



City of Palo Alto City Council Staff Report

(ID # 6023)

Report Type: Consent Calendar

Meeting Date: 8/24/2015

Summary Title: Policy & Services Committee Recommendation regarding Air Traffic and Adoption of a Resolution

Title: Policy & Services Committee and Staff Recommendation that the City Council Authorize a Request for Proposals for; a Technical Study of Increased Air Traffic Noise, to Designate a Council Member to act as a Liaison to Engage in Regional Mitigation and Advocacy Efforts, Adopt a Resolution Urging the Federal Aviation Administration to Address Increased Aircraft Noise in Palo Alto, and Direct Staff to Engage in Additional Outreach, Coordination and Advocacy Activities Regarding Aircraft Noise

From: City Manager

Lead Department: City Manager

Recommendation

The Policy and Services Committee recommends that the City Council approve the following motions:

1. Direct staff to issue a Request for Proposals (RFP) for a Technical Study, including data analysis of aircraft noise over Palo Alto and recommendations for alternatives to reduce noise, and return to Council with the results of the RFP by no later than December 2015.
2. Direct staff to utilize the different tri-cities meetings as a vehicle to engage and measure the interest of surrounding cities in the flight path/noise issue and to reach out to several adjacent cities as a complement.
3. Elevate aircraft noise as a City priority and request advocacy at various appropriate levels.
4. Authorize the Mayor to appoint a Council Member representative as liaison to the Sky Posse (local advocacy group) and as a non-voting representative to the Airport Round Table or its subcommittees and other regional bodies as needed.
5. Direct the City Manager to continue to work with residents.

In addition, Staff recommends that the City Council:

1. Adopt the attached Resolution to urging the Federal Aviation Administration (FAA) to address increased aircraft noise in Palo Alto.
2. Direct the City Attorney to meet with residents to review state and federal statutes and regulations, and provide information on pending legal proceedings relating to aircraft noise in other regions.

Background

On February 10, 2015 the Policy & Services Committee discussed the topic of air traffic impacts on citizens of Palo Alto. The staff report discussed in detail the background of this issue and presented the Committee with a previous staff report associated with this matter. The February report also contained a letter to the Federal Aviation Administration (FAA) from the City as well as a letter to the San Francisco Airport Roundtable. It also included correspondence to the City Council from a local advocacy group, Sky Posse. At the Committee meeting, a discussed detail of the issue with the Sky Posse. The results were the recommendations listed above.

Since the February 10, 2015 meeting, staff has been working closely with Sky Posse, County of Santa Clara Supervisor Joe Simitian's Office, and United States House of Representative Anna Eshoo's Office. Specifically, Sky Posse representatives and staff created the attached scope of services for a RFP. Staff intends to issue the RFP after Council approval and return to Council by December 2015. The Policy & Services Committee recommended that Council approve \$30,000 for the technical study. Staff does not believe that the Council needs to approve funding for the study at this time. When staff returns to Council in December with the results of the RFP, staff will recommend an amount and source of funds for the study.

Staff has also been working closely with Supervisor Simitian's Office. The work has led to the attached resolution. Adopting this resolution will assist with regional and national advocacy efforts. The County of Santa Clara Board of Supervisors will review a similar resolution in August. Staff believes that Council's approval of the resolution will help Anna Eshoo in her efforts to work with the FAA.

On July 24, 2015, Congresswoman Eshoo convened a meeting with FAA Administrators to ensure that the FAA heard directly from residents and their elected representatives. The meeting was successful in that the FAA acknowledged an increase in complaints and committed to continue to gather input from the region. They also agreed to return to the region for additional meetings and encouraged elected officials to continue to work with San Francisco Airport and the Roundtable. In addition to the meeting, Congresswoman Eshoo has sent FAA Administrator several letters in her role as member of the Quiet Sky Caucus.

Discussion

Staff is appreciative of the efforts by the Congresswoman Eshoo, Supervisor Simitian, their staff and the Sky Posse. Staff continues to recommend a steady approach of being responsive to our residents' concerns while working with our neighboring cities, the Association of Bay Area Governments, San Francisco International Airport, the SFO Airport/Community Roundtable,

County of Santa Clara and the United States Congress. Staff does want to caution the community that cities have a limited role in the area of airspace and that this resource is governed by the federal government.

The proposed scope of services described in the RFP is largely focused on quantifying the change in air traffic patterns that has occurred over Palo Alto over the past few years, and specifically the dramatic increase in concentrated, low-altitude flights and associated noise levels. Recognizing that this issue may fall outside the FAA's conventional metrics for determining adverse impacts, the scope of services should retain the flexibility to accommodate alternative approaches. Staff believes that by the time the results of the RFP return to Council, there will be further developments from the FAA's input gathering phase.

Additionally, with Council's appointment of a liaison to Sky Posse on this matter, greater alignment and consensus building on next steps is possible. This includes engagement with other communities throughout the Bay Area, which will be supported by the Santa Clara County Board of Supervisors.

Resource Impact

Staff will return to Council with the results of the RFP which could require a Budget Amendent Ordinance for contract services. Staff time is another resources impact and reallocation or a request for additional staff resources could come before the Council as part of the FY16 mid-year budget or as part of the FY17 budget. Staff will have further information about this element when the results of the RFP return to Council.

Attachments:

- Attachment A: Reso Urging FAA to address increased aircraft noise v2 (PDF)
- Attachment B - Scope of Work for RFP (DOCX)
- Attachment C - April 10, 2015 Eshoo Letter to FAA Administrator (PDF)
- Attachment D - April 15, 2015 Eshoo and Farr Letter to FAA(PDF)
- Attachment E - June 15, 2015 Quiet Skies Caucus Letter (PDF)
- Attachment F - February 10, 2015 P&S Staff Report (PDF)
- Attachment G - February 10, 2015 P&S Final Minutes (PDF)
- Attachment H - ABAG Regional Airport Committee Roster (PDF)
- Attachment I - Public Letters to Council (PDF)

RESOLUTION NO. _____
Resolution of the City Council of the City of Palo Alto
Urging the Federal Aviation Administration to
Address Increased Aircraft Noise in Palo Alto, CA

1. The Federal Aviation Administration (FAA) is implementing a transition to the Next Generation Air Transportation System (NextGen) to standardize arrival and departure routes through the use of GPS-based technologies in 21 identified metroplexes, which are regions with multiple airports serving major metropolitan areas.
2. The Northern California Metroplex includes four commercial airports, San Francisco International Airport (SFO), Oakland International Airport (OAK), Mineta San Jose International Airport (SJC) and Sacramento International Airport (SMF).
3. As part of the transition to NextGen, the FAA recently changed the flight paths followed by commercial aircraft flying into and out of SFO, OAK, and SJC, as well as other airports in the Northern California Metroplex under a project the FAA calls the Northern California Optimization of Airspace and Procedures in the Metroplex (NorCal OAPM).
4. According to the FAA, the NorCal OAPM consists of new procedures and technologies to establish more direct flight routes intended to significantly improve safety, efficiency, and reduce fuel burn and carbon emissions.
5. On July 31, 2014, the FAA issued a Finding of No Significant Impact that NorCal OAPM would not have any significant noise impact on communities and surrounding areas based on inadequate sound metrics which do not reflect disturbance on the ground.
6. The noise generated by flights in the Northern California Metroplex is primarily impacting Santa Clara County residents of Los Gatos, Palo Alto and the Summit/Skyline area, and to a lesser degree the residents of Los Altos, Los Altos Hills, Mountain View, and Saratoga. The considerable increase in the number of flights overhead each day and the lower flight altitudes result in a significant increase in the amount of aircraft noise experienced on the ground.

7. As evidenced by the increasing number of complaints received by the City of Palo Alto City Council and staff, the new routes have created noise impacts that appear to be far more adverse than those of the former routes for our residents.

8. The number of noise complaints submitted to the SFO Noise Abatement Office from Palo Alto residents has increased significantly in the last year, as shown in this table:

	May 2014	May 2015	June 2014	June 2015
Complaints	45	1397	60	2733
Complainants	3	318	11	150

The number of complaints from Los Gatos and Summit/Skyline increased from zero in January/February 2015 to 3553 complaints, from 89 callers, in June 2015.

NOW, THEREFORE the Council of the City of Palo Alto does resolve as follows:

SECTION 1:

A. The City Council requests the FAA immediately mitigate the increased aircraft noise at ground level in Palo Alto caused by the NorCal OAPM project by identifying all short- and long-term solutions and the expected timetable for their implementation.

B. The City Council of the City of Palo Alto requests the FAA, as part of the above analysis of aircraft noise mitigation measures, raise immediately the altitude of all flight paths over our city, reduce the number of night time flights into SFO, and, as part of the longer-term solutions, redesign the flight paths within the Northern California Metroplex so that the noise burden is borne equitably by all communities that benefit from air travel, and reconfigure the final approach paths so that descent over the bay is maximized.

C. The City requests that the FAA urge Congress to amend the FAA Modernization and Reform Act to eliminate the availability of a categorical exclusion and bar the presumption of no significant affect on the quality of the human environment that currently apply to navigation performance and area navigation procedures.

D. The City Council of the City of Palo Alto requests that the Congress of the United States implement statutory changes to the FAA that require more robust

community engagement before flight paths are changed, more accurate measures of noise experienced on the ground, and independent research on the impacts of aviation noise on health and learning.

E. The City Council of the City of Palo Alto requests that the FAA continue to meet with community representatives and impacted residents from Palo Alto to discuss further and address these matters.

SECTION 2: The Council finds that the adoption of this resolution does not meet the definition of a project under Section 21065 of the California Environmental Quality Act and, therefore, no environmental review is necessary.

INTRODUCED AND PASSED:

AYES:

NOES:

ABSTENTIONS:

ABSENT:

ATTEST:

City Clerk

Mayor

APPROVED AS TO FORM:

City Attorney

CITY MANAGER

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The purpose of the work solicited under this Request for Proposal (RFP) is to assess the history of air traffic patterns over the Northern California (NorCal) Metroplex so as to identify the evolution of the traffic volume, altitudes, and speeds that have occurred and to determine the above as a function of location within the San Francisco Bay Area. Additionally to model the noise impacts of this traffic and how that noise has evolved and analyze the official published route structures and flight procedures over time and identify all changes that have occurred in these routes and significant procedure changes since 1990.

