MARIN FLIGHT LOG

NAME: JUDITH CIANI SMITHPERIOD: FROM April 24 TO April 25, cont'dLOCATION: INVERNESS

DATE	TIME	NOISE LEVEL	REMARKS (E.G. JET, TURBO-PROP)
<u>4/25/2000</u>	<u>7:18 AM</u>	<u>4-5</u>	<u>jet</u>
<u>"</u>	<u>7:49 AM</u>	<u>"</u>	
<u>"</u>	<u>7:54 AM</u>	<u>"</u>	
<u>"</u>	<u>8:12 AM</u>	<u>"</u>	
<u>"</u>	<u>9:42 AM</u>	<u>"</u>	
<u>"</u>	<u>10:08</u>	<u>"</u>	
<u>"</u>	<u>10:12</u>	<u>"</u>	
<u>"</u>	<u>10:17</u>	<u>"</u>	
<u>"</u>	<u>10:53</u>	<u>"</u>	
<u>"</u>	<u>10:56</u>	<u>"</u>	
<u>"</u>	<u>11:11</u>	<u>"</u>	
<u>"</u>	<u>11:29</u>	<u>"</u>	
<u>"</u>	<u>gone for rest of day</u>	<u>"</u>	

5= MOST NOISE

1= LEAST NOISE

Please mail to West Marin C.A.N., Box 960, Inverness, CA 94937

WEST MARIN Flight LOG

NAME: JUDITH CIANI SMITH

PERIOD:

FROM

5/13/2000

TO

5/15/2000

LOCATION:

STIRLING WAY, INVERNESS

DATE	TIME	NOISE LEVEL	REMARKS (E.G. JET, TURBO-PROP)
<u>5/13/2000</u> (Sat)	<u>8:17 pm - 8:31 pm</u>	<u>5</u>	<u>(continuous noise for 14 minutes)</u>
	<u>8:52 pm</u>	<u>4-5</u>	
<u>5/14/2000</u> (Sunday)	<u>6:19 AM</u>	<u>"</u>	
	<u>6:21 AM</u>	<u>"</u>	
	<u>6:23 AM</u>	<u>"</u>	
	<u>6:34 AM</u>	<u>"</u>	
	<u>6:43 AM</u>	<u>"</u>	
<u>5/15/2000</u>	<u>2:32 AM</u>	<u>"</u>	
	<u>2:52 AM</u>	<u>"</u>	
	<u>6:25 AM</u>	<u>"</u>	
	<u>6:38 AM</u>	<u>"</u>	

5= MOST NOISE

1= LEAST NOISE

STEVE WESTLY

July 17, 2000

Chairman William Ward
101 8th Street
Oakland, CA 94607

Dear Chairman Ward,

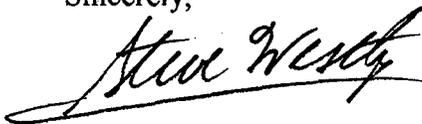
Thank you for allowing me to officially support the Runway Reconfiguration Project at SFO. It is critical to the economic well being of Silicon Valley that the delay problem at SFO is relieved and capacity enhanced.

As we all know, the delays at SFO, ranked today by the FAA among the worst in the nation, are costing businesses millions of dollars. Businesses need to be able to move their sales personnel, consulting teams, customer service staff and executives quickly and easily without delay around the world. This is essential to remaining competitive in today's economy.

Silicon Valley businesses depend on SFO as an international gateway. Since 1993, exports in the Bay Area have swelled nearly 42%. Bay Area trade is growing quickly with merchandise and service exports – a large portion coming from the high-tech industry - totaling \$70 billion. SFO serves 94% of the Bay Area international passenger market, more than 90% of the Bay Area international air cargo market, and 50% of the total Bay Area cargo market. SFO must increase its capacity in order for Silicon Valley companies to continue to compete in the global economy.

Bay Area businesses are leading the world into the 21st century. Airport capacity has a bearing on business decisions about startup, expansion and relocation. It is not acceptable for the Bay Area to have an airport that provides anything other than the best service possible.

Sincerely,



Steve Westly
Senior Vice President, International
eBay

Monday
June 5, 2000

William Ward
Chair of R.A.P.C.

Saturday, my husband and I went to a BCDC hearing in SF where, I believe, you were also in attendance.

I am concerned about the increased noise pollution which we can all expect should the S.F. airport be expanded into the Bay.

I am also concerned about the plight of all

life in the Bay should expansion be allowed.

But, most of all, I am terrified about the expected increase in pollution due to ever greater air travel because of airport expansion.

I would like to go on record ... in total opposition to any new runways anywhere, but especially into the Bay.

Sincerely,
Laura J. White

Robert Yost
14915 Bestor Blvd.
Pacific Palisades, CA 90272
August 5, 2000

William Ward, Chair
Regional Airport Planning Committee
101 8th Street
Oakland, CA 94607

Dear Mr. Ward:

I urge you and your Committee to find a way to integrate the operations of the airports surrounding and beyond San Francisco Bay to as to make the running of new runways into the Bay unnecessary.

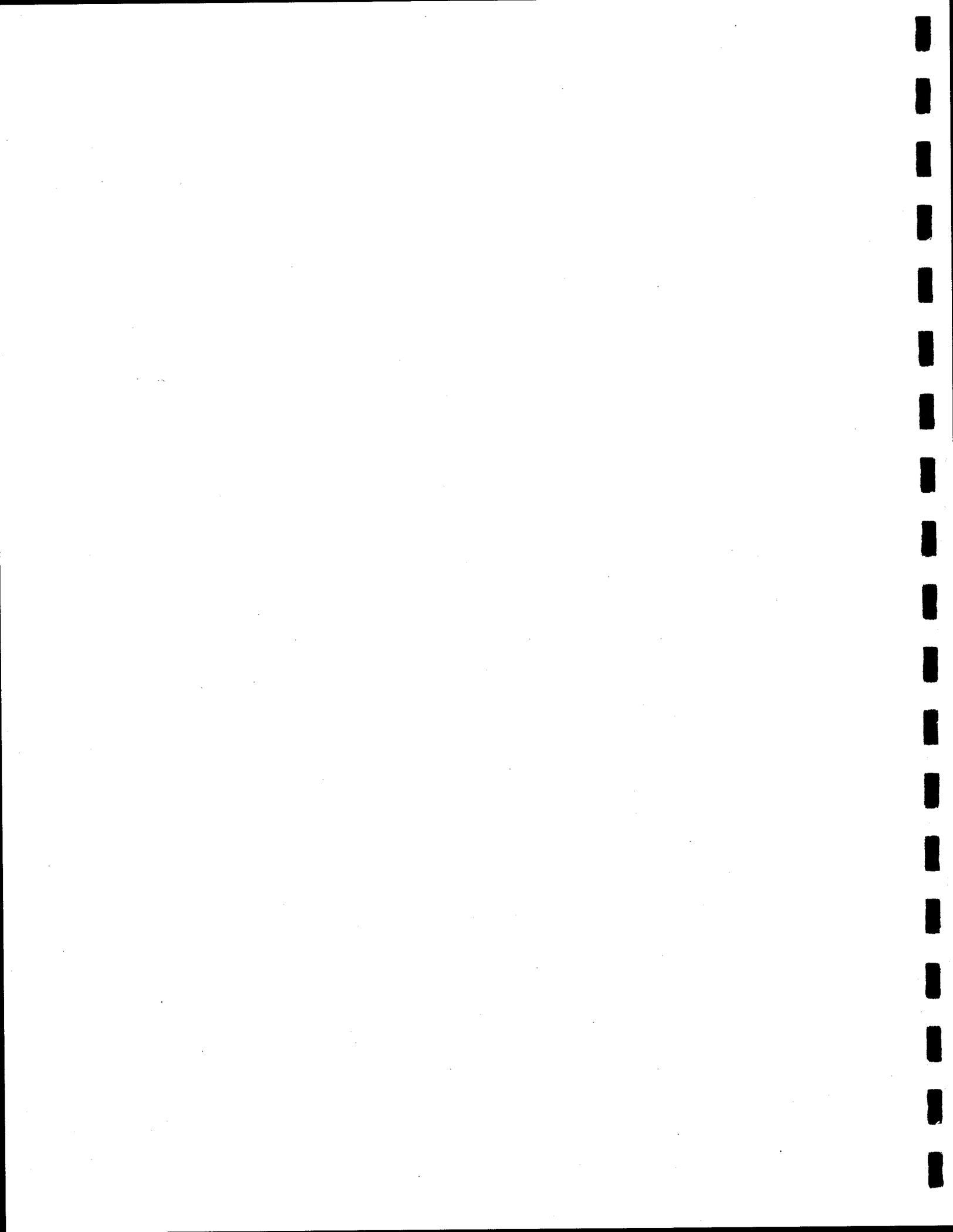
I am now eighty-three and have lived in California all my life. I have been a witness to the deterioration of San Francisco Bay. I will bet that anyone who saw the Bay when I was a teener, and also saw it today would find it hard to understand how the citizens of the Bay could have allowed such a disaster to happen. The answer is easy. It was done incrementally. Each step in its downward path was small enough not to cause excessive alarm, and I feel sure that each such step was felt to be the last. But if anyone were asked to make the eighty-three-year jump all at once he would have refused.

Admittedly, your Committee must face up to the threat of gross overpopulation. Over time people would gobble up and destroy every square foot of the Bay, and because it would be done incrementally, they would never realize what they had done. I believe the Committee has the choice of stopping the slide of the Bay or of letting it degrade for the next eighty-three years; and I believe that all subsequent Committees will have the same choice. The bad choice will be easy. Only a relatively few people would feel temporarily hurt if the Bay had a few extra runways, but everybody should feel badly hurt if in the course of the next eighty-three years the Bay should be filled in to satisfy the needs of gross overpopulation. There would be no Bay eighty-three years from now. Save the Bay and accommodate overpopulation as long as possible by spreading the airport facilities wider and wider beyond the Bay.

NOT ANOTHER SQUARE FOOT OF THE BAY SHOULD EVER BE FILLED IN.

Respectfully submitted,

Robert Yost



**D. Emails Commenting on the Draft Plan
(in alphabetical order)**

From: "Michael S. Abrams" <mikeabrams@email.msn.com>
To: <mbrubaker@mtc.ca.gov>
Subject: SF Airport Possible Expansion
Date sent: Sun, 4 Jun 2000 13:49:06 -0700

Dear Mr. Brubaker,

Please do not let SF airport expand the runways, which will ruin our windsurfing sites at Coyote Point, and Third Avenue. I live in Marin County, and still use these sites frequently, as they offer some of the best most consistent weather conditions, in the U.S.A.. Please consider other alternatives, than to ruin our recreation, and wildlife habitat. Thanks for listening.

Sincerely,

Michael S. Abrams

Date sent: Tue, 11 Jul 2000 21:19:53 -0700 (PDT)
From: Diane Rosenblum Althoff <dianealt@yahoo.com>
To: cbrittle@mtc.ca.gov

Dear Mr. Brittle,

I am writing about the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay.

Runways in the bay will destroy world-class windsurfing sites forever. In addition, the impact of this plan on the ecology of the bay must be considered.

