SECTION C
INDIVIDUALS COMMENTING ON THE DRAFT EIR

Section C4
Individuals and Planning Commissioners Providing Oral Comments at the 1 September 2011 County of Sonoma Planning Commission Hearing (For ease of identification, the Planning Commission Transcript is identified as Comment Letter C96)

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BEFORE THE SONOMA COUNTY PLANNING COMMISSION

--oOo--

THE CHARLES M. SCHULZ - SONOMA COUNTY AIRPORT

MASTER PLAN UPDATE IMPLEMENTATION PROJECT

DRAFT ENVIRONMENTAL IMPACT REPORT

PUBLIC HEARING

CERTIFIED COPY

REPORTER'S EXCERPT OF TRANSCRIPT

Thursday, September 1, 2011

6:00 p.m.

Held at:

WINDSOR HIGH SCHOOL THEATER

8695 Windsor Road

Windsor, California

REPORTED BY: KIMBERLY K. ELWELL, CSR NO. 12980

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A P P E A R A N C E S

COMMISSIONERS:
Don Bennett
Paula Cook
Jason Liles
Tom Lynch, Chairman

STAFF MEMBERS:
Crystal Acker
Jennifer Barrett
Sue Dahl
David Hurst, Chief Deputy County Counsel
Robert Pittman, Deputy County Counsel

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SONOMA COUNTY PLANNING COMMISSION 9/1/2011

CHAIRMAN LYNCH: Please, when you come to the mic, for the record, state your name and where you are from. Thank you.

Rob.

MR. SHIPERLY: Thank you. My name is Rob Shiperly. I have lived in this area for 27 years out near Olivet Road and River Road.

Back in about 1980 when they decided to start flying in the United jet, I think it was -- I think they called it the "Whisper Jet," the quietest jet around, the very first -- I wasn't concerned with it, neither were my neighbors.

It would be nice to be able to do an overhead, also. 1

But we weren't concerned out there because we are really in the "V" of the runway pattern and we are about two miles out and never had any issues out there. You know, Boeing bombers come over and that's okay. But it was almost the very first day that plane came out. It came directly over our house and I thought, "I am in trouble now." So I actually was able to come down to the FAA building -- it was unlocked at that time -- I went up and talked to the person in the

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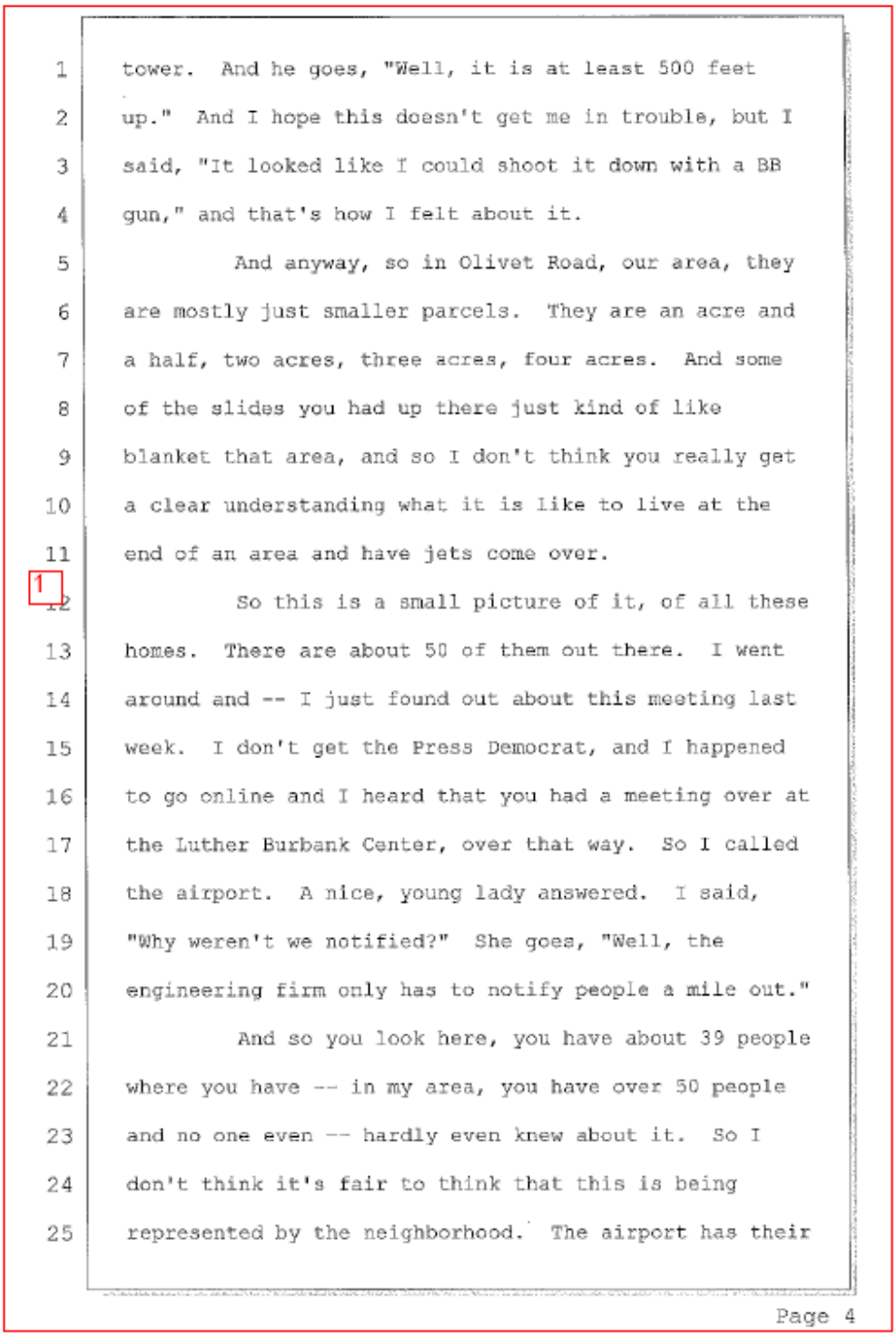

tower. And he goes, "Well, it is at least 500 feet up." And I hope this doesn't get me in trouble, but I said, "It looked like I could shoot it down with a BB gun," and that's how I felt about it.

And anyway, so in Olivet Road, our area, they are mostly just smaller parcels. They are an acre and a half, two acres, three acres, four acres. And some of the slides you had up there just kind of like blanket that area, and so I don't think you really get a clear understanding what it is like to live at the end of an area and have jets come over.

1

So this is a small picture of it, of all these homes. There are about 50 of them out there. I went around and -- I just found out about this meeting last week. I don't get the Press Democrat, and I happened to go online and I heard that you had a meeting over at the Luther Burbank Center, over that way. So I called the airport. A nice, young lady answered. I said, "Why weren't we notified?" She goes, "Well, the engineering firm only has to notify people a mile out."

And so you look here, you have about 39 people where you have -- in my area, you have over 50 people and no one even -- hardly even knew about it. So I don't think it's fair to think that this is being represented by the neighborhood. The airport has their

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consultants. You know, the airport has its consultants. The people that own the commercial property around the airport have their people. The tourism industry has their people, but we are all individual people out here. I don't know any of these people. I have no way to connect with them or to communicate with them.

So I am sorry if I start getting pretty emotional about this, but our concern out there on Olivet Road is that jets will be flying over our area. When you look at the map, it shows the runway going straight out. So I wanted to state that.

But, also, on the -- some of the mapping up here shows the noise. I can look back, although I haven't looked at it, but it shows the noise pattern going straight out on that runway and it doesn't even include the Olivet area. And I am wondering, where are you getting your information? Because you are not -- it doesn't even show it on Olivet. So I am concerned. I am not against the airport growing. I am concerned with the little guy out here, that we don't get railroaded over all of this. So I wanted to make that point.

Well, anyways, what I would like to see is the FFA -- or the FAA really verifying -- let the public

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know how it's really going to affect their property and the sound that they'll have over their homes.

Thank you.

CHAIRMAN LYNCH: Thank you.

If we could, hold back on the applause. We have kind of a rule with the Planning Commission that if you are in favor of what someone is saying, then raise your hand. And the reason we do that -- people think it's restricting their freedom. In actuality, sometimes we have very controversial hearings with equally divided people in the house and it becomes a contest almost and it impinges upon the freedom of speech.

So if you would be so kind, go ahead and raise your hand and that will be the way to support the speaker. Thank you.

And the next speaker is Darryl.

MR. LYLES: Can we have Staff put a map up maybe so people can see where they are and so it's easier for us to see where people are talking about and so they can point out where they live?

CHAIRMAN LYNCH: Certainly.

If you would state your full name, please. Thank you.

MR. LAXO: I am Darryl Laxo. I am a resident

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in Ventana, right next to the high school here. I have several concerns that were not addressed by your study. The first one is: You have looked at what happens to the little salamanders and the deer out there, but you have not looked at what's going to happen to the local residents under that flight path that you currently have in that we have already seen almost a 50 percent drop in real estate values just due to the state of the economy and now you are going to throw a whole lot more aircraft noise over us, noise and safety concerns primarily.

2

You want to extend your runways a thousand feet to the north, which happens to be the direction of all the heavy residential areas. Why are you not extending it to the south where there is nothing but vineyards down there? And if I move that runway a thousand feet north, that means my touch-down point for that runway is moved a thousand feet to the north. If I am using the same glide path that is required to hit my landing point now, to hit that landing point at a thousand feet, my aircraft over our area here is going to be 100 to maybe 200 feet lower than it already is. That eliminates 100 to 200 feet of air space for the pilots to use if they have an emergency maneuver. It also increases the decibel levels that we are going to

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experience. So we not only get more aircraft, you are talking about larger aircraft, which make more noise.

So we are going to get double impact from your moving the thing north. Move it south and protect the people, the residents and our investments in the neighborhood. And I think that pretty much covers my comments. 2

CHAIRMAN LYNCH: Thank you, sir.

MR. LAXO: I hope we get heard. I hope action is taken in favor of us and not the salamander.

CHAIRMAN LYNCH: Next speaker.

MS. ACKER: Mark Crabb.

MR. CRABB: Mark Crabb. I am a Windsor resident, but I am also the director of sales for the Tourism Bureau here in Sonoma County.

And as the economic times certainly have been hit hard in a lot of these areas, the biggest thing is we have 16,000 jobs that are affected by tourism. It's an $80 million government tax business for the County of Sonoma. It's a $1.4 billion industry for the County. And though -- I know there is certainly discrepancies on where an expansion would be best, but the actual airport project itself and expansion is very important, I think, to the economy for Sonoma County and its future for both local businesses -- because we 3

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have a lot of small mom-and-pops that really depend on those travelers coming into this area.

So we look forward and hope to see this expansion done so that we can actually bring in more tourists into our area that we call temporary taxpayers, because when they come in, they spend their money, they pay the taxes and they go home.

That's what I have to say. Thank you.

CHAIRMAN LYNCH: Thank you. Crystal -- or I'm sorry, Steve, if you would state your name, please.

MR. BIRDLEBOUGH: Thank you, Mr. Chairman and Members. I am Steve Birdlebough with the Sierra Club.

Our concern is that lengthening runways and the additional aircraft to 21 flights a day is going to affect the goose that's laying the golden egg. Sonoma County is a magnet for tourists because they are looking for quiet, they are looking for country, they are looking for open space. They are not really looking for a lot of jet aircraft that are coming in and out every day.

The main concern that we have is that when you turn to page 26, the historical record of aircraft operations shows a very steady downward trend since 1990 from about 160,000 movements in 1990 to a little over 80,000 movements in 2009. And when we look at

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that, we wonder how the document projects significant increases in movements in the future. Fuel costs are going up. We think the general aviation usage particularly is likely to continue its feed line and so we question the need for the extension, particularly of Runway 1/19, which primarily serves commuter aircraft. 4

We understand that the FAA will not bring in its estimates of traffic until sometime in the spring and so we suggest that you await those estimates before you actually complete the Final EIR and key your estimates to the FAA estimates or at least explain any differences that might exist. 5

Lastly, I would like to point out that even though you're talking about a General Plan decibel level that's quite high at 83, the projected increases in decibels are five for the aircraft that you are mentioning. Every two decibel increase is perceived as a doubling of the sound level. And so you are looking at twice -- two doublings. I don't know how you measure that, four times? It's a progressive scale. And so your perception of noise is going to be considerably higher, regardless of whether you are falling within the General Plan limits. And I think those issues should be pointed out more strongly for the purposes of policymakers. 6

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Thank you.

