



DRAFT MINUTES
Meeting 45

Aviation Stakeholder Advisory Committee
Oakland International Airport
January 22, 2015

This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the 45th in a series which originally focused on development of the Oakland International Airport (OAK) Master Plan. The Master Plan was adopted by the Board of Port Commissioners in March 2006, and the Committee has continued meeting to give input on Master Plan implementation and other projects of interest at OAK. These minutes correspond to an Agenda that was distributed at the meeting; a copy of the Agenda is provided on the OAK planning web site at http://www.oaklandairport.com/masterplan_oak/aviation_stake_com.cfm.

Attendees:

See attached roster.

Handouts (posted on the website):

- Agenda
- Minutes from Meeting #44 (sent via e-mail and available at the meeting)

Agenda Items:

Introductions

Joan introduced Allen Tai, Planning Services Manager, City of Alameda, to speak on the proposed Hotel on Harbor Bay Parkway.

Updates on Previously Discussed Projects, and new items

Other Projects & Issues

Proposed Hotel on Harbor Bay Parkway, Alameda – Allen Tai reported:

- Received development proposal to construct a 5-story hotel on the site
- Site is zoned for business park development, which includes hotels
- City has referred this matter to Port of Oakland
 - o Have received comments
- There has been a hearing
 - o Next hearing is February 9

Q: How tall is it going to be?

A: 5-stories; tallest point is 63', with up to 105 rooms. City is working with the developers so there may be some modifications.

Q: What are some of the public comments that have been received?

A: Labor groups for hotel workers are raising CEQA concerns - City taking position that it is an infill exemption: consistent with the general plan, zoning, business area, etc. Do not anticipate construction impacts to be lasting. The City has been coordinating with Diane Heinze.

Q: In terms of planning process—is the planning commission's decision final?

A: Yes, unless the decision is appealed to city council.

Q: Will staff report be issued?

A: Available next Thursday, February 9. Applicant is expected to submit a revised plan. If not received on time, that day may be extended.

Note: The staff report and exhibits can be reviewed at:

<https://alameda.legistar.com/LegislationDetail.aspx?ID=2160888&GUID=EAF304A8-1D58-4EE5-884F-155028A372EA&Options=&Search=>.

San Leandro Shoreline Project – Debbie Pollart, Public Works Director, City of San Leandro, reported:

Project begun in 2005 and will utilize 75 acres of public property, including 52-acres of land, and 23-acres of water. The objective is to build an economically viable and vibrant mixed-use development which provides needed amenities and services to the citizens of the City of San Leandro.

- Inclusions
 - o 150k sf office campus
 - o 200-room hotel
 - o 15k sf conference center
 - o 354 housing units
 - o 3 new restaurants
 - o Parking structure
 - o Branch library/community meeting space
 - o 2 miles of pedestrian promenade/bike path
 - o Outdoor recreation area and picnic area
- Also includes removal of a restaurant, library, and yacht club building
- Big caveat is that at such time as boating operations cease to exist, the 462 boat berths would be removed and replaced with perched beach, a small boat launch, etc.
- Draft EIR published 12/8/14
- Comments accepted through 2/6/15
- There has been one Planning Commission work sessions
- There have been seven City Council work sessions
- Another Council work session is scheduled for the week of January 19.
- Will then go to Planning Commission for a Public Hearing on final EIR in June or July
- For the draft EIR – looked at all standard CEQA issues
 - o Greenhouse gas emissions
 - o Noise
 - o Traffic impacts on I-880
 - o Required alternatives, EIR looked at relocated hotel alternative and reduced density alternative
 - 25 percent deduction proposed in square footage

Q: Was sea level rise accounted for?

A: Yes, that was a comment that came up from residents and agencies.

Q: What accommodations have been made?

A: Will have to build up land base to clearance level—the impact was identified and mitigated to build the land up before they put construction on top of it.

Comment: Last year's figures reveal that the sea level rise will exceed the previous year and are expected to continue to increase.

Q: Project is outside the Airport's 65 CNEL (Community Noise Equivalent Level)

A: It touches the 60 CNEL

Q: Did Land use (ask Larry about his question—I missed it)

A: Councilmember said 45 level works. Whatever insulation was done on the ceiling works.

Q: Any impact to OAK?

A: No impact identified to OAK.

Note: For additional information on this project, please see

<http://www.sanleandro.org/depts/cd/shoreline/>.