At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Sincerely,

Diane Rosenblum Althoff

Do You Yahoo!?
Get Yahoo! Mail – Free email you can access from anywhere!
<http://mail.yahoo.com/>

From: "Peter Aschwanden" <paschwanden@lomb-art.com>
To: <cbrittle@mtc.ca.gov>, <hayward@aol.com>
Subject: REGIONAL AIRPORT PLANNING COMMITTEE, Request for Consideration
Date sent: Wed, 12 Jul 2000 17:51:48 -0700

Dear Mr. Ward and Mr. Brittle, This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

Sincerely,

Peter Aschwanden

Forwarded by: "Chris Brittle" <MTC1/CBRITT>
Forwarded to: mbruba
Date forwarded: Thu, 13 Jul 2000 12:44:42 PDT
From: "Chris Boice" <skysnake@lvcm.com>
To: <cbrittle@mtc.ca.gov>
Subject: Bay Area Traffic Problem
Date sent: Wed, 12 Jul 2000 22:10:32 -0700

Dear Sir or Madam:

My name is Christian Boice. I am a Captain for American Airlines based out of SFO/SJC/OAK. For brevity's sake let me mention a few concerns of mine. First of all, the skies are crowded. I don't see a way to double the number of flights that are currently operating. There is only so much airspace to be occupied and it's near saturation now in several of the high density areas, the Bay area being one of them. The only way to accomplish increasing the number of passengers carried in and out of these busy airports is to make each aircraft "more productive." This means bigger airplanes. A United Express or American Eagle aircraft carrying 30 people occupies the same amount of space that a United 747 or an American 777 occupies. Hence lies the problem. More and more airlines are increasing frequency with smaller aircraft.

I propose a different landing fee structure. I think it makes excellent sense to base landing fees on the productivity of the airplane. In other words, a 767 carrying 200 people costs less to land than a 30 seat Brasilia. It needs to be a significant penalty for the airlines to run, let's say, nine Brasilias a day to Redding, CA instead of two 737's. The same amount of seats are still being carried between the same two city pairs.

This problem is only going to get worse. As a Captain for American, I have definitely seen an increase in the amount of flow control delays all over the country. This has gotten much worse just in the last two years. One of the main reasons - more regional aircraft, jets, that fly at high altitudes. The regionals did not used to fly at our altitudes. The newer Regional Jets fly right with us now, clogging up more airspace with less productivity.

I am confident that my ideas will work to relieve the pressure put on our ATC system. I hope they can be implemented.

Sincerely,

Christian C. Boice
875 E. Silverado Ranch Blvd. #2133
Las Vegas, NV 89123
(702) 617-9611

From: "Bombard, David (MP)" <dbombard@guidant.com>
To: "'hayward@aol.com'" <hayward@aol.com>,
"'cbrittle@mtc.ca.gov'"
<cbrittle@mtc.ca.gov>
Subject: Public comment for the RAPC
Date sent: Wed, 12 Jul 2000 10:25:38 -0700

Dear Mr. Ward and Mr. Brittle,

I'd like to make a comment regarding the Regional Airport System Plan. It is

imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas must be weighted heavily before expanding the runways into the Bay.

In fact, there may be no need to expand runways into the Bay because true long-term regional solutions can be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

David Bombard
Guidant - Cardiac & Vascular Surgery Division
1525 O'Brien Dr., Menlo Park, CA 94025
650.617.5320 <http://www.guidant.com>

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Date sent: Tue, 11 Jul 2000 15:50:30 -0700
From: Richard Born <richard@tharas.com>
To: hayward@aol.com, cbrittle@mtc.ca.gov@gimel.tharas.com
Subject: Regional Airport System Plan

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan.

It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Richard Born, San Jose CA.

From: Derek Bown <DBown@freshexpress.com>
To: ""hayward@aol.com"" <hayward@aol.com>,
""cbrittle@mtc.ca.gov""
<cbrittle@mtc.ca.gov>

Subject:
Date sent: Tue, 11 Jul 2000 14:37:55 -0700

Dear Mr. Ward and Mr. Brittle,
This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

Derek Bown
Office (831) 772-7204
Pager (888) 534-1265

Date sent: Thu, 13 Jul 2000 13:26:58 -0700
From: Walter Thomas Brooks <necklace@corecomm.net>
Send reply to: necklace@corecomm.net
Organization: Walter Thomas Brooks Architect
To: cbrittle@mtc.ca.gov
Subject: proposed increase in air traffic over west contra costa

This is a response and reaction to the proposed increase in air traffic over West Contra Costa County in general and over the community of Point Richmond in particular. Now seeing planes in the sky is one thing (saw plenty of them in world war II) but hearing them is another.

You know, when ships come in and out under the Golden Gate Bridge, they dump their bilge water. And a few hours later it lands on our shoreline.

When Chevron blows off its catalyst it lands as dust in our streets and back yards. People and industries have been dumping on the city of Richmond for years. Now it is the Airport Industry whose airplanes are coming. Their engine noise is the bilge water of the skys. Please rethink this issue and redistribute and redirect your bilge water.

Walter Brooks, Architect, Point Richmond

From: "Andrew Campbell" <Campbell_in_Redwood@email.msn.com>
To: <cbrittle@mtc.ca.gov>
Subject:
Date sent: Tue, 11 Jul 2000 18:38:39 -0700

: Dear Mr. Ward and Mr. Brittle, This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

Andrew Campbell

Subject: **No SF runway expansion**
Date sent: **Fri, 21 Jul 00 06:11:25 -0700**
From: **Bruce Carey <bcarey@worldnet.att.net>**
To: **<hayward@aol.com>, <cbrittle@mtc.ca.gov>**

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan.

It is

imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Bruce Carey
5770 Winfield Blvd. #139
San Jose, CA. 95123-2421

From: Brian Chapman <Brian_Chapman@lucasaid.com>
To: ""hayward@aol.com"" <hayward@aol.com>,
""cbrittle@mtc.ca.gov""
<cbrittle@mtc.ca.gov>
Subject: SFO
Date sent: Wed, 12 Jul 2000 21:57:19 -0700

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Dr. Brian Chapman
26600 Elena Road
Los Altos Hills
California 94022
650 559 9627 (tel)
650 559 9632 (fax)
650 740 4169 (cell/voice mail)
brian_chapman@lucasaid.com

From: **Michael Chidambaram <MChidambaram@smartage.com>**
To: **""hayward@aol.com"" <hayward@aol.com>, ""cbrittle@mtc.ca.gov"" <cbrittle@mtc.ca.gov>**
Subject: **Airport Extension**
Date sent: **Tue, 11 Jul 2000 13:37:47 -0700**

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan.

I feel that it is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. As a citizen concerned about the environment I intend to help publicize the alternatives and reveal the potential toll to the Bay's ecosystem caused by the runway expansion project. I think most Bay Area citizens would agree that dumping landfill and paving a large area of the SF Bay is not a viable option. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented

At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay.

In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Best Regards,
Michael K. Chidambaram mikec@smartage.com <<mailto:mikec@smartage.com>>
Internet Business Consultant
Dir.Tel: 415-343-4824 | Dir.Fax 425-930-3271

Date sent: Wed, 12 Jul 2000 10:20:22 -0700
From: Charles Clark <charles_clark@radixtek.com>
Organization: Radix Technologies, Inc.
To: hayward@aol.com, cbrittle@mtc.ca.gov
Subject: SFO Runway Expansion

Dear Mr. Ward and Mr. Brittle:

I **strongly oppose** the proposed runway expansion at SFO, despite often using the airport and having been inconvenienced by delays. These inconveniences, though annoying, are just not worth filling in half the bay for. Other issues and objections have been raised by others, and various alternative solutions to the problem have been proposed numerous times as well, I won't bore you with their repetition.

I feel that at least one of the primary motivators behind this rather extreme proposal is the potential influx of funds from external (state, fed) sources for just building the expansion -- if it were all on Mayor Willie's (actually, San Francisco's) nickel, I'll bet it wouldn't be undertaken. Again, not a good reason to fill in half the bay like that.

Besides, consider the huge silting problem this will assuredly cause in the tidal current lee of the runway... it'll eventually turn into one big, huge, stinking mudflat bog. Not attractive.

Thank you for your attention,
Charles Clark

Date sent: Tue, 11 Jul 2000 17:45:13 -0700 (PDT)
To: cbrittle@mtc.ca.gov
From: Despota <ndespota@earthlink.net>
Subject: RICHMOND needs protection too!

I am writing to voice strenuous objection to any change in air traffic that would route even more planes over Richmond than we now experience. A change that would, in effect, reproduce night time flight patterns (between 10pm and 7am) during the other 24 hours is not acceptable. Such change would certainly bring great political pressure to bear on the local and federal agencies that manage this.

I live in Richmond and, like you, I do not want to be disturbed by the whine of jet engines every few minutes, all day long. Keep planes over water-- either over the Bay, over the ocean, or over the less populated area that threads up through the Carquinez strait.

If this routing means an increase in air fares to cover increase fuel costs that result from a more indirect route, so be it. Exactly whose interests are you trying to protect?

Thank you,

Nick Despota

From: "Dukelow, Jim" <jim.dukelow@cubic.com>
To: "'hayward@aol.com'" <hayward@aol.com>,
"'cbrittle@mtc.ca.gov'"
<cbrittle@mtc.ca.gov>
Subject: From San Diego
Date sent: Wed, 12 Jul 2000 07:11:30 -0700

Dear Gentlemen, I am from San Diego, where the weather is so nice that we don't have any wind!

My friends and I regularly travel to your city to windsurf in your beautiful, windy bay. Please don't destroy these great sailing spots by expanding the runways into the bay. Thanks, Jim Dukelow.

From: "Topher Gayle" <surfnsuds@worldnet.att.net>
To: <cbrittle@mtc.ca.gov>
Subject: SFO expansion opinion
Date sent: Tue, 11 Jul 2000 22:46:37 -0700

SFO Airfield Reconfiguration Project

I wish to let you know of my wife's and my feelings about the proposed reconfiguration of the San Francisco airport.

We are opposed to any project that would result in detriment to the Bay, both from recreational and wildlife habitat points of view.

From what I have read, any expansion of the airport that involves filling in part of the Bay to create more runway space will result in damage to wildlife habitat, both to fishes and the birds that live on the edge of the water and in it. Although mitigation has been proposed to reduce this impact, I feel it is not possible to adequately mitigate such a huge disruption as building runways.

As windsurfers, my wife and I also feel our favorite Bay sailing site, Coyote Point, is threatened. It is clear that building the runway will have at least three severely negative impacts: 1) reducing the Bay area which is available for sailing, 2) disrupting the entire area for years until the project is completed, and 3) highly likely permanent silting of the area to the point where it is so shallow that no boat or windsurfers could be used within miles. The Coyote Point Marina, which harbors hundreds of boats, would also be similarly threatened.

Coyote Point is a unique windsurfing site. It offers convenient sailing for sailors of many levels (my wife and I for example, do not sail together in any other Bay location in large part because of this). It offers parking and launching space for literally hundreds of sailors, and on good days, these spots are used. It offers restrooms and the security of rangers, as well as activities such as playgrounds, walking, and swimming for family members who may not windsurf. This combination of qualities makes Coyote unique. Three years ago, my wife and I moved to the Bay Area from Boston. We had spent several years city-shopping, looking for a metropolitan area that could offer good job opportunity, good weather, and good windsurfing close by. ONLY the San Francisco Bay area offered this combination of qualities, and of the many windsurfing spots in the Bay, Coyote Point is far and away the one we prefer. When you get right down to it, the real reason we moved here instead of to Raleigh-Durham was because of Coyote Point.

Coyote Point is nationally and internationally known as a great windsurfing site. We have friends from France, Canada and New England, who ask us what it is like to sail at Coyote Point, and when visiting us, they want to go there. Then these friends tour other nearby areas. But for windsurfers on vacation, windsurfing is what they want to do first, and Coyote is often the first Bay Area choice for them.

Please note that the destruction of Coyote Point's windsurfing community will mean that on every windy day, hundreds of sailors and their families will not be buying the parking passes, gasoline, food, and windsurfing

equipment in and around Burlingame that they do now. Instead, those dollars will be spent elsewhere, if at all.

I recently took a class in which earthquake planning was discussed. The instructor stated that of the three major public Bay Area Airports, both San Francisco and Oakland would likely have to close in the event of a major earthquake. He said that only the San Jose airport (SJC), which is the smallest of the three, would remain open, due to its location and the nature of its foundations. San Jose is poorly sized to handle all the emergency air and ground traffic in such an event. An additional earthquake-resistant site should be chosen for expansion, and runways built on filled Bay would not be resistant.