CHAIRMAN LYNCH: Thank you very much.

MS. ACKER: Robert Hopkins.

MR. HOPKINS: My name is Robert Hopkins. I [redacted] and I am a 50-year-plus airport neighbor.

I have had a chance to briefly review the EIR and I will be submitting some written comments. I would like to say that I agree with the comment that was just made that -- I think the detail of the EIR gets into a lot of specifics about a lot of specific things, but it tends to overlook, I would say, the general impact of the project on airport neighbors. And I think -- speaking to Commissioner Liles's comment 7 about being surprised that there weren't more people here tonight, I did not receive any mail notice of the hearing, although I have been to a number of the workshops. So I think that that needs to be worked on. But I also think that there are a lot of people who may not be well aware that they are airport neighbors now, but when this project is completed, they will know that they are airport neighbors. And by then, it will be too late for them to comment. So I think you really need to -- I think the outrage needs to be greater.

And I think that some of the historical data

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on the siting of this facility, Windsor High School, and of the Cali Elementary School, which was known as Star School when it was first built -- both of these facilities as schools sit directly under the approach path and it was highly debated and yet that -- the history of that debate doesn't show up in the EIR.

7 I would also like to say that I agree with the previous speaker in terms of killing the goose that laid the golden egg. Sonoma County is attractive to tourists. It is attractive because of the beauty of the area, because of the vineyards, because of the quiet, and we need to make sure that we don't disrupt that to the point where it is like everywhere else in the state and people are not going to want to come here to visit.

Thank you.

CHAIRMAN LYNCH: Thank you very much.

MS. ACKER: Marina Schenck.

MS. MARINA SCHENCK: Hello. I am Marina Schenck. I have lived -- I live just south of the airport. So I am very aware of it and so I think it's kind of funny that the notice was sent out and I live 8 just a couple of properties from the airport and we didn't receive any notice of this.

I have lived in the area for 23 years and I

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have noticed many different environmental changes as the area has gotten more business-like; the fact that I don't think the creeks are the same, that there is different businesses that are in the flooding zone that the oil left from their cars gets into the creek. So I am very concerned about how these changes are going to affect the local animals, as I have seen that you have cut down many -- the airport has cut down many of the trees and already has displaced a lot of the local habitat. There is a lot of hawks. We see White-tailed Kites in the area. Those birds don't have much nesting area because their nesting area is right next to the airport. 8

The acquisition of these old houses that -- some of these houses are very historical and have been there for over a hundred years. There's the -- one of the houses is a Laughlin house. I don't know how familiar you are with the historic aspects of this area. It is one of the families in the local area and this is one of the houses that has standed [sic] for more than a hundred years that will be displaced. 9

I think it's very funny that the airport counts on so much that businesses will become -- they need to make the airport bigger, that the businesses will -- little businesses will be on the airport area 10

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when many businesses in the local business park are not functional. I find it surprising that they think that the area they set aside on the airport land will be occupied if the areas around the airport in the business parks aren't, and that the area in the airport was built during one of the World Wars because the area is very foggy. It's very foggy in the morning and during the winter, and I just don't think it is safe to have all these large airplanes coming into a very foggy area that is unsafe and that was built to be unsafe because you didn't want enemy planes finding out where the airport was and yet you are building these huge areas and making the lanes bigger to make more airport and more traffic. So I just think that's very funny.

CHAIRMAN LYNCH: Thank you.

MS. BEVERLY SCHENCK: Hello. My name is Beverly Schenck and I live south of the airport. I live on Laughlin Road in one of the Laughlin homes that are over 150 years old. And by this proposal of removing some of the land to the south and it's going to be on a voluntary basis, I find it very ironic. People have lived in these homes and their families have lived in these homes for over a hundred years.

But my other concern is about Airport Boulevard where that has not been expanded. And so our

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infrastructure will not meet the needs of this expansion, which normally the County develops -- proposes growth without having their infrastructure expanded. The Airport Boulevard is not and cannot and will not meet the needs of an expansion of an airport. We do not need a runway to accommodate the same size jets that we find in San Francisco or Oakland Airports. We do not need to take away people's homes to expand their hangars for the wealthy that don't pay a fair share of taxes on their jets. We don't need to compete against these large carriers. We need streets that are safe for our children. We need more police. We need to know that there is a stronger police presence to avoid anymore killings of our children and our citizens. We need better roads. We need better schools. We don't need this expansion, this extensive expansion. Yes, there are some runways that do need to be safer, but why not start off little? Why do you have to go to this huge development plan? Do it little by little as funds come in. Our government is not in a surplus mode.

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I am sure the studies will take -- you know, will not take into account this massive expansion. I know for myself from my own personal -- my own personal experience with the Planning Commission that they

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sometimes and many times compromise studies, so these noise studies are not going to be accurate. I live right next to the Mesa Construction where the County -- the Permit Department ignored a lot of the complaints by trans- -- excuse me, by the Air Quality Department, by Caltrans and by other major departments that were concerned about the environment, which the County failed and continued to ignore. They ignored the studies. And so for four years, I have been legally fighting this County and it is not an easy battle to win against big corporations and corrupt, corrupt, corrupt County. Thank you. 13

CHAIRMAN LYNCH: Thank you.

MS. ACKER: Brad.

MR. CALKINS: Good evening. My name is Brad Calkins. I live in Santa Rosa and I am the executive director of the Santa Rosa Convention and Visitors Bureau and we feel that commercial service is critical to the growth of the hospitality and tourism industry. In Santa Rosa alone, transient occupancy tax for 2010 -- that's guests who come to visit Santa Rosa -- was over 3.2 million into the general fund. That helps pay for those emergency services; the fire, the police, the parks, the roads and everything. 14

As a gentleman earlier stated, it's over

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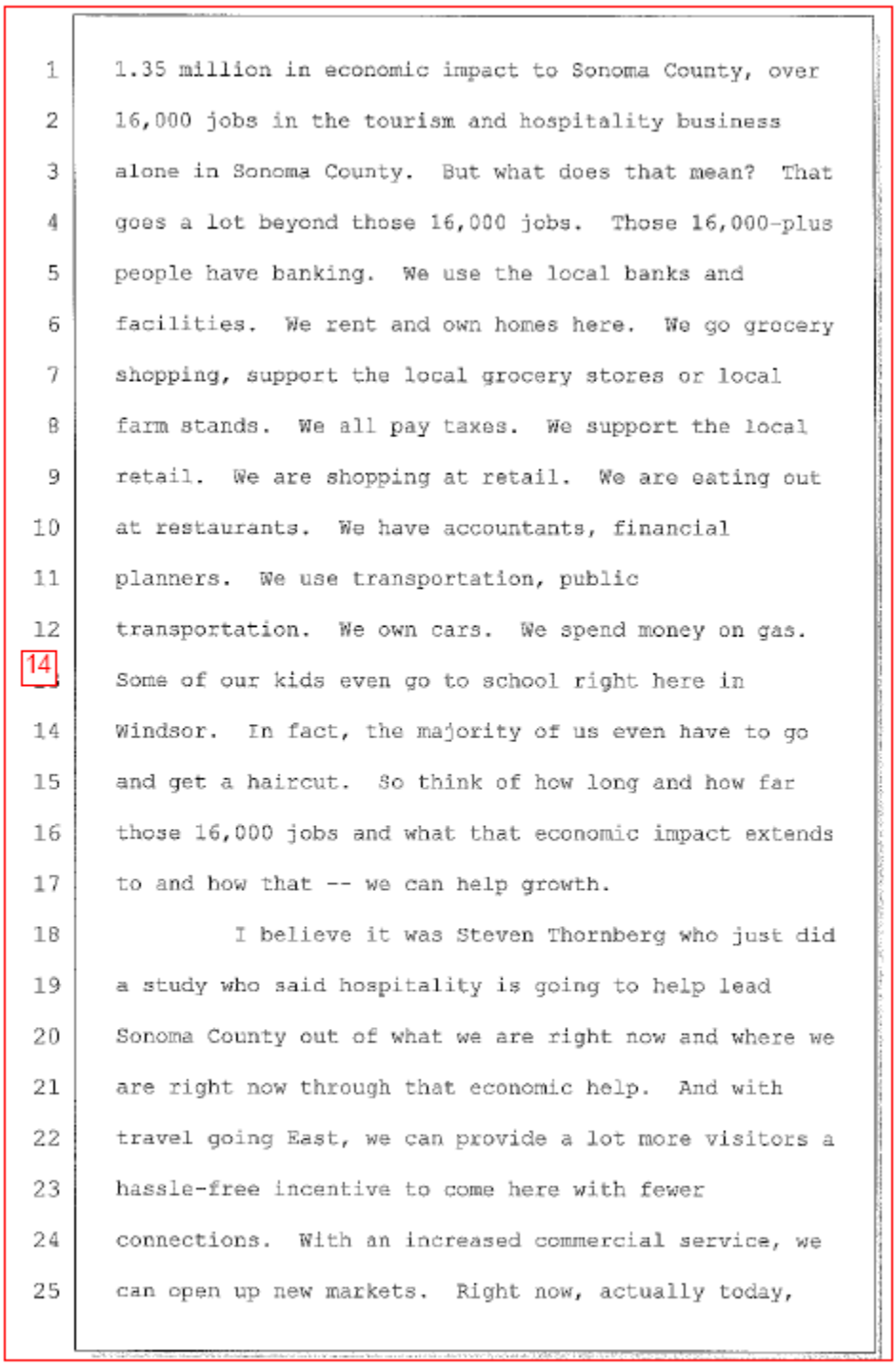

1.35 million in economic impact to Sonoma County, over 16,000 jobs in the tourism and hospitality business alone in Sonoma County. But what does that mean? That goes a lot beyond those 16,000 jobs. Those 16,000-plus people have banking. We use the local banks and facilities. We rent and own homes here. We go grocery shopping, support the local grocery stores or local farm stands. We all pay taxes. We support the local retail. We are shopping at retail. We are eating out at restaurants. We have accountants, financial planners. We use transportation, public transportation. We own cars. We spend money on gas. Some of our kids even go to school right here in Windsor. In fact, the majority of us even have to go and get a haircut. So think of how long and how far those 16,000 jobs and what that economic impact extends to and how that -- we can help growth.

I believe it was Steven Thornberg who just did a study who said hospitality is going to help lead Sonoma County out of what we are right now and where we are right now through that economic help. And with travel going East, we can provide a lot more visitors a hassle-free incentive to come here with fewer connections. With an increased commercial service, we can open up new markets. Right now, actually today,

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United Vacations did a special from Seattle. Well, imagine how we could do special vacations from Denver alone. Think of the possibilities and the amount of visitors we can attract and how that can help grow and spur the economics of the tourism and hospitality industry. 14

Also, don't forget: Just because one airline comes in -- they have coach air partners. So all those coach air partners now would have the opportunity to market to their people to bring them to Sonoma County and Santa Rosa and help increase and improve our economic independence and spend here in Sonoma County.

CHAIRMAN LYNCH: Thank you.

MS. ACKER: Jeff Weber.