Consultant shall also identify potential alternate flight routes and/or operational procedures that would reduce noise impacts and/or more equitably distribute noise, and to assess impact of these measures on fuel cost, efficiency, and safety. Consultant shall be required to have an understanding of existing Federal Aviation Administration (FAA) airways and Standard Arrival Route (STAR) and Standard Instrument Departure Route (SID) to the various airports in the NorCal Metroplex. Finally, to evaluate, recommend and install aviation noise monitoring systems for Palo Alto.

Services are required to analyze a database of National Offload Program (NOP) data, and to prepare reports and graphical outputs that allow an understanding of this traffic history in a form that can be easily communicated to government officials and the public.

Proposed deliverables are intended to illuminate the kind of data analysis desired. The consultant/contractor is encouraged to propose other methods of data display that have similar content and intent.

General

Contractor will provide analysis services utilizing a database supplied by the City of Palo Alto (or contractor's own equivalent databases). The NOP data currently available was obtained from the FAA via a Freedom of Information Act (FOIA) request. It consists of flight data from September

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2003 through December 2014. Contractor shall obtain updates to the data as they become available so as to include data through at least June 2015.

The NOP raw data will be supplied on a USB hard drive or equivalent media as required.

It is assumed that the contractor has and is familiar with the use of software appropriate for both the data analysis and noise modeling and has appropriate computer hardware to efficiently perform the analysis and generate appropriate outputs.

Data outputs shall be in standard forms such as Microsoft Excel, Word and PowerPoint and Adobe PDF formats. Other output formats may be proposed as deemed applicable by the contractor.

The underlying tabular data for any graphical outputs shall also be supplied as a deliverable.

Analyzing this database and any other similar databases in the consultant's possession and generating the outputs defined as deliverables constitute the primary responsibility of the Contractor.

Definitions

The Contractor shall propose a list of Regions and Cities for analysis. At a minimum they should include Palo Alto and nearby cities between San Francisco and San Jose, and relevant areas with NorCal Metroplex traffic.

For the purposes of this RFP, the following definitions shall be used:

“Bay Area” is defined as the volume within the selected area of the NorCal Metroplex and altitudes up to 10,000 feet.

“Cell” is defined as one of the many rectangular volumes 0.5 x 0.5 miles (and height of 10,000 feet) on a regular grid across the “Bay Area”. Cells over the Pacific Ocean or other unpopulated areas may perhaps be ignored,

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subject to approval of the City, and assuming this would allow for significant savings.

“City” refers to the set of Cells for which any portion lies within the City’s city limits. Alternative definitions using circles of a defined radius may also be considered.

Contractor may be asked to define other Reference Regions. For this proposal, “City” shall be interpreted as any defined region we want to consider as an aggregate of cells.

The “altitude” of any flight within a Cell shall be defined as the minimum altitude for that flight within the Cell. All altitudes are in feet above mean sea level.

The airport associated with a particular flight shall be the destination airport for arrivals and the origination airport for departures. For flights between two Bay Area airports, the destination airport takes precedence.

“Night” is defined as 22:00:00 PM to 06:59:59 AM inclusive

“Evening” is defined as 19:00:00 PM to 21:59:59 PM inclusive

“Day” is defined as 07:00:00 AM to 18:59:59 PM inclusive

(These are consistent with the CNEL definitions.)

“Full Day” is defined as the 24 hour day.

“Hour” is defined as the 60 minute interval from (e.g.) 12:00:00 to 12:59:59 inclusive

“Month A” for a given year is defined as the 30 days of March 1 – March 30 inclusive.

“Month B” for a given year is defined as the 30 days of July 1 – July 30 inclusive.

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“Month C” for a given year is defined as the 30 days of November 1 – November 30 inclusive.

The Contractor may propose three different comparison months if deemed advisable.

For comparisons of entire years, “Year” refers to one of the three years 2004/2005 (Year 1, baseline), 2010/2011 (Year 2), or the most recent 12 months of data (Year 3). Note, the NOP data density (time between data points) is lower for 2004 and 2005. Interpolation may be necessary to assure flights are not missed by the analysis and that year-to-year comparisons are valid. Alternatively, 2006 might need to be used as the Year 1 analysis. The months of the preceding years should be the same as those obtained for the most recent year. For instance, if the most recent year ends in June 2015, then the year 2004/2005, shall be from July 2004 to June 2005, and the year 2010/2011 shall be from July 2010 to June 2011. (This is for purpose of achieving an accurate comparison of the three Years. We may also ask for other particular periods, which may be of significance, depending on changes in routes or procedures.)

“Respite Minutes” are defined as minutes in which modeled noise from flights is below 45 dBA.

A “Respite interval” is defined as the duration of uninterrupted Respite Minutes between two noise events.

Tasks:

1. Generation of ‘mock’ data output for review/approval

Contractor shall generate sample ‘mock’ outputs of data deliverables so that all parties understand what the deliverables will look like and that they are acceptable.

The list of Cities/Regions shall be approved before proceeding.

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2. Flight data by Cell

a. Tabular Data for each Cell by hour

- i. Analyze the data for Years 1-3 and Months A-C.
- ii. Determine data for the flights in each Cell by hour.
- iii. Prepare summary tabular or database file(s) containing the following fields for data by hour:
 - iv. Cell X position (e.g. longitude)
 - v. Cell Y position (e.g. latitude)
 - vi. City for the Cell (N/A if not in a City, "Bay" if over the Bay).
 - vii. Year
 - viii. Month (A, B or C)
 - ix. Hour (01 – 24)
 - x. Day/Night/Evening Designation
 - xi. Number of Flights (all airports)
 - xii. Number of SFO flights
 - xiii. Number of SJC flights
 - xiv. Number of OAK flights
 - xv. For all airports combined, and for each of the altitude ranges below, the number of flights, and minimum, maximum, average and standard deviation of speeds for flights with altitudes:
 1. between 0 and 999 ft inclusive
 2. between 1000 and 1999 ft inclusive
 3. between 2000 and 2999 ft inclusive
 4. between 3000 and 3999 ft inclusive
 5. between 4000 and 4999 ft inclusive
 6. between 5000 and 5999 ft inclusive
 7. between 6000 and 6999 ft inclusive
 8. between 7000 and 7999 ft inclusive
 9. between 8000 and 10000 ft inclusive

Note: this table would be very large. Contractor shall propose ways to reduce the size of this data if needed.

b. Tabular Data for each Cell by Full Day

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- i. Prepare summary tabular or database file(s) containing the following fields for data by Full Day:
 - ii. Cell X position (e.g. longitude)
 - iii. Cell Y position (e.g. latitude)
 - iv. City for the Cell (N/A if not in a City, "Bay" if over the Bay).
 - 1. Year
 - v. Month (A, B or C)
 - vi. Day (1-30)
 - vii. Number of Flights (all airports)
 - viii. Number of SFO flights
 - ix. Number of SJC flights
 - x. Number of OAK flights
 - xi. For each airport (SFO, SJC, OAK, Other), and for each of the altitude ranges below, number of flights, and minimum, maximum, average and standard deviation of speeds for flights with altitudes:
 - 1. between 0 and 999 ft inclusive
 - 2. between 1000 and 1999 ft inclusive
 - 3. between 2000 and 2999 ft inclusive
 - 4. between 3000 and 3999 ft inclusive
 - 5. between 4000 and 4999 ft inclusive
 - 6. between 5000 and 5999 ft inclusive
 - 7. between 6000 and 6999 ft inclusive
 - 8. between 7000 and 7999 ft inclusive
 - 9. between 8000 and 10000 ft inclusive
- c. Graphical display of Cell flight data by month and year
 - i. Prepare Cell maps of the Bay Area with color coding for intensity levels (at least five levels) showing number of flights for each Month (A-C) and Year (9 charts). Use same color coding scale for all 9 charts.
 - ii. Similar Cell maps for 'Day', 'Evening' and 'Night' flights individually.
 - iii. Similar Cell maps for number of flights in each of the altitude ranges specified in Task 2A.

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- d. Graphical display of changes in flight characteristics by Cell
 - i. Prepare Cell maps of the Bay Area with color coding for intensity levels (at least five levels) showing % growth in number of flights between Years 1, 2 and 3. Alternatively, if substantial savings can be achieved, the comparison chart should only be for each of the three Months defined above.
 - ii. Similar Cell maps for % change in number of flights in each of the altitude ranges specified in Task 2A.
- e. Aggregate Data by City
 - i. For this task, only flights below 8000 feet shall be included in the analysis.
 - ii. For each City, aggregate the Cell data for the City and prepare graphics to illustrate the following vs. time.
 - iii. Number of departures and arrivals associated with each airport.
 - iv. Total number of departures and arrivals.
 - v. % growth of total number of flights (with respect to same month of 2004 baseline).
 - vi. Growth above/below aggregate growth for all of Bay Area (% disproportionate growth)
 - vii. The above two charts (v and vi) should compare various sets of cities.
 - viii. Altitude distributions (histograms) for each month and year
 - ix. Hour of Day distributions (histograms) for each month and year
 - x. Average speed distributions (histograms) for each month and year
 - xi. For months A-C and years 2 and 3:
 - 1. Change in altitude distribution vs. 2004 baseline month (histogram)
 - xii. The following should be broken down by airport (SFO, SJC, OAK and 'other'):
 - 1. Change in mean and standard deviation of altitude (vs. 2004 baseline month)

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3. Noise Modeling

For Task 3, only flights below 8000 feet shall be included in the analysis.

Consultant shall model ground level noise effects of aircraft using the Aviation Environmental Design Tool (AEDT) or equivalent system to provide information about noise exposure to populations on the ground. Results based on DNL, SEL and max noise levels should be compared.