We feel there are better alternatives for improving bad-weather air access to the Bay Area than by building more runways by filling the Bay. Specifically, we feel that building a regional airport to the east of the Bay, and improving bad-weather landing technology for SFO are the best choices.

Both of us work in the South Bay, and our co-workers live in various parts of the Bay Area. I've noticed that more and more of them live in the East Bay: Pleasanton, Livermore, and Brentwood, for example. These people say that these eastern suburbs are rapidly expanding, and that they have to battle terrible traffic to get to work, or to get to an airport. It seems obvious to me that building a regional airport in the East Bay makes sense from this point of view. In addition, there are plenty of places in the East Bay where an airport could be located where it could be reliable in all weather, providing an alternate for SFO if it got backed up - ideally with a link to BART. And it could be located on solid ground.

Furthermore, I understand there are advanced instrument-landing technologies that can allow planes to land in heavy fog without the separation limitations that SFO has. I read that Alaska Airlines uses this technology already for its operations in Alaska where the fog is often very thick. I understand that proposals are being acted on to equip other airline's jets with such gear. Surely this will reduce the need for runway expansion at SFO. We support this.

Finally, I have read that an additional airport tax is to be added to all tickets going through SFO to help raise funds for the project. As a result, we will avoid flying through SFO, until we learn that the Bay will not be filled.

I hope these comments are useful to you. Please do not allow the Bay to be filled for runways.

Thank you

Christopher Gayle
M. Louisa Knabe
2466 Briarwood DR
San Jose, CA 95125

surfnsuds@att.net

Date sent: Tue, 11 Jul 2000 13:58:49 -0700
From: Bill Geisinger <bill-g@pacbell.net>
Subject: comment
To: hayward@aol.com, cbrittle@mtc.ca.gov

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input,

Bill Geisinger

Date sent: **Wed, 12 Jul 2000 22:46:47 -0700**
From: **Ted George <tjg@ocotillo.com>**
To: **hayward@aol.com, cbrittle@mtc.ca.gov**
Subject: **Regional Airport System Plan**

Dear Mr. Ward and Mr. Brittle:

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Ted George
369 Upper Rd.
Boulder Creek, CA 95006
tjg@ocotillo.com

From: "Gentchev, Angel" <angel.gentchev@analog.com>
To: hayward@aol.com, cbrittle@mtc.ca.gov
Subject: Against Regional Airport System Plan
Date sent: Mon, 17 Jul 2000 15:46:42 -0400

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay.

In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Angel Gentchev
a
Power Conversion Products
Staff Application Engineer
1 (408) 562-7334
angel.gentchev@analog.com

Date sent: Wed, 12 Jul 2000 00:38:02 -0700
To: hayward@aol.com, cbrittle@mtc.ca.gov
From: Steve Goldfinger <windsteve@earthlink.net>
Subject: Regional Airport System Plan

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan.

Filling or otherwise degrading San Francisco Bay in order to create new runways is a totally unacceptable solution to the problem of delays at SFO. The ecological health of the Bay is already severely compromised by decades of abuse; we should be working to ameliorate this problem, not to further aggravate it. It is time that we stop thinking of the Bay as undeveloped real estate, and recognize that the ecosystem services it provides are critical to the health both of the region's human and animal inhabitants, and the local economy. Building into the Bay is a very short-sighted solution. While in the near term it may provide some temporary relief for the congestion problem at SFO, the long term costs far outweigh any near term benefits. A broader, systems perspective is called for. Planners know well that building new highways to reduce traffic congestion only results in more cars on the road, and that the level of congestion quickly returns to pre-expansion levels. At the SFO public information workshop held earlier this year in San Rafael, I raised this issue with many of the officials and consultants present, and asked them what would happen a few years down the road when the congestion at the airport returns to present levels. Would we be going through the same process again, debating even further expansion into the Bay? When does further expansion into the Bay become unacceptable? All agreed that the issue is real, and that no one involved in the airport planning process is thinking this far ahead. This is rather short-sighted, and irresponsible.

Part of the runway expansion plan proposes that the negative environmental consequences of filling the Bay (increased siltation, disturbing bottom toxics, etc.) be "mitigated" by putting money into wetlands restoration elsewhere. Frankly, this is a sham. Aside from the question of whether or not it is really possible to rebuild destroyed wetlands, wetlands and open bay are two distinct, non-equivalent ecosystems. Only in an accountant's mind, where everything is reduced to a single dimension of dollars, can one be substituted for the other. In reality, they provide different ecosystem services, all of which are necessary for the healthy functioning of the larger environment and on which we and our economy depend.

In addition to the adverse environmental consequences, expanding runways into the Bay would have serious negative impact on recreational activities. Coyote Point Park for example, just downwind of the proposed runways, is currently one of the prime sites for windsurfing in the world. The runway expansion would likely block the wind as well as causing significant siltation. This would likely destroy the site for windsurfing and thus deprive the regional community of an important and heavily used recreational resource.

There are alternatives to runway expansion that can reduce the delays at SFO, especially if one thinks in terms of systemic, regional solutions. We

Date sent: Tue, 11 Jul 2000 14:54:39 -0700
From: Doug Gottschlich <doug@mtrinc.com>
Send reply to: doug@mtrinc.com
Organization: Membrane Technology and Research, Inc.
To: hayward@aol.com, cbrittle@mtc.ca.gov
Subject: Public comment to Draft Final report for regional Airport System Plan update 2000
boundary="-----0116BC0626B7797E335C7560"

Dear Sirs,

This is public comment to the Draft Final Report for Regional Airport System Plan Update 2000. I have reviewed the report and am very disturbed by the very biased attitude taken throughout the report. Since SFO has the most immediate plans for airport changes, and plans causing the greatest impacts, I will confine my comments primarily to SFO's current runway reconfiguration proposals. (SFO's proposal is so immediate and so large that it should be the major focus of your report.) I grant that the report does admit that there are alternatives to runways constructed in the Bay, and that these should not be ignored. However, the entire report suggests that only new runways constructed in the Bay can ease delays, while all possible alternatives (technology improvements to increase capacity during bad weather, demand management, traffic control improvements, etc.) are wrought with technical difficulties and cannot ease delays.

A major goal that should be part of the plan, but that was not mentioned in the Planning Goals section, is protection of access to the Bay and protection of the Bay's ecological and recreational resources. We now live in a modern age where advances in technology are improving our lives in ways never before foreseen. It is time to apply these technology advances to our airports. It should be possible to enjoy a high level of airport service while not sacrificing other aspects that contribute to the Bay Areas quality of life.

Specifically, I believe important conclusions that should be included in your report are:

- * Capacity improvements through implementing existing air traffic control technologies (SOIA/PRM and NASA-type) combined with demand-management will have a greater impact on weather delays than SFO's runway reconfiguration plans.

Current full capacity is not achieved at SFO due to weather only 26% of the time, and that during these times the runways are at half of normal capacity. Thus the maximum deficiency in capacity due to weather is only 13%. Further, it is unlikely the airport demand is 100% during all of these bad weather periods, and so actual capacity reduction due to bad weather will be significantly less than 13%.

SFO proposes to regain this weather-limited capacity by filling in more than 1000 acres of Bay. Since their proposals do not provide

an increased number of runways, but only the same number further apart, this solution will only alleviate the weather-reduced capacity, and increase potential capacity by a maximum of 13%. Alternatively, you state that capacity increases of 12% could be achieved through implementing existing air traffic control technologies (SOIA/PRM and NASA-type). Even greater capacity increases will be achieved AILS technologies that will become available. You also state that demand-management (larger aircraft, etc.) can reduce demand at SFO by 15-18%. Thus combining technology improvements with demand reduction will allow SFO to increase seat-capacity by twice that that the runway reconfiguration would achieve.

- * All solutions to meet Bay Area airport demand (including both air traffic control and runways constructed in the Bay) require technologies that are currently not proven.

To construct the reconfigured runways proposed by SFO requires construction techniques never before used on such a scale. Demonstrating these novel requirements is the fact that SFO has sponsored a contest to see what construction ideas might be used.

Improved air traffic control technologies already exist that could be implemented at SFO, including SOIA/PRM and NASA-type technologies. More important are the developing AILS technologies that will enable simultaneous landing in bad weather on SFO's current, closely-spaced runways. Your report claims this is a "long-term NASA research effort" and that currently there are no proven technologies for runway spacing of less than 2500 feet. To anyone who has witnessed our country's accomplishments in Yugoslavia and Iraq -- where missiles launched from submarines are able to land with pinpoint (several meters) accuracy after traveling thousands of miles without a pilot -- will find it difficult to believe that airplanes with pilots and guided by the latest radar tracking equipment cannot land safely when separated by as much as 750 feet (250 meters). A further demonstration of the reports bias is the conclusion that AILS technology is long-term and unproven while no such claims are made regarding bay fill techniques (when even the airport admits there are no proven techniques).

- * Regional Airport Authorities must be granted the authority to allocate traffic among airports, and to control the number and type of aircraft that may be scheduled.

The MTCs avoidance of the concept of allocating traffic to airports limits one of the major methods available to metropolitan areas to maintain adequate airport service while controlling the impacts airports must inflict on the surrounding communities. Communities

should not allow the airlines and the FAA to prevent us from using our air space resources most efficiently -- Communities should not be held captive to the whims of airline companies whose goals are to make a profit, and to FAA procedures that are now outdated.

Date sent: Tue, 11 Jul 2000 14:48:54 -0700
From: Anne Hammerslag <anneh@inktomi.com>
Send reply to: anneh@inktomi.com
Organization: Inktomi Corporation
To: hayward@aol.com, cbrittle@mtc.ca.gov
Subject: SFO Expansion

Dear Mr. Ward and Mr. Brittle,
This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Regards,

Anne Hammerslag
86 Canada Road
Woodside, CA 94062

Date sent: **Wed, 12 Jul 2000 10:10:04 -0700 (PDT)**
From: **George Hays <geohays@yahoo.com>**
Subject: **Regional Airport System Plan**
To: **hayward@aol.com, cbrittle@mtc.ca.gov**
Copies to: **geohays@yahoo.com**

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay.

At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented.

In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

George Hays
1191 Compass Lane #209
Foster City, CA 94404-3418
email: geohays@yahoo.com

Do You Yahoo!?
Get Yahoo! Mail – Free email you can access from anywhere!
<http://mail.yahoo.com/>

From: "Ted Hornaday" <thornada@nortelnetworks.com>
To: hayward@aol.com, cbrittle@mtc.ca.gov
Subject:
Date sent: Tue, 11 Jul 2000 14:41:50 -0700

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

I am alarmed at recent events that are clearly efforts to circumvent and short cut public process, independent review and regional planning efforts. Case en point, Senator Burton's bill reducing requirements for independent and environmental review as well and Airport Representative John Costas's illegal motion for Airport Community Rountable endorsement of SFO expansion.

Thank you for your time and for considering my input.

Ted Hornaday
811 Portman Dr.
Redwood City, California 94065

From: **KJHURLEY77@aol.com**
Date sent: **Wed, 26 Jul 2000 18:50:48 EDT**
Subject: **Please help reduce noise pollution over Montclair!**
To: **Cbrittle@mtc.ca.gov**

I am writing to express concerns over the noise and vibrational impacts of airplanes flying over my home in recent months. I am asking for intervention to reduce the impacts of the current flight pattern on my Montclair neighborhood.

I have been a resident of Harbord Drive, near Moraga Avenue for 15 years. In the past year I have noticed and heard planes flying almost directly over my house, something that I never noticed in all the years prior so I think there must be some change in flight rules or patterns. What is most troubling is the noise level and how the window panes shake when some of these planes pass over.

I can hear them almost as loud as if I was at the parking lot of the airport. They seem to be flying pretty low and almost directly over my home toward Montclair village so I imagine there are implications there as well.

If I had bought a house at the airport I might expect this sort of thing, but I live in Montclair, a good distance from the airport and do not understand why the planes are flying so low that the noise and vibration has this level of impact. I have talked to neighbors who have the same complaints. Is there something to be done that would protect this neighborhood from the flight noise and vibration of the planes passing over? It is most unpleasant.

