

C O U N T Y A D M I N I S T R A T O R



SUSAN S. MURANISHI
COUNTY ADMINISTRATOR

December 4, 2017

Honorable Board of Supervisors
Administration Building
1221 Oak Street, Room 536
Oakland, CA 94612

Dear Board Members:

SUBJECT: ADOPT TWO RESOLUTIONS 1) TO ENDORSE THE FINAL VISION, GOALS AND OBJECTIVES OF THE REGIONAL COMPREHENSIVE DEVELOPMENT STRATEGY 2) REQUESTING THE FEDERAL AVIATION ADMINISTRATION TO ADDRESS INCREASED AIRCRAFT NOISE IN ALAMEDA COUNTY

RECOMMENDATION

Adopt two resolutions and include the matters in the County's legislative advocacy strategy and actions as recommended by your Board's Personnel, Administration, and Legislation (PAL) Committee at its December 4, 2017 meeting.

- 1) Endorse the final Vision, Goals and Objectives of the regional Comprehensive Economic Development Strategy
- 2) Request the Federal Aviation Administration (FAA) to address increased aircraft noise in Alameda County

DISCUSSION

- 1) Resolution endorsing the final Vision, Goals and Objectives of the regional Comprehensive Economic Development Strategy

The Association of Bay Area Governments (ABAG)/ Metropolitan Transportation Commission (MTC) completed the Bay Area's Comprehensive Economic Development Strategy (CEDS) report. Endorsement of this report is required in order to establish a Regional Economic Development District (EDD) recognized by the United States Economic Development Administration (U.S. EDA). Boards of Supervisors from at least five of the Bay Area counties must approve the Vision, Goals and Objectives in the CEDS to establish a regional EDD.

A regional EDD recognized by the U.S. EDA improves access to economic and workforce related grants and technical assistance from federal and state agencies and private foundations through promotion of regional collaborations. Among the goals of the EDD is to foster greater public and private collaboration in addressing economic, workforce and equity issues that no single jurisdiction, organization or enterprise can solve alone.

For these reasons Supervisor Keith Carson recommended a SUPPORT and ADOPT position to the PAL Committee.

- 2) Resolution requesting the Federal Aviation Administration (FAA) to address increased aircraft noise in Alameda County.

The airspace of Northern California is complex with traffic from multiple international and regional airports and military air activity. Air traffic regulations are designed to maintain safety and efficiency. With arriving and departing procedures from multiple airports being highly interdependent, they must be evaluated collectively for the East Bay to insure effectiveness. However, aircraft noise issues for other counties in the Northern California Metroplex are being addressed independently from those in Alameda and Contra Costa Counties. Arriving and departing flight paths and procedures for both Oakland International (OAK) and San Francisco International Airports (SFO) were greatly altered in the FAA's Next Generation program (NextGen). These changes have caused significant negative responses from multiple communities in Alameda County and Contra Costa County. The widespread controversy and complaints after NextGen implementation in the NorCal Metroplex demonstrate that FAA noise metrics have not been successful in accurately predicting public annoyance and response to aircraft noise exposure in areas overflown by aircraft following new OAK and SFO Nextgen RNAVs and procedures.

The resolution requests that the FAA consider the Oakland Airport-Community Noise Management Forum's "*Supplemental Proposals to Revising the Northern California Metroplex for Alameda County/Contra Costa County*" report which the Forum submitted to the FAA in March 2017. This report, developed by the Oakland Airport Community Noise Management Forum as mitigation for the increased noise impacts within the Northern California Metroplex, provided that such mitigation efforts shall not include "noise shifting," i.e. simply moving the noise from one community to another.

The resolution requests that the Congress of the United States implement statutory changes to require the FAA, to conduct more robust and substantive community engagement before flight paths are changed; to take more accurate measures using updated metrics and full spectrum acoustic impacts of aviation noise experienced on the ground; to solicit independent research on the health and environmental impacts of aviation noise and to take such research into account when making decisions regarding airspace design.

The resolution requests that the FAA continue to meet in good faith with the Oakland Airport Community Noise Forum, community representatives, and impacted residents from Alameda County to further discuss and address these matters. It directs that copies of the resolution be distributed to the offices of the members of the Bay Area Congressional Delegation, the Oakland Airport Community Noise Management Forum, and the offices of United States Senators Dianne Feinstein and Kamala Harris.

For these reasons Supervisor Nate Miley recommended a SUPPORT and ADOPT position to the PAL Committee.

We will continue to work with our federal legislative advocates to monitor and inform your Board on these matters.