MR. WEBER: Good evening. My name is Jeff Weber. I am the public affairs manager for Agilent Technology in Sonoma County. I also serve on the Santa Rosa Chamber of Commerce Board of Directors and am leading the Chamber's Task Force on the Sonoma County Airport. 15

The Chamber believes that, if approved, the safety improvements and runway lengthening outlined in the revised 2011 Airport Master Plan will be instrumental in creating new jobs in Sonoma County. A safer, more modern airport with additional flights will

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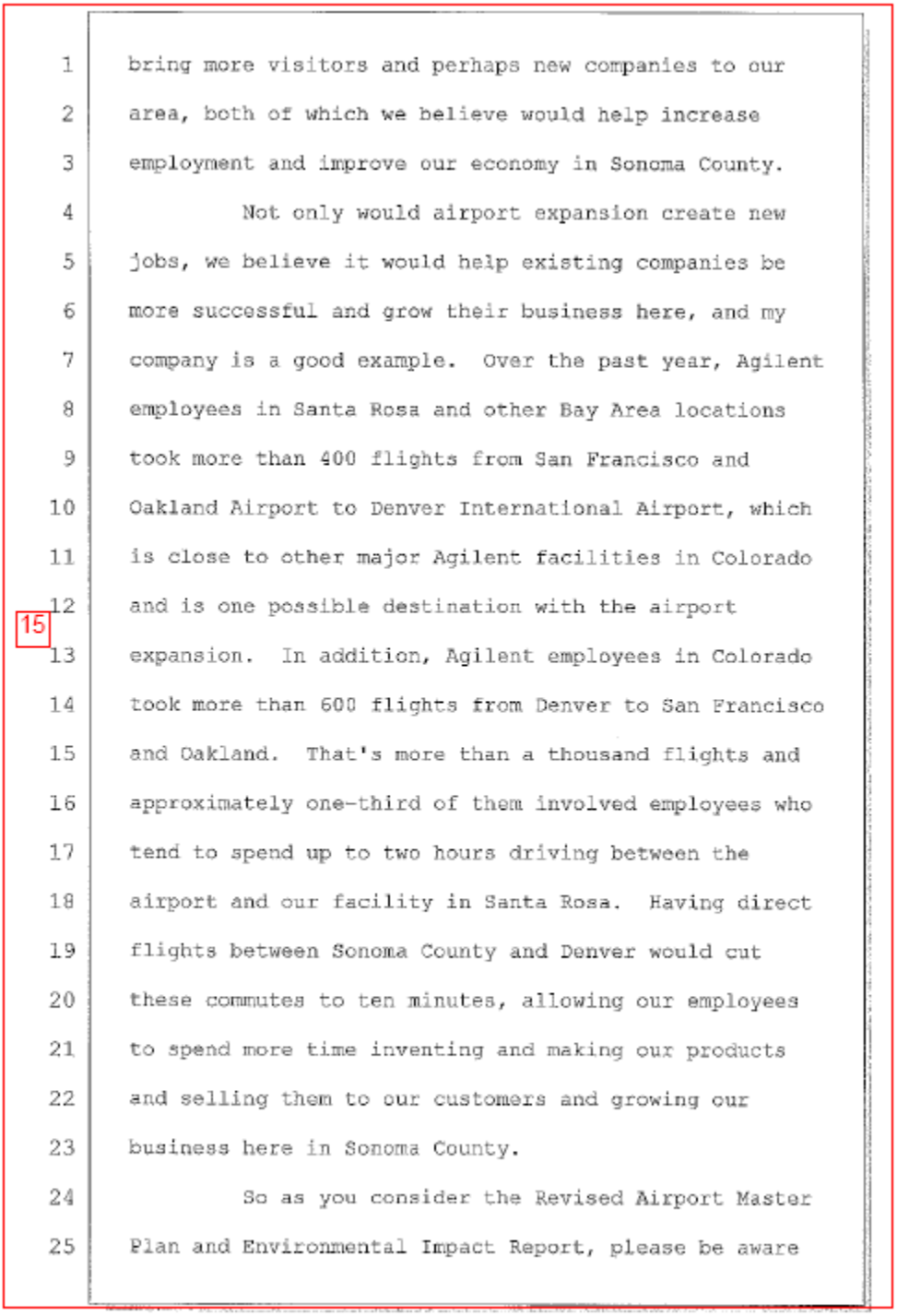

bring more visitors and perhaps new companies to our area, both of which we believe would help increase employment and improve our economy in Sonoma County.

Not only would airport expansion create new jobs, we believe it would help existing companies be more successful and grow their business here, and my company is a good example. Over the past year, Agilent employees in Santa Rosa and other Bay Area locations took more than 400 flights from San Francisco and Oakland Airport to Denver International Airport, which is close to other major Agilent facilities in Colorado and is one possible destination with the airport expansion. 15 In addition, Agilent employees in Colorado took more than 600 flights from Denver to San Francisco and Oakland. That's more than a thousand flights and approximately one-third of them involved employees who tend to spend up to two hours driving between the airport and our facility in Santa Rosa. Having direct flights between Sonoma County and Denver would cut these commutes to ten minutes, allowing our employees to spend more time inventing and making our products and selling them to our customers and growing our business here in Sonoma County.

So as you consider the Revised Airport Master Plan and Environmental Impact Report, please be aware

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of the positive impact that additional flights would have in creating Sonoma County jobs and enabling our existing companies to maximize their success.

Thank you.

CHAIRMAN LYNCH: Thank you.

MS. ACKER: Robert Clark.

MR. CLARK: Hello. I am Rob Clark. I live and I have lived on -- just near the south-end of Chalk Hill Road for the past 23 years. That's underneath the Delwin Lakeford [phonetic] police jet traffic landing on Runway 14. I am also the owner and president of a flight school at the Sonoma County Airport and I travel throughout the country as an engineer.

The impact of having to go to San Francisco or Oakland, if you are going to fly out of there, is significant both in time, traffic. I certainly think that having more direct flights from Santa Rosa Airport will lower the traffic on 101 and other roads during -- at least for those kinds of commutes. I support the impact on the economy that we really need both in construction and for the tourist traffic and our own local population traffic, air traffic that would be a part of this expansion.

The safety issues of decoupling the two runways is significant. I have pilots and students and

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renters out on those runways many times every day and I want to make sure that they are safe and I want to make sure that the rest of the flying public, both as passengers and as pilots, is as safe as we can possibly make it. Obviously, Congress wants that, too.

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All told, I think it's a good impact report and I think it's a good project. Thank you.

CHAIRMAN LYNCH: Thank you.

MS. ACKER: Gary Mumm.

MR. MUMM: Good evening. My name is Gary Mumm. [redacted] It happens to be one of those little niches in the red line up there. It's actually a very insignificant little niche and on another map, it would be an insignificant little niche in purple lines.

I can't stand here tonight and offer you millions of dollars in revenue. Clearly, there is two

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fashions here, Ladies and Gentlemen. There are those who stand to profit from this and there are those who don't. I have no doubt that the time is going to come for a larger airport here in Sonoma County. Maybe that time is now, I am not sure. One thing -- you know, I have heard a couple of times, and I hear it a lot, people that I talk to about the situation, they'll talk about the FFA -- wait, the FAA. That's because there

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was a time in this county when the FFA was more important than the FAA. That's what this County used to be like.

I started coming to this county in 1975. My wife's family has owned that piece of property since the '60s. This was a beautiful place to come in 1975. As time goes by, it's becoming more and more a beautiful place to be from. I have always loved this area, but the growth has not been done in an intelligent fashion, I'm sorry. With growth, with industrial buildings, with a larger airport, it stands to reason with increased traffic you need an improved roadway system.

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Now, I live on Laughlin Road. If you are not familiar with it, please take a drive and do so. All of those roads out there are two-lane country roads. They were built to support country living. They weren't meant to be expressway, which they have been turned into with the development of the industrial park. They were not meant to be public parks, which they have been turned into with the increased population and people who are concerned with tourism and like to wear Spandex and ride their bicycles up and down the highway en masse, but that is what we deal with on a daily basis out there. The County has not

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been able to improve the road system. There is talk that we are going to put Brickway through. When? It's years behind schedule. It needed to be done before, not ten years after. The County can't even afford to maintain the roads that they have out there now.

Now, I work in the industrial park. I see what the traffic is there every day. I live in one of those houses that the airport wants. It was built in 1881. At the last meeting on one of those lovely boards, I saw that when that property is acquired, those buildings would be torn down. There are people here this evening whose families go back over a hundred years in this area. It may not mean anything to a lot of people who stand to profit by a larger airport, but it means a lot to us. 17

I could ramble forever, you know --

CHAIRMAN LYNCH: If you would be so kind to wrap it up in the next 30 seconds.

MR. MUMM: You betcha.

I will just leave with you one little thought. The airport doesn't want deer on the runways? I haven't spoken to any of them personally, but I would be willing to bet that the deer don't want airplanes in their meadow either.

CHAIRMAN LYNCH: Thank you.

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MS. ACKER: Deborah Fudge.

MS. FUDGE: I am Deborah Fudge, the vice-mayor of Windsor, and I want to thank you for holding the meeting here tonight. I have a feeling Supervisor McGuire over there had something to do with that, so I would like to thank Mike as well.

And we had a hearing at the Town Council a week ago and there weren't very many people there. There are a few more here tonight. So I think it really did help to hold the meeting here. Also in the audience next to me is the vice-mayor of the -- vice-mayor -- the vice-chair of the Windsor Planning Commission. Sedona Leavy [phonetic] is with me as well. And I just had a couple of comments and then I thought I would just give you a brief overview, real brief of what the Council talked about, and formal comments will be coming from the Town.

18

First of all, I would like to say that cooperation with the airport has improved over the last couple of years. The cooperation between Windsor and the airport has greatly improved and I have seen a reduction in impacts to the overall town, and so that's a good thing. And Jon Stout has been working really closely with us and so things are improving that way.

I thought the fact that you held the open

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house at Wells Fargo Center was extremely helpful. This is my third time going through this presentation, but at Wells Fargo, for anybody who went, you got one-on-one time with the consultants who prepared each element -- you know, air quality, transportation -- and you could really ask specific questions and that was really helpful.

(Telephonic interruption.)

CHAIRMAN LYNCH: Don't pay any attention to that.

MS. FUDGE: That wasn't three minutes.

CHAIRMAN LYNCH: You have all the time in the world.

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MS. FUDGE: Besides, you are in my town.

CHAIRMAN LYNCH: You have the floor.

MS. FUDGE: I am just kidding.

So the formal comments will be coming. So the summary of what we talked about and my main concern was the noise impacts to the Donna subdivision in 2030, since that's when the levels increase. And so we talked about it at the meeting and Jon Stout confirmed that there will be noise sensors placed in that area as traffic increased by 2030. So one of the comments that we are going to have on the Environmental Impact Report from the Town is that mitigation measures be in place

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in 2030 and we really keep an eye on mitigating impacts to that particular neighborhood as traffic increases in the later years. 18

We also are going to ask for some voluntary things that we can't mandate, but we are going to ask for a voluntary night curfew like they do at San Jose International. Now, I know we can't demand that because there was a Congressional law in 1990 that prevents that and San Jose got grandfathered into that, but we are going to ask that any commercial planes coming in be -- there be a curfew between, say, 10:00 or 11:00 p.m. and 6:00 a.m. And we know that's voluntary, but we are going to ask for it. 19

We would also like to continue to ask the airport to mitigate overall noise impacts of the smaller pilots, because the noise that we experience is really the smaller pilots, not Horizon. Some of them have gotten better. The really noisy plane that was based in Mexico that used to drive us nuts hasn't been over in a couple of years, but we were about to shoot him down. 20

So we would like to ask planes to land -- and this is voluntary as well -- and I hope you guys appreciate my humor tonight. We would like to ask them to land right-right on occasion instead of always 21

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left-left. They are turning over with eastern winds constantly. And this is something Jon and I have talked about is to try to ask them to land right-right. 21
Now, the commercial can't do that and it is also weather-dependent, but we are going to continue to ask for that.

I did talk to the EIR consultants about the fact that there are reduced greenhouse gases from not having to commute to the larger airports at San Francisco and Oakland and they explained to me why 22 they couldn't be evaluated in this EIR because they can't really be evaluated but that there is a positive impact to that.

Again, I said Horizon has been a good neighbor. They have been quiet, even though I can see the eyeballs and tell you the color of the eyeballs of the pilot as he turns over my house. He peaks my 23 greenhouse and turns. They have been a really good neighbor and I would like the new planes to be chosen that are just as quiet. Horizon has been a good plane and we look forward to further cooperation with working with the airport. Thank you.

CHAIRMAN LYNCH: Thank you very much, Vice-Mayor.

MS. ACKER: Rosemary Olson, I think.

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MS. OLSON: Yes.

Good evening. My name is Rosemary Olson. I am a resident on Shiloh Greens and have been there for 13 years. And when I first moved into my nice Christopherson home, about a few months after I moved in, I heard a horrendous noise coming towards my house. I looked out from my bedroom window from the second floor and an airline carrier was locking its wheels right above the roof of my house and the exhaust of the plane came into my bedroom and scared the living hell out of me. I thought I was going to die. And this is 24 a serious matter. I called the FAA. That carrier is no longer servicing in Sonoma County because they didn't have the passengers to support it.

