



MINUTES
Meeting 14

Aviation Stakeholder Advisory Committee
Oakland International Airport
Thursday, December 14, 2006

This meeting of the Aviation Stakeholder Advisory Committee (the Committee) was the fourteenth 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. New postings to the web site will be accompanied by email notices to Committee members. The web site address is www.oaklandairport.com/planning.

Attendees:

See sign-in sheet (to be used as distribution list); a copy of the sign-in sheet is provided on the OAK planning web site.

Handouts:

- Agenda
- Discussion draft diagram of air cargo relocation project
- Work Plan: corporate jet noise abatement procedure compliance study
- Discussion draft diagram of Terminal A concept
- Discussion draft diagram of Terminal A concept roadway
- East apron reconstruction project overview & construction staging diagram
- Terminal 1 renovation & retrofit study schedule & layout diagram

Ms. Kristi McKenney welcomed attendees and explained that Mr. Doug Mansel who managed the Master Plan Project, has taken a position in OAK Airside Operations. Ms. Anne Henny will now be the primary point of contact for the Stakeholder process and early Master Plan project implementation, with other Port staff continuing to participate as appropriate. Ms. McKenney then introduced the agenda, noting that it included updates on previous topics as well as a couple of new items for discussion.

Agenda Item:

Terminal 2 renovation / extension and terminal roadways / curbside projects update

Ms. McKenney announced that the first four gates on the new Terminal 2 Extension had been opened on November 14, and other gates on Terminal 2 had immediately been shut down for renovation. The extension is the first new concourse opened at OAK since 1985. The new bag claim building was opened last summer and we are now constructing an improved security checkpoint area to be followed by an improved ticket counter area. The renovated facilities are due to be opened in April 2007. Major work on the roadway and curbside system is ongoing, and scheduled for completion in early 2008. The work includes repaving the parking lot and installing a large bio-swale around the lot to naturally pre-treat storm water runoff.

Ms. Debbie Pollart asked when the signal at John Glenn Drive and Ron Cowan Parkway would open. Mr. Hugh Johnson replied that it depended on the City of Oakland's review of the signal timing plan and installation of a large overhead sign on Airport Drive. Ms. McKenney noted that the curbside work was being done from the outer curb inward, and that the most disruption would occur with shutdown of the inner (first) curbside.

Mr. Dave Needle noted that, although he had previously said the roadway signage was bad, he now thinks it's not that bad.

A committee member inquired about the height of the pedestrian canopies. Ms. McKenney explained that this was a point of debate with the architects. Originally the curbs were to terrace downward from the terminal, but now they will be a continuous slope. For visual reasons the decision was made to keep the canopies level relative to the terminal. So at the terminal, the canopies are the minimum height needed for clearance (about 17 feet) and at the other end they are about 25 feet high. But they are quite wide, so in a blowing storm one might get a little wetter out at the end than if the canopies had been sloped down to maintain a consistent height of 17 feet from grade.

A committee member asked whether the terminal facades would be changed; Ms. McKenney said that the only new facades, including the new concourse and bag claim building, and the section between Terminals 1 and 2, are already in place so you won't see further dramatic change to the facades.

Mr. Needle asked if there were written minutes for the meeting. Ms. McKenney explained that Mr. Mansel had not prepared the minutes from the two prior meetings, and that Ms. Henny will therefore prepare minutes for those meetings as well as today's meeting, and will post the TEx (Terminal 2 project) drawings as well. Ms. McKenney noted that there are a lot of changes at the Airport, the most since 1985, and we welcome comments on how the Terminal 2 program changes are working or not working for you.

A committee member stated that she had taken a Southwest flight that arrived at Terminal 1 and had a long walk to get her bags in Terminal 2. Ms. McKenney explained that that has been an issue for a long time, but will get better after completion of the East Apron project, since Southwest will be consolidated into Terminal 2 plus contiguous Gates 4 and 6 in Terminal 1.