Very truly yours,



Susan S. Muranishi
County Administrator

Enclosures

SSM:LL:sh

cc: Affected County Agencies/Departments

CAO Analysts

State and Federal Legislative Advocates

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COUNTY OF ALAMEDA BOARD OF SUPERVISORS

RESOLUTION NUMBER: R-2017-

**ENDORSE THE VISION, GOALS AND OBJECTIVES OF THE REGIONAL
COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY**

WHEREAS, Economic Development Districts (EDDs) are multi-jurisdictional entities, which support local and regional economic and workforce development planning and involve public, private and non-profit actors to establish a strategic roadmap for regional collaboration that acknowledges and supports local government land use authority; and

WHEREAS, a regional Economic Development District (EDD) provides a platform for addressing shared problems, realizing mutual goals, and leveraging resources across the region to achieve more equitable outcomes; and

WHEREAS, the Bay Area had 7.7 million people at the beginning of 2017, an increase of over 500,000 from 2010, and is projected to grow to 9.5 million people according to Plan Bay Area 2040; and

WHEREAS, while the region as a whole is characterized by high income and low poverty, every county in the region has distressed and disadvantaged neighborhoods where incomes fall below 80 percent of US per capita levels, a U.S. EDA threshold point for distress; and

WHEREAS, high housing prices and low production levels characterize the Bay Area's housing market, so that in 2015 almost half of all renters and one third of all homeowners paid 30 percent or more of their income towards housing; and

WHEREAS, a regional Economic Development District would make the Bay Area more competitive for federal economic and workforce development related technical assistance and grant funding and could support sub-regional economic development efforts that address the needs of the region's diverse communities and workforce; and

WHEREAS, the region's Comprehensive Economic Development Strategy documents the economic conditions of the region, provides an assessment of the Bay Area's strengths and challenges, and develops an action plan to build on the region's assets and address its challenges; and

WHEREAS, economic growth is necessary to improve the Bay Area's economic prosperity for all; and

WHEREAS, a stronger business climate is needed to maintain competitiveness of industries and employers, and initiatives must be developed that retain and expand our strong economic base and culture of innovation; and

WHEREAS, continuing to train the workforce will provide pathways to better jobs where higher skill levels are needed and where career paths to middle wage jobs require improved skills for lower wage workers; and

WHEREAS, economic growth and opportunity are integrally tied to regional housing production and retaining low- to middle- wage earners in the region requires a broader housing base; and

WHEREAS, infrastructure investments are needed to address the growing strains on transportation, water, energy and communications and will allow the region to be more resilient to economic downturns and natural hazards; and

WHEREAS, the completion of the Bay Area's Comprehensive Economic Development Strategy (CEDS) report is required to establish a Regional Economic Development District (EDD) recognized by the federal Economic Development Administration;

WHEREAS, Boards of Supervisors from at least five of the Bay Area counties must approve the Vision, Goals and Objectives in the Comprehensive Economic Development Strategy to establish a region-wide Economic Development District;

THEREFORE BE IT RESOLVED, this Board of Supervisors of Alameda County hereby endorses the Visions, Goals and Objectives set forth in the Bay Area's Comprehensive Economic Development Strategy (CEDS) produced by Association of Bay Area Governments/ Metropolitan Transportation Commission and the establishment of a Regional Economic Development District; and, be it

THE FOREGOING was **PASSED** and **ADOPTED** by a majority vote of the Alameda County Board of Supervisors this ___ day of December 2017, to wit:

AYES:

NOES:

EXCUSED:

Wilma Chan
President, Board of Supervisors
Supervisor, District 3

ATTEST:
Clerk, Board of Supervisors

Approved as to Form:
Donna R. Ziegler, County Counsel

By _____



By: K. Scott Dickey
Assistant County Counsel

COUNTY OF ALAMEDA BOARD OF SUPERVISORS

RESOLUTION NUMBER: R-2017-

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF ALAMEDA
REQUESTING THE FEDERAL AVIATION ADMINISTRATION TO ADDRESS INCREASED
AIRCRAFT NOISE IN ALAMEDA COUNTY**

WHEREAS, the Federal Aviation Administration (FAA) is implementing a planned transition to the Next Generation Air Transportation System (NextGen) to standardize arrival and departure routes through the use of GPS-based technologies in 21 identified metroplexes, which are regions with multiple airports serving major metropolitan areas where heavy airport activity and environmental constraints combine to hinder the efficient movement of air traffic; and

WHEREAS, the Northern California Metroplex is comprised of four commercial airports, San Francisco International Airport (SFO), Oakland International Airport (OAK), Mineta San Jose International Airport (SJC), and Sacramento International Airport (SMF); and