Thank you for your consideration. Should you have any specific questions, please do not hesitate to call. Kathleen Hurley 652-9852 5776 Harbord Drive

From: "Chris Brittle" <MTC1/CBRITT>
Organization: MTC
To: mbruba
Date sent: Wed, 19 Jul 2000 14:54:00 PDT
Subject: (Fwd) SF Aiirport Extension

----- Forwarded Message Follows -----

From: "Martin Iorns" <miorns@att.net>
To: "Chris Brittle" <cbrittle@mtc.ca.gov>
Cc: "Will Travis BCDC" <travis@bcdc.ca.gov>
Subject: SF Aiirport Extension
Date: Fri, 14 Jul 2000 23:27:34 -0700

Memo to those involved in plans to extend the San Francisco and Oakland Airports:

The final draft of the Regional Airport System Plan overlooks a scenario that meets all the goals listed and would cost much less than just extending a runway on fill. It would use the same floating Patents on the technology have expired, so it is available without royalty, but its simplicity and low cost make it unattractive to designers and contractors whose fees and profits are based on the The large area under the decks would provide ample space for parking, warehousing, shops, passenger facilities, a hotel, and staff residences. Revenue from commercial development of this space could Those who would profit from other scenarios will try to dismiss floating slipform technology as "simplistic" so it may be necessary to have an independent authority find the best procedure as was do A compelling reason for a floating airport, apart from cost, is that the project would be earthquake-proof and provide a safe alternative crossing should other bridges collapse or their approaches li The project would benefit the environment by keeping noise and air pollution from aircraft and vehicles offshore and create a floating breakwater that would protect wetlands from erosion by storm wav An immersed tunnel like that under the Oakland ship channel or a surface detour system would allow free passage of ships and vehicles.

I am semi-retired and busy on projects abroad, but can furnish references and details about the technology and its costs to anyone seriously interested along with the names of others who could show h
Sig: Martin E. Iorns, F.I.F.S., Industrial Engineer Laminated concrete and ferrocement construction methods 1512 Lakewood Dr., West Sacramento, CA 95691-4040 Tel 916 371 4561 Fax 916 372 8290
www.ferrocement-consultant.com

From: Christy Jacobson <brokendishes@postmark.net>
To: cbrittle@mtc.ca.gov
Subject: RASP
Date sent: Sat, 15 Jul 2000 07:59:21 -0800

Christy Jacobson
brokendishes@postmark.net

As a Richmond resident, I must protest the very unfair RASP proposal which essentially burdens Richmond with most of the increase in air traffic noise.

The current situation is already unbearable. Sleeping has become a nightly challenge because the airplane noise is absolutely relentless.

We have lost the peacefulness we used to know here at night. Any increase would probably make us have to leave the house and neighborhood we have loved for over 20 years.

However, with the proposed increase in air traffic over Richmond, our property value is sure to plummet. Who would want to live here?

Date sent: Tue, 11 Jul 2000 23:35:51 +0000 (GMT)
From: rljesq@ix.netcom.com (Ralph Jacobson)
Subject: RASP Proposal
To: cbrittle@mtc.ca.gov

As a Point Richmond resident, I am outraged by the proposal to further burden the Richmond area 24 hours a day with airport noise.

It seems to me totally irresponsible for a government agency to attempt to wreck a community environmentally, rather than at least share the burden among all.

I hope you will take into account some elementary standards of fairness in this planning process.

Ralph Jacobson
510 Washington Avenue
Richmond, Ca. 94801

From: Brad James <bjames@exponent.com>
To: ""hayward@aol.com"" <hayward@aol.com>,
""cbrittle@mtc.ca.gov""
<cbrittle@mtc.ca.gov>
Subject: Regional Airport System Plan
Date sent: Tue, 11 Jul 2000 13:04:35 -0700

Dear Mr. Ward and Mr. Brittle, This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

Brad James, Ph.D., P.E.

Date sent: Tue, 11 Jul 2000 20:22:46 -0700
From: JR Johnston <jrstudio@home.com>
Organization: @home
To: cbrittle@mtc.ca.gov
Subject: Airport expansion views!!

Dear Mr. Ward and Mr. Brittle:

This is a public comment regarding the Regional Airport System Plan. It is

imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways

into SF Bay. The plan to fill in such a large portion of this incredible,

natural resource is shocking to me. The quality of life, the environment,

the incredible recreational activities; these are the things that make living on the Peninsula so special. If these runways are built, we will

destroy these things forever! Other solutions to our problem of out-of-control growth must be found on a regional long term basis.

Expanding runways is not the answer. Thank you for allowing us to express

our opinion on this subject.

J.R. & Lyndda Johnston
2051 Monroe Ave
Belmont,
Ca
94002

From: "Chris Brittle" <MTC1/CBRITT>
Organization: MTC
To: mbruba
Date sent: Mon, 14 Aug 2000 17:19:26 PDT
Subject: (Fwd) (no subject)

----- Forwarded Message Follows -----

From: Kraneburg@aol.com
Date: Tue Jul 11 21:40:19 2000
Subject: (no subject)
To: <hayward@aol.com>, <cbrittle@mtc.ca.gov>

Dear Mr. Ward and Mr. Brittle,

It is

imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input. Yours truly Thomas Kraneburg PS: Money isn't everything Think about the people

Date sent: Thu, 13 Jul 2000 07:00:52 -0700
From: LafingGuy <lafingguy@home.com>
To: hayward@aol.com, cbrittle@mtc.ca.gov
Subject: Proposed SFO expansion

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. I've been windsurfing on San Francisco bay for over 10 years, one of the reasons I have not moved away from this are is the consistent quality of wind on the bay. While I've been here in the bay are, I've purchased 2 homes, 6 cars and about \$12,000 worth of windsurfing gear. I've observed that most windsurfers are gainfully employed (many in the hi-tech indstry), many like myself own homes, our favorite sport is not in-expensive, and we vote.

None of us in the windsurfing community would like to see one of the best windsurfing areas in the world destroyed.

I'm not an ecologist but I also wonder how bad the effects on the bay's ecosystem would be from this proposed runway project.

It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Bill Lennan
484 Wraight Ave
Los Gatos, CA
95032

Send reply to: "Don Lewis" <don@thelewiscompany.com>
From: "Don Lewis" <don@thelewiscompany.com>
To: <cbrittle@mtc.ca.gov>
Subject: Airplane noise
Date sent: Fri, 14 Jul 2000 16:52:16 -0700

My tranquil neighborhood has become ever less tranquil in the last 9 years as ever more air traffic is routed over Richmond. There seems to have been an increase coincident with cessation of air operations from Naval Air Station, Alameda, as well as a raw increase in air traffic flying farther north-west from the airports before turning east.

Since my county (Contra Costa) and city (Richmond) receive no tax or revenue benefits from the operations of these airport facilities and are many miles outside the economic routes for the aircraft if noise were not an issue for well-to-do residents of those cities and counties obtaining economic benefits from airport operations, it seem grossly unfair that LOUD VOICES have managed to shift the LOUD EXHAUSTS to my backyard from theirs. This and other forms of environmental racism are discriminatory and forbidden by executive order.

I ask you to ensure that noise be confined as closely as possible to the economically justifiable zones adjacent to the airports. Those of us who live at a distance do so partly so that we are protected from the noisy and exhausting economic activity clustered about airports and the commercial centers which thrive about them. I choose not to have those negative aspects exported to my neighborhood.

Don Lewis

Date sent: Tue, 18 Jul 2000 07:58:08 -0700
From: Kirk Lindstrom <KirkLindstrom@ix.netcom.com>
To: hayward@aol.com, cbrittle@mtc.ca.gov
Copies to: Kirk Lindstrom <KirkLindstrom@ix.netcom.com>, Bill Lindstrom <Bjlinks@earthlink.net>
Subject: MY public comment regarding the Regional Airport System Plan

Dear Mr. Ward and Mr. Brittle,

This is MY public comment regarding the Regional Airport System Plan.

It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay.

At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented.

In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

--

best regards
Kirk Lindstrom
Los Altos, CA

Editor: "Kirk's Investing & Personal Finance" @ Suite101.com
<http://www.suite101.com/welcome.cfm/investing>
and "Kirk's Online Newsletter"
<http://www.suite101.com/files/topics/270/files/WhatLetter2Buy.html>

From: Veg4s@aol.com
Date sent: Thu, 27 Jul 2000 19:23:27 EDT
Subject: overflight noise
To: Cbrittle@mtc.ca.gov

I wish to use this vehicle to let you know of my concern with what I see as increased air traffic over the Oakland hills. Both large and small aircraft fly low over the hills frequently now. The noise causes the window panes to shake it is so loud. As ABAG, BCDC and MTC complete the plan for the Oakland airport expansion, I would like for the this trend to be addressed. It is my understanding that aircraft does not need to fly this low and thus the noise could be eliminated.

Sincerely,
Susan Loggins

Date sent: Tue, 11 Jul 2000 13:53:05 -0700
From: Scott Lynch <scottl@supertex.com>
Organization: Supertex
To: hayward@aol.com, cbrittle@mtc.ca.gov
Subject: SFO Runway Expansion

Dear Mr. Ward and Mr. Brittle,

I am a windsurfer who frequently sails the Coyote Point, Embassy Suites, and Third Avenue sailing sites. As such, I am opposed to runway expansion at San Francisco International Airport. Altho the ruination of these premier sailing sites is one of my concerns, adverse environmental impacts and easing traffic on adjacent, congested freeways are also important.

Given these concerns, the question must be asked if the runway expansion is needed.

I have heard radio advertisements promoting Oakland International Airport. My guess, then, is that Oakland is an underutilized airport. In addition, I frequently come in contact with people who live/work in the south bay, yet use SFO when San Jose International should be more convenient. This anecdotally points to evidence that airport utilization is not optimally shared among the regions three major airports.

I find it difficult to support filling in hundreds of acres of the bay when simply utilizing the other two airports more effectively could ease SFO's congestion problems, both in good weather and bad. I also find it hard to believe that filling in the bay is easier than changing airport usage patterns. In fact, I find such a situation unacceptable.

There are many questions that must be asked before SFO's expansion plans are approved. Here is just one of them. What percentage of SFO's passengers would be better served by the Bay Area's other two airports? A survey should be conducted, if it has not been done so already, to find out what percentage of SFO's passengers live closer to (or have destinations closer to) Oakland or San Jose. If the results of the survey indicate that passenger traffic at SFO could be eased by better utilizing the region's airports, then the expansion plan should not be approved. Shifting usage patterns would also have the benefit of reducing freeway congestion somewhat.

Sincerely,

Scott Lynch
2098 Touraine Lane
Half Moon Bay, CA 94019

P.S. If the aforementioned survey has already been conducted, please let me know where it may be obtained.

From: andreas_macke@peoplesoft.com
Subject: Public input regarding airport expansion - Regional Airport System Plan
To: hayward@aol.com, cbrittle@mtc.ca.gov
Date sent: Tue, 11 Jul 2000 13:13:24 -0700

Gentlemen,

after careful study of the plan, there are a few issues that left me wondering:

Why, at a time when Bay Area population has already shifted away from the Peninsula and towards the East and South Bay regions, with the Peninsula being a traffic disaster-zone already, is there no credible challenge to the assumption that SFO should be the main airport in the region? This is a bad place for an airport to begin with, thanks to fog, strong winds, dense population, and horrific traffic. Why spend tremendous amounts of money to convert a very substandard airport (from the perspective of the traveler) into a barely competitive one, if instead it would be so much cheaper (both monetarily and in terms of environmental impact) to build a world-class facility in a place unencumbered by these problems (say east of the hills), then spend some of the left-over money on state-of-the-art transportation?