I am curious to know where -- I understand that this expansion is based on, "If you build it, they will come." I am a strong proponent of tourism. I am in that business in many ways. I believe in increasing of revenue to pay for County taxes and the infrastructure. We have two airports in close proximity. People, if they are coming in from another area, typically like to drive over the Golden Gate Bridge and get the "wow" factor, and I don't think that is going to stop.

I would like to know what carriers and what

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businesses will support it before the expansion project begins. Deborah was vocal about the concerns of the Windsor Town Council. It's very clear that once the carriers, larger carriers come in, we have no say whatsoever on how many flights will be coming in and out of the airport. We will have no say over the time of when those flights will be flying. We will become victims of the noise and pollution, the residents of this outer circle and inner and the people who live right on the properties. 24

We are on a free ride and I am very perplexed about that and how through all of these reports there is no commentary on the quality of life of the hundreds of families -- not the 16,000 jobs that keep, you know, being pounded into our heads tonight -- but hundreds of families who will be impacted by this 24/7 if this expansion goes through with these plans. And that's what we need to consider. You consider people's lives first. Thank you.

CHAIRMAN LYNCH: Thank you.

MS. ACKER: Paul Brophy.

MR. BROPHY: Thank you, and good evening. Thank you for giving me the opportunity to say a few words. My name is Paul Brophy. My company is EGS, Inc., which has been established in Sonoma County since 25

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1995. It is a small business, less than ten employees.

I will be brief and not try and repeat what has already been stated here this evening, but I am here to support the developments that are being proposed by the County. I think this is a critical development for business, particularly in our current economic climate, and very important for the development of jobs in our area, according -- of course, as long as everything is done under the appropriate regulations, which, as we have heard tonight, seem to be extensive and well-imported into the program. 25

We have heard from large businesses here. We have heard from the tourism business. I would like to say just a few words on behalf of the small business. My business is a consulting business. We work in the geothermal industry. We work throughout the U.S., mostly in the West, but also do a lot of work at the Department of Energy in Washington. We perhaps have move overseas business than we do domestic. We work in places like Turkey, Caribbean, Indonesia, Mexico. And for me and for my employees, we do a lot of traveling and it is really important for us to be able to get to where we are working to service our clients in an efficient way. For example, we have two projects in

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the Caribbean now. I know I don't get any sympathy for having to go there to work, but it takes me now two days to get to Montserrat. Anything that would allow easier travel arrangements, as has been expressed by Jeff Weber from Agilent, is going to help business in this County.

The previous speaker or one of the previous speakers brought up an issue that I had as well with regard to greenhouse gas emissions. It seems like in the EIR that we cannot take into account -- or it has not been taken into account the greenhouse gas emission savings from not going to other airports and being able to conduct our travel from Sonoma County.

I wouldn't say that I would have -- if my business grew substantially and the travel component grew likewise, it's not unforeseeable that I might have to move that business out of Sonoma County to somewhere where I could get easier access to both domestic long-distance travel and international travel.

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Thank you very much. I appreciate it.

CHAIRMAN LYNCH: Thank you.

MR. LENTZ: Hi, my name is Gary Lentz and I live in Santa Rosa. As a director at the largest independent CPA firm in the North Bay and as a father of five, I am very interested -- and somebody who is

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aware of the 11 percent unemployment rate in this county, I am very excited about the possibility of us opening up and expanding the airport and the possibility for a number of things that have been said, and I am not going to repeat those. But I want my kids to be able to make a living here, and right now, with 11 percent unemployment, that's pretty bad. And you know, the tax revenues and the things that we need to keep our roads, you know, strong and good and to keep our schools strong and all that, that has got to come from somewhere and we've got to have people working. We've got to have people being able to make a living there. 26

I also have -- my mother is elderly and she would like to be able to travel to see relatives around the country, but she doesn't drive on the freeway. So it limits what she can do and so being able to drive from the -- to this airport, she can do that without getting on a freeway. And we have an aging population around here. That's something that hasn't been mentioned, and it's something, I think, that is very important; the ability to get to the airport in 10 or 15 or 20 minutes, as opposed to an hour and a half or two hours, depending on traffic and going through all of that. I think the public transportation, driving --

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I think it's something we ought to consider. And being able to fly to a place like Denver and then get to anywhere in the world basically opens up the world to people who want to travel. 26

So I think in just a lot of different ways this is a very positive project for our county and I urge you to approve it when you get a chance. Thanks.

CHAIRMAN LYNCH: Thank you.

MS. ACKER: Lisa.

MS. WITTKE-SCHAFFNER: Thank you.

Good evening. Mr. Lentz, if I called my mother elderly -- I hope she doesn't hear you -- I would be in big trouble. So I just want to say that real quick.

So I am Lisa Wittke-Schaffner, and I have -- if it helps the neighbors at all -- and I just want to say to the Commission, I spent eight years on the Healdsburg Council. I was able to work with Mr. Liles and Supervisor McGuire and serve on this Planning Commission for a couple of years. 27

And so if it helps, I do believe that this Commission and the Supervisors not only listen to what the speakers say, but they hear you. So if that helps, please know that. And I think that that is the beauty of what we are doing here tonight is that -- Deb Fudge,

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I have also been able to work with you on some different projects, but I have some really specific questions and that is really what that is for.

I mean, I understand concerns and this is -- and I am not Pollyanna by any means. I have been in government. But in my role as a CEO of the Sonoma County Alliance, we are supportive of the airport because we spend a lot of time with small business. And we are happy to have our large businesses, but really, the majority of Sonoma County is very small businesses and they are clear that being able to get their vendors or customers in here easier from other places like Denver, Salt Lake would be good for their business and good for jobs, and those jobs are families and businesses here. But I think, this is also Sonoma County. I have never really seen a project come through where there hasn't been some ways to work out some things, answer some questions, like the questions Deb had, and make the project better in a whole for business and neighbors and maybe even the airport in the long run. Those new ideas will spur other thoughts.

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So we will submit a letter from the Sonoma County Alliance. We do represent about 50,000 employees in the county. We have 51 very vocal board

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members who have things to say about this project; good, bad or indifferent.

But I also wanted to share this tonight that I think is the beauty of this project: I hope people really submit clear questions so you can ask those questions and get the very best project out of this. So thank you. 27

CHAIRMAN LYNCH: Thank you, Lisa.

MS. ACKER: Terry Darcy.

MS. DARCY: Thank you for holding this hearing. My name is Terry Darcy, [redacted] Santa Rosa.

I am representing small businesses in general. My husband and I own a mom-and-pop jewelry store and, believe it or not, having the airport expansion will affect us in a positive way. We have vendors, we have clients that will fly in directly. We don't have the big impact, but the big impact comes from improving our economy. This is a hearing more about the environmental effects -- we realize that -- but the economy is on everybody's mind. Jobs is on everybody's mind. So it has to be at least the beginning of that conversation. So I want to just share that with you. 28

On a side note, I have a great deal of sensitivity to some of the comments that the citizens

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made that live closer to the airport. I personally grew up on an Air Force base. I am a little desensitized to the noise. And after that, later in life, I have lived in close proximity to some regional airports that were in very highly congested areas. And I have to say, while I have sympathy for the impact on those from a larger standpoint, I look at this and just think it is the most ideal place. I think the time has come to expand. There is a hundred reasons why it is better to go forward with this. So with that, I would ask you to support the airport project and urge you to accept Staff recommendations that have been given to you.

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I do want to say one more thing that came to me when I was listening to somebody else speak, that they weren't -- they didn't receive notification. I am quite sure that Staff has done a fabulous job meeting the letter of the law. I would encourage you to urge them to go on with the spirit of that and try to extend that to anybody that will be affected, and I don't know if that's two miles or whatever -- you can figure that out -- but expanding notification from this point forward I think would be a good idea. But I have to say, I have been to three different breakfasts or lunches -- and by the way, I am on the Board of the

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Alliance, Sonoma County Alliance and, also, the Santa Rosa Chamber, and I have already heard the presentation three times. So it is hard for me to understand how people aren't hearing about it, but please continue your good efforts to get that information out and hopefully the residents will be talking more amongst themselves. I think the more people you get involved in this issue and talking about it, the better you are. Thank you. 28

CHAIRMAN LYNCH: Thank you.

MR. HOCHBERG: Hi, my name is Josh Hochberg and I am the president of the Sonoma Jet Center at the Sonoma County Airport. My 19 coworkers out there work on servicing aircraft that come to Sonoma County and we are the face of the community when most private aircraft come to the airport.

Sonoma County has ataxic resources. It has seeded beauty. It has wonderful agriculture. It has delicious food and wine and fantastic people. One resource that we only have one of is we only have one commercial service airport and that commercial service airport, while it does generate noise, which is unfortunate, is also a major access to the community. Every time I tell somebody I work out of the airport, they invariably tell me, "Oh, you know, I took a flight 29

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from there and it was so fantastic. I didn't have to drive to San Francisco. I didn't have to wait at the TSA for hours. It was so hassle-free," and it really does -- while the noise is unfortunate, it really does increase the quality of life in terms of people's ability to travel in Sonoma County.

We are presented here with a fantastic opportunity. First, and importantly to me as a pilot, is an opportunity to improve safety and decouple the runways so that I don't have to worry about accidentally taking off on the wrong runway and encountering another aircraft, which is really bad. It 29 improves safety in that respect, as well as runway safety areas. It brings in major Federal dollars in a time when we can -- most need it for a big project and it increases economic vitality at what is a relatively small, incremental environmental impact. The noise that is there today, when you see the charts, it's a sliver of incremental impact in 2030.

The airport has obviously studied the environmental impacts at considerable expense already and it's also extremely conservative so far as it ignores the impact of travel on Highway 101 down to San Francisco. I travel very often to the East Coast and have to go to San Francisco to catch a flight. And

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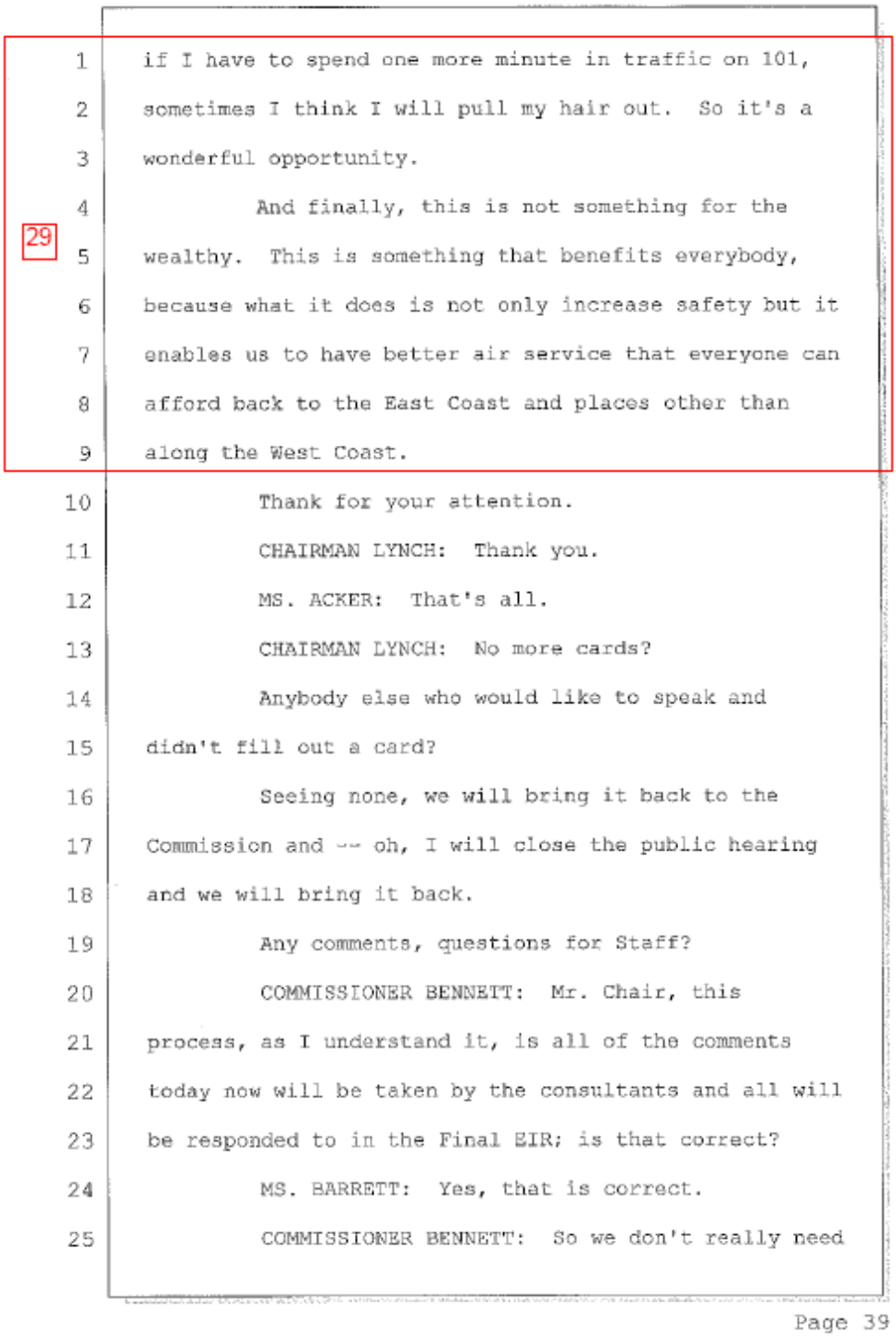

if I have to spend one more minute in traffic on 101, sometimes I think I will pull my hair out. So it's a wonderful opportunity.

