

January 21, 2015
Joint meeting of WPAC and AAC

6:38pm

Gary Pelfrey— calls meeting to order, co-chairing with M Defty. Thanks community for being here.

Introductions— AAC: Gary Pelfrey, Ray Ferrell, Jim Hechtel, Pat Scribner, WPAC: Michele Defty, Robyn Waxman

G Pelfrey— asks that you identify yourself and ask questions by raising your hand.

Public Comment

MOP— Original agenda had Brown Act violations— county has failed again, Directions have not been voted on or filed. Agenda still has problems: No minutes from last meeting and corrections from last meeting have not been voted on or filed. Wants all meetings recorded and recommends NO vote on approval of agenda. "Proposed Airport Plan Consistency Determination for Certain Uses" with major zoning changes was not presented to WPAC before going to BOS, even though a review was promised by Mary Kimball and Mindi Nunes. 20-year old Master plan is outdated, doesn't meet current codes, uses other airport data and estimated data, missing on current environmental codes, does not warrant spending of \$4.0 Mil. Posted topics from 3 workshops in 2014 is not a county forum for comments and opinions. Postings can not be classified as minutes. My several pages of concerns were not posted on the county website so it looks like the county is being a good steward to the community. The county should put its time and money toward a new master plan before developing YCA.

MOP— people are affected by zoning and it's affecting a lot of people. 3 years down the road those things can be turned around to bite us because they are general. Zoning cover everything from what crops and what business you can conduct on your land. I find this highly invasive. To what end is this? Does this make money for county? What insurance does county have to cover a major explosion at the airport?

MOP— Looking at drainage plan and I have concerns. Should I wait?

G Pelfrey— yes.

MOP— How does your group intend to answer these public comments?

G Pelfrey— we're just taking public comments and the county is hearing the questions and can answer them.

G Pelfrey— Aviation has a quorum.

Agenda is Approved and seconded— R Ferrell moves, second by J Hechtl

Mindi Nunes— presents Updated Airport Layout Plan. County added signage, for example, so plan needs to be updated. There will be another meeting in February to show the Airport Layout plan update.

MOP— is she talking about the ACI plan?

G Pelfrey— no.

G Pelfrey— Moving on to the ACIP: any general comments about ACIP from the public or the WPAC?

R Waxman— We all agree that the master plan is out of date with inaccurate data and this is an impossible situation: to discuss the development of the airport when we don't have accurate numbers is impossible.

J Hechtl— wants to know what about the Master plan is inaccurate?

R Waxman— describes the EIR data from 1998, citing the inaccurate estimates for airport operations for 2015 as an example. Master Plan estimates operations at 110,000 for 2015. Flight count we conducted last year in collaboration with the county showed that flights are closer to 35,000 operations per year. Waxman read minutes that described MOP asking Ray Ferrell if there are approximately 95 operations per day. According to minutes, Ferrell responds with "Yes, more or less." Waxman asks if Hechtl if he has read the master plan. Waxman asks Hechtl if he was at last meeting to hear this report.

J Hechtl — Yes, he read the master plan and no, he missed the last meeting with the flight count report.

MOP— interjects: this is a Brown Act violation. You can't discuss master plan if it's not on the agenda. Asks for Chamberlain's support. Chamberlain agrees. Conversation ceases.

M Defty— I have a problem with the fence. You can drive right onto the runway from Lillard Hall. How is the fence effective?

G Pelfrey— States that he would like to read a statement and that Defty can continue after she hears his statement. Reads a personal statement: he is less experienced but sees aspects of the ACIP as supporting a good neighbor policy because it affects maintenance, noise, and safety for the community. He tells story of getting a personal bid for fencing and found the prices to be very high. He is business man who wants to collaborate with the community. He states that he doesn't need a good neighbor policy to be a good neighbor.

MOB— interrupts Pelfrey, stating that Pelfrey is conducting public comment. Pelfrey continues and thanks MOP for allowing him to finish.

Pelfrey— Let's discuss the perimeter fencing. Cars, animals will not be able to travel from 95 onto the runway.

R Ferrell— wants to point out that there is a large amount of federal share. Since 9-11 there's a big need for security. This airport needs security. There have been a lot more unauthorized people driving down taxi ways and the runway. The FAA wants to see fencing for airports and the county needs to see that this happens for security reasons... for tenants and neighborhood as well.

Steve Sheehan arrives to meeting, establishing a quorum for WPAC.