- a. Tabular data for each Cell by hour
 - i. Analyze the data for Years 1-3 and Months A-C.
 - ii. Model noise data for each Cell by hour.
 - iii. Prepare summary tabular or database file(s) containing the following fields in each line for data by hour:
 - 1. Cell X position (e.g. longitude)
 - 2. Cell Y position (e.g. latitude)
 - 3. City for the Cell (N/A if not in a City, "Bay" if over the Bay).
 - 4. Year
 - 5. Month (A, B or C)
 - 6. Hour (01 – 24)
 - 7. Day/Evening/Night Designation
 - 8. DNL contribution (i.e. sum of this value over 24 hours will be the DNL for that City/Cell)
 - 9. Number of events with sound exposure level < 45 dBA
 - 10. Number of events with sound exposure level between 45 and 49 dBA
 - 11. Number of events with sound exposure level between 50 and 54 dBA
 - 12. Number of events with sound exposure level between 55 and 59 dBA
 - 13. Number of events with sound exposure level between 60 and 64 dBA
 - 14. Number of events with sound exposure level between 65 and 69 dBA

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15. Number of events with sound exposure level between 70 and 74 dBA
 16. Number of events with sound exposure level > 75 dBA
 17. Number of Respite minutes
- b. Tabular Data for each Cell by Full Day
- i. Prepare summary tabular or database file(s) containing the following fields in each line for data by full day:
 1. Cell X position (e.g. longitude)
 2. Cell Y position (e.g. latitude)
 3. City for the Cell (N/A if not in a City, "Bay" if over the Bay).
 4. Year
 5. Month (A, B or C)
 6. Day (1-30)
 7. DNL value
 8. Number of events with sound exposure level < 45 dBA
 9. Number of events with sound exposure level between 45 and 49 dBA
 10. Number of events with sound exposure level between 50 and 54 dBA
 11. Number of events with sound exposure level between 55 and 59 dBA
 12. Number of events with sound exposure level between 60 and 64 dBA
 13. Number of events with sound exposure level between 65 and 69 dBA
 14. Number of events with sound exposure level between 70 and 74 dBA
 15. Number of events with sound exposure level > 75 dBA
 16. Number of Respite minutes
 17. Average and standard deviation of respite intervals for 'Day' hours
 18. Average and standard deviation of respite intervals for 'Evening' hours

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19. Average and standard deviation of respite intervals
for 'Night' hours

- c. Graphical display of Cell noise data by month and year
 - i. For the following graphical reports, two noise metrics will be used:
 - 1. The DNL standard
 - 2. The number of events with SEL exceeding 45 dBA at ground level.
 - ii. Prepare Cell maps of the Bay Area with color coding for noise metric levels (at least five levels) showing:
 - 1. DNL level for each Month (A-C) and Year (9 charts). Use same color coding scale for all 9 charts. (Alternatively, DNL contour maps could be used for this data.)
 - 2. Number of events exceeding SEL of 45 dBA
 - 3. For (2), similar Cell map for 'Day', 'Evening', and 'Night' flights individually.
 - 4. For years 2 and 3 and months A-C:
 - 5. "Change" Cell maps showing increase/decrease of DNL level vs. 2004 baseline month
 - 6. "Change" Cell maps showing increase/decrease of "Number of events with SEL exceeding 45 dBA" vs. 2004 baseline month
- d. Graphical display of noise data by City
 - i. For each City, analyze the Cell data for the City by month/year and prepare graphics to illustrate the following vs. time, separated by 'Day', 'Evening', and 'Night'. Compare several adjacent cities on each of these graphics.
 - ii. Average and standard deviation (across Cells of the City) of DNL levels
 - iii. Average and standard deviation of "Number of events with SEL exceeding 45 dBA"
 - iv. Total "Number of events with SEL exceeding 45 dBA"

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- v. Average and standard deviation of Respite intervals
 - vi. Average and standard deviation of the number of Respite Minutes
 - vii. For each month/year:
 - 1. Histogram of #Cells at various DNL levels
 - 2. Histogram of #Cells at various "Number of events exceeding 45 dBA"
 - 3. Histogram of Respite Intervals
 - 4. Histogram of Respite Minutes
 - viii. For years 2 and 3 and months A-C:
 - 1. Change in DNL level vs. same month of 2004 baseline.
 - 2. % Change in "Number of events with SEL exceeding 45 dBA" vs. same month of 2004 baseline.
 - 3. Change in average number of Respite minutes
 - 4. Change in average Respite Interval
 - e. Population Impacts
 - i. Obtain population density information for the Bay Area. For each Cell and month/year, compute overall impact in two ways:
 - 1. Impact 1 as "Population" x DNL level
 - 2. Impact 2 as "Population" x "Number of minutes exposed to noise > 45 dBA"
 - ii. For each impact, sum individual Cell data to aggregate impact over the following geographical regions:
 - 1. Prepare chart of total impact for each case vs. time for Bay Area
 - 2. Prepare chart of total impact for each case vs. time for each City.
4. Airline Route Analysis
- a. Published Route and Procedures Review
 - i. Review published routes, procedures, and related documentation, identifying operational changes at SFO, SJC,

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and OAK with relevant impact on route usage and traffic levels over Palo Alto, since 1990.

- b. Route usage analysis
 - i. This task applies only to flights into/out of SFO, OAK and SJC.
 - 1. For Years 1-3 and months A-C, analyze each flight and:
 - a. Assign it to a published route.
 - b. Determine average distance from ideal route, excluding final descent from 1000 feet
 - c. Determine length of any path extensions due to vectoring/deviation (excess path length over published route)
 - d. Assign a descent type (dive and drive vs. continuous descent)
 - e. Assign it to its airline
 - 2. For each route, aggregate flights for each Month/Year and prepare graphics to illustrate the following vs. time and broken down by Night/Day/Evening/Total
 - a. % of total flights utilizing each route
 - b. Time-averaged distance from ideal route
 - c. Average length of deviations by route

5. Assessing Alternatives

Identify 'lesser used' airspace and/or routes and operational procedures to eliminate low-altitude flights over Palo Alto and neighboring communities; to have fewer and less frequent flights below 8,000 feet overland, and these with a more equitable distribution. Seeking to eliminate nighttime flights over residences, IFR procedures crossing Menlo IAF and San Jose flights transiting below SFO traffic at 2000 feet. Among specific alternatives, a solution that steers flights at an altitude of about 10,000 feet at the South of the Bay should be evaluated.

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Estimate the per-flight fuel cost associated with these alternate flight paths and procedures.

Estimate the per-flight fuel cost associated with modified paths that keep traffic higher over populations and over the Bay for final approach.

6. Evaluate, recommend and install aviation noise monitoring systems for Palo Alto.

DRAFT



*Congress of the United States
House of Representatives
Washington, D.C. 20515*

*Anna G. Eshoo
Eighteenth District
California*

April 10, 2015

The Honorable Michael P. Huerta, Administrator
Federal Aviation Administration
800 Independence Avenue, SW, Room 1022
Washington, D.C. 20591

Dear Administrator Huerta,

I'm writing in regard to the ongoing significant complaints I have received regarding new patterns of aircraft noise affecting thousands of my constituents. In several different communities in my Congressional District, my constituents have experienced substantial increases in aircraft noise since the Finding of No Significant Impact-Record of Decision (FONSI-ROD) was issued for the Northern California Airspace Optimization on August 7, 2014. I assure you that the impacts have in fact been significant to many of my constituents and that's why I'm requesting your leadership to identify changes to mitigate existing flight paths impacting constituents in Santa Cruz County, Santa Clara County and San Mateo County. In some cases, this might be a simple altitude adjustment that could literally return a good night's sleep to many.

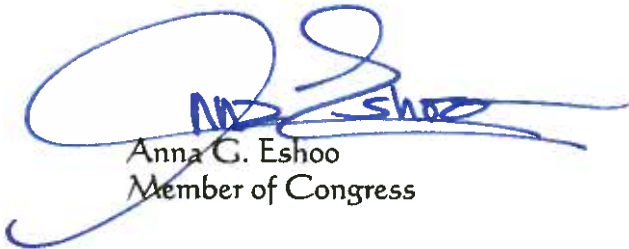
Since my May, 2014 letter to you regarding the lack of data on aircraft altitude and noise impacts in the Draft Environmental Assessment, the amount of aircraft noise throughout my District has worsened. Constituents in all three of the counties I represent are experiencing the consolidation of flight paths resulting in an inequitable amount of aircraft noise concentrated on certain communities.

The following is a sampling of the correspondence I have received from my constituents in recent weeks. These are not models predicting average impacts. They are my constituents speaking. From Santa Cruz County, a constituent writes: "There are now commercial airliners flying very low and loud every 5-10 minutes flying north between Scotts Valley and the San Lorenzo Valley impacting the lives of tens of thousands of mountain residents. My house shakes, the planes are so low." Another constituent in Portola Valley in San Mateo County writes: "The noise from jets flying directly over my head has become unbearable—even with the windows closed." Meanwhile, constituents in Palo Alto write that the increased and continuous noise brought on by the recent flight path changes have become "intolerable."

Having heard from so many constituents about noise impacts since the Environmental Assessment (EA) was finalized, I'm concerned that the findings of the Final EA and the Noise Integrated Routing System (NIRS) model do not match the actual facts on the ground. It is also unclear to me how the NIRS model accounts for repeat and continued exposure to elevated decibel levels. While I appreciate the FAA's efforts to optimize the Northern California Airspace as part of the NextGen program, I believe compromises can and must be made to ensure that the noise impacts of this new program are minimized to every extent possible.

I look forward to your timely response and I thank you in advance for it.

Most gratefully,



Anna C. Eshoo
Member of Congress

Congress of the United States
Washington, DC 20515

April 15, 2015

Mr. Michael Peter Huerta
Administrator, Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

RE: NextGen Air Traffic Impact in Santa Cruz and Santa Clara Counties

Dear Administrator Huerta;

We are writing today to address the growing concern regarding aircraft noise in several Santa Clara and Santa Cruz County neighborhoods caused by the rerouting of large commercial aircraft pursuant to the NextGen air traffic control modernization program.