Corporate jet noise abatement procedure compliance study update

Mr. Christian Valdes handed out a 4-page work plan and hardcopies of his PowerPoint presentation. He noted that with the help of Mr. Needle, the scope of the study has been completed. He than

gave the presentation (which is posted on the OAK Planning website) outlining the study work plan.

Mr. Needle requested that a paragraph be added explaining how, during the winter when the wind patterns require reverse landing patterns at both north and south field, Northern California TRACON guides pilots to about the Bay Bridge and then the tower takes over, at which point a pilot may request to land at either north or south field.

Mr. Needle also asked if there's a way of verifying whether all pilots declaring a medical emergency operation are actually telling the truth, and requested that other violations at north field (not just corporate jet operations) be included in the study. Mr. Valdes said that this study was specifically requested as part of the Master Plan process, so that request should be handled in the north filed noise forum.

Mr. Valdes estimated that the study would be completed in approximately six months.

Airport ground traffic study update

Mr. Hugh Johnson summarized the status of the comprehensive baseline ground traffic study that also came out of the Master Plan process, saying that staff is preparing to issue an RFP to hire a traffic consultant. A component of the work will be to characterize cargo-related traffic volumes. Mr. Needle said he is on the city's committee for the study, and asked if it's OK if he has his own traffic consultant look at the information. Mr. Johnson said it would be fine. Ms. McKenney stated that the study is not project-related, but rather to understand what is happening on the roadway network.

UPS relocation update

Mr. Johnson passed out two diagrams and gave an update on the proposed air cargo relocation project, after Ms. McKenney summarized the background. UPS has expressed a desire to relocate from the existing cargo facility, but could not proceed until the Master Plan was completed. Now with the Master Plan done, the Port is talking more specifically with UPS about the relocation plan. The relocated facility would be on the site of the former United maintenance hangar, which would be demolished. Unfortunately, the maintenance hangar is very expensive to maintain and not suited to adaptive reuse because it was purpose-built for aircraft maintenance.

The UPS operation would remain air cargo-related only at that location and would not be expected to generate more traffic than the current operation. However, there will be a separate exit from Airport Drive that would get the trucks onto John Glenn Drive sooner than currently (this will come on line in the next few months). The Port is planning to use a third-party hybrid development method, the details of which are still being hammered out. The Port prefers to stay relatively uninvolved other than determining the site, basic layout, etc. The proposed new facility would have both truck parking area and employee parking area. In addition, the building would accommodate a centralized ground service equipment (GSE) maintenance function, which was a need called out in the Airport Development Program (ADP) and will improve environmental controls.

McKenney explained that the UPS relocation is essentially a replacement project which can likely be cleared under an Initial Study/Negative Declaration. Mr. Needle asked if there would be a global environmental document covering this and proposed Master Plan projects. Ms. McKenney said that the ADP Settlement Agreements the Port had specifically agreed not to do a global environmental document. The Port has many unrelated projects going forward at the same time and the law allows them to be evaluated appropriately.

Runway Safety Area (RSA) update

Ms. McKenney introduced Mr. Joshua Polston, a new member of the Planning and Development staff who is now managing the RSA project. Mr. Polston described why improving RSAs is a high FAA priority. Nationally, the FAA has set a deadline of 2010 to improve all RSAs to standard dimensions. OAK's RSA study, which identifies needed upgrades, was completed in October 2005. Staff has just selected a consultant (URS) for preliminary engineering and environmental review work. The engineering and environmental studies will evaluate a range of options for south and north fields. In south field, e-mass will likely be installed at the runway 29 end (not as much is needed at the 11 end since there is more land there). In north field, soft soils adjoining the sides of the runways will have to be hardened. Mr. Polston said the team will likely get underway in February and the preliminary engineering and environmental review efforts would take about 12-18 months to complete.