And finally, this is not something for the 29 wealthy. This is something that benefits everybody, because what it does is not only increase safety but it enables us to have better air service that everyone can afford back to the East Coast and places other than along the West Coast.

Thank for your attention.

CHAIRMAN LYNCH: Thank you.

MS. ACKER: That's all.

CHAIRMAN LYNCH: No more cards?

Anybody else who would like to speak and didn't fill out a card?

Seeing none, we will bring it back to the Commission and -- oh, I will close the public hearing and we will bring it back.

Any comments, questions for Staff?

COMMISSIONER BENNETT: Mr. Chair, this process, as I understand it, is all of the comments today now will be taken by the consultants and all will be responded to in the Final EIR; is that correct?

MS. BARRETT: Yes, that is correct.

COMMISSIONER BENNETT: So we don't really need

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to respond to any of those because our consultants will be doing that?

MS. BARRETT: Yes, that's correct and I think many speakers said they were going to be submitting their comments in writing and that will be most helpful. I would just remind them that the close of the comment period is September 19th and those should be delivered to PRMD. I think the address is on the notice. We can certainly give that to you.

COMMISSIONER BENNETT: I would just like to add: The one thing that I would like see on this, and I am sure we are going to have this -- I am going back to everybody's comments -- I would like really a good discussion coming back to us about how far we go on working on voluntary compliance. I understand there are restrictions on some of these and I also recognize the wisdom of approaching them to see if we can settle some of these voluntarily. So I would like a presentation at some point in the future from Staff on that. 30

MS. BARRETT: Certainly. I think -- I don't know, Bob, if you want to talk now or you want to bring it back.

MR. STOUT: It doesn't have to be now.

MS. BARRETT: Okay.

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MR. PITTMAN: Good evening, Members of the Planning Commission. Bob Pittman, County Counsel's Office.

With respect to how far we can go, it's all based on negotiation. Because the FAA and Federal regulations have completely preempted our ability to impose it as a mandatory obligation, it has to be truly voluntary. And the courts in the cases are clear that we cannot -- if we enter negotiations and we don't get compliance, that can't serve as a basis for our refusal to go forward with an agreement for them to use the airport. I believe -- I don't believe we have actually had discussions with Horizon, who is currently out there. The other caveat to know is that if we get voluntary compliance, it has to be all or nothing. So everyone has to agree to it or nobody has to abide by it.

If we do get the voluntary compliance, we can impose it in the agreements so it is enforceable. As long as they agree to it, we can write it into the contract and they are required to abide by it. And I will leave it to Jon to discuss how far we have gone with discussions, but I think some airports have tried it. Some have been successful, some have not and we will certainly, going forward, make every effort to get

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to voluntary compliance is my understanding.

MR. LILES: I'm sorry, one quick question, Bob. Can you please just explain to us and the audience this interesting notion that the FAA will only give you money if you sign away your rights? 31

MR. PITTMAN: It actually comes out of statute. It is in the Code of Federal Regulations. It is call the Grant Assurances. If you get funding under the Airport Improvement Act, which we have currently, I believe, in the last decade accepted somewhere in the vicinity of 16 million, there is a laundry list of assurances and you sign an agreement to abide by those every time you accept a grant. So we have done multiple assurance guarantees over the last decade for the funds that we have received. It is a requirement of Federal law and they will not give you the money without the agreement on those assurances. They are designed to make sure you make the airport open to all users on an equal, non-discriminatory basis. They do not prohibit your ability as an operator to get voluntary agreements. They also do not override existing grandfathered provisions. And while we don't have the most onerous requirements, we do have existing provisions in our General Plan that establish daytime and nighttime decibel limits that we are still

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implementing. We also, by way of information, are still battling with the FAA over whether we are actually grandfathered, but to date, we have continued to implement those.

MR. LILES: So the money that we have taken over the last couple of decades for safety and any of the other grants that we have taken for the airport basically preclude us from requiring noise abatement or requiring curfews for any of the carriers, and if we do, they can threaten -- one of the threats is that they'll take back some of the money that we have already spent?

MR. PITTMAN: That is a possibility, yes. Any facility that was funded with the Federal money is obligated for the life expectancy of that facility. So runway improvements, improvement that we did to the terminal would continue to be subject to those assurances until the life expectancy is finished.

MR. LILES: Okay. I just wanted to make sure that was clear to everybody. Thank you.

MS. COOK: And I just have a quick follow-up to that.

So is it more concern over take-back or is it a greater concern regarding future requests for funding that would -- compliance would suggest we would not get

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funded if there were -- we contravened FAA regulations?

MR. PITTMAN: I will actually defer that question, if it's all right with the Commission, to Jon.

MS. COOK: I am going to have a follow-up to that -- thank you -- and that's: Can you give us a thumbnail on, you know, folks who have done what they wanted, what they thought was in the best interest of public but contravenes the FAA and have actually had their money taken back?

MR. STOUT: Well, there would be three areas that we would have concerns on that. As the Enterprise Fund within the County, the airport does pay its own way. So there is not enough revenue in the airport to reimburse the Federal government the $16 million. We do need those future grants to be able to maintain our current facilities. And then the third is: Every airport that has tried to impose these have spent million of dollars in litigation with the FAA. So we would not be able to afford a defense of mandatory curfews.

Some examples of airports that have tried it -- I am trying to remember from the list. Burbank is a good one. They have been in battle with the FAA for the last eight years trying to follow the

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procedures that the FAA has outlined that airports can undertake to impose curfews or restriction by access. They are finally, after $8 million and eight years of effort -- it looks like they are going to abandon those efforts. And they wanted to take a voluntary curfew from, I believe, 10:00 p.m. to 7:00 a.m. and make it a mandatory curfew.

Another is Naples, Florida. They were trying to impose Stage 2 restrictions on aircraft that utilize the airport, regardless of size. The Federal government has mandated Stage 2 be phased out for aircraft over 75,000 pounds, and that occurred by 1999, but they did not impose that regulation on smaller aircraft. They have been battling with the FAA for the last five years. They have lost their eligibility for Federal grants. They have not received a grant in the last decade. They did win a case in the court. They did follow the FAA procedures. The FAA has not recognized that and has not reinstated their grant eligibility. That is the only airport that I am aware of that has gotten through a 161 process. Everyone else has failed and spent millions of dollars fighting their way through it.

MS. COOK: Thank you for that explanation.

Another quick question: So how does it work

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negotiating the voluntary curfew, for example, that was suggested by the vice-mayor of Windsor? Wouldn't these be normal negotiations that carriers would be accustomed to having with jurisdictions and be willing to agree to? 35

MR. STOUT: It's probably not a normal item that they encounter in their negotiations because of the Federal requirements, so there's not many airports that have voluntary curfews in place. We do, as part of our negotiations now and in our current lease agreements, have the noise restrictions in the General Plans in those agreements. Horizon did agree to abide by the decibel levels that are in the General Plan. Their aircraft does have a rating that is below the nighttime noise. So they have been authorized to operate 24 hours a day. They did have flights at 12:30 at night, but due to economic forces, that flight did not perform well and they cancelled it and shifted the time to midway, which is now doing much better. We are not just a red-eye market. And even with a 6,000-foot runway, we would not expect Transcontinental, which is a good market for red-eye -- we just don't see a market for that type of service.

We would approach this as part of our laundry list of items that we would have to negotiate with an

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airline and it would be an item we would have to work through, just like the rents, the times of the flight, what type of aircraft they would use. And so this would be one additional item on our checklist of negotiation items.

MS. COOK: Thank you.

MR. LILES: It sounds like there is some economic reasons why those late-night flights aren't working and you can share that information with future carriers, too, since everybody has to be onboard the same way. If Horizon -- the Las Vegas flights didn't work late at night --

MR. STOUT: Yeah.

MR. LILES: -- they probably won't work for anybody else as well.

MR. STOUT: Because there are a lot of flights that work red-eye into Vegas. Not from our market.

CHAIRMAN LYNCH: I have got a series of questions from the folks in the audience. I know Don was talking about having them answered in writing from the EIR, but I just think there's a few of them here that I highlighted that I would love to have Staff answer if that's possible.

This is going to be a controversial one since a lot of people live south of here. One of the first

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questions was: Why didn't we extend the runway south instead of north? 37

MR. STOUT: In the EIR, the airport considered 13 alternatives to look at runway lengths that get us to 6,000 feet, meet our safety area standards and decouple the runways.

The issues for going to the south: We would have to realign Laughlin Road. Our safety areas would impact Mark West Creek. There are more endangered species in Mark West Creek and it became a greater biological impact area by moving the runway to the south.

MR. LILES: One of the big complaints that we always hear no matter how much notice and how much we mail and things is that we don't -- you know, people haven't gotten proper notice. I think this is -- we 38 talked about this. This is the sixth meeting. There is probably, what, 20 or 30 people in each of these meetings over the last couple of months. Can you just talk a little about how you publicized this meeting?

MR. STOUT: I may have to look to Crystal from PRMD. PRMD actually generated the Notice of Publishing list, and I believe there are 1,500 --

MS. ACKER: Yeah.

MR. STOUT: -- residences that those are sent

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to. We did it based on a radius around the airport. We did more than double the required radius around the airport from a PRMD requirement --

MS. ACKER: And everyone in the 65.

MR. STOUT: -- and all of the properties within the -- was it 55?

MS. ACER: 65, the biggest -- oh, yeah, the biggest one, 55.

MR. STOUT: We also notified properties under the current 55 decibel contour.

MR. LILES: I will talk to you a little bit more about that later.

One of the other questions: The Airport Boulevard expansion. I know that they are talking about doing some of the intersection and freeway interchange expansion. I don't think there is any talk about expanding the rest of Airport Boulevard, but that was one of the concerns expressed by the audience.

MR. STOUT: Based on our traffic consultants' work with the Department of Public Works and the Sonoma County Transportation Authority, the Highway 101 interchange at 101 and Airport Boulevard is under design. They have a final design that is in Caltrans for review. They are hoping to start construction on that interchange next summer and be complete in 2013.

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I don't have an exact date for Brickway, but they are doing an environmental review for the Brickway connection. And within our five-year short-term planning, we were able to, based on financial commitments at Public Works, count in our EIR that Airport Boulevard will be five lanes from Highway 101 to the airport. So it is within the Transportation Authority and Public Works that Airport Boulevard be five lanes.

MR. LILES: Can you talk a little bit more -- expand a little more on the 2030 mitigation measures that are going to be in place by 2030 for Ventana Avenue, the rest of that square? 40

MR. STOUT: The EIR identified seven properties -- I believe it's seven properties that would be impacted by changes in the noise contours. Those properties would be significantly impacted. Properties within the 55 decibel contour, over the life of the project, they would experience, I believe, a plus-three decibel increase in the CNEL level. They would be considered a significant impact. So the mitigation would be to finalize our Airport Approach Protection Plan and identify mitigation measures should we get to those thresholds, such as sound insulation, acquisition and aviation easements.