While we understand that the Federal Aviation Administration (FAA) notified various public officials in the planning stages of this project, it failed to effectively communicate the real world impact of these changes to the public. When the FAA began implementing the NextGen program last month, the dramatic increase in aircraft noise over previously peaceful neighborhoods in our respective districts came as a complete surprise to residents. This change has dramatically affected the quality of life in several quiet rural areas that had previously experienced little or no aircraft noise impacts.

Our offices will continue to work with the Federal Aviation Administration in seeking out solutions to this issue. However, we respectfully request that the FAA hold public forums in Santa Clara and Santa Cruz Counties in the immediate future in order to allow the constituents of our districts to voice their concerns.

Sincerely,



SAM FARR
Member of Congress



ANNA ESHOO
Member of Congress

Congress of the United States
Washington, DC 20515

July 15, 2015

The Honorable Bill Shuster
U.S. House of Representatives
2268 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Peter DeFazio
U.S. House of Representatives
2134 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Shuster and Ranking Member DeFazio:

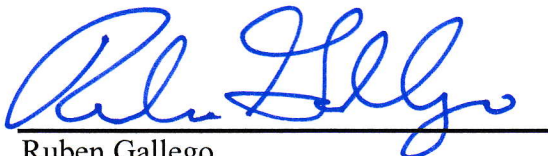
We write as members of the Quiet Skies Caucus, an organization in Congress dedicated to reducing the impact of aircraft noise on the communities we represent. Every day, millions of Americans are forced to contend with acute levels of noise from passing aircraft—noise that disrupts their homes and businesses, negatively affects their health, and reduces their overall quality of life. We believe the 2015 Federal Aviation Administration Reauthorization Act offers a unique opportunity to address this serious issue and respectfully request that you consider the following recommendations as you prepare the legislation for introduction:

1. **Mandate a robust community engagement process, including pre-decisional public hearings, for any new flight paths or procedures or changes to existing flight paths and procedures** – Along with improved capacity and fuel savings, the impact of aviation noise on affected communities should be considered when FAA assesses the overall benefits of proposed flight path changes. Meaningful, two-way communication with our communities is vital to ensuring that the concerns of residents are heard and incorporated into the final design of new airspace.
2. **Require FAA to use supplemental metrics when considering the impact of aviation noise on affected communities and lower the acceptable DNL threshold from 65 to 55 DNL** – FAA's current metric for quantifying aviation noise exposure, Day-Night Average Sound Level (DNL), reflects mean noise levels and does not adequately capture the complete effects of noise on affected residents. When considering flight path changes, FAA should take into account other variables, including the concentration of extended noise, the frequency of flights, air traffic from 10PM to 7AM and impacts of low-frequency noise. In addition, FAA should lower the current threshold from 65 to 55 DNL to reflect the fact that this standard, first established in the 1970's, is arbitrary and does not align with current health research and the lived experience of families in our congressional districts.

3. **Clarify that airport operators are legally allowed to implement—and should strongly consider—mitigation options in communities experiencing aircraft noise levels of less than 65 DNL** – Though FAA is no longer legally barred from doing so, the agency has resisted funding the mitigation of homes and businesses experiencing aircraft noise levels below a 65 DNL threshold. For the reasons described above, this metric may not adequately capture the impact of noise on the lives of affected residents and FAA should strongly consider allowing airport operators to mitigate residences experiencing less than 65 DNL where other metrics dictate that such measures are warranted.
4. **Reform Section 213(c)(2) of the FAA Modernization and Reform Act of 2012** –This provision provides a categorical exclusion from adequate environmental reviews for flight path changes implemented through the NextGen process. It was written in an overly broad way and should be revisited by your Committee. Environmental reviews were instituted by Congress to protect Americans from actions that could be detrimental to their lives, and we believe bypassing such reviews in order to expedite the process will be materially harmful and could set a dangerous precedent. More broadly, we hope that the Committee will encourage FAA and its industry partners to continue working to implement new systems in a manner that takes into account not just safety and efficiency, but noise as well.
5. **Mandate independent research on the health impacts of aviation noise** – Few federal studies have been conducted to measure the health outcomes and consequences of prolonged exposure to high levels of aviation noise. Better research will help to inform and improve FAA policies on this important issue.

Thank you for considering these recommendations. We look forward to working with you as you develop the 2015 FAA Reauthorization to ensure that this legislation addresses the harmful impacts of aircraft noise on our communities.

Sincerely,



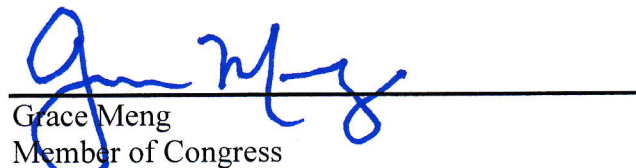
Ruben Gallego
Member of Congress



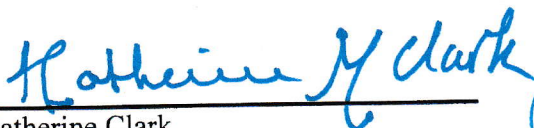
Steve Israel
Member of Congress




Mike Quigley
Member of Congress

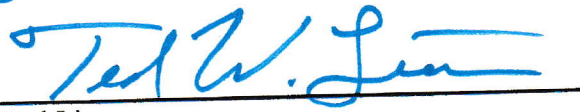



Grace Meng
Member of Congress

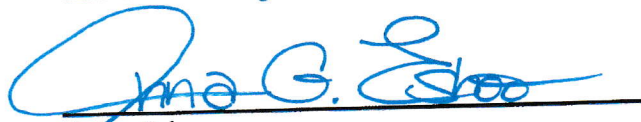

Katherine Clark
Member of Congress


Joseph Crowley
Member of Congress



Tammy Duckworth
Member of Congress

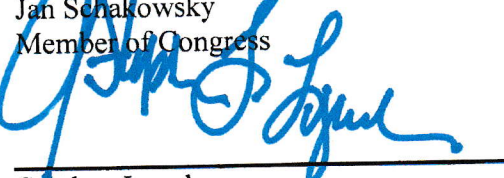

Ted Lieu
Member of Congress



Eleanor Holmes Norton
Member of Congress

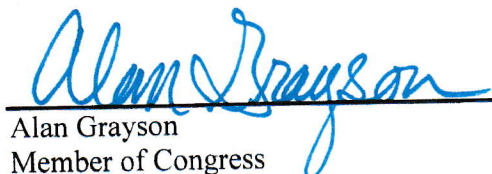

Anna Eshoo
Member of Congress



Jan Schakowsky
Member of Congress


Sam Farr
Member of Congress


Stephen Lynch
Member of Congress


Kathleen Rice
Member of Congress


Alan Grayson
Member of Congress


Maxine Waters
Member of Congress



City of Palo Alto

Policy and Services Committee Staff Report

(ID # 5517)

Report Type: Agenda Items

Meeting Date: 2/10/2015

Summary Title: Discussion about Air Traffic Over Palo Alto Skies

Title: Discussion and Direction to City Manager Regarding Air Traffic Noise Impacts on Palo Alto Citizens

From: City Manager

Lead Department: City Manager

Recommendation

Staff recommends that the Policy & Services Committee recommend to the City Council to direct the City Manager to continue to work with residents, to utilize the City's federal legislative consultants, and to work with neighboring cities, counties and other governmental organizations on a regional approach in advocacy to the Federal Aviation Administration (FAA).

Background

On October 6, 2014, City Council referred the topic airplane noise to the Policy & Services Committee for discussion. This was due to the October 1, 2014 decision of the San Francisco International Airport Community Roundtable (Roundtable) to only allow the City to participate as a nonvoting member. Prior to this decision, on April 29, 2014, staff presented City Council with a report about the [FAA Draft Environmental Assessment](#) (EA). The report included letters from Congresswoman Eshoo, former Mayor Shepherd and City Manager Keene where they requested a 60 day extension for comment period on the EA.

At April 29, 2014 meeting, City Council decided to contact the FAA and Roundtable. Therefore, on May 2, 2014, the City issued a letter to the FAA presenting a list of comments and concerns. Additionally, Council sought to join the Roundtable and on May 29, 2014 the City submitted this request to the Roundtable Chair. On June 5, 2014 concerned residents met with City Manager Keene to further discuss the noise problem, to discuss the EA, to inform staff about political initiatives to abate noise and to propose immediate actions to reduce noise. Over the next several months, staff began working with residents on their questions and requests. In July 2014, the FAA issued the "Finding No Significant Impact and Record of Decision," which can also be found at the link above. This decision was not favorable to the City, therefore, staff continued to meet with residents.

The City pursued membership on joining the Roundtable. However, on October 1, 2014 the City was notified that it could only participate as a nonvoting member. On October 24, 2014 the Palo Alto Weekly published two articles titled, “Unfriendly skies: Residents, city officials gear up to fight increased airplane noise” and “Making a noise: Government officials attempt to influence aircraft regulations.” These articles provide a perspective into the history and sense of the community’s actions. They reference key documents such as the Anna Eshoo letter from 2000, the Grand Jury Report about the Roundtable, and the September 12, 2014 letter from 26 Congress members to FAA Administrator. On December 10, 2014, the resident group referred to as Sky Posse Palo Alto, sent City Council a letter. In response to the Roundtable decision and in preparation for the Policy and Services Committee, staff from the City Manager’s Office met with Sky Posse representatives on several occasions. Attached is the presentation prepared by Sky Posse for the committee.

Discussion

Staff recommends a steady approach of continuing to work on behalf of our residents in regional and federal advocacy regarding airplane noise. Staff is aware that cities have a limited role in the area of airspace and that this resource is administered by the federal government. Staff believes that utilizing our federal legislative consultants to work with the federal agencies, elected officials and the newly created Congressional Quiet Skies Caucus would be an appropriate use of City resources. Additionally, joining neighboring cities to discuss regional approaches would also assist with advancing Sky Posse’s goals. This action can take many forms such as meeting with San Mateo County cities, continuing to attend the Roundtable as a non-voting member, and/or working with our neighbors in Santa Clara County to create a new Roundtable. Additionally, the City can encourage the Association of Bay Area Government’s Regional Airport Planning Committee (RAPC) to convene and participate in the meetings. Finally, Sky Posse has suggested the hiring of a consultant. Staff is uncertain about the cost and benefits of this proposal.