Why is there no out-of-the-box thinking examining the possibility of operating the Bay Area airports (SFO, Oakland, San Jose) in concert, with tightly integrated flight scheduling and quick rail connections between them? It can't be that much cheaper to fill in two square miles of the Bay (especially if you figure in the remediation efforts necessitated to mitigate environmental impacts) than to build a tube for BART between SFO and Oakland. These three airports all share the same airspace - what's wrong with thinking about them as a system rather than three distinct entities?

Why does everyone assume a few square-miles of rehabilitated wet lands in the South Bay will be enough to make up for the damage caused by filling in the space for new runways? This seems a rather dubious notion once you think about the polluted sediment that will be dredged up in the process, as well as the immense impact on South Bay hydrology that will undoubtedly occur and requires careful study. Under existing law, the entities responsible for such a change could find themselves having to pay for channel maintenance and/or compensation to commercial navigation interests in the South Bay for generations to come.

To me, this airport project is the result of flawed economic analysis. The benefits are concentrated and thus easy to calculate. The costs go well beyond the billions to be spent on this rather sophisticated construction project and include such hard-to-price issues as additional traffic congestion (a real economic cost borne by a huge number of people stuck on Bay Area freeways); loss of quality of life (borne by residents near the airport in the form of increased noise, pollution and traffic; borne by all Bay Area residents in the form of decreased recreational opportunities such as fishing, sea-kayaking, sailing, windsurfing, hiking, birding in the South Bay; borne by merchants catering to those seeking such recreation in that area; and the list goes on); loss of attractiveness of the area to

talented individuals so desperately needed by employees on the Peninsula (which will affect all of us, as these companies are a major driving factor in the whole region's economy).

Instead of ramming this project through on auto-pilot, I would find it advisable to take some time to truly analyze the impact of the proposed plans. Even on economics alone, this plan would not survive any reasonable scrutiny looking at long term structural impacts. Throw in the environmental issues and the social intangibles, and it's time to start from square-one with a more creative approach.

Sincerely,

Andreas Macke

Date sent: Thu, 13 Jul 2000 23:00:36 -0700
To: cbrittle@mtc.ca.gov
From: cmanahan@wenet.net (carol manahan)
Subject: airplane flights over Richmond

Dear Chris,

I have been hearing information about both current and planned air flights over the city of Richmond which strain credibility. What I mean is, it is hard for me to believe that agencies which are supposed to represent the people of our region in fair ways have so disproportionately burdened one city with the noise and disruption of air flights.

Currently, from 10 pm to 7 am all north and east flights from Oakland and San Francisco are routed over Richmond, leaving other cities quiet so that their residents can sleep at night.

Future plans for expanded air traffic will increase the traffic over Richmond, and increase it disproportionately. The increase will also disproportionately affect the city of Richmond. As I understand it, by the year 2020 Richmond would get a 176% increase in overflights. This contrasts to an overall Bay Area increase of 43% over the same time period. Further, in an effort to hide the level of disproportionate INCREASE, the current level of disproportion is being disguised (exaggerated) by counting some of the daytime flights over Marin and Berkeley/Albany as flying over Richmond. Even with this effort, Richmond receives a 70% increase as compared overall to a 43% increase.

As a citizen of Richmond, I experience daily the noise of airplanes flying overhead. Just this evening, I was unable to carry on a conversation outdoors from ten feet away. If I knew that citizens of all Bay Area cities were just as likely to have this problem, it might not bother me quite so much. It seems to me that if the Bay Area is to continue to grow in air traffic, the only fair way to handle it is to spread the traffic evenly over all the cities. There should be no increased traffic over Richmond until other cities have reached the same level of air traffic exposure, during comparable periods. Even if air traffic were not increasing, traffic should be rerouted so that Richmond is no longer disproportionately affected, or the only city affected at night.

The time is long past when it could be considered just to assign the burdens of an affluent society to those residents least likely to be experiencing the benefits. Or to single out any group -- whether geographic, economic, political -- to suffer the costs of providing a service in a way which further magnifies differences in environmental quality of life. I expect that your agency and the other agencies responsible will pursue the development of an air traffic plan which takes these questions of justice seriously and responds appropriately.

Sincerely,

Carol J. Manahan
3200 Moran Avenue
Richmond, CA 94804
510-215-1290
cmanahan@wenet.net

P.S. In the 20 minutes I have been writing this (10:25 to 10:45 pm) at least four airplanes have gone overhead.

Chris Brittle

Carol J. Manahan

Date sent: Thu, 13 Jul 2000 12:19:05 -0700 (PDT)
From: Melanie Moreno <melaniemoreno@yahoo.com>
Subject: Public comment on Regional Airport System Plan
To: cbrittle@mtc.ca.gov

Dear Mr. Ward and Mr. Brittle,

I would like to comment on the Regional Airport System Plan. The RAPC must focus on finding solutions to our regional transportation problems that do not involve expanding runways into San Francisco Bay. Degrading the environment of this priceless resource in order to temporarily alleviate traffic at San Francisco International Airport is a very short-sighted solution. Are we to fill in the Bay, acre by acre, to solve our traffic problems? The economy and environment of the Bay region have suffered greatly from many such localized, short-term solutions when broad-scale, regional planning was needed. Please, please work to find long-term, sustainable solutions to our critical transportation issues!

Thank you for your time and consideration.

Melanie Moreno

=====
Melanie Moreno

Do You Yahoo!?
Get Yahoo! Mail – Free email you can access from anywhere!
<http://mail.yahoo.com/>

To: cbrittle@mtc.ca.gov
From: Paul Morris <paulemorris@worldnet.att.net>
Subject: SFO Expansion
Date sent: Wed, 12 Jul 2000 19:56:46 +0000

Dear Mr. Brittle,

I am writing to express my opposition to the proposed plan for expanding SFO. As you know, the plan calls for a gargantuan landfill to construct two new runways extending far into the Bay. As a Bay Area native, I can remember the feeling of relief when BCDC and other organizations clamped down hard on Bay fill in the early 1970s. People had come to realize that the Bay is the very center of our regional universe, a priceless and irreplaceable element of our existence. But this short-sighted and reckless expansion plan, hatched, no doubt, in the mind of some soulless carpetbagging consultant, threatens decades of careful conservatorship. Please don't lose sight of the big picture: the goal is quality of life, not to see how many people we can cram into and through the Bay Area. Yes, air traffic delays are a problem with the current system. But most would agree that affordable housing and ample parking are even bigger "problems" affecting far more people. Yet, would anyone propose that we fill the Bay and cover it with low-cost housing or pave it for parking lots? No. Resources are finite. Men with fortitude and wisdom must stand firm against self-serving schemes that will leave all of us, even their proponents, impoverished.

Paul Morris
Oakland, CA

From: **TIGANAISH@aol.com**
Date sent: **Thu, 13 Jul 2000 02:12:04 EDT**
Subject: **SFO Action**
To: **HAYWARD@aol.com**
Copies to: **cbrittle@mtc.ca.gov**

Dear Mr. Ward and Mr. Brittle,

I would like to offer my public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, The critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. I believe there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for you time and for considering my input.

Sincerely yours,

Kurtis Nelson

From: "Davis, Nelvia" <NDavis@ci.berkeley.ca.us>
To: "'cbrittle@mtc.ca.gov'" <cbrittle@mtc.ca.gov>
Subject: RAPC Plan- Airplane Noise over Richmond
Date sent: Thu, 13 Jul 2000 16:02:27 -0700

As a 27 year Richmond resident I am opposed to both

- * the current number of flights over Richmond and
- * the proposed increased flights over Richmond

ENVIRONMENTAL INJUSTICE IS NEVER OK and the proposed plan will only continue this abuse!

A revised plan is needed NOW

From: **mark.paine@goto.com**
To: **hayward@aol.com, cbrittle@mtc.ca.gov**
Subject: **Regional Airport System Plan**
Date sent: **Tue, 11 Jul 2000 13:29:07 -0700**

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

-Mark Paine
mark.paine@goto.com

From: **nphilip@ix.netcom.com**
Date sent: **Tue, 11 Jul 2000 19:42:05 -0400**
To: **hayward@aol.com, cbrittle@mtc.ca.gov**
Subject: **Regional Airport System Plan**

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAP At San Francisco International Airport, in particular, the critical need to protect the environment, the In fact, there is absolutely no need to expand runways into the Bay because true long-term regional In addition, the draft report has little if any airspace capacity studies, no independent delay studies, Thank you for your time and for considering my input.

Nicolas Philip.

Date sent: Tue, 11 Jul 2000 14:31:43 -0700 (PDT)
From: ury priel <u_priel@yahoo.com>
Subject: SF Airport extension
To: hayward@aol.com, cbrittle@mtc.ca.gov

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

Sincerely,

Ury Priel

=====

Do You Yahoo!?
Get Yahoo! Mail – Free email you can access from anywhere!
<http://mail.yahoo.com/>

From: jarmo.rantala@nokia.com
To: hayward@aol.com, cbrittle@mtc.ca.gov
Subject: Regional Airport System Plan
Date sent: Tue, 11 Jul 2000 15:07:39 -0500

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

In Addition, from expatriates point of view the only beautiful thing that bay area has to offer is the bay, and you are now about to ruin that(yes it will get ruined it will slowly become eutrophic). We'll you are the one who will live here when I back to my country but I just cannot believe that you could be so inconsiderable.

Thank you for your time and for considering my input.

Best Regards,
Jarmo

From: "oren reinbolt" <obolt@ix.netcom.com>
To: <cbrittle@mtc.ca.gov>
Subject: airport expansion
Date sent: Tue, 11 Jul 2000 22:52:46 -0700

Are you guys willing to screw up the environment in order to land more airplanes? In case you haven't noticed, the Bay is unique...airports can be located anywhere

From: ErikRog@aol.com
Date sent: Tue, 11 Jul 2000 17:04:44 EDT
Subject: Please Consider This
To: HAYWARD@aol.com, cbrittle@mtc.ca.gov

Dear Mr. Ward and Mr. Brittle, This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

MORE INFO: There will be a meeting on Friday July 14th at 1:30 pm in the MetroCenter, 101 Eighth Street, Oakland (Lake Merritt BART stop) for public comment. You will need a copy of the Draft RASP which you can get from Chris Brittle, MTC Planner 510/464-7831 or at the MTC web site <http://www.mtc.ca.gov/projects/air_plan/RASP.htm>. BCDC (Bay Conservation and Development Commission) has made public their comments in PDF at: <<http://www.ProtectOurBay.com/#status>>. Go to the meeting and ask RAPC to have the courage to do some regional planning. It's important to note that there has been little or no effort to call for public comment.

From: "Tanya and Bill Russell" <t-bruss@ix.netcom.com>
To: <hayward@aol.com>, <cbrittle@mtc.ca.gov>
Subject: Regional Airport System Plan
Date sent: Wed, 12 Jul 2000 18:14:25 -0700

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

Thank you for your time and for considering my input.

Bill & Tanya Russell
27 Nevada Street
Redwood City CA 94062

From: "Gerritt Rutgers" <gerritt@earthlink.net>
To: <cbrittle@mtc.ca.gov>
Subject: Airport Runway Expansion
Date sent: Fri, 14 Jul 2000 11:18:53 -0700

Dear Mr. Brittle,

I am writing to express my concern regarding the proposed fill project to expand the SFO runways. As a long-term resident of San Mateo, I have come to enjoy the unique shoreline of the bay in our area. I am a graduate of San Mateo High School and am currently an attorney in private practice in Redwood City. I have grave concerns as to the impact this unprecedented fill would have on the environment of the bay and surrounding communities. I have been following closely the proposed project and alternative proposals to filling the bay. No where have I seen a proposal for a regional airport. Why does SFO need to be the one airport to service all needs of the entire bay area? Why couldn't for instance, all freight coming into SFO, be directed to the now unused Moffit Field. Freight does not care where it lands, or the amenities of the local facility. Freight only cares that it gets to its destination. This would significantly reduce the burden on air traffic at SFO and yet, no one seems to have considered it.