Energy Innovation Study – Susan Fizzell, Associate Project Manager, Aviation Planning & Development reported:

- There are some key findings to share
- Introduced Richard Sinkoff, Director of Programs and Environmental Planning, as one of the team members present, along with Basil Wong, of Port Utilities (not present).
- Referenced her presentation
 - o Pointed out uniqueness of Port
 - Operates an airport and a seaport
 - Also operates an electrical utilities department
 - o Airport is currently the Port's biggest utility customer
 - o Puts Port in a unique position to impact energy policy, which was the background for starting this work
- Port had mitigation funding left over from Vision 2000.
 - o Port developed the Energy Innovation Initiative with involvement of the community
 - o Under the initiative, Port scoped an Energy Innovation Study. Port hired Burns and McDonnell to perform the Study, divided into following three tasks:
 - Task 1: What are the factors affecting Port's energy usage?
 - o Who are the biggest energy users?
 - o What are existing policies governing some of the decisions?
 - Task 2: What is the Port's existing and future energy load profile?
 - o What is the future electrical demand?
 - o What are the opportunities to reduce energy usage?
 - Task 3: How does Port want to move forward with energy?
 - o This is where we are now, looking at community engagement and next steps
 - o Can report back in 6 months or so when have more information
- Referred to graphic on page 4 of handout
 - o Major drivers around the Port utility renewable portfolio are state driven under the Renewable Portfolio Standard
 - o Technologies that will have an impact on future energy usage include electrification of the ground service equipment at the Airport, Seaport terminal automation, and shorepower.
 - o Port Utility electrical distribution system determined to be adequate through 2023
 - See finding on page 5 of handout.
 - As electricity usage increases, fewer fossil fuels will be burned locally through internal combustion.
 - Seaport electrical load will double by 2023.
- Opportunities identified:
 - o Lighting Upgrades
 - o Distributed Generation – Solar
 - o Renewable Portfolio Standard compliance
 - o Micro-grids

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- Solar tied in with a backup generator so renewables can be used during a grid outage.

Richard added: California Air Resource Board is looking at regulations of goods movement and a state sustainable goods movement strategy. Want to understand potential economic dimensions of another set of regulations. The diesel regulations are having a tremendous impact on air quality – we are seeing a 70% reduction of seaport emissions, which have a huge financial impact and the state understands that.

State's goal is to continue to move off of diesel combustion and toward electrification. Port sees long-term electrical power needs increasing. We will try to align ourselves with the state's direction. How can we do that in an environmentally sustainable way? Where will we get our power from, and do we have the infrastructure in place to support it. This study is the first step in understanding where we are so that we can be a sustainable and resilient Port moving forward

The study team is also looking at backup capacity. The Study is showing that the Airport is very well positioned, but the Seaport does not have adequate backup capacity.

Note: Copy of Handout is posted on the website at:
http://www.oaklandairport.com/masterplan_oak/aviation_stake_com.cfm.

Airfield and Airspace Projects

Runway Safety Area (RSA) Project - Joan provided a bit of background and acknowledged occasional impact on the community during some phases of the South Field work. She noted that North Field should have less impact on the community.

North Field design process and construction schedule - Tony Godkin, Associate Project Manager, Aviation Planning and Development, explained the project:

- Currently working on 28L. Installing
 - o An 'X' Light that warn pilots not to land
 - o Digging up the soils around the runway
 - First 6 months 10R- 28L
 - Then will do 10L- 28R
 - Have asked engineers to accelerate because not having a 6000 feet runway is putting OAK in operational jeopardy.- cannot close the main runway to do repairs or maintenance.
 - o Will then do electrical work on navigation aids
 - Cabling and ducts for airfield lights
 - Lot of environmental impacts, already been mitigated (in Redwood City)
 - Have to fill a number of finger ponds
 - o In addition to electrical work, have to do work on ends of runways.
 - Putting in EMAS (engineering material arresting system) – light concrete that is engineered to collapse when an aircraft runs into it.

Q: Is the land beside the runway saltmarsh?

A: No, it's just very soggy.

Q: When do you anticipate completing 28L?

A: Engineering is looking over options and costs, but has not yet reported out on its findings. The goal is to have it done in May, but at this point no way to know, must have it done by end of June

Note: On January 29 Port was issued notice to proceed to tear down NF tower. The tower has to be down by May--it is not a full demo, but only a partial demo. It will consist of a single floor roofed facility building.

Terminal 1 Renovation & Retrofit Program; M102 Construction – Susan reported:

- Making great progress. Exterior structural retrofit including construction of shear walls and micropiles is on-going.
- Have stitched together 15 doublewide trailers
 - o New temporary home for two years for Port Aviation employees with offices in Terminal One.
 - o Need to vacate so former Air Traffic Control Tower can be demolished and seismic upgrade work can be performed.
 - o Will continue to keep the TSA security checkpoint open during construction.
 - o Timeline:
 - Move out will occur in March
 - Then building will become the contractor's work zone
 - o Will rebuild many of the systems inside this building – very gradual demolition of Tower.
 - Each column gets a connector to neighboring column with steel rod

Comments:

Susan: Planning a retirement party for tower lounge and will notify group if that happens.

Colleen: A lot of historical stuff was found during the Terminal One renovation.