M Defty— At a preliminary meeting held at Pelfrey's place last year, we all agreed that a fence was not really necessary. A gate would be more than sufficient. Continues: It feels like up until the last meeting, gates were fine and then something shifted and the fence was something to keep the community out. There's been some interest that things are being stored illegally on airport property. We can all see it in plain view. The fence became an issue after that. Just wondering why the change of heart?

R Ferrell— originally they were talking about fencing the entire airport property. I personally thought this was a complete waste of time. Fencing in the area where aviation is happening is a good thing, a safety thing to keep people from driving onto the airport. Minor thefts have occurred and this will mitigate it. Fencing the parts of the airport will keep people out of the parts where they shouldn't be. My concern was fencing the entire airport, but fencing the air activity is a good thing.

G Pelfrey— I don't remember anyone saying that we want to keep the community out. I always invite people over. Is your yard fenced in? You're protecting your personal property. The assets of the county are fenced in.

MOP— there are 7 gates. How will people pass through?

G Pelfrey— electronic keypad gates and some manual gates with pad locks.

MOP— I've lived here almost 30 years and we don't have a fence around our property. I think 4/5 of the people don't have one. If I don't need one, I don't see how you need one. If you want to spend federal money, go ahead. WPAC should send a letter to the BOS to tell them it's ugly and unnecessary.

MOP— I'm a pilot and I think it's needed. We don't know who is driving around or if they are friend or foe.

S Sheehan— Will gates be open during certain periods of time? It's only protecting businesses, and you still have decrepit fences around airport where people can gain entry.

G Pelfrey— no, they won't be open. You will need access codes.

R Ferrell— tenants will have access codes and guests can be buzzed in. My gate will be open during operating hours and closed after then. Fencing along road 29 and 95 will be repaired, but not replaced.

G Pelfrey- we expect to see the barbed wire fence fixed.

S Sheehan— this is a large amount of money with the technology. As a neighbor, I don't quite get how it's a perimeter. It doesn't really solve the liability problem.

G Pelfrey— it stops animals and unsafe driving. Soccer moms following directions on their GPS end up on the runway looking for a shortcut to CR 95.

MOP— this sounds very much like it's public money to protect private property. Why doesn't the private property owner pay to protect themselves?

G Pelfrey— I feel like I pay into it. I have expectations to be protected. My landlord should protect my assets. I have \$28M of assets.

MOP— the contract with the county doesn't say that they have to provide a fence. You knowingly contracted without a fence. It seems bizarre to me.

MOP— what kind of fence will it be?

G Pelfrey— 6-foot chain link fence

MOP— It's federally funded and they need to use Davis Wage standards, which is why it's expensive.

MOP— FAA standards is what the fence needs to be built to. What standard are we using? The fence that goes up needs to be wildlife domestic animal proof. This is not what's described in this request. It's FAA that regulates what type of fence is needed. It should be cited what type of fence it is. The FAA documents say you have a perimeter fence, but you don't. A 4' cattle fence doesn't qualify. Neighbors have fences to keep animals in. When we enter the airport we've been asked to leave. The 1944 land transfer act talks about public use. We know that the reason you want a fence is because you don't want people snooping.

R Ferrell— I just want to remind everyone that this is an advisory committee and our job is to advise the board if this is a good idea or not. It's the county's job to decide what type of fence.

M Defty— do we know where the maintenance money will come from? 10 gates are powered, and as gates fail, do we have a source for repairs?

G Pelfrey— I can't talk to an exact source, but there needs to be a clear preventative maintenance schedule. We need a budget for that.

M Defty— where would \$ be coming from?

G Pelfrey— the airport budget will maintain it.

MOP— This area has clay soil. Because of the expansion and contraction of this, maintenance is important. It's expensive.

MOP— If you're going to put a fence up, I recommend not using chain link. Not as durable and once you run into it, it's wrecked. I see a need to keep people off runway. People get lost and to avoid the liability I see why.

MOP— FAA requires chain link. Some have barbed wire tops.

G Pelfrey— we don't want it to look like a prison.

MOP— Since this is public property, shouldn't it be public access at all times? Public should have access 100% of the time to the land.

R Ferrell— it's like county parks that are closed in the evening. You have access during normal business hours. You have access whenever you need it. Just call.

MOP— I'm against this then. This is public property. You're saying this is so important that it's akin to an airforce base?