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MR. LILES: Along with what Deb Fudge talked about earlier, a lot of the complaints that I have heard, especially lately, are from general aviation, the general aviation airplanes, not so much about the commercial. And she said that there has been some progress in, you know, helping people go right-right instead of left-left. Can you just explain a little bit what that means and, you know, what we can do to encourage that?

MR. STOUT: The way the airport is established, we have the two right lanes and the airport does have an air traffic control tower in operation from 7:00 a.m. to 8:00 p.m. every day. Because we have the two runways, the FAA would like to have traffic patterns that do not conflict. So our main runway, which is 14/32, the air traffic control tower generally puts the traffic for that runway to the east of the runway. And then for our secondary runway, 1/19, they put that traffic to the west. And what the Town has been asking is if we can put the traffic for our main runway to the west of the runway, and that would cause more intersection opportunities in the traffic patterns for both of the runways and the FAA will not do that. There have been discussions with the FAA about that issue and they have not been very

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receptive. We have, however, during -- when the tower is closed, put in all of our flight publications and request pilots to fly right pattern to Runway 14/32 after the tower is closed.

MR. LILES: Do you have any numbers on how many actually do that?

MR. STOUT: No, we don't.

MR. LILES: The last thing that I would like to go over, with the indulgence of the Commission and the audience, of course, is the CNELs for the contours with the proposed project and without the proposed project. And I have kind of been going through the numbers and, as an explanation for the audience -- actually, do we have the numbers on a sheet that we -- on a PowerPoint that we can put up?

42

MS. ACKER: Yeah.

MR. LILES: Table 31020, the Aircraft Operations Completeness.

Basically what this explains is how many operations and where the noise contours are with this project and without this project, if I am correct, Jon, -- please correct me if I am wrong -- and the numbers don't change much for most of them. I think there was one slide that you had put up there that showed that, you know, obviously there is more volume

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of the larger planes there, but overall, it doesn't change much.

So can you just talk a little bit about the mix of that and -- with doing the project and without doing the project and what it means for the residents?

42 MS. ACKER: That's this one? You can't see it.

MR. LILES: Yeah. Yeah, that was a little hard for me to understand at first. I have kind of been going through it and maybe you can explain what that means to folks and then talk about, you know, how it would affect with the project and without.

MR. STOUT: I am not a sound expert, so I am not that good at explaining CNEL contours, but essentially what this says is, we are saying that the airport will achieve the 173,000 operations and the 21 airline departures in 2030 with or without that runway. It will change the fleet minutes that utilize the airport. And so based on the differing aircraft mixes in 2030, that is what generates the changes in the contours.

Let me see if Joe Jackson has anything additional to add.

MR. LILES: It just doesn't look like -- as I 43 am going through the numbers line-by-line, they don't

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look like they actually change very much. You know, the impression that I have had and I think a lot of people in the audience has is that if you don't do this project, things will stay the same as the way they are and that things won't get any noisier. If we do the project, it is going to expand dramatically, and that's not what the numbers look like from 2030. 43

MR. JACKSON: Yeah, and one of the things about the noise contours, and just as Jon said, the activity will occur with or without the project. It's the types of airplanes that might be used. And you are noticing, given the low level of commercial activity, there's -- when you look at it on an annual basis, not just one flight but on an annual basis, there is not that much impact using the standard way of measuring aviation noise over several --

MR. LILES: I'm sorry, would you explain what CNEL is, just what the acronym is for everybody? 44

MR. JACKSON: It's California [sic] Noise Equivalent Level, and what is that is an annualized noise measure. Think of a bucket that sits out and collects noise like rain drops over the year and you measure the depth of the bucket over a year of airplanes going over. That's the essential what it is. It is a way to do noise measuring, with a penalty for

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nighttime operations. Daytime operations are measured at one -- one level and then the computerized models add a ten decibel penalty for nighttime operations. So the airplane that goes by at night is perceived as being more noisy than an airplane that goes by during the day.

45 MR. LILES: So it looks like there should be ten receptor stations by then?

MR. STOUT: No, the airport is not installing a noise monitoring system. Those were the receptors that were used for the noise modeling study. And as we go into the future, the airport will be doing periodic updates to this chart and going back an adding them.

MR. LILES: Just to make sure they are correct, these numbers. Okay.

All right. Well, I think these are important numbers. I don't know if they are on the Web site or not yet, but I this seems like kind of an interesting comparison of what we are talking about here tonight versus doing the project or not doing the project and what it means for each of the -- actually, looking at these contours, you can you kind of see where your house is and where your property is and what it means to you guys whether this project happens or not. And in studying it myself, it looks like a lot of the

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issues are going to be there whether or not this project happens. So you need to address that as well.

Sorry for taking all the questions time.

CHAIRMAN LYNCH: Oh, no. Any more comments, questions from the Commission?

Mr. Bennett?

MR. BENNETT: I have just one question for you. It was brought up earlier, something about the prior carrier failing because there weren't enough passengers. So I just want to ask you about your passenger protections for the current passenger-load going out of the airport and how you came to the projections in terms of that the market is there to expand to, say, several more airlines. 46

MR. STOUT: United Express did not leave because of passenger issues, they left because of United internal issues. It was diverting traffic from San Francisco, they were having people fly in to San Francisco. Because we were the end of the line, so to speak, there was a lot of cancellations to Santa Rosa. The L.A. service did very well. The carrier that actually operated that flight for United liked the route. They made money, but United had internal policy changes and they decided internally to pull out, not because of the passenger volumes.

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Horizon has been doing very well this year. They are up about 14 percent over last year. They have not rebounded from the economic drop for 2008 where they achieved the airport's peak year of passengers. Based on data surveys, DOT tracks airline passengers. Airlines are required to report passengers to DOT. So what the airport does is, we do a zip code survey. We draw our service area map and we identify the zip codes around the airport that are likely to use our airport if we had reasonable service and then we look at where those people are buying their tickets to and from so we can tell that somebody in Petaluma is buying tickets out of San Francisco, going to Denver, going to New York or that same person is flying out of Oakland. And our surveys indicate that in our service area, which we consider Northern Marin, most of Napa, all of Sonoma, Mendocino, Lake County and now Southern Humboldt that Horizon has pulled out of Arcata generates over 1.7 million passengers per year, those passengers currently, the majority of them, going to the Bay Area and Sacramento. It also tells us that 75 percent of our market diversion is to San Francisco. Oakland is the secondary airport at about 15 percent. Sacramento gets about six, seven percent and Santa Rosa gets about two percent. So the bulk is going to the Bay Area.

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So we use those numbers. We meet with airlines. We show decent demand to destinations and these are the numbers we present and they make the determination whether or not it can be supported. We have had interest from carriers, such as Delta, for Salt Lake City, but for them, it's a runway issue. We have had interest from Frontier for service to Denver. They are looking at our current runway configuration. They have not made a determination on that yet. We have interest from US Air for Phoenix. Again, for them, it was a runway issue. They did the analysis. But those three carriers see a potential market. Horizon has interest in going to San Diego. They see a market there, but they have an aircraft availability issue. So there is a demand.

Do I think we will -- we do have 21 in the General Plan. We need to study that as a study gap. I don't believe by 2030 the airport will achieve all 21, but it is somewhere between our five and 21. But because of the FAA requirements, if we were to reduce that 21 in the General Plan, our grandfathering of the General Plan would become invalid because we are making those restrictions greater than they are today. So we use that as our study line.

CHAIRMAN LYNCH: Any more questions, comments?

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COMMISSIONER LILES: I have comments after questions, if anyone has more questions.

CHAIRMAN LYNCH: I have a couple of questions, if I may.

Jon, when we toured the facility and looked at 47 the runway expansion, it was said earlier that the north runway was going to be extended a thousand feet. Is that correct or is that more of -- is part of that additional buffer?

MR. STOUT: The pavement itself would be extended 885 feet and then there would be an additional 1,000 feet of a grade of compacted dirt area beyond that.

CHAIRMAN LYNCH: Okay. Also, with greenhouse gases, there has been mention that, you know, that's not including several different factors that would reduce greenhouse gases from traffic congestion and whatnot. Do airplanes -- you know, you read that you 48 can have a Prius and drive it for a year, but if you take a flight to Costa Rica, your greenhouse gas is a lot more than what you generate with your car. Are planes a lot more greenhouse gas, not only volume but because of the altitude that they emit those gases? And is there a difference between crop planes with emission of greenhouse causes and jets due to height?

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MR. STOUT: I would have to defer that to our air consultant. I don't have all that information.

CHAIRMAN LYNCH: Okay. Thank you.

And then I just further would comment that the sound level is, you know, spiking, but is there a way that this has also been studied that can quantify the number of times during the day with the expansion that the sound is going to be going over, you know, or up to these certain decibels? Is there a way that can quantify a cumulative effect over the course of the day? 49

MR. STOUT: The measurements in the EIR do not look at a daily basis. They do look at the annual basis. So it's not that specific. But the EIR also does include all the flight tracks. So it looked at our history, it got all the data tapes from the FAA and bottled all the flight tracks from the airport.

CHAIRMAN LYNCH: Thank you very much.

Comments?

MR. LILES: Sure. If there are no more questions, I will just give my thoughts.

Mr. Chairman, just for clarification, the public hearing is closed for now. We are going to be getting -- waiting for Staff to get back to us with answers to a lot of the questions that come up. I

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think by the time we meet on the 22nd, we will have -- the comment period will be closed and so we should have most of those answers in front of us that we can review and then we will make a final decision. But just for the audience, for tonight, we are not making any final decisions tonight. We are just listing to testimony and asking questions?

CHAIRMAN LYNCH: Yes. Again, this is a review of the draft. It's for public comment. We are exchanging comments and whatnot and there are other opportunities that neighbors that weren't able to attend tonight can address questions and comments and continue to do that until -- when?

MS. BARRETT: Well, I would just like to -- I don't know if you can hear me.

So you basically have a few choices of what you can do tonight. You can -- you have closed the public hearing. There wasn't a large showing. So if you want, you can close the public hearing and give us your comments tonight on your review of the EIR and we will begin preparation of the Final EIR, of course still gathering all the written comments up to September 19th. That is one option.

The second option, which is what Staff recommended, is that you take all the testimony that

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you can tonight, answer whatever questions that you may have with the Staff and consultants and that you continue the meeting to December -- or September 22nd so that you could take a look at all the written comments and then offer your comments. So basically you are not really in a decision-making role until we prepare the final. The only real question that we are asking ourselves when we review this draft is: Does it adequately describe the impacts and the possible mitigation measures that are available?

I did want to clarify a point that I think Jon was trying to make and that you were asking about the noise. The CNEL, the Community Noise Equivalent Level, you know, is an avenue range of the noise contours. The noise contours are something that sort of reflects the health hazard noise levels. That's why 65 is considered inappropriate for residential use. The report does show all the overflights and in noise analysis for airports, those are considered annoyances. They don't trip a health hazard metric that we use for, you know, all sorts of transportation analyses. But nonetheless, you know, they are kind of frightening for some people, annoying certainly for others, and for others, they like -- you know, some people are interested. But that is described in the

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EIR, those flight patterns, and that's a different kind of noise impact. It's not tripping a health hazard, but the annoyance factor is definitely there.

MR. STOUT: Can I add a quick clarification? Before -- if you do continue it to the 22nd, we will not have comment -- response to comments yet with the close on the 19th. We will be responding to those comments as part of the preparation of the draft final.

MR. HURST: The purpose of the meeting on the 22nd would be to give you an opportunity to make comments and ask additional questions that would then be responded to in the Final EIR. You will not have a list of -- there are simple things that you want Staff to come back with on the 22nd, but they are not going to, as Jon said, in any way have responses to comments.

MR. LILES: That makes sense to me. I think I would be -- feel most comfortable just giving what I would call interim comments right now and to finish this hearing up and then to continue the rest of it on the 22nd. Does that makes sense for the rest of the Commission then?

MS. COOK: Uh-huh.

MR. LILES: Your second option, I think, the Staff recommendation, Jennifer.

Real quickly, you know, one of my biggest

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frustrations being on the City Council and certainly serving on the Planning Commission is when people say that they don't know what is going on. And you know, I spent a good portion of my life in public office trying to figure out how to get everybody to know what is going on so that I don't have to hear, "I didn't know this was happening."