I also understand that most delays caused at SFO are due to weather, not allowing for simultaneous landing of airplanes along the two existing runways. I fully support development of new technologies now being undertaken to allow for more landings in foul weather.

The bay area is a unique and beautiful place. The "area" derives its name from the bay. Surely, filling that bay with dirt deprives all of us of an unreplaceable natural resource.

Sincerely,

Gerritt Rutgers

Date sent: **Wed, 12 Jul 2000 01:08:19 -0700**
From: **jesse saade <jesse@telnor.net>**
Subject: **Runway Expansion**
To: **cbrittle@mtc.ca.gov**

Dear Mr. Brittle, This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.
Best Regards,
Jesse Saade

Date sent: Tue, 11 Jul 2000 21:37:39 -0500
From: Mike & Tammy Sainz <zing@home.com>
Organization: @Home Network
To: cbrittle@mtc.ca.gov
Subject: SFA Regional

Dear Sir,

I live in Dallas. My wife and I are Telcom programmers and race windsurfers.

I was shocked to hear of the plans to brutally and permanently alter the bay to make it easier for comuters to use the airport. I travel to Tahoe and SF multiple times a year and have absolutely no problem flying into any of the 3 other airports and driving a little extra distance. In many cases I am much closer to my destination through one of them and the fare and congestion is less.

I strongly urge you to consider from my point of view the the project is completely unnecessary and totally avoidable. I would hope that when added to the obvoius damage to the bay that will result from such a rediculously large project makes the decision to abandon the project clear and well decided.

I will be moving to San Mateo in June of 2001 and I do not need to fly into SF. I will be happy to fly into another airport and use other airports for my future visiting relatives and friends.

Thank you.

--

Work is just how you pay to play
<http://members.home.net/zing/>
zing@home.com
Zing US-097 (aka Mike Sainz)
Team ProTech USA - TX Sales Rep
D/FW Kitesurfing School

Date sent: Thu, 13 Jul 2000 15:50:56 -0700 (PDT)
From: Rodrick Satre <rsatre@excite.com>
To: cbrittle@mtc.ca.gov
Subject: Air routes SF Bay Area

I have been a resident of Richmond since 1975. Over the last few years, I have noticed considerable increase in air traffic over Richmond. Christine Cordi and other have brought this to the attention of Richmond residents and I am grateful for Richmond now having a voice on the board. Recent information leads me to understand that routing over Richmond, which now has the perponderance of evening flights to recieve well over its share of expanded flights in the future.

Last night my wife commented on the fact that as far away we are from any airport, the noise level seems as though we are right next to one. This is an unequal distribution of flight paths and is unacceptable to myself and many other residents.

Please reconsider future flight paths to fairly distribute the burden throughout the SF Bay Area communities.

Rod Satre
President, Point Richmond Neighborhood Council

Say Bye to Slow Internet!
<http://www.home.com/xinbox/signup.html>

From: DanScarola@aol.com
Date sent: Wed, 12 Jul 2000 06:10:42 EDT
Subject: SFO expansion
To: HAYWARD@aol.com, cbrittle@mtc.ca.gov

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

Dan Scarola, concerned citizen and Bay user

From: "Bob Schreifels" <BSCHRE@RCN.com>
To: <cbrittle@mtc.ca.gov>
Subject:
Date sent: Tue, 18 Jul 2000 09:43:32 -0700

Dear Mr. Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

Sincerely,

Bob Schreifels
410 Poinsettia Ave.
San Mateo, CA 94403

Forwarded by: "Chris Brittle" <MTC1/CBRITT>
Forwarded to: mbruba
Date forwarded: Thu, 13 Jul 2000 10:31:20 PDT
From: "rtg" <rtg@igc.org>
To: <Cbrittle@mtc.ca.gov>, "Will Travis" <travis@bcdcc.ca.gov>, <neuworth@bcdcc.ca.gov>
Subject: Comments on RASP Final Draft Plan
Date sent: Wed, 12 Jul 2000 13:24:13 -0700

July 12, 2000

TO: Chris Brittle Cbrittle@mtc.ca.gov

From: Frank Sebastian, Concerned Citizen and Member UPROAR

Subject: RASP Draft Final Plan

COPIES TO: Robert Tufts, Will Travis, William Ward, Patricia Perry, Don Neuworth

Thank you for the notice of Public Meeting on the RASP Update.

I am unable to attend the meeting July 14, but would like to submit the following for the record.

My comments are limited to the Technology portions of the Draft.

I would term the Draft a Technological Oxymoron. The passenger growth projections are heavily driven by the technological growth predicted for the Bay area over the next 20 years. While in contrast all of the benefits that will or might be derived from technology are given short shrift, slighted, minimized or found unproven.

Several examples of the contradictions follow:

* Re SOIA/PRM

Although the FAA has proposed new routings that should result in a 26% increase in bad weather landings, the Report notes that there are Noise Shifts and Effect on SJO departures

*Re CTAS

Here again this technology which is embraced by SFO and FAA, scheduled to be functional in a couple of year and the Report downgrades the 10% benefit shown at DFW. RASP was urged to instigate simulation demonstrations at the new NASA Future Flight Central, but did not undertake, or urge SFO or even note that such simulations could answer questions as to the benefit available from CTAS and other technologies certifiable by 2010 or prospective technologies from 2010 to 2020.

*Re AILS

Here again technology is dismissed as a Long Term NASA Research Effort.

The FAA recognizes AILS as one of the technologies that "allow for independent operations in reduced weather or allow lower separation minima to be used" (FAA letter to UPROAR May 24, 2000).

Anti-technology bias

Perhaps the strongest indication of bias in the dismissal of technology is the note re AILS: "No proven technology to reduce spacing below 2500 ft". The public perception, however, is that RAPC was looking out 20 years regarding both demand and alternatives

*Re ADS-B, AVOSS, Synthetic Vision, Surface Management System, Traffic Management Advisor

There is no indication that any separate inquiries were made of the FAA as to technologies in the works that might be beneficial in the period from 2010 to 2020-the period included in the demand forecast.

*Increase in capacity through a package of strategies

The Draft indicates a 15-18% reduction in demand is available from flight arrival management, 12% increase in arrivals from SOIA/PRM, IGNORED the potential 10% from CTAS, BUT NEVER SUMMARIZED THESE BENEFITS NOR HOW FAR INTO THE FUTURE THESE COMBINED STRATEGIES WOULD CARRY SFO TOWARD ITS GOAL.

In Summary the "rush to judgment" created by letting SFO impose its own timetable on full consideration of technologies and other strategies, substantially weakens the Draft and it should be sent back for further work. Your own comment, Cris, at your first meeting with Dr. Victor Lebacqz, then Director of Aviation Operation Systems at NASA Ames, was to the effect that you didn't have enough time to

consider all NASA technologies.

Despite SFO's urging to shortcut all procedures, it is RAPCs responsibility to take a serious look at all the technologies that could become available by 2020, not just those that are "proven now".

Date sent: Tue, 11 Jul 2000 13:22:36 -0700
Subject: Regional Airport System Plan.
From: Dana Shields <danadesign@earthlink.net>
To: <hayward@aol.com>, <cbrittle@mtc.ca.gov>

Dear Mr. Ward and Mr. Brittle,
This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

Dana Shields

Dana Shields Design
624 University Avenue
Palo Alto, CA 94301
T: 650 326 2662
F: 650 329 9167

Corporate Identity, Packaging
and Strategic Branding

From: "Kerry Sherman" <kerrysherman@hotmail.com>
To: cbrittle@mtc.ca.gov, hayward@aol.com
Date sent: Tue, 11 Jul 2000 13:36:27 PDT

Dear Regional Airport Planning Committee,

I am writing regarding the Regional Airport System Plan. I would like to ask that the RAPC try to find regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. There is a critical need to protect the environment in this area and the priceless world-class windsurfing that takes place near the airport. There are many people that believe that these needs outweigh the perceived need to expand runways into the Bay. It has come to my attention that the draft report does not many, if any, airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand.

I would truly appreciate if you took these concerns into consideration.

Thank you for your time,
Kerry Sherman

Get Your Private, Free E-mail from MSN Hotmail at <http://www.hotmail.com>

Date sent: Tue, 11 Jul 2000 13:24:06 -0700
From: bstaib <bstaib@avolent.com>
To: hayward@aol.com, cbrittle@mtc.ca.gov
Subject: New SFO Airport

This message is in regards to the proposed airport runway expansion plans at SFO. Just another citizen putting in his opinion on the matter. I think it is an illconceived plan. It would have a very detrimental effect on the bay and the surrounding communities.

Thank you for your time.

--
Brett A. Staib
Sr. Software Engineer
415-553-6440
Avolent, Inc. (formerly Just in Time Solutions)
www.avolent.com

From: "Storne, Eric" <Eric.Storne@kla-tencor.com>
To: "'hayward@aol.com'" <hayward@aol.com>,
"'cbrittle@mtc.ca.gov'"
<cbrittle@mtc.ca.gov>
Subject: Public comment regarding the Regional Airport System Plan
Date sent: Wed, 12 Jul 2000 12:30:35 -0700

Mr. William Ward and Mr. Chris Brittle
Regional Airport Planning Committee

Dear Mr. Ward and Mr. Brittle,

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAPC concentrate fully on finding regional transportation solutions that will prevent the need for expanding runways into San Francisco Bay. At San Francisco International Airport, in particular, the critical need to protect the environment, the quality of life for all citizens, and the priceless world-class windsurfing areas far outweighs the perceived need to expand runways into the Bay. In fact, there is absolutely no need to expand runways into the Bay because true long-term regional solutions can and must be implemented. In addition, the draft report has little if any airspace capacity studies, no independent delay studies, and doesn't deal with the traffic problems that would be created by the increased demand. Thank you for your time and for considering my input.

Regards,
Eric Storne
408.875.6854

Eric Storne

> K
Yield Management Software Division

> * Address: One Technology Drive, Milipitas, CA 95035
> * Phone: 408.875.6854 * FAX: 408.571.2722
> * email: eric.storne@kla-tencor.com
>
>

From: "Allen H Zimmermann" <allen.zimmermann@gte.net>
To: <cbrittle@mtc.ca.gov>, <hayward@aol.com>
Subject: RAPC
Date sent: Tue, 11 Jul 2000 18:22:25 -0700

Dear Mr. Ward and Mr. Brittle:

This is a public comment regarding the Regional Airport System Plan. It is imperative that the RAP

Allen H. Zimmermann
2249 Armada Way
San Mateo, CA 94404
650-345-6422

Date sent: **Wed, 12 Jul 2000 11:25:53 -0700**
From: **Benita Zimmerman <b1854@pacbell.net>**
Subject: **NO on SFO expansion/Regional Airport System Plan**
To: **cbrittle@mtc.ca.gov**

Dear Mr. Brittle:

I am writing as a 40 year resident of Burlingame in urging you and RAPC to focus your energies and time towards finding a more viable and less destructive plan for finding regional transportation solutions on the above project, than to fill in our Bay to extend SFO's runways.

As mentioned in The Independent on June 21st, 2000, one of the alternatives would be to link SFO with Oakland Airport via a second trans-bay BART tunnel.

In the interest of saving our Bay from an environmental disaster, both by destroying our wildlife & plants that survive there today, plus destroying our worldclass windsurfing area at Coyote Point, I urge you to please consider the other options available that will NOT be destructive to one of the Bay Areas most precious natural resources.