Staff believes that the proposed recommendation will continue to advance our citizen’s goals. Through the actions mentioned above and proposed actions, staff has acknowledged the airplane noise problem, prioritized it and is willing to continue to assist our citizens with advocacy at the regional and national level.

Resource Impact

Staff time and possible contract dollars are impacts to the General Fund.

Attachments:

- -: 4-29-14 Staff Report (PDF)
- -: 4-29-14 City Council Meeting Minutes (PDF)
- -: 5-2-14 Mayor's Letter to FAA (PDF)
- -: 5-29-14 Mayor's Letter to Roundtable (PDF)
- -: 10-24-14 PA Weekly Article (PDF)
- -: 5-12-2000 Anna Eshoo Letter (PDF)
- -: San Mateo Grand Jury Report(PDF)

- -: 9-12-14 Congressional letter for FAA reform (PDF)
- -: 12-10-14 - Letter from SkyPosse to City Council (PDF)
- -: Sky Posse Palo Alto Presentation (PDF)



Policy and Services Committee MINUTES

Regular Meeting
Tuesday, February 10, 2015

Chairperson Burt called the meeting to order at 7:02 P.M. in the Council Chambers, 250 Hamilton Avenue, Palo Alto, California.

Present: Berman, Burt (Chair) DuBois, Wolbach

Absent:

Oral Communications

None.

Agenda Items

~~1. Auditor's Office Quarterly Report as of December 31, 2014.~~

~~Harriet Richardson, City Auditor, presented the quarterly report for the second quarter of Fiscal Year 2015. There were three audits close to completion; the Franchise Fee Audit, the audit of Utility Meters Procurement Inventory and Retirement, and the Parking Funds Audit. The Franchise Fee Audit and the audit of Utility Meters Procurement Inventory and Retirement have been sent out for initial review where edits and updates were accepted. Once the information was returned they would be sent out for final review and comments. Staff was anticipating returning to the Policy & Services Committee (Committee) with those audits by March, April at the latest. The Parking Funds Audit was reviewing the parking in lieu fees for University Avenue, California Avenue and residential parking permit funds. The Parking Funds Audit, as of December 2014 was 75 percent complete. Staff was anticipating an April return date for Committee review. Staff was considering issuing two reports for the Franchise Fee Audit because the work was split into two areas. Staff performed some of the audit and an outside consultant performed other areas of the audit. Staff released the results of the National Citizens Survey on January 26, 2015. The results would be presented to Council with the Annual Performance Report. In 2014, Staff was requested to streamline the annual reporting process for the Services Efforts and Accomplishments Report (SEA).~~

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One change will be moving the data tables to the end of the entire report by department. There would be themes throughout the report to provide more of a Citywide picture on performance such as stewardship and community services, financial, environment and sustainability. The three themes would be community, stewardship and public service. The Sales and Use Tax allocation reviews were performed by Staff and an outside consultant. By the end of the second quarter the City had received \$3,000 in refunded misallocated Sales and Use Tax revenues. The consultant prepared quarterly reports on sales tax updates which provided an economic view of the happenings of the City. The Auditor's Office administered the Fraud, Waste and Abuse Hotline. There was little activity in recent months and no complaints were logged during the last quarter.

Council Member DuBois confirmed the National Citizens Survey would not be released to Council until May 2015.

Ms. Richardson stated that was correct. The results were published although generally there was a Study Session regarding the results and the annual report because they were both based on performance types of issues.

Council Member DuBois asked when the data was collected.

Ms. Richardson stated with the National Citizens Survey, the data was collected during the fall. The National Research Center conducted the survey for the City; they compiled the data and produced the report.

Council Member DuBois asked if Staff was going to alter the report with customized fields for the 2014 report.

Ms. Richardson stated no, the National Research Center completed the report. Staff compiled a summary of the information because the full report was lengthy. The summary was pulling the relevant issues to the forefront in an executive summary.

Council Member DuBois was under the impression Council had asked for more data so they could decipher it themselves.

Ms. Richardson explained Staff had the raw data and using a new software program; Tableau, they were able to interact with the data.

Council Member Berman asked about the external quality control review (Peer Review). He recalled the City had fallen behind on it, although best practices it should occur every few years.

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~~He believed upon Ms. Richardson's employment it was a focus of hers. He asked for information on how and if the Peer Review was helpful to Staff.~~

~~Ms. Richardson stated the Auditor's Office had passed the Peer Review. She wanted to express the City had not fallen behind on having the Peer Review performed, but had fallen behind on the reciprocity requirement and updating the office policy and procedures. Staff performed two Peer Reviews in 2014 which caught the City up to date on their requirements.~~

~~Council Member Berman asked if it was helpful to have outside auditors' review the department.~~

~~Ms. Richardson stated the Peer Reviews were conducted through the Association of Local Government of Auditors. They have training programs for auditor's in various jurisdictions throughout the country and those auditors were assigned different areas to complete a Peer Review. Since it was a reciprocal process Palo Alto did not pay for the service but they did cover the travel costs. The benefit to Staff was receiving different ways in which to complete processes for more efficiency.~~

~~Chair Burt asked if the end dates scheduled were current.~~

~~Ms. Richardson stated the Franchise Fee Audit may move out 30 days. She was working with the City Attorney's Office for clarification. She clarified once completed it would only be part one of the two reports. She was confident the Utility Meter Audit would remain in March. The Parking Fund Audit remained good for April.~~

~~**MOTION:** Council Member Berman moved, seconded by Council Member DuBois that the Policy & Services Committee recommend the City Council accept the Auditor's Office Quarterly Report as of December 31, 2014.~~

~~**MOTION PASSED:** 4-0~~

2. Discussion and Direction to City Manager Regarding Air Traffic Noise Impacts on Palo Alto Citizens.

Khashayar Alaei, Senior Management Analyst, stated on October 6, 2014 Council referred the topic of air traffic noise impacts to the Policy & Services Committee (Committee). Staff had been working with citizens to conduct a joint presentation.

Staff recommended the Committee refer the topic to the City Council to direct the City Manager to continue to work with residents, to utilize the

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City's federal legislative consultants and to work with neighboring cities, counties and other governmental organizations on a regional approach in advocacy to the Federal Aviation Administration (FAA).

Jim Harriot, Sky Posse, asked the Committee to take up the issue and consider funding a study at a cost of approximately \$30,000 which would be shared amongst other communities. He felt the matter was one of urgency. The FAA needed a clear and unified voice. The aircraft noise was affecting the health, livability, sleep and productivity of the community. There was a way to repair the issue. The work the FAA and government agencies do would be better performed if there was a unified, clear voice from the community. When planes get congested they tend to remain overhead for longer periods of time causing a louder and longer noise effect.

Lee Christel, Sky Posse, spoke to the data generated on traffic volume. He shared the traffic volume data by year from 2001 to 2013, calculated in the month of September. There was a total volume of growth of six percent; although, a 350 percent increase over the past six years for Palo Alto alone. In 2001 there was an agreement signed by Anna Eshoo and Gary Fazzino that the flight pattern be above 5,000 feet. At present there were a fair number of flights well below that threshold. On November 13, 2014 the altitude data was collected in a four-hour window. The noise impact varied by type of plane and altitude. He said, if 41 percent of the flights could fly above 5,500 feet in altitude why could the remaining numbers not comply. The San Francisco International (SFO) airport had a complaint system in place and although it was used by a great number of citizens, as long as the air traffic controllers were within the FAA regulations the complaints were not validated. The goal would be for the air traffic control system, NexGen, to disburse the flight patterns equitably. Congress created a Quiet Sky's Caucus of which Congresswoman Eshoo was a member.

Mr. Harriot stated there were professionals in the FAA realm who were looking toward cities to express the standard of livability. The suggestion for Palo Alto was to reroute the pattern over the Bay, thereby alleviating the noise volume over citizenry. There were four lower flying aircraft patterns that crossed over Palo Alto.

Mr. Christel showed a list of items that could be done by level; federal advocacy, regional actions, and local action. The request at the federal level was to reassess the environmental impacts and reinstitute higher flying levels above Peninsula areas. They felt they did not receive fair and accurate route change information and would be requesting transparency with future changes. The Environmental Protection Agency (EPA) had an Office of Noise Abatement that had not been funded and they were requesting Palo Alto

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push for continued funding. On the regional level there could be outreach to the air traffic controllers to determine the power the office held and what were the possibilities of change. They suggested joining or creating a regional commission to address the issues. They recommended hiring a consultant to draft a re-route of the air traffic alternative and present it to the FAA. On the local level they wished for it to be declared that airport noise was a viable concern. The Quiet Sky's Caucus was to have noise monitors but none had been installed. As for the Palo Alto Airport itself, they wanted to be certain the citizens were aware of the growth and that best practices were used for noise abatement.

Mr. Harriot summarized the main issue was a large volume and a continued increase in volume of low-level aircraft flying over Palo Alto. There needed to be detailed information of the standard of livability and health brought to the attention of the FAA so they understood what was occurring. He was proposing the Committee take action to approve the funding for a study that would include data and data analysis to understand what was currently happening and what alternatives existed. They believed the study would be in the range of \$30,000 which would be shared by neighboring cities, but that Palo Alto should be the lead agency.

Chair Burt asked Staff if it was their recommendation that the Committee continue to hear from other members of the public.

Mr. Alae stated yes.

Council Member DuBois asked if it was possible to move the Menlo Initial Approach Fix (IAF) point.

Mr. Harriot stated the IAF was an imaginary point in the sky. A different way point could be used.

Council Member DuBois clarified there was no actual beacon in the location.

Mr. Harriot stated that was correct. The positive note would be because of that, it was possible to relocate the GPS point in the sky.

Council Member DuBois asked if Oakland Airport approaches were was routed over Palo Alto.

Mr. Harriot stated it was rare; outside of the San Francisco Airport the San Jose Airport impacted the City.