Joan: Staff is going to board on January 29th regarding expansion of IAB. Need to add carousel and more queuing space to accommodate international air passenger traffic. Hope to go under construction next year.

Mustapha: Pointed out to the group that IAB and its footprint could be seen from the tower.

Q: Do you see larger planes coming in and will they be noisier.

A: Hopefully, we will see new, larger aircrafts in the airlines' fleets. The new aircraft are super quiet.

Comment: Noticing more people flying into OAK because of the new BART connector.

Joan: Traffic was up 9% and the planes were full.

Q: Does runway have capacity for accommodating larger planes?

A: Yes, we are in good shape capacity-wise (capacity of 22.4 million) and the EIR has already been done.

Q: Have the plans for a third terminal being shelved.

A: No. Great segue to introduce Mustapha:

Mixed-Use Terminal (non-Agendized item) - Mustapha Janneh, Senior Project Manager, provided a brief description of the project he is working on.

- Looking to the future, near-term and midterm terminal opportunities at OAK
- How to use IAB, repurpose it and build around it. This is not an extension or addition of runways or airfield facilities. We are planning ahead to capture future growth, both international and domestic passenger traffic. New grow areas include:
 - o Adding service from OAK to Mexico and from OAK to Canada by Southwest; low cost airlines thinking of coming in from Europe, Canada, and China
 - o Must have a place for them
 - o Modernization of Airport is crucial
 - o Goal is to maintain business and increase revenue with a mixed-use facility

Ground Access Surveys – Sean Charpentier, Associate Project Manager, presented:

- Ground Access Survey is in process with SFO
 - o 8000 to be completed here at OAK
 - o 17000 at SFO

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- Surveying every other day
 - Goal is to find out trip purpose; how they got to airport, and destinations
 - Have passed midway point at OAK, about 5000 completed
- Captured two trends:
 - Rise of rideshare companies--2.2 percent of trips, increase from 1
 - Initiation of BART connector – will be able to capture some data before and after the opening of the BART connector
- Shared some data captured:
 - Trip Purpose (30% business trips, 27% vacation, 35% visiting friends and family, and 8% were other)
 - Actual mode share (60% private vehicles, 15% rental cars, 9% BART, 5% Taxi, remaining spread among several categories.)

Once survey completed, will prepare a more robust summary.

Q: What is the relationship with SFO – are we trying to determine regional patterns and is there something behind using the results of the survey to better plan infrastructure.

A: In the past, the survey included SFO and SJ; however, SJ dropped out. Ideally, this survey would drive some of the planning for infrastructure.

Joan added, MTC originally managed the survey, and that was definitely driven by the desire to better plan infrastructure.

Q: Are any surveys being done on parking?

A: Currently survey who has parked their car and where they parked it. Also try to pinpoint exactly where they started. Joan added that the Port does not want to encourage single occupancy trips.

Q: Any plans to reduce parking rates?

A: Rates are typically set by the market and the airport parking is competitive. The Port can adjust parking rates within a range approved by the Board, though on-Airport parking rates have been stable for the last 7 years.

North Field Projects

Bike Path on Ron Cowan Parkway – Hugh Johnson, Senior Project Manager, reported:

This is the construction of a Class 1 bike path between Air Cargo Road and Harbor Bay Parkway along Ron Cowan Parkway. The bike path is:

- on the South side of the roadway, the same side as the existing Class 1 bike path from Airport Drive to Air Cargo Road;
- curbed to provide a safer design than a fenced-in corridor concept
- substantially completion, punchlist items left to complete
- being well received – riders giving rave reviews
- expected to be finished with punchlist items in next month or two

Q: Does it hook up to the Bay Trail?

A: The bike path does connect to the Bay Trail. The Bay Trail runs along Doolittle Drive because the path is in close proximity to the Bay whereas Ron Cowan Parkway is nearly a mile from the Bay. The new path will likely be the preferred route for bicyclists and is a nice facility that is now open for business.

Q: Are there any bike racks at OAK? How about bike lockers?

A: There are some racks located near Terminal 1 and near Terminal 2.

Comments:

Joan: Lockers are not something we are planning to build; however, if a need is identified, would likely expand bike parking.

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Matt: TSA has prohibition of lockers in public area.

Hugh: Right now, the demand has not been identified to justify installation of bike lockers. There is a safe environment for leaving a bike locked to bike racks at OAK. Currently, there is always space on the racks.

Richard: The Port was required to construct this Class I bike path as a public access mitigation project associated with construction of the T2 Extension for Southwest Airlines. Part of T2 Extension project was within close enough proximity of the Bay to require permit approval by the BCDC.

Hydrogen Refueling Station Grant – Susan reported:

The Port is in the process of coming to business terms with developer. Hope to have more information to share at the next meeting.

Wrap-up items

- Next Stakeholder Advisory Committee meeting– May 21, 2015 at 1:00 PM; location to be determined
- Parking Tickets were validated