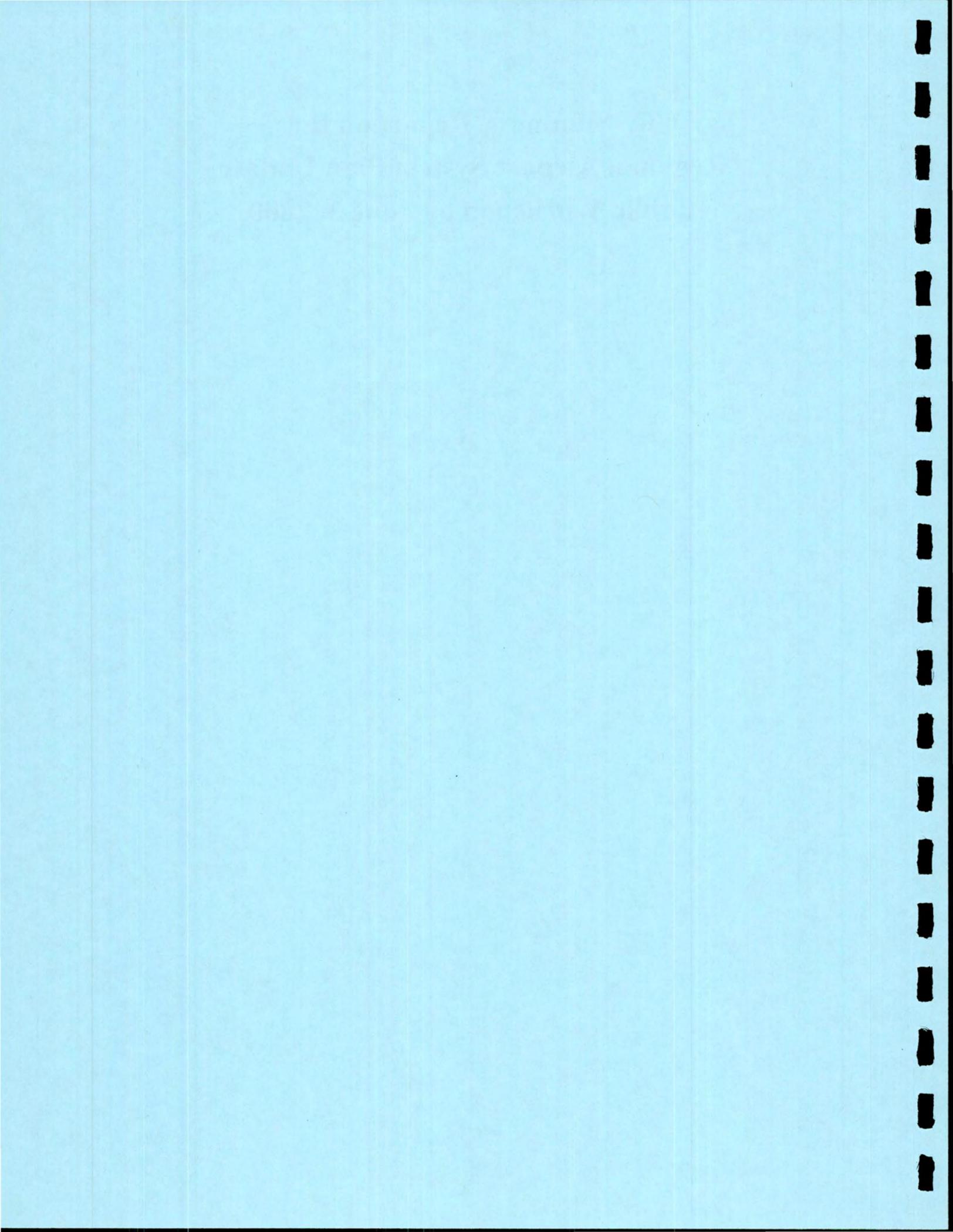
Thank you for your time and consideration to my plea.

Sincerely,

Benita Zimmerman
1812 Devereux Drive
Burlingame, CA 94010
(650) 259-7797



**E. Summary Report on the
Regional Airport System Plan Update
Public Workshop on June 3, 2000**



**REGIONAL AIRPORT SYSTEM PLAN UPDATE
PUBLIC WORKSHOP**

June 3, 2000

Summary Report



Prepared by:

Moore Iacofano Goltsman (MIG), Inc.

800 Hearst Avenue

Berkeley, California

94710

INTRODUCTION

On June 3, 2000 the Metropolitan Transportation Commission (MTC) held a public workshop for the Regional Airport System Plan (RASP) Update. The workshop was held at the Hiram W. Johnson State Office Building in San Francisco. Approximately 75 members of the public attended.

The purpose of this workshop was to gather input and public comment on the RASP before preparing recommendations for the Plan. The main purpose of the Plan is to help the San Francisco Bay Conservation and Development Commission (BCDC) with their future decisions on Bay fill for new runways for Bay Area airports.

Daniel Iacofano of Moore Iacofano Goltsman, Inc. (MIG) facilitated the workshop, and Paul Tuttle, also of MIG, graphically recorded. Bill Ward, Chair of the Regional Airport Planning Committee (RAPC) and Council Member for the City of Hayward, gave a project overview and stated the workshop objectives. The presenters were organized into several panels, and Mr. Ward also introduced the panel members.

Panel members presented information related to the RASP Update. Public input was gathered during and after each presentation, as well as at the end of the workshop.

This report summarizes public comment that was gathered at the meeting, both from oral comments and from comment cards. It is organized into sections corresponding to the discussion topics and the comment card topics:

- Executive Summary: Major Themes
- Strategies for Serving Future Airport Demand
- Potential Effects of Airport Improvements on Bay Resources
- Airports and Over Flight Noise
- Aviation and Air Quality
- Airport Planning Recommendations

The Regional Airport Planning Committee will be developing positions on these and other issues in June and July.

Photoreductions of the wallgraphics from the workshop are included in an Appendix at the end of this report.

EXECUTIVE SUMMARY

Workshop participants discussed many issues related to the Regional Airport System Plan Update, and several prevalent themes emerged. The following are major themes and ideas regarding airport expansion that were generated at the June 3, 2000 public workshop.

- Utilize existing airport capacity, rather than expanding airports
- Consider investing in high speed rail, rather than expanding airports
- Consider building a fourth international airport at a new location
- Avoid and mitigate Bay fill as much as possible
- Use technology to improve air quality and reduce impacts to natural resources
- Work proactively to mitigate air quality impacts
- Create an alternative that will not increase traffic congestion
- Conduct a cost/benefit analysis to determine environmental and economic impacts of airport expansion alternatives

STRATEGIES FOR FUTURE AIRPORT DEMAND

The panel for this topic included Chris Brittle (Metropolitan Transportation Commission), Michael Roach (Roberts Roach and Associates), Sean Randolph (Bay Area Economic Forum), and Dr. Tom Edwards (NASA). The panelists discussed the future airport demand that the Bay Area will experience, and presented possible alternatives to handle the future demand.

There were many public comments and suggestions regarding strategies for serving future airport demand, both during the meeting and included on the comment cards. Some major themes that emerged include: consider investment in transit alternatives, changing airport capacity or building a new regional airport in another location, traffic issues, use of improved technology, and economic and environmental impacts.

Transit Alternatives

Many workshop participants suggested that investing in high speed rail and other forms of transportation could be a viable strategy for providing for future airport demand. The following are specific comments and suggestions on this topic:

- Look at high speed rail and other transportation improvements, without sacrificing environmental quality
- Integrate the three Bay Area airports using ground transportation to improve efficiency
- Consider using airport funds for high-speed rail improvements
- Consider using alternatives such as rail, with no Bay fill

Changing Airport Capacity/Building a New Airport

There were many comments and suggestions regarding improving existing airport capacity, or building a new landside airport in the Bay Area. Some participants suggested expanding the capacity of the three Bay Area airports, while there were some suggestions to reduce or limit the types of flights that are allowed at SFO. Specific comments from workshop participants follow:

- Define and refine the assumptions for future airport demand and constraints
- Add an option for Oakland runways without Bay fill
- Constrain small flights at SFO through regressive fees
- Compare the capacity of Southern California airports (total of 8 runways) with that of Bay Area airports (total of 7 runways)
- Consider that an airport hub creates more connections and increases airport demand

- Do not expand SFO if airport demand is derived from population growth south and east of the peninsula
- Begin to plan to limit future airport demand
- Recognize that SFO has a clear weather latent capacity for 20-25% more arrivals than is currently achieved; therefore runway changes are not necessary
- Demonstrate the full costs of an airport expansion
- Reserve SFO for major commercial air traffic; limit general aviation flights
- Limit the number of short shuttle flights available to SFO
- Accommodate more long distance traffic to SFO
- Adapt Travis Air Force Base for commercial use by adding a function to provide high performance commercial flights between Northern California and intercontinental destinations
- Decentralize and use Travis or McClellan Air Force Bases for cargo
- Plan for a new giant airport for global need, and look for land space and rail service
- Construct a new airport in the North Bay
- Use the \$3 billion needed for airport expansion for a new land side airport, rather than filling the bay

Technology Strategies

New flight control and management technologies can be used to create strategies for handling future airport demand. Workshop participants suggested several different forms of technology, and also commented on the effectiveness of some of them.

Following are suggestions and comments:

- Encourage development of new large aircraft to work on existing runways, used primarily for cargo
- Explain how NASA navigational technology might be used to increase effective capacity
- Provide an explanation of how navigational technology can reduce and eliminate the need for airport expansion
- Study the effectiveness of regional jets
- Recognize that a change in airspace requirements may occur within a ten year time frame

Traffic Congestion

When considering strategies for future airport demand, it is necessary to consider the traffic impacts associated with potential strategies. Workshop participants were concerned with the added congestion on highways adjacent to airports (101 and 880). The existing highway and circulation infrastructure is not capable of accommodating the increased traffic associated with the airport expansions. Following are specific comments and suggestions regarding traffic congestion:

- Look at traffic impacts on Highway 101
- Reduce surface congestion to, from and around SFO
- Consider that there is no infrastructure in place to accommodate expansion of SFO, and expansion will cause traffic delays on Highway 101
- Do not bring a workforce in from the East Bay to work at SFO; this will create more congestion

Costs and Benefits of Airport Expansion

There are different economic and environmental impacts associated with alternative future strategies for airport demand, and these must be carefully considered when developing and recommending an alternative. Many workshop participants suggested that a more detailed cost-benefit analysis is needed to study the increased efficiency of air travel related to the full cost of airport expansion (including environmental, traffic, health and social costs).

- Consider quality of life impacts such as: noise, traffic and congestion, flood control, and air quality
- Minimize environmental destruction with a sensible regional plan
- Do not sacrifice environmental quality for economic development
- Calculate business impacts due to freeway congestion
- Breakdown economic impacts by city and county
- Define the number of jobs that airport expansion will generate

Other Comments

Workshop participants contributed several other comments and suggestions related to future airport demand, including:

- Conduct an infrastructure study for future airport demand alternatives
- Develop a Congress for Responsible Transport
- Determine locations in the Bay Area that passengers are coming from, and plan accordingly

POTENTIAL EFFECTS OF AIRPORT IMPROVEMENTS ON BAY RESOURCES

Donald Neuwirth of the San Francisco Bay Conservation and Development Commission gave a presentation on the potential impacts of airport improvements on Bay Resources. A major issues related to effects to Bay Resources is potential Bay fill that would be required to expand/reconfigure SFO and Oakland airports. Mr. Neuwirth also presented a suggested "environmental impact scorecard" for evaluating and organizing impact analysis of airport improvements.

The public comments and suggestions gathered during this workshop segment relate mainly to two main issues: impacts on natural resources and the process to determine impacts and mitigation. Many workshop participants expressed concern about Bay fill, and also raised many questions regarding the process of determining impacts, as well as technical questions on natural resources.