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Council Member DuBois asked what other cities had done to find and accomplish a solution to similar problems.

Mr. Harriot acknowledged the John Wayne Airport resolved the noise issue although he was unaware of the method they used. He noted the FAA was accessible.

Council Member Berman asked whether the FAA had ever accepted an outside flight plan from outside entities.

Stewart Carl, Sky Posse, clarified the FAA had accepted tailored arrivals or approaches from airlines. The airlines frequently suggest routes which were accepted by the FAA.

Mr. Harriot stated there were companies such as Navaris that designed routes for airports.

James Keene, City Manager, asked if there was any evidence that could be looked at in other jurisdictions who had presented data related to an alternative flight path that had actually been accepted and implemented by the FAA.

Council Member Berman agreed that knowledge would be appreciated.

Marc Landesman, Sky Posse, stated NexGen has unprecedented technology which was creating radical changes all over the country. The FAA had specifically responded to the Phoenix Airport situation and had made specific adjustments to correct noise issues.

Mr. Keene stated in the case of the City of Phoenix, the city ran the Phoenix Airport.

Jennifer Landesman, Sky Posse, noted the FAA was a federal organization that was willing to hear from cities and work with them. The current paths being utilized were flying over schools and it was not a matter of direct noise but also side noise from the aircraft that caused a louder disturbance.

Council Member Berman stated Mr. Harriot mentioned other communities had expressed an interest in engaging in the process of change. He asked which communities.

Ms. Landesman stated East Palo Alto and Menlo Park had expressed concern over the noise and were interest in a change. She noted Atherton and Woodside could be approached as well as a benefit to them.

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Council Member Wolbach noted one of the potential accesses was to move the flight path but that appeared to pass our issues to another community. Moving the flight path over the Bay was a lesser of two evils although he asked whether there was an economic cost that may be faced in moving the IAF or to the airlines for moving the route.

Mr. Harriot stated it may be possible that in changing the routes the path would shorten for some and lengthen for others. The cost to the aircraft in fuel was \$4.00 per second to be in the air. The requested study would ask and answer that question.

Chair Burt noted the presentation attested the routes were set in March of 2015. He asked if the change being requested was prior to the setting.

Ms. Landesman stated the FAA was being asked to consider the people on the ground. The NexGen system had a great deal of benefit and was more than likely going to happen. The question was when the FAA and NexGen were reviewing what was working and what was not; the group wished for their concerns to be considered.

Mr. Landesman stated NexGen was a work in progress and it was going to last through 2020 so there was an outside consultant firm, Mitra, which outlined the various obstacles faced by the FAA as NexGen was implemented. NexGen's technology saved airlines billions of dollars throughout the flight world.

Chair Burt asked if Palo Alto was seeking to have the routes changed prior to their finalization in March or was there a hope to have them changed after.

Ms. Landesman stated there was an implementation being completed on March 5, 2015 which was a gradual implementation process. The goal of the FAA was to increase the capacity at the airports. She did not believe there could be changes made to the impending implementation on March 5, 2015.

Mr. Harriot stated the study, if approved, would not be completed by March 5th. He believed once the study was completed the possibility of an adjustment could be made.

Chair Burt asked for clarification that one route would be finalized in March.

Bert Ganoung, San Francisco Airport, stated the route being referred to was an overlay for arrivals coming from the south. The procedures for

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implementation were approved last summer and it was determined to complete the rollout in stages so as to avoid a mass change at one time.

Chair Burt asked if there would be a succession of rollouts for various routes.

Mr. Ganoung noted the March 5 rollout was the third of three rollouts.

Chair Burt asked what the understanding was of the ability to modify a route subsequently.

Mr. Ganoung stated the routes had been finalized and were to be released March 5, 2015. That was not the finalization, but the release date of what was finalized in the summer of 2014.

Chair Burt asked if there was a potential to subsequently modify a finalized and released route change.

Mr. Ganoung stated he had no knowledge of the ability; that would be an FAA decision.

Mr. Keene announced there was evidence of other localities in the country who were able to effectuate or impact a change on the FAA in a similar situation.

Mr. Ganoung was aware of other airports and localities that had made modifications to the metroplex procedures; Denver and Dallas to mention a couple. Those modifications were made prior to the finalization of the route.

Chair Burt asked how far out the changes were made.

Mr. Ganoung stated the requested changes were more than 20 miles out. The current requested change was to the direct overlay and he did not anticipate an FAA allowed change.

Chair Burt asked the role San Francisco Airport (SFO) had in the selection of the routes to date.

Mr. Ganoung stated none.

Mr. Keene had heard two issues; 1) could the flights be higher, and 2) could the flights travel across the Bay. He asked if there was knowledge as to why those requests had been not made in general or during the planning process. He asked why SFO had not suggested those as preferred alternatives given the impact on surrounding communities to the airport.

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Mr. Ganoung stated there was a 3D glide slope used in the approach on the Instrument Landing System (ILS). When the flights come off of Menlo and join the line, they are at approximately 4,000 feet. The FAA explained there was a 1,000 foot difference between Menlo and the final approach. The equipment could not run an Instrument Weather Procedure with a difference in distance.

Mr. Keene asked if the conclusion was that the requests being made would not be amenable with the FAA.

Mr. Ganoung stated it would take considerable convincing.

Juan Alonso, Sky Posse, noted albeit difficult to make changes once an FAA procedure had been made it has been done in the past. There were other approaches to having the FAA listen more closely to a community such as in redesigning the air space in Long Island and New York. He mentioned the larger the voice heard as one the greater opportunity for the FAA to hear.

Chair Burt mentioned approximately a year ago the matter was first brought to Council's attention but the issue before the Committee was different. He asked for clarification on which of the routes had been finalized at the time and how much worse it might get for the present and future.

Mr. Carl acknowledged the matter was complex and last year when he first presented the issue to the Council he did not have a full understanding. There were several different issues that were in an overlay; 1) the flights dropped from 5,000 feet to 4,000, 2) there was a banning of the Visual Flight Rules (VFR) which created a ban on the noise abatement routes, and 3) the rollout of NexGen which began in January 2013.

Chair Burt acknowledged there was a series of impacts that affected the City in different ways. He asked if there was a sense of how impactful the San Jose Airport (SJC) lower flights were.

Mr. Carl stated the Bay Area had prevailing weather which caused a reverse flow landing pattern. That caused the SJC flights to fly low and hold over Palo Alto air space.

Chair Burt asked when the louder plane noises were heard but less frequently, they were more than likely SJC planes.

Mr. Carl stated yes.

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Chair Burt asked if there would be funding available for the study, if the Committee was to recommend the Council move forward with it. Staff confirmed the cost of \$30,000.

Mr. Keene stated his understanding was to move forward with the proposal in conjunction with neighboring cities. He shared his concern with the line of questions; changing the routes over the Bay seemed to be non-threatening although other options may cause strife for other communities. He noted there were letters from influential parties that had yielded no effect.

Chair Burt wanted to frame the study into two segments; 1) was the City willing to commit to the full study costs of up to \$30,000, and 2) a political discussion on whether or how to gain a stronger voice by having a unified voice through being representative of multiple cities.

Mr. Keene agreed and mentioned being able to fund the \$30,000 was the least of the issues. The outreach to other communities would be to gauge the breadth of support more so than a request for funding support. The goal would be to tailor the efforts in ways that would mimic areas that had achieved success with similar situations. He wanted to verify whether there were specific people in Congress and the FAA that Staff should contact.

Chair Burt noted that was the other side he was referring to with the advocacy points he requested Staff pursue. Did the Committee wish to recommend to the Council, Palo Alto would pay up to the full amount for the study.

Council Member DuBois asked who was financially responsible for the installation of the noise monitors mentioned in the 2001 initiatives which were never installed.

Mr. Keene was uncertain whether Staff could answer that question or if it needed to be a member of the Sky Posse.

Council Member DuBois believed the measurement of noise could be as beneficial to proving the disturbance point as paying a consultant. The cities that had been successful had use of noise monitors.

Ms. Landesman clarified the Sky Posse has requested raw noise data for the past 10 years which was available through the FAA. The data was necessary to inform the recommended study.

Council Member DuBois asked where the noise data was from and was it centered over Palo Alto.

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Mr. Landesman stated the noise data was needed to determine the type of noise and whether it was a problem.

Council Member DuBois was referring to having the proper data to present to the FAA.

Mr. Carl stated his understanding was SFO was scheduled to fund the noise monitors. They had over 29 noise monitors sprinkled throughout the Peninsula. It was determined with the economic downturn in 2000 there was no need to install a noise monitor in the Menlo IAF.

Mr. Harriot noted the ANons data, the AN stood for Airport Noise, but the data contained the radar traces of every last aircraft that had flown over Palo Alto every 4.7 seconds. With the ANons data there was definitive proof of what had historically flown over Palo Alto.

Chair Burt asked if the Sky Posse had requested the data but not yet received it.

Mr. Harriot stated that was correct.

Chair Burt asked when the request for data was made.

Ms. Landesman stated last week.

Chair Burt asked if the City had joined the request or had made a separate request.

Mr. Alaei stated no.

Mr. Keene asked if Staff was being requested to make a request.

Ms. Landesman stated no, the Sky Posse was at SFO where they were able to view the data, see how it worked and how to request a copy. She asked if City sponsorship was necessary and was informed no.

Chair Burt asked if it was her understanding whether or not it would be beneficial for the City to co-sponsor the request for data.

Ms. Landesman stated yes, it was not necessary but would assist in the expedition of the process.

MINUTES

John Slike, Sky Posse, noted the FAA was up for reauthorization in Congress in 2015. The directive of the FAA was safety and efficiency while the safety of the groundlings was not part of their mission statement. Noise was registered in a process called Day/Night average (DNL) and the FAA's objectionable noise level was above 65 decibels. If you lived in an objectionable level area the airport was obligated to provide noise mitigation. The noise effecting Palo Alto did not meet the qualification.

Chair Burt mentioned the Staff Report referred to the City making efforts to become full members of the Community Round Table but the basis was not clear why they determined Palo Alto would be a non-voting member. He asked the importance for Palo Alto to be active in the Community Round Table.