So I take it real closely and I took some notes from tonight from what you guys are suggesting. And we are always trying from the County's perspective to broaden the notification possibilities. We go to the newspaper. I have personally gone to both the local newspaper and the Santa Rosa Press Democrat trying to get them to make these announcements and put it on their Web site. We did more mail than what we are required to do. Mail gets very, very expensive on a tight County budget. So we are trying -- you know, it's not like we can just automatically do 30,000 of those. If you see a tight mail budget, the reason is because we had such strong budgetary constraints on us. We are using social media. I know a lot of us try to get as much information out there as possible. And, of course, every time you go to an event for Supervisor McGuire or myself or anybody else, we talk about the fact in this area that these meetings are coming up.

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So again, I apologize if there is people out there who have not heard about this. I did take some notes on your suggestions first. And please don't misunderstand my comments earlier. I was sad to not see more people here, because I know there is -- I personally talked to more people than are in this room tonight in the last couple of weeks. And so it's not that we are not getting the information, I just would like to see them be here so that they could get the information that we all heard.

I just have a huge frustration with the FAA on this issue of if you are going to take money for improving the safety of your airport, you can't complain about noise. There is not much I can do about that, but I just want to express that.

I think we all took really copious notes here on all of your questions and concerns and your support, and I am just going to very generally qualify them with -- you know, the folks that are not supportive of the project, the main issues are: Noise, safety, wildlife, that the expansion is not necessary and that there was poor notification. And the folks that are in favor of it: The jobs, economy, the convenience having larger airlines in here and the potential reduction in -- reduced geo emissions. I may have missed a few

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in there, but I have got the rest of them in my notes. I just kind of wanted to sum that up, and I really look forward to seeing the answers to some of these questions that I had that I will talk to Staff about and I hope to see you all on the 22nd.

CHAIRMAN LYNCH: Thank you.

Any other comments from any of the other Commissioners?

MR. HURST: Mr. Chairman, I would just like to point out that anyone here tonight who wants to be can give their name to -- and address to PRMD and then they will be put on the mailing list for notification of future consideration by this Commission, and also the Board, of the project.

CHAIRMAN LYNCH: Okay.

MS. BARRETT: Yeah. I mean, if you want to just fill out one of those cards and say, "Please add to the list," we can do that.

MR. LILES: Or if you know of people -- neighbors and friends -- who have not gotten notices, put their names in there and their e-mail address and we will make sure that they get notification for this.

CHAIRMAN LYNCH: Thank you.

That's it for this item. I would like to again thank everybody for joining us for a long

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evening. And we will continue this hearing to September 22nd; is that right?

MS. BARRETT: The public hearing is closed.

MR. HURST: The hearing is closed. We will be continuing it to the 22nd for discussion as to (inaudible due to public exiting).

MS. BARRETT: So I would recommend that you continue this item to 1:45 on September 22nd for continued discussion of the plan, and that would be at PRMD.

(Whereupon, the public hearing was concluded at 8:41 p.m.)

--oOo--

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REPORTER'S CERTIFICATE

I, KIMBERLY K. ELWELL, a Certified Shorthand Reporter for the State of California, duly authorized to administer oaths pursuant to Section 2093(b) of the California Code of Civil Procedure, hereby certify that said hearing was taken at the time and place therein stated; that the testimony of said parties were thereafter transcribed by means of computer-aided transcription; and that the foregoing is a full, complete and true record of said proceedings.

I further certify that I am not of counsel or attorney for either or any of the parties in the foregoing hearing and caption named, or in any way interested in the outcome of the cause named in said caption.

Executed September 13, 2011, at Rohnert Park, California.

Kimberly K. Elwell

KIMBERLY K. ELWELL, CSR 12980

RESPONSES TO COMMENT LETTER C96 – ORAL COMMENTS SUBMITTED AT 1 SEPTEMBER 2011 PLANNING COMMISSION HEARING

Rob Shiperly

C96-1 Section 3.10 of the Draft EIR presents the noise analysis associated with the Proposed Project. As part of this analysis, flight tracks were used as part of the input to the Integrated Noise Model (INM). The flight tracks presented in Figures 4-2a and 4.2b in Appendix M of the Draft EIR are generalized flight tracks associated with aircraft operating at the Airport. Specific flight tracks that illustrate the existing and future conditions are presented on the next two pages. These flight tracks show the change in overflights of the rural residential neighborhood near the intersection of River Road and Olivet Road. Please also see the response to comment #C10-1 of comment card (1) submitted by Robert Shiperly on page 5-133.

For a discussion of the notification process used for the Draft EIR, please see the response to comment #C96-38 to the oral comments submitted by Planning Commissioner Liles at the 1 September 2011 Planning Commission Hearing (Comment Letter C96) on page 5-318.

Darryl Laxo

C96-2 For a discussion of the reasons for rejecting the alternative to extend Runway 14/32 to the south, please see the response to comment #15-1 of email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142 and the responses to comments #C29-1 and #C29-3 of the email (2) submitted by Darryl E. Laxo (Comment Letter C29) on page 5-169.

For a discussion of property values, please see Master Response D on page 4-9.

Section 3.10 of the Draft EIR discusses the noise impacts associated with the Proposed Project. Section 3.11 of the Draft EIR discusses the safety impacts associated with the Proposed Project.

For a discussion of the height of aircraft after the extension of Runway 14/32, please see the response to comment #C15-3 of email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142.

Mark Crabb

C96-3 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Steve Birdlebough

C96-4 With respect to the frequency of commercial service aircraft in the future, it is important to note that the currently adopted General Plan Air Transportation Element (ATE) allows greater numbers of airline operations and greater passenger numbers than what is

forecast in the Master Plan Update and the Draft EIR. All projected growth can be accommodated well within the currently permitted 21 daily airline departure allocation limit established in 1988 in the ATE and retained in the revised ATE.

The comment regarding the potential impacts to tourism does not specifically address the analyses contained in the Draft EIR. Therefore, the comment is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

The County disagrees with the commenter's statement that the Draft EIR inaccurately projects an increase in airline operations at the Airport. As noted in Chapter 2 of the *Airport Master Plan*, the forecasts were principally derived from the FAA's *Aerospace Forecast* and *Terminal Area Forecast.* Specifically, the passenger load factors and growth rates for non-hub towered airports were used to forecast passenger enplanements. Aircraft operations for scheduled airline service were derived from the enplanement forecast based upon assumptions on the fleet mix. Activity levels for general aviation operations were taken from the *Terminal Area Forecast*. Disaggregation of the general aviation totals was based upon interviews with staff from the FAA Air Traffic Control and fixed base operators at the Airport.

In addition, it is important to note that the Proposed Project is not considered to be a capacity-enhancing project. The proposed extension of the runways is associated with meeting the Congressional mandate to provide a standard Runway Safety Area (RSA) at the Airport, to decouple the approach ends of Runways 14 and 19, and to accommodate regional jet aircraft.

C96-5 The forecasts that will be included in the Environmental Assessment, which is the document that the Federal Aviation Administration (FAA) prepares for compliance with the National Environmental Policy Act (NEPA), will be based on the Terminal Area Forecast (TAF) that is published on an annual basis by the FAA. The forecasts contained in the TAF have fewer operations or enplaned passengers than the forecasts developed by the County for the Master Plan Update. Thus, using the FAA forecasts will result in fewer operational impacts as compared to the analyses contained in the Draft EIR. The County determined that using the TAF would not be the conservative approach for preparing documentation in compliance with the California Environmental Quality Act (CEQA). As a result, the Draft EIR bases the analyses on the Master Plan Update forecasts and presents the impacts associated with realization of the 21 commercial airline departures that are planned for in the Air Transportation Element (ATE) of the Sonoma County General Plan.

As stated on page 1-7 of the Draft EIR, a separate Environmental Assessment (EA) in compliance with the National Environmental Policy Act (NEPA) is being prepared and will be available for public review. In accordance with Federal Aviation Administration (FAA) guidance on the implementation of NEPA, the EA will analyze the impacts associated with the short-term project elements. In addition, the forecasts required to be used by the FAA result in fewer enplanements and operations than what is included in the Draft EIR. Therefore, the magnitude of the impacts that will be identified in the Draft EA are likely to be less than the magnitude of the impacts identified in the Draft EIR.

C96-6 As stated on page M-5 of Appendix M of the Draft EIR, a young healthy ear can detect changes of two to three decibels, a five-decibel change is readily noticeable, while a ten-decibel change is judged by most people as a doubling or a halving of the loudness of the sound. Therefore, the commenter is not correct in indicating that a two-decibel change represents a doubling of noise.

The commenter is referencing a single-event noise level. For a discussion of the difference between the Community Noise Equivalent Level (CNEL) and single-event noise levels, please see pages M-6 through M-9 of Appendix M of the Draft EIR. For a discussion of the use of the Community Noise Equivalent Level (CNEL), please see the response to comment #B4-8 of the letter submitted by the Sierra Club (Comment Letter B4) on page 5-83.

Robert Hopkins

C96-7 The commenter's statement regarding not getting notice is noted. However, the County has verified that the commenter is (and was) on the mailing list for receiving information regarding the Proposed Project. A notice was sent to the commenter at the address specified by the commenter at the meeting. No returned mail was received by the County and, thus, the County assumes that the notice was delivered to the commenter.

The location of the various educational facilities is acknowledged throughout the Draft EIR. The noise analysis does include Windsor High School as one of the sensitive noise receptor sites; however, the history of how those educational facilities were sited is not relevant to identifying the impacts of the Proposed Project.

The comment indicating that tourism is important to Sonoma County does not specifically address the analyses contained in the Draft EIR. Therefore, this comment is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Marina Schenck

C96-8 The commenter's statement regarding not getting notice is noted. However, the County has verified that the commenter is on the mailing list for receiving information regarding the Proposed Project. A notice was sent to the commenter at the address specified by the commenter during her testimony. No returned mail was received by the County and, thus, the County assumes that the notice was delivered to the commenter.

For a discussion of the biological resource impacts of the Proposed Project, please see Section 3.4 of the Draft EIR. For a discussion of the water quality impacts of the Proposed Project, please see Section 3.8 of the Draft EIR.

C96-9 For a discussion of the cultural resource impacts of the Proposed Project, please see Section 3.5 of the Draft EIR.

C96-10 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will

be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

All aircraft operating in foggy or inclement weather conditions operate using instrument flight rules (IFR) conditions. This results in achieving the highest degree of safety.

Beverly Schenck

C96-11 This comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the age of residential structures along Laughlin Road is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C96-12 As stated on page 3.12-10 of the Draft EIR, Airport Boulevard is scheduled to be widened to five lanes by 2015. Section 3.10 of the Draft EIR, which analyzes the ability of Airport Boulevard to accommodate the traffic volumes anticipated as a result of the Proposed Project, concludes that the intersections along Airport Boulevard would operate at an acceptable level of service in the future.

The comment regarding the needs of Sonoma County does not specifically address the analyses contained in the Draft EIR. Therefore, this comment is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

C96-13 The comment regarding the government of Sonoma County does not specifically address the analyses contained in the Draft EIR. Therefore, this comment is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Brad Calkins

C96-14 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

Jeff Weber

C96-15 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

Rob Clark

C96-16 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Gary Mumm

C96-17 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in opposition of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Prior to the acquisition of any property as part of a long-term project element, a cultural resource evaluation will be required in compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The cultural resource evaluation will determine the eligibility of any property or structure for listing on the National Register of Historic Places. A determination of the cultural or historical significance of the acquisition of the property will be made at that time. For a discussion of the tiered environmental review of long-term project elements, please see Master Response F on page 4-17.

Deborah Fudge

C96-18 For a discussion of noise mitigation, please see the response to comment #A3-10 of the letter submitted by the Town of Windsor (Comment Letter A3) on page 5-17.

C96-19 For a discussion of voluntary night curfews, please see the response to comment #A3-9 of the letter submitted by the Town of Windsor (Comment Letter A3) on page 5-17.

C96-20 For a discussion of noise mitigation, please see the response to comment #A3-10 of the letter submitted by the Town of Windsor (Comment Letter A3) on page 5-17.

C96-21 The FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA.

The County has discussed the potential for modifying the flight tracks for air traffic on Runway 14/32 with the FAA. However, the FAA has indicated that assigning air traffic for Runway 14/32 to the west of the Airport would result in conflicts with the air traffic patterns of Runway 1/19. Therefore, the FAA has indicated that this is a safety issue and will not implement this modification to flight tracks for Runway 14/32.