Natural Resources

Workshop participants raised many concerns about the potential effects that airport expansion would have on important resources in and around the Bay. Potential impacts that workshop participants mentioned include degradation of water quality, loss of habitat and marine areas, and loss of Bay area. The following are specific comments regarding natural resources:

- Consider long range potential impacts regarding the Bay Resources Impact Scorecard and BCDC's deliberation on Bay fill; the proposed runway fill might promote siltation of a high lagoon area between the shore and the runways
- Determine the extent of the ultimate fill settlement
- Establish the environmental impacts of dredging at the borrow site
- The proposed two square mile fill will create a permanent narrowing of the South Bay, which already has serious environmental quality problems
- The South Bay is a critical resting place for migratory waterfowl on the Pacific Coast flyway; the tidal movement will be seriously restricted, and will likely lead to a lack of aeration if bay fill occurs
- Advise if the South Bay water circulation has been tested using the Corps of Engineers' Bay Model at Sausalito, under the scenario of the SFIA landfill
- Study potential reductions in water levels due to the use of salt ponds, including the multi-impacts of fill and use of salt ponds
- There is a loss of marine life, and the Bay is turning into a toxic quagmire
- Recognize that impacts on water quality affects the quality of life for Bay Area residents

- Consider the negative impact of expansion on all wildlife

Environmental Impact Analysis Process

Analyzing environmental impacts of airport expansion alternatives is an essential part of the Plan Update. Workshop participants raised many questions and issues regarding the environmental impact analysis process, ranging from the use of the environmental score card to methods of gathering public input.

- Show a greater degree of granularity on the score card that ranks the severity of impacts
- There is a lack of public outreach, and there are too many San Francisco members on the RAPC
- There are too many private meetings of boards
- Identify who is being paid by the airport at future meetings
- Use a process for public input that is both fair and dignified
- At future meetings, ask what the public needs and wants
- Provide e-conferencing option for future meetings

Questions Raised

- Are environmental issues weighed all the same?
- How will the matrix be used?
- What is the process for including public input?
 - BCDC will take into account public concerns, and factor them into decision making
- Clarify the CEQA/NEPA processes: who certifies the EIR and who is the project sponsor?

AIRPORTS AND OVER FLIGHT NOISE

The panel for the topic of airport and over flight noise included Patricia Perry (Association of Bay Area Governments), Chris Brittle (Metropolitan Transportation Commission), Matt Mead (San Francisco International Airport), Carol Wedl (Port of Oakland—Oakland International Airport), and Jim Burgan (Federal Aviation Administration).

The public has identified over flight noise, which is noise from aircraft flying over areas at some distance from airport runways, as an increasing problem that the Regional Airport System Plan Update needs to address. Workshop participants raised several issues related to noise impacts, including flight routes, methods of measuring noise, and health impacts of noise.

Participants asked many technical questions related to noise impacts, and also made several suggestions for decreasing noise impacts from the region's airports. The following are questions, comments and suggestions gathered at the workshop regarding over flight noise.

- Clarify which agency is responsible for monitoring and controlling over flight noise
- Explain what is being done to solve the problem of over flight noise
- Do not use CNEL to quantify noise; this measure distorts the true analysis of noise impacts
- Obtain accurate decibel levels and a full spectrum recording of noise in the Bay Area communities; FAA changes need to be made in air flight paths and volume based on this data
- Quantify the benefits in terms of noise reductions that will be made by spending \$3-4 billion
- Conduct a quality of life analysis
- Conduct a detailed analysis of the impacts of aircraft noise on sensitive receptors areas
- Guarantee that on-time performance improvement and noise reduction are factors in the proposed expansion, rather than construction contracts
- Ensure that downtown San Jose has a voice in the proposed SOIA route modifications that plan final turns for most aircraft approaching SFO
- Increasing capacity at SFO is unacceptable until noise impacts are under control
- Study single event analysis, and include East Bay cities in this analysis
- Consider ILS approaches and flight tracks when determining over flight noise impacts

Questions Raised

- Why are planes so noisy?
- Why do incoming early morning flights come in over Palo Alto?
- Will Executive Order 12989 be taken into account?

AVIATION AND AIR QUALITY

The panel for the topic of air quality impacts included David Burch (Bay Area Quality Management District) and Bob Rogen (California Air Resources Board). Workshop participants raised the issues of quality of life and public health related to air quality, and also suggested solutions for reducing air quality impacts.

Following are key comments and suggestions from workshop participants regarding aviation and air quality:

Air Quality and Quality of Life Impacts

Workshop participants raised issues regarding the impacts airport air emissions can have on quality of life in the Bay Area. A specific issue of concern that was raised the link between air quality and health impacts. Additionally, participants also suggested methods of acting proactively to reduce air quality impacts.

- View airports as a limited resource because of the expense in terms of quality of life issues, including noise, air and water quality
- Recognize that increases in air and water pollution are directly proportional to the increase in the number of flights
- Involve the airports in efforts to decrease air quality impacts
- Conduct a health risk study as part of the process
- Act more aggressively in meeting air pollution standards
- Create an inventory of air quality impacts

Issues

Participants asked for more detailed analysis and information related to airport air emissions.

- Can the Regional Air Quality Board require a health study?
- What is the role of BAAQMD?
- What about flight corridor toxins?
- Do fewer big planes lead to more pollution?
- Are planes rated for air quality impacts?
- Who will take the lead on meeting air quality standards?
- Which agency is responsible for aircraft emissions?
 - The EPA is responsible
- When does air quality become more important than commercial profit?

Air Quality Mitigation

Workshop participants suggested several methods of mitigating air quality impacts, such as using new technology as well as regulatory methods.

- Incorporate sustainable solutions such as solar technology and green power in plans to reduce emissions from airports
- Consider Europe's TGV; strategic partnering with Amtrak and Caltrans can decrease air transport and improve air quality
- Suggest using pollution credits for getting rid of Stage 2 planes

AIRPORT PLANNING RECOMMENDATIONS

Workshop participants were asked to list the three most important recommendations for the Regional Airport Systems Plan Update. Some of the recurring ideas that emerged include:

Consider the quality of life factor in planning for future airport demand, consider an alternative airport, and create non-bay fill or minimal fill airport expansion alternatives.

Following are specific suggestions from workshop participants for airport planning in the Bay Area:

Cost/Benefit Analysis

- Solve noise and air quality issues before increasing capacity at SFO
- Do not undervalue quality of life factor
- Provide detailed growth projections that include variables such as the impact of doubling of fuel prices, modification of the hub system, and a move of United Airlines to different airports
- Conduct a cost-benefit analysis of various delay reduction strategies
- Conduct a county by county breakdown of benefits vs. costs for the different alternatives
- Provide a composite analysis of the aggregate impact of all the non-bay fill alternatives and the minimal fill proposals to meet the demand needs of air traffic in the Bay Area
- Initiate a regional airspace analysis including all flight paths airports within 100 miles of Bay TRACON

Alternatives

- Develop a high speed rail system instead of airport expansion
- Develop a plan to decentralize air traffic beyond the Bay Area
- Incorporate plans for greater sustainability of natural resources
- Limit SFO to only the largest airplanes, to have fewer planes landing at peak hours
- Research a possible fourth international airport in the North Bay
- Undertake a detailed, wide-ranging analysis of Travis, March Air Force Base and Stockton as alternatives for a future Northern California airport
- Allocate equal resources to studying alternatives
- Do not consider Bay fill under any circumstances
- Consider an option with an inboard new runway at Oakland, but no Bay fill at SFO

Technology

- Improve air traffic control technology for take-off and landing
- Advocate solar technology by providing better incentives to airline carriers and other businesses

Regulation

- Examine the benefits of creating a regional transportation authority governing SFO, Oakland and San Jose airports to maximize efficient runway operations
- Consider drafting legislation that would clarify and extend RAPC's ability to do enforceable planning for the region

Process

- Extend the time and opportunities for thorough environmental review and public review and comment on the EIR
- Explain and diagram the decision making process for the SFO expansion

APPENDIX

Regional Airport System Plan Update 2000



FUTURE AIRPORT DEMAND
 NEED TO ASSESS IMPROVEMENTS
 HOW WILL NEW TECHNOLOGY
 BE USED IN PLAN?

TECHNOLOGY STRATEGY
 WILL BE A FACTOR IN
 PLAN

NEED TO PLAN FOR A
 NEW GATE AIRPORT FOR
 GLOBAL NEEDS, LOOK
 FOR WAYS TO IMPROVE
 SERVICE, THINK AHEAD!
 LA'S AIRPORTS: WHY DEMAND
 OF 7. BILLION? NOT AS GOOD
 RUNWAY CAPACITY AS LA?

AND HOW
 IMPACTS DEMAND?
 THIS CREATES IMPROVEMENTS
 AND DEMANDS: MAJOR CONCERNS
 INCREASED DEMAND

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NEED TO INTEGRATE
 AIRPORTS TO
 IMPROVE EFF AND
 INTEGRATE GROUND
 TRANSPORTATION
 USE AIRPORT FUNDS
 FOR PLANNING

CALL FOR NEARBY
 RUNWAYS, WITHOUT
 PAY FILL, WITHOUT
 GROUND SHOULD
 BE USED TO
 WHAT ARE THE
 PROBLEMS, WHAT'S
 THE ISSUE?

WHAT IS THE
 CAPACITY
 HOW DO WE GET
 PEOPLE TO AIRPORTS,
 MAY NOT BE ABLE TO
 SERVICE DEMAND,
 WILL NEED TO FORCE
 WATER TRANSPORT AS
 A TRIGGER
 PROTECTED AS 1.5 BILLION
 FOR EXPANSION... COSTS
 ARE PER LAND SIZE
 AIRPORTS: WHY FILL
 THE BAY?

ONLY YEAR OF STUDY
 FOR LAKE PROJECT, GROUND SIDE
 NEED INTERPOLARIS TRAFFIC
 STUDY... TO GET FACT AIRPORT
 LONG TO GET FACT AIRPORT
 WHAT % TO PERMIT DEBTS
 AND % TO GET FACT
 AIRPORT? NEED TO LOOK
 AT TRAFFIC IMPACT A LOT

WHAT IS TIME FRAME
 LESS CHANGE IN TRUCK TRAFFIC
 ARE THEY GETTING MORE NOISE,
 NEW TEST FOR NAVIGATION
 QUALITY AIR ISSUES
 MANY IMPACTS
 YOU NOT ON LINE...
 MONTH CHANGE IN
 AIRPORTS: WHAT'S
 THE ISSUE?
 PROCESS SENSITIVE
 TO FACTS

BA AREA ECON.
 HIGH SPEED RAIL
 TRAINS, IMPROVEMENTS
 WITHOUT SAUCE
 THE AIRPORTS
 OTHER AIRPORTS
 NEED REASSESS
 FEES TO AIRPORTS
 ON SMALL AIRPORTS

WHAT HAPPENS IF
 WE DO ALL AIRPORTS
 NO FILL... WHAT
 SHOULD BE UP NUMBERS,
 NEED TO ASSESS
 LONG TERM: OTHER COSTS,
 TRAFFIC

WHERE ARE PROBLEMS
 GERMANY, MEXICO, IS
 USE OTHER LOCATION,
 POTENTIAL CHANGE OF
 GROUND?
 NEED A CONGRESS FOR
 RESPONSE TO AIRPORT
 I'M CONSIDERING A CLASS
 ACTION SUITE AGAINST STATE

NEED TO CALCULATE
 BUSINESS IMPACTS
 TO AIRPORT EXPANSION
 DIE TO AIRPORT EXPANSION
 BUSINESS & AIRPORT

FEWER BIGGER PLANES? - MORE PLANNING?
 ARE PLANES HATED?
 OTHER ISSUES: HOW DOES FOLLOWUP
 CREDITS WORK?

RAPID: WHY NO ENVIR. SUGGEST
 REVIEW? WHAT IS THE
 AUTHORITY OF PLAN? FOR SCRAPING
 STAKE & PLANES
 AIRPORT SYSTEM PLAN
 PROVIDES INFO FOR LOCAL
 AIRPORT PLANNING: THE DO AIR
 NEED TO ASSESS
 NEED OF AIRPORT
 PRESENTATIONS: NO
 AIRPORTS: NO
 AIRPORTS: NO
 AIRPORTS: NO

REGIONAL
 AIRPORTS: NO
 AIRPORTS: NO
 AIRPORTS: NO

REGIONAL AIRPORTS: NO
 AIRPORTS: NO
 AIRPORTS: NO

REGIONAL AIRPORTS: NO
 AIRPORTS: NO
 AIRPORTS: NO

REGIONAL AIRPORTS: NO
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