Mr. Needle registered his strong objection to the e-mass proposal, because it is untested and might not work and could cause disaster if a plane lands short into it. He also objected to the filling of wetlands to improve RSAs. Mr. Red Wetherill concurred, recounting an instance of an airplane that landed short at Boston-Logan. Ms. McKenney noted the concerns, but that OAK must follow the FAA regulations, and this is an FAA project. The public will be able to participate in the environmental review process and register both technical and operational concerns. She pointed out that this is the number one issue for the FAA Administrator so it could be difficult to challenge legally. There will be both a NEPA and a CEQA document and Ms. McKenney invited the committee members to weigh in on whether they prefer them to be separate or combined, and agreed to include the committee members on the mailing list for future scoping meetings.

Terminal A planning update

Ms. Henny circulated a draft diagram of the current Terminal A concept. Ms. McKenney summarized the background, recapping the terminal requirements and site criteria. Ms. Henny explained the status of the planning effort, which currently shows a 20-gate terminal that preserves and expands the Central Utility Plant. The focus of the planning effort over the next six months will be to further refine the locations of functions within the building, as well as refine the airside and landside circulation systems.

The group discussed the reasons for provisionally calling the proposed new terminal "Terminal A," and spent a substantial amount of time talking about the pros and cons of the proposed roadway configuration, which designates the curb closest to the terminal for commercial vehicles and the outmost curbs for private vehicles. The concept would help optimize overall circulation, but would be less convenient for people in private vehicles than having the innermost curb designated for private vehicles. Any concept will provide accommodations for people with special needs. There will be a lot of refinement during the concept development and design process to make sure that the roadway and parking shuttle systems will work for everybody, including people in private vehicles. Port staff is working with HNTB on refining the concept, and will likely present the overall program concept to the Port Aviation Committee sometime in the spring of 2007. Mr. Johnson pointed out that a major challenge is maintaining high levels of service on a single-level roadway, given the volume existing and forecast traffic at OAK.

Environmental process – Ms. Henny explained that the environmental review approach would evaluate the overall Terminal A program as a whole, and include development of a stand-alone EIR under CEQA and likely EA/FONSI under NEPA. The analysis will likely focus most heavily on traffic, noise and air quality. The effort would be managed by Port staff with consultant support as needed. The documents are expected approximately 18 months to prepare, including all of the required public review periods. Ms. McKenney pointed out that, in adopting this approach, staff had taken into consideration the Stakeholder Committee's request to not rely on the existing ADP

EIR/EIS for the proposed terminal development program. Ms. Henny noted that the cumulative impact analysis will include past, present and future projects on and around the airport.

Runway capacity forecasts – Ms. Henny noted that as part of the environmental analysis, staff will undertake additional analysis to determine the practical capacity of the existing airfield in 2025, and invited committee members to assist in defining assumptions and methodology. Mr. Needle offered to participate in a sub-group working on this.

Other ADP projects update

Ms. McKenney noted that Fedex has been implementing their ADP projects and will likely move ahead with a parking component in the next few months.

North Airport activity

Mr. Polston summarized activities at the North Airport. First, the “temporary” Rental Car Center (RAC) is remaining in use for a longer period. The RAC tenants are looking to expand parking into a three-acre area to enable them to have more cars close to the airport as they grow, and consolidate quick turnaround (QTA).

USPS vacating their mail facility in January. The Port is exploring other possible tenants.

Apron Reconstruction

Ms. McKenney provided a handout and brief summary of the ongoing, very significant and challenging East Apron Reconstruction project. The handout is on the OAK planning website.

Terminal 1 Renovation & Retrofit Program

Ms. McKenney provided a brief summary, schedule and diagram of the ongoing Terminal 1 Renovation and Retrofit project. The handouts are on the OAK planning website.

Wrap-up items

- UC Symposium in San Francisco on aviation-related noise and air – Ms. McKenney informed the committee of this upcoming event in March 2007 and invited them to attend.
- Schedule next Stakeholder Advisory Committee meeting – March 22, 2007 at 1:00 PM
- Transportation (parking validation and AirBART ticket)