WHEREAS, as part of the transition to NextGen, the FAA recently changed the flight paths followed by commercial aircraft flying into and out of SFO, OAK, and SJC, as well as other airports in the Northern California Metroplex implementing the Northern California Optimization of Airspace and Procedures in the Metroplex (NorCal OAPM); and

WHEREAS, according to the FAA, the NorCal OAPM consists of new procedures and technologies to establish more direct flight routes intended to significantly improve safety, efficiency, and reduce fuel burn and carbon emissions; and

WHEREAS, modernizing air space using a sophisticated satellite-controlled system and precision flying can embrace FAA goals alongside minimizing and equitably distributing noise impacts experienced on the ground; and

WHEREAS, on July 31, 2014, the FAA issued a Finding of No Significant Impact that NorCal OAPM would not have any significant noise impact on communities and surrounding areas based on sound metrics which did not reflect the true disturbance to the communities on the ground; and

WHEREAS, rather than acting to take advantage of geography and equitably distribute minimizing the cumulative noise impacts over neighborhoods, the FAA has created great disturbance of certain areas in failing to consider noise and environmental impacts on a per flight basis; and, instead, developing the flawed Net Noise Reduction Method; and

WHEREAS, the new flight paths out of SFO, entitled TRUKN, GRTFL, DEDHD, HYPEE, and COSMC, the new flight path into OAK, entitled WNDSR, and increasing vectored OAK departures are primarily impacting residents of the City of Oakland, in areas including but not limited to Montclair, Piedmont Pines, Merriwood, Forestland, Forest Pool, Shepherd Canyon, Upper Rockridge, Panoramic Hill, Hiller Highlands, Claremont, Allendale, Redwood Heights, Sequoyah Hills, Grand Lake, Laurel, Diamond, Millsmont, Ridgemont, Trestle Glen, Seminary, and Lake Merritt, and central Alameda County including, but not limited to Castro Valley, due to the considerable increase in the number of flights overhead each day from narrowed flight corridors, lower altitudes, and powered descent procedures resulting in a significant increase in the amount of aircraft noise experienced on the ground; and

WHEREAS, significant environmental impacts created by the new flight paths adversely impact the enjoyment, preservation, and protection of the natural, cultural, and scenic resources of the East Bay Regional Park District's parklands, trails, and open spaces, the Alameda Shoreline, Lake Merritt, among others; and

WHEREAS, as evidenced by the number of complaints received by the Alameda County Board of Supervisors, as well as the complaints received by the SFO and OAK Noise Abatement Offices, the new routes have created noise impacts that appear to be far more adverse than those of the former routes for our residents; and

WHEREAS, in January and February 2015, SFO received an average of 1 noise complaint from Oakland residents, from 1 complainant, but by January 2016 the number of complaints had increased to 494, from

58 complainants, and in January 2015, OAK received an average of 3 noise complaints from Oakland residents, from 2 complainants, but by January 2016, the number of complaints had increased to 2,518, from 105 complainants; and

WHEREAS, the Alameda County Board of Supervisors have received over 100 complaints since December 2016 from residents about the increased aircraft noise impacting their quality of life; and

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Alameda requests the FAA immediately mitigate the increased aircraft noise at ground level in Alameda County caused by the NorCal OAPM project by expeditiously identifying all short-and long-term solutions and the expected timetable for their implementation; and

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Alameda requests the FAA, as part of the above analysis of aircraft noise mitigation measures, consider the *"Supplemental Proposals to Revising the Northern California Metroplex For Alameda County/Contra Costa County"* that the Oakland Airport Community Noise Management Forum submitted to the FAA in March 2017, developed by the Oakland Airport Community Noise Management Forum as mitigation for the increased noise impacts within the Northern California Metroplex, provided, however, that such efforts shall not include "noise shifting," i.e. simply moving the noise from one community to another; and

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Alameda requests that the Congress of the United States implement statutory changes to require the FAA to conduct more robust and substantive community engagement before flight paths are changed; to take more accurate measures using updated metrics and full spectrum acoustic impacts of aviation noise experienced on the ground; to solicit independent research into the health and environmental impacts of aviation noise and to take such research into account when making decisions regarding airspace design; and

BE IT FURTHER RESOLVED that the Board of Supervisors of the County of Alameda requests that the FAA continue to meet in good faith with the Oakland Airport Community Noise Forum, community representatives and impacted residents from Alameda County to further discuss and address these matters; and

BE IT FURTHER RESOLVED that copies of this resolution be distributed to the offices of the members of the Bay Area Congressional Delegation, the Oakland Airport Community Noise Management Forum, and the offices of United States Senators Dianne Feinstein and Kamala Harris.

THE FOREGOING was **PASSED** and **ADOPTED** by a majority vote of the Alameda County Board of Supervisors this ___ day of December 2017, to wit:

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