C96-22 For a discussion of greenhouse gas emissions, please see Master Response C on page 4-7.

C96-23 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding Horizon Airlines being a good neighbor is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Rosemary Olson

C96-24 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment regarding the impacts to quality of life is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Paul Brophy

C96-25 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Gary Lentz

C96-26 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of new airline service, please see Master Response A on page 4-2.

Lisa Wittke-Schaffner

C96-27 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Terry Darcy

C96-28 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be

forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

For a discussion of the notification process used for the Draft EIR, please see the response to Comment #C96-38 of this transcript.

Josh Hochberg

C96-29 The comment does not specifically address the analyses contained in the Draft EIR. Therefore, the comment in support of the Proposed Project is acknowledged and will be forwarded to and considered by the decision-makers at the County of Sonoma Planning Commission and the County of Sonoma Board of Supervisors.

Planning Commissioner Bennett

C96-30 The federal Airport Noise and Capacity Act of 1990 (ANCA) and FAA Regulations Part 161 limit the implementation of certain types of noise mitigation measures. For example, ANCA would preclude the Airport from imposing a mandatory curfew on nighttime air carrier flights. However, the Airport can and will work with airlines to obtain their agreement to implement a voluntary nighttime curfew, but to comply with FAA regulations and ANCA, such voluntary curfews cannot be imposed as mitigation. In order to constitute mitigation under the California Environmental Quality Act (CEQA), measures must be feasible, legally enforceable, and necessary to reduce an identified impact. A voluntary measure does not satisfy this criterion. Imposing the voluntary curfews as mitigation renders them mandatory and, thereby, unenforceable under ANCA. Thus, while the County may impose a project condition on the Airport requiring it to endeavor to obtain compliance from aircraft operators with a voluntary nighttime curfew, such a requirement may not be properly imposed as a mitigation measure under CEQA.

Planning Commissioner Liles

C96-31 Under the Airport Improvement Program (AIP), the County, as the sponsor of a project, agrees to assume certain federal obligations pertaining to the operation and use of the Airport. These federal obligations are embodied in each application for federal assistance as sponsor assurances, commonly called Grant Assurances. The federal obligations become a part of the grant offer, binding the Airport when it accepts federal funds for airport development.

Federal obligations relating to the use, operation, and maintenance of the airport remain in effect throughout the useful life of the facilities developed under the project. In cases where land was acquired with federal assistance under AIP, the federal land obligations remain in perpetuity.

C96-32 The Grant Assurances obligate the County to comply with all federal laws, regulations, executive orders, policies, guidelines, and requirements as they relate to the application, acceptance and use of federal funds for the project (Grant Assurance Number 1).

In addition, the federal Airport Noise and Capacity Act of 1990 (ANCA) and FAA Regulations (FAR) Part 161 have an effect on the implementation of certain types of noise mitigation measures. For example, ANCA would preclude the Airport from imposing a mandatory curfew on nighttime air carrier flights. However, the Airport can and will work with airlines to obtain their agreement to implement a voluntary nighttime curfew. A failure to maintain these assurances can result in the Airport being placed on the FAA's Airport Noncompliance List (also see the response to comment #C96-33 to the oral comments submitted by Planning Commissioner Cook at the 1 September 2011 Planning Commission Hearing [Comment Letter C96] on page 5-318).

Planning Commissioner Cook

C96-33 Airports found by FAA to be in noncompliance with Grant Assurance are required to take corrective actions to come into compliance. If corrective action is not taken airports are placed on FAA's Airport Noncompliance List (ANL) and are not eligible to receive either discretionary funds or annual apportionments until corrective action is achieved.

C96-34 Several other airports have gone through a Federal Aviation Regulations (FAR) Part 161 Study to impose mandatory curfews. The Burbank-Glendale-Pasadena Airport Authority has spent millions of dollars attempting to impose mandatory curfews but was not successful in this effort. The only airport that has successfully completed a Part 161 Study is Naples Municipal Airport in Florida. However, even though the court ruled in Naples' favor on their noise study, the FAA was not a party to suit and has refused to consent to the restriction or restore Naples' eligibility for grant funding.[61]

C96-35 Sonoma County is one of few counties that have adopted a General Plan Air Transportation Element ATE). The ATE, which is included in all airline agreements, has policies limiting use of the airport to airlines operating aircraft meeting noise levels established in the ATE.

For a discussion of a voluntary nighttime noise curfew, please see the response to comment #A3-9 of the letter submitted by the Town of Windsor (Comment Letter A3) on page 5-17.

Planning Commissioner Liles

C96-36 There is no transcontinental service at the Airport. Since there is no transcontinental service at the Airport, red-eye flights (i.e., those departures that leave after 10:00pm to arrive in the early morning hours on the East Coast of the United States) do not occur. Late night flights to Las Vegas once operated at the Airport, but the airline decided to discontinue this service because it was not profitable for the airline due to the lack of demand for such service. Thus, as an origin-destination airport, it is very unlikely that any airline departures would occur after 10:00pm.

[61] FAA Notice of Investigation, In the Matter of Compliance with Federal Obligations by the Naples Airport Authority, Naples, Florida, (Oct. 31, 2001).

Planning Commissioner Lynch

C96-37 For a discussion of the reasons for rejecting the alternative to extend Runway 14/32 to the south, please see the response to comment #15-1 of email (1) submitted by Darryl E. Laxo (Comment Letter C15) on page 5-142 and the responses to comments #C29-1 and #C29-3 of the email (2) submitted by Darryl E. Laxo (Comment Letter C29) on page 5-169.

Planning Commissioner Liles

C96-38 The 45-day Draft EIR comment period was from 5 August 2011 through 19 September 2011. The Notice of Availability was mailed to a total of 976 residential and business addresses through County Reprographics. The 976 addresses does NOT include special mailings that were sent to agency staff, County staff, or that went to the State Clearinghouse, etc. It also does NOT include any County-owned parcels, which were deleted from the mailing list before sending to the printer, so the 976 addresses represent actual land-owners/tenants that live/work near the Airport or that have expressed interest in the Airport. The mailing list is revised continually and is updated as requests are received.

The mailing list was generated from 4 sources:

- All parcels within a 1,320-foot (1/4 mile) radius around the Airport property perimeter (PRMD standard legal notice is 300 feet);
- All parcels within the largest noise contour analyzed within the Draft EIR (the 55dB contour from 2030);
- All interested parties previously identified through the Notice of Preparation (NOP) (2008), scoping (2008), and Notice of Completion (NOC) (2011) public processes specific to this project through 2 August 2011; and
- All interested parties previously identified by the Airport over the past years through their neighborhood meetings, airport tenants, and other sources.

Any duplicates between sources were deleted so the 976 addresses are unique.

- 505 addresses were generated for parcels within either the 1/2–mile radius or within the 55 d B noise contour (see **Figure C96-38-1**);
- approximately 171 addresses were identified during previous public outreach processes specific to this project; this number includes city council and other local agency members, local public service and utility districts, schools, and a number of organizations (e.g., Laguna Foundation, Sierra Club, etc.), in addition to private citizens; and
- approximately 300 addresses, which are mostly private citizens and Airport tenants, came from a list maintained by the Airport.

To advertise the availability of the Draft EIR and the Planning Commission hearing, a variety of newspaper articles and a legal notice was published in the Press Democrat. In addition, two 4-foot by 8-foot signs were installed. One sign was located on Airport Boulevard near the terminal to alert people who come to the Airport, and one sign was

on the west side of the Airport at the intersection of Slusser and Laughlin Roads to alert nearby residents who may commute along the west and/or south sides of the Airport, but not actually go to the Airport.

C96-39 As stated on page 3.21-10 of the Draft EIR, planned circulation improvements in the Airport vicinity include the reconstruction of the Airport Boulevard / U.S. 101 interchange and the widening of Airport Boulevard from the U.S. 101 interchange to west of the North Laughlin Road / Skylane Boulevard intersection. Both of these improvements were included in the Draft EIR analysis because funding for these projects has been secured and design of the projects is underway.

C96-40 Mitigation Measure 3.10.5 on page 3.10-45 indicates that the County shall develop a Runway Approach Protection Plan to provide for noise monitoring where appropriate and to identify appropriate mitigations to be undertaken in the event that noise standards are exceeded. These mitigations may include purchase assurance, acoustical treatment, and purchase of easements.

C96-41 The FAA is solely responsible for the vectoring and sequencing of aircraft within the airspace approaching the Airport. Once aircraft are near the Airport they are required to fly established procedures in the air traffic pattern to ensure a safe and orderly approach to landing. Although the FAA and the Airport coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA. The County has discussed the potential for modifying the flight tracks for air traffic on Runway 14/32 with the FAA. However, the FAA has indicated that assigning air traffic for Runway 14/32 to the west of the Airport would result in conflicts with the air traffic patterns of Runway 1/19. Therefore, the FAA has indicated that this is a safety issue and will not implement this modification to flight tracks for Runway 14/32. However, the flight publications of the Airport requests that pilots to fly the right pattern during the period when the air traffic control tower is closed.

The Airport will continue to work with airport neighbors and users to implement and refine its fly neighborly and noise abatement programs.

C96-42 The commenter is correct that the Proposed Project would not dramatically increase the noise contours around the Airport. In fact, as shown in Figure 3.10-6 on page 3.10-23 of the Draft EIR, the Proposed Project would result in an increase in two acres within the 65 CNEL noise contour in 2015 (a reduction of 24 acres south of the approach end of Runway 32 and an increase of 26 acres north of the approach end of Runway 14). This graphic also shows *a net reduction* of 13 acres within the 60 CNEL noise contour and *a net reduction* of 42 acres within the 55 CNEL noise contour. For 2030, there would be a net increase of 1 acre within the 65 CNEL, *a net reduction* of 13 acres within the 60 CNEL noise contour, and *a net reduction* of 30 acres within the 55 CNEL noise contour (see Figure 3.10-12 on page 3.10-40 of the Draft EIR). Therefore, the commenter is correct in noting that the change in aircraft noise as a result of the Proposed Project is considered to be less-than-significant.

The aircraft fleet mix associated with the Proposed Project for 2015 is shown in Table 3.10-12 on pages 3.10-19 and 3.10-20 of the Draft EIR and the aircraft fleet mix for 2030 is shown in Table 3.10-20 on page 3.12-35 and 3.10-36 of the Draft EIR. As

stated on page 3.10-18, the aircraft fleet mix used in the analysis was based on the forecasts contained in the Airport Master Plan Update.

C96-43 For a discussion of the change in noise contours as a result of the Proposed Project, please see the response to Comment #96-42 of this transcript.

C96-44 CNEL stands for the Community Noise Equivalent Level. A detailed explanation of CNEL is presented on page M-7 in Appendix M of the Draft EIR.

C96-45 The Draft EIR used 10 noise receptor sites as part of the analysis for determining noise impacts. These noise receptor sites were temporary and will not provide on-going noise monitoring.

Planning Commissioner Bennett

C96-46 For a discussion of new airline service, please see Master Response A on page 4-2.

Planning Commissioner Lynch

C96-47 As stated as project 1A1 in Table 2-3 on page 2-8 of the Draft EIR, the Proposed Project includes an extension of Runway 14/32 by 885 for a total length of 6,000 feet. In addition, project 1S3 in Table 2-3 on page 2-8 of the Draft EIR indicates that a standard Runway Safety Area (RSA) would be constructed beyond the approach end of Runway 14. This standard RSA is 1,000 feet.

C96-48 For a discussion of greenhouse gas emissions, please see Master Response C on page 4-7.

C96-49 The noise analysis in Section 3.10 of the Draft EIR uses CNEL as the metric for measuring noise. CNEL is a 24-hour, time-weighted energy average noise level and is a measure of the overall noise experience during an entire day. Therefore, CNEL quantifies cumulative effect over the course of the day. Because CNEL is a cumulative measure it does not quality the specific number of times during a day that sound reach certain decibel levels. For a discussion of CNEL as a metric, see Appendix M of the Draft EIR.

Figure C96-38-1

MAP SHOWING LOCATION OF ADDRESSES RECEIVING NOTICE OF THE PLANNING COMMISSION HEARING AND THE AVAILIBITY OF THE DRAFT EIR