Mr. Keene was uncertain if their participation would make a significant difference in the current challenge.

Andrew Swanson, Palo Alto Airport Manager, understood there had been three attempts over the years since 1998 to become a seated voting member. The Community Round Table was made up of San Mateo County cities which Palo Alto was not in the jurisdiction.

Chair Burt asked if there was a rational for not allowing Palo Alto and how important would it be to be an active member on the Round Table.

Mr. Swanson stated in order for Palo Alto to become a member, the Community Round Table would need to return to each city to request authorization to change the borders and the Ordinances would need to be changed; the process was quite complex. Whether there was a seated voting member from Palo Alto or not, being actively involved with the group could only benefit the City.

Chair Burt stated it was unclear what influence the Round Table had over the issues at hand.

Mr. Swanson stated collectively, as a group it was clear there were different issues from north and south.

Mr. Keene asked what evidence Staff had that members within the Round Table were able to identify a significant problem and had been able to effect a meaningful policy change.

MINUTES

Mr. Swanson stated nothing to the magnitude of the noise issue the City was experiencing. The closest matter would have been the 2001 issue with the Anna Eshoo letter which was worked out.

Mr. Keene stated the initial goal of pursuing participation was because that was the only existing forum. He understood it was a county boundary order and Palo Alto was out of the boundary.

Chair Burt stated the annual assignments form did not have the Community Round Table as a selection therefore no one was appointed as a non-voting member in 2015.

Council Member Berman asked if the votes or results of votes to the Community Round Table were public.

Mr. Swanson stated yes, the meeting was a public forum.

Council Member Berman asked for Staff to return with results from the vote on Palo Alto becoming a seated member.

Mr. Swanson stated he would retrieve the results and notify the Committee.

Jim Lions, a seated member of the Community Round Table, explained the reason to not include Palo Alto was because the Charter for which the Round Table was based only included the San Francisco Airport and the cities within San Mateo County. In order to add Palo Alto the Charter would need to be changed.

Chair Burt posed to the Committee; whether the Committee would support recommending to the Council that Palo Alto fund up to the \$30,000 anticipated for the Technical Study; if neighboring cities elected not to participate financially Palo Alto would cover the entire cost.

Mr. Keene suggested any recommendation be dependent upon receiving more specific information on the request, the expected outcome from the study and how that could be effectively used with the FAA. He felt they needed the countervailing data because the FAA relied on that type of information.

Chair Burt agreed. He believed \$30,000 appeared low for a meaningful study. He hoped the study provided the necessary level of information.

MINUTES

Council Member DuBois believed the study was worth moving forward although the issue may be concentrated and there may not be much external support.

Ms. Landesman considered Palo Alto as stateless; the City had been rejected three times by the Round Table and therefore did not have representation. She advised against making the study contingent upon how the issue might turn out. She believed it was an important diagnostic for Palo Alto to have.

Chair Burt stated the intent of the City Manager was to complete a certain level of scrutiny prior to committing City Funds. It seemed as though the study needed to move forward. He posed adding a change to the proposed first action; contingent upon Staff review of the value of the study and their concurrence it was a fruitful expenditure.

Council Member Wolbach asked if the verbiage was a proposed Motion or a discussion.

Chair Burt felt it would be more efficient to break out the different aspects into individual Motions for a clearer understanding.

Council Member Berman supported Staff performing further analysis to determine the scope of the study and returning to Council with a concrete estimate of the cost. He was concerned if other communities assisted with the funding of the study they were going to anticipate input thereby changing the focus from Palo Alto and possibly increasing the costs.

Council Member DuBois supported the study.

MOTION: Chair Burt moved, seconded by Council Member Berman that the Policy & Services Committee recommend to the City Council that the City fund the Technical Study in an amount up to the estimated \$30,000, and that would be contingent upon Staff's review of the cost and value of the study.

Council Member Wolbach asked if there needed to be language in the Motion identifying or defining the specifics of the study.

Mr. Keene felt the type of study was inherent in the inclusion of the value analysis.

Chair Burt asked the Sky Posse to describe the study they were requesting.

MINUTES

Mr. Harriot stated the study was to look at the impact of the air noise over Palo Alto; analyzing the data which had comprehensive radar traces. The title of the study should be: The Analysis of the Impact of Air Noise Over the Palo Alto Area.

Mr. Slike stated it was important the question Palo Alto wanted the experts to answer was defined. Such as how air routes could be designed to reduce the noise level over Palo Alto without adversely impacting other cities.

Chair Burt understood the concept was to use the data analysis to make a recommendation. He asked for clarification in that the Sky Posse was recommending data analysis be approved to the end result of attempting to reduce air noise over Palo Alto by redesigning air traffic without a disruptive impact over another city. He asked how the amount of \$30,000 was determined.

Ms. Landesman stated the group spoke to a consulting firm. She noted there were ranges of possibilities for the study; the amount was determined by the information received.

Chair Burt asked if the \$30,000 encompassed the data analysis and the data interpretation leading into the recommendation.

Ms. Landesman stated yes.

Chair Burt believed if the financial request encompassed both actions the wording needed to be clear.

Mr. Landesman noted the point of the study was to come up with a more scientific route plan to convince the FAA to make changes to the elevation.

INCORPORATED INTO THE MOTION WITH THE CONSENT OF THE MAKER AND SECONDER to add data analysis of aircraft noise over Palo Alto and recommendations for alternatives to reduce the noise based on said data analysis.

MOTION AS AMEDED PASSED: 4-0

Chair Burt suggested actions to be taken around the consortium of cities, state of affairs of the federal advocacy role, whether or not a Council Member be recommended as a Council representative as a non-voting member to the Airport Board Advisory Committee, and whether the City Council should have a liaison to the Sky Posse.

MINUTES

Council Member DuBois asked if Chair Burt was expressing a specific level of advocacy for the FAA and SFO.

Chair Burt stated the topic was around what advocacy should be taken.

Council Member Berman said those were the discussion topics.

Chair Burt stated the topics he listed were the remaining topics he had for discussion and possible action.

Council Member Wolbach supported the recommendations and asked to add Staff level communication with neighborhoods and residents.

Chair Burt asked if the tri-cities meetings with Menlo Park and East Palo Alto had been reactivated.

Mr. Keene had reached out to the north facing cities to reinitiate the meetings and reached out to the south facing cities; Los Altos and Mountain View to try to engage them. There was a suggestion to include Sunnyvale given Moffett Field was within their city limits.

Chair Burt explained in the past there had been periodic meetings between the Mayors and City Managers of Palo Alto, Menlo Park and East Palo Alto outside of the airport noise issue. He believed that was a just forum to begin the discussion regarding aircraft noise.

Council Member DuBois stated he attended one of the Sky Posse meetings and there was representation from Woodside and Portola Valley citizenry. He felt they could be a viable partner.

Chair Burt suggested if at the next Menlo Park, East Palo Alto tri-cities meeting it could be asked if the other cities would be willing to invite Woodside and Portola Valley. He asked if the goal was to seek collaboration with surrounding cities; if so how to go about it. The interest could be initiated through the tri-cities meetings, from there Staff would know whether there was interest in creating a consortium.

Council Member Berman agreed and felt the responses received by the surrounding communities would assist in the understanding as a whole on how the air noise was being perceived. He asked if the complaints received could be broken down by city and if so could the complainants be contacted. If the complainants could be requested to contact their local government agencies that might add to the overall voice.

MINUTES

Council Member Wolbach believed finding a path to have outreach to the City Managers of the aforementioned cities for support would be a positive notion.

Mr. Keene agreed with the Chair in that the tri-cities forum was a beneficial area to begin the discussions. Palo Alto had ongoing relationships with most of the surrounding cities. He could reach out to the City Managers of other cities although he believed the Mayor/City Manager aspect held a better weight.

Chair Burt acknowledged Atherton had not been included and believed they should be.

MOTION: Chair Burt moved, seconded by Council Member Berman to direct Staff to utilize the different tri-cities meetings as a vehicle to engage and measure the interest of surrounding cities in the flight path/noise issue and to reach out to several adjacent cities as a compliment.

MOTION PASSED: 4-0

Chair Burt stated the next action he wished to take up was regarding the advocacy role, specifically federal advocacy. The question was whether or not the Committee wished to provide direction to the full Council or to Staff dependent on the concurrence of the full Council to ramp up the advocacy in this area.

Council Member Berman recalled there was a discussion coming up regarding advocacy matters.

Mr. Keene stated yes, it was tentatively going before the Council in March.

Chair Burt asked when the National League of Cities (NLC) was in Washington D.C.

Mr. Keene stated the conference ranged from March 7 - 11. He mentioned the majority of the meeting was around the legislative lobbying.

Chair Burt asked if the NLC conference preceded the legislative advocacy discussion on the Council agenda.

Mr. Keene was certain the NLC meeting would precede the Council meeting. He agreed to work on scheduling meetings with the legislative people during the D.C. trip.

MINUTES

Chair Burt asked if there should be an item placed on the Council agenda in order to officially authorize the City Manager to add the airport noise item to the legislative action item agenda.

Mr. Keene stated no, the Mayor, Council Members and any Staff attending the NLC would automatically be meeting with lobbyists, and certainly attempting to meet with the Senators would be a key piece to the discussion.

Chair Burt asked if it would be appropriate to recommend that the legislative advocacy agenda include a great emphasis on the FAA issues and having Staff recommend points that had been endorsed by the Sky Posse.

Council Member Wolbach asked about working directly with the local legislative offices.

Chair Burt noted dealings with the local political offices were not out of the realm of possibility.

Council Member DuBois asked if there had been contact or considered contact with John Martin, the Director of SFO.

Mr. Swanson agreed to reach out to arrange a meeting with the Director of SFO.

Ms. Landesman noted the Sky Posse had written to Anna Eshoo's office and requested assistance. She felt engagement through the City to Congresswoman Eshoo's office would be better received.

Chair Burt believed a more effective approach was a combination of citizen organizations and Staff with elected representatives.

Council Member Berman noted from working in the office of Congresswoman Eshoo he knew hearing from residents was important and it did hold weight.