G Pelfrey— At Sac Airport, there's no trespassing signs and there's a clear delineated area that you can't enter. As far as homeland security, people have been picked up.

MOP— Supervisors set parameters of contract footage and space. It states what acreage they have rented. Until the contracts are changed, the tenants that are renting have control over that space.

G Pelfrey— drainage section. There's a drainage presentation from Meade and Hunt.

(Rahul and Ryan of Meade and Hunt) — master plan keeps in line what will occur at airport. The last version was prepared in early 2000. Two things changed: precipitation forecasts were updated. The airport layout plan was updated. The county updated the drainage master plan.

April 2014 : We got comments from public and county. Exhibit (handout) shows a blob for drainage.

Parachute landing area— too speculative to have in a master plan so we removed both of these.

MOP— how deep and how long are these ponds?

Meade and Hunt— exact dimensions are to be determined. 5 to 10 feet max deep to align with drain into the ditch.

G Pelfrey— how long can these ditches hold water?

Meade and Hunt— FAA says you can't have water in the ditch for 48 hours. But if that violates county rapid release, it's a flexible requirement It might take between 48-72 hours.

MOP— are they covered with screens?

Meade and Hunt— no. They drain by gravity. There's larger storage beyond that for the height of the event. The water below has to drain in 48 hours, but if there's more above that, it will take longer. The details are not defined yet.

MOP— I'm concerned as a neighbor because our properties have experienced serious flooding. What about semi-permeable concrete?

Meade and Hunt— This detail is too specific for what we've proposed so far. That decision is for a later design phase. But it's not needed for an area like this where it's only 15% concrete overall.

MOP— we're concerned about our well water quality. There are typos on this. North had become East.

Meade and Hunt— Thank you.

MOP— what do you think the cost to maintain these will be?

Meade and Hunt— the emphasis is on Capital Improvements and not maintenance. Airports are equipped to deal with mowing and rodent control.

MOP— What is the specific distance that FAA requires for wildlife attractants?

Meade and Hunt— I don't have the numbers with me but they give a distance and the retention ponds are further away from there.

MOP— As I mentioned at a previous meeting, I'm concerned about timing and release. If this releases at the same time we get the high water from the foothills, it

will *increase* flooding in our area. If you're storing water here, it will increase our flooding.

Meade and Hunt— most water is “flow through water” and the airport is not really adding to that flow.

MOP— I'm the oldest resident here and I know history. The water came from the west and headed east before the airport was here. That water went straight east and hit dry slough and now it goes to the south. That wasn't a problem, but there are houses now b/c the county allowed houses to be built in the flood zone, east of the airport. The water will still go through the south and into private property. Of these houses on the east (77 of them), several are condemned because they're flooded out. Your facility (Gary) has a pipeline that's shown going under the taxiway. If you look in the north drain, it should go under the runway too. I think it went under the runway.

G Pelfrey— I'm not sure.

Flood control representative, Jon O'Brien speaks briefly.

G Pelfrey— Is this a standard thing, or are we special?

Meade and Hunt— it's been around a long time and there's nothing unique.

R Waxman— (to the Flood Control Rep)— I was wondering if you were asked to bid on the drainage design and construction.

Flood Control Rep— no, that's not really the work we do.

G Pefrey— Run up apron is not a project until the drainage is built. The last is taxi rehabilitation in 2019 and then phase II on runway 16-34.

MOP— Do we know the acceptable length of time for overlay from FAA? Is this one expected to last 20 years?

G Pelfrey— Is overlay going to last for the time promised? I don't think so. We'll have problems reaching year 18.

MOP— And this is with only 1/3 of the forecasted operations we anticipated in the Master Plan.

G Pelfrey— weight is another attribute to consider.

MOP— You are not putting something in there to stop reflective refracting like a petromack. It should have lasted longer. I think the contractor should be held liable.

G Pelfrey — we are looking into that.

G Pelfrey— AAC moves to approve ACIP. Motion passes.

S Sheehan: I'd like to make a motion about the ACIP. I have concerns regarding the fencing and water quality. I am concerned about the fencing costs. I would like there to more discussion. I support additional security, but would like the county to take additional steps to review our concerns and the proposed perimeter fencing because of Maintenance costs, limited public access, and that it doesn't actually secure the airport.

I move for the county to conduct additional fencing research before approving this request.

Waxman: seconds
Motion passes.

G Pelfrey— Move to adjourn

R Waxman— move to adjourn .
Motions pass.

8:20pm