MOTION: Chair Burt moved, seconded by Council Member Berman that the Policy & Services Committee recommend to the City Council that the issue of aircraft noise become an elevated priority and request advocacy at various appropriate levels.

MOTION PASSED: 4-0

Chair Burt recommended the Mayor appoint a Council Member liaison to be a non-voting member of the Round Table and a liaison to the Sky Posse.

MINUTES

Council Member DuBois asked for more information on the Community Airport Round Table and whether they had pull with the FAA routes.

Chair Burt said Staff may have comparative value of participating on the Round Table even as a non-voting member.

Mr. Swanson stated there would be some benefit of a Council Member being at the meetings. The non-voting member would be able to bring the information back to the full Council.

Council Member DuBois asked what power the Round Table had for either the voting or non-voting members.

Mr. Swanson did not believe the group held any actual authority.

Mr. Keene said other than being able to speak or make suggestions he was uncertain how the agendas were created.

Mr. Swanson believed a request could be made to the Chair of the Round Table for any matter to be brought forward. He referred to Bert Ganoung for clarification.

Chair Burt added that being a non-voting member did put Palo Alto out at the table and provided an opportunity to see who shared the concerns and who voting members of the Round Table were.

Mr. Ganoung admitted the Round Table was a good voice and was a nationally recognized body. With the recent construct of the North and South County subcommittees he believed a concerted voice would be received well and be accepted.

Ms. Landesman stated being at the Round Table, one received information and being that SFO was the only airport out of four that had such a group it was beneficial.

MOTION: Chair Burt moved, seconded by Council Member DuBois that the Policy & Services Committee recommend that the City Council authorize the Mayor to appoint a Council Member representative as Liaison to the Sky Posse and as a non-voting representative to the Airport Round Table.

Council Member Berman asked if the Sky Posse had a set schedule with agendas.

MINUTES

Mr. Carl stated the group was fairly informal but they met monthly.

Chair Burt did not want to imply the Council Liaison would be obligated to make every meeting.

Mr. Slike stated the majority of the work was filtered through e-mail.

Council Member Berman noted the Liaison may not wish to be added to the list serve.

Mr. Keene stated his understanding was Mr. Alae and Staff had been meeting with the Sky Posse. He believed the most likely option would be for a Staff member to invite the Liaison to the meeting when the subject matter was relevant.

Chair Burt did not believe the Liaison would have the bandwidth to meet with the full committee but there would be representatives and outputs.

Mr. Keene felt it would be better to coordinate the meetings between the Liaison and the Sky Posse so that there was no conflict when the full Council met.

MOTION PASSED: 4-0

MOTION: Council Member Wolbach moved, seconded by Council Member Berman that the Policy & Services Committee recommend that the City Council direct the City Manager to continue to work with residents.

MOTION PASSED: 4-0

Chair Burt thanked the Sky Posse for their engagement and the constructive way they had been working with the City.

Mr. Harriot stated the City Staff had been very responsive.

Future Meetings and Agendas

~~March 10, 2015~~

- ~~• City Auditors Report~~
- ~~• Palo Alto Green Building Ordinance~~

~~Chair Burt mentioned there were a number of items being referred to the Committee that had not yet been folded into the current list of upcoming matters for discussion.~~

MINUTES

~~Mr. Alae stated that was correct.~~

~~Chair Burt wanted Staff to look forward as to when there was likely to be an issue where two meetings would be necessary in a single month.~~

~~Mr. Keene reviewed the upcoming schedule of items and felt there needed to be a prioritization of the list.~~

~~Council Member DuBois recalled discussions at the Council Retreat around protocols for running meetings.~~

~~Chair Burt stated early in the year there was to be an agenda item to review the Council's Policy, Procedures & Protocols.~~

~~Mr. Keene felt at the Retreat the Council was speaking of the Council Meetings of the Whole for certain meeting discussions.~~

~~Chair Burt believed there was an annual discussion at Council to review the Policy, Procedures & Protocols.~~

~~Mr. Keene stated historically the Council discussed that at the Retreat; although, this year it was set for a more detailed discussion outside of the Retreat.~~

~~Chair Burt understood the City Manager was suggesting having the Policy, Procedures & Protocols discussion after the first Committee of the Whole meeting.~~

~~Mr. Keene stated that was correct.~~

~~Chair Burt asked when the next Committee of the Whole was to occur.~~

~~Mr. Keene stated there were two Committee of the Whole meetings scheduled prior to the next Committee meeting on March 10th.~~

~~Council Member Berman noted the tentative schedule for February 26 was cancelled but February 17 was scheduled.~~

~~Adjournment: Meeting was adjourned at 9:43 P.M.~~

REGIONAL AIRPORT PLANNING COMMITTEE

ABAG ROSTER • JULY 2015

- FUNCTIONS:** Conducts studies and submits reports and recommendations to the Executive Board and to the Metropolitan Transportation Commission regarding the following matters:
- Airport development, development policies, and proposed legislation within and/or related to the Bay Area
 - Monitoring, updating, and refining the Regional Airport Plan
 - Such other tasks as may be assigned by the Executive Board or by MTC which are necessary for compliance with state and/or federal requirements
- COMPOSITION:** Ten officials representing the nine Bay Area counties (three appointed by ABAG, three appointed by MTC, three appointed by the Chair of RAPC, and one appointed by BAAQMD); representatives from each of the three commercial airports; a representative of general aviation airports (appointed by Airport Managers); and representatives from the Bay Conservation and Development Commission (3), Caltrans, and the Federal Aviation Administration and three non-voting members representing outer-region airports.
- STAFF LEAD:** Brad Paul, ABAG Deputy Executive Director, Lindy Lowe, BCDC Senior Planner, and Joe LeClair, BCDC Chief Planner.

MEETINGS: Generally meets twice yearly.

APPOINTED BY	VOTING MEMBERS	REPRESENTING
ABAG	Rich Garbarino, <i>Vice Chair</i>	Councilmember, City of South San Francisco
ABAG	Desley Brooks	Councilmember, City of Oakland
ABAG	Mark Kasperzak	Councilmember, City of Mountain View
BAAQMD	Carole Groom	Supervisor, County of San Mateo
BCDC	Tom Bates	Mayor, City of Berkeley
BCDC	President and CEO Sean Randolph	Bay Area Council Economic Institute
BCDC	Geoffrey Gibbs	
MTC	Sam Liccardo	Councilmember, City of San Jose
MTC	Jim Spering	Supervisor, County of Solano
MTC	Jake Mackenzie	Councilmember, City of Rohnert Park
At Large	Leroy Ornellas	Supervisor, County of San Joaquin
At Large	Larry Ruhstaller	Supervisor, County of San Joaquin
At Large	Alice Fredericks	Vice Mayor, County of Marin
At Large	John Gioia	Supervisor, County of Contra Costa
At Large	Jose Cisneros, Treasurer	City and County of San Francisco
City of San José	Cary Greene, Airport Planner	
Caltrans - <i>Ex Officio</i>	Terry Barrie, Caltrans Office of Aviation Planning	
General Aviation Airport Managers	Keith Freitas	County of Contra Costa
SFO Airport	John Martin, Director (John Bergener, <i>Alternate</i>)	
Port of Oakland	Kristi McKenney, Aviation Planning Manager	
FAA	Fernando Yanez	

REGIONAL AIRPORT PLANNING COMMITTEE CONTINUED

ABAG ROSTER • JULY 2015

NON-VOTING MEMBERS OUTER-REGION AIRPORTS

Supervisor Phil Serna	County of Sacramento
(G. Hardy Acree, <i>Alternate</i>)	Sacramento County
Carl Miller, Airport Board of Directors	Monterey County
(Tom Greer, <i>Alternate</i>)	Monterey County
Patrick Carreno, Airport Board of Directors	San Joaquin County/Stockton Airport

Carnahan, David

From: Mark Shull <shull.mark@gmail.com>
Sent: Saturday, August 08, 2015 9:06 PM
To: DuBois, Tom; Council, City
Subject: Re: Status of Airplane Noise

Hi Tom,

The link is dead, but I think I read that article.

My sense of it was that the FAA got one over on the city.

The FAA clearly planned the NextGen implementation as stealthily as possible. Eshoo didn't know, you all didn't know. Then you agreed to secret closed meetings with them -- no public, not press, no recordings, no minutes. Now, the FAA can say -- falsely -- that they didn't implement this in secret, in fact, they are communicating with the public, they are having frank exchanges and that everybody understands that it is complicated. With the secret meeting, they have now covered their behinds for rolling this out without public involvement, and everyone agrees now that its "complicated" and "takes time" -- i.e., they are gong to do absolutely nothing.

The FAA paid zero attention to the sound impact in implementing NextGen here. Its as if an auto companies were told to improve fleet milage, and they did it simply by removing mufflers on cars. I'm angry, and It bothers me that you all are not.

We cannot garden outside, we cannot keep our windows open.

And, what will this do to property values as Palo Alto becomes known as noise alley?

Mark Shull

On Sat, Aug 8, 2015 at 7:53 PM, DuBois, Tom <Tom.DuBois@cityofpaloalto.org> wrote:
Mark,

Sorry for the delay in responding. This writeup in the Weekly accurately captures the meeting

<http://www.paloaltoonline.com/news/2015/07/25/faa-to-work-toward-airplane-noise-reduction>
<http://www.paloaltoonline.com/news/2015/07/25/faa-to-work-toward-airplane-noise-reduction>

Working with the FAA will be a slow process, but at least they seem willing to engage with us.

Best,

Tom

From: Mark Shull [shull.mark@gmail.com]
Sent: Wednesday, July 29, 2015 11:25 AM

City of Palo Alto | City Clerk's Office | 8/10/2015 7:43 AM

To: Council, City

Subject: Status of Airplane Noise

Hi,

I understand that there was a meeting with the FAA administrator that included representatives from the city (but was not open to the public). What did you find out and what are you intending to do going forward to address this serious problem? There has been no communication to residents as far as I (and my neighbors) can tell.

Thanks,

Mark Shull
Waverley Street