

SONOMA COUNTY AVIATION COMMISSION

Minutes of the September 16, 2010 Meeting

CALL TO ORDER: Chair Young called the meeting to order at 8:10 a.m.

COMMISSIONERS PRESENT: Hayssen, Smith, Starrett, Walters and Young.

APPROVAL OF MINUTES: *Hayssen moved with support from Smith to approve the August 2010 Aviation Commission Minutes. All Ayes. Motion Carried.*

DISCUSSION ITEMS

A. Airport Ordinance

Chair Young introduced the Airport's Draft Commercial Vehicle Ordinance discussion item. Stout explained that the draft ordinance has been molded after other airport ordinances and follows County guidelines. The draft was sent to all commercial vehicle operators with trip meters registered with Weights and Measures, limousine operators and Airport Express. Young explained the Aviation Commission's advisory role to the Board of Supervisors and opened the item for discussion.

Attached is the summary of comments from commercial vehicle operators in attendance.

AIRPORT MANAGER'S REPORT

A. Complaint Update

Stout reported that there were 54 complaints since the August 2010 meeting. 39 complaints were related to the Air Show, with the Friday afternoon pre-show practice sessions generating the most complaints.

1. Chuck Campbell – loud, low jet overflight
2. Colleen Hayes – low overflight
3. Mike Mari – loud, low jet overflight
4. Bill Foss – loud, low jet overflight
5. Norma O'Brien – loud, low jet overflight
6. Kelly Lombardi – loud, low jet overflight
7. Matthew Affolder – loud, low jet overflight
8. Greg Morgan – loud, low jet overflight
9. Mrs. Orut – loud, low jet overflight
10. Martha Ann Story – loud, jet overflights
11. Liselotte Fore – loud jet overflights
12. Matthew Affolder – low jet overflights
13. Janet Farrar – wants to know when noise will stop
14. Anonymous – loud, low jet overflight
15. Clare Allee – wants to know why there is so much noise
16. Lisa Bollman – loud, low jet overflight
17. Barbara Turpel – loud, low jet overflight
18. Kathleen McCoy – wants to know what is going on
19. Anonymous – loud, low jet overflights
20. John Eldridge – jet fuel odor from low jet overflights

21. Pam Menicucci – overflights causing house to shake
22. Michael Hamilton – loud jet overflights
23. Kim Kelly – loud jet overflights
24. Matthew Affolder – loud jet overflights
25. Michael Hamilton – loud jet overflights
26. Liselotte Fore – loud jet overflights
27. Calina Rose – loud jet overflights
28. Karen Davis – loud jet overflights caused damage
29. Matthew Affolder – loud jet overflights
30. Tor Krieger – loud jet overflights
31. Randy Jones – loud jet overflight
32. Paul Peraino – loud jet overflights
33. Bruce Olson – loud jet overflights
34. Sally Silveria – loud jet overflights
35. Trish Mairet – loud jet overflights
36. Nellie – loud jet overflights
37. Anonymous – loud jet overflights
38. Raul Brena – Air Show is too loud
39. Debbie Mumm – loud jet overflights
40. Bill Foss – loud overflight
41. Ben Bainbridge – aircraft towing a banner
42. Heather (no last name) – aircraft towing a banner
43. John Christenson – 2 aircraft “playing chase”
44. Jan Butcher – 2 aircraft circling with engines backfiring
45. Valerie Andrew – 2 aircraft flying low
46. Marie Wardlow – 2 aircraft circling low and loud
47. Joe Panoski – 2 aircraft “playing chase”
48. Marie Wardlow – low overflights
49. Tammy Mulligan – 2 aircraft circling low and loud
50. Matthew Canniff – 2 aircraft “dog fighting”
51. Yvonne Macias – low overflights
52. Lanette Burt – Horizon Air overflight
53. Robert Mathes – low flying hot air balloons
54. Cindy Shiperly – low overflight

Stout said that the military practice session on the Friday before the Air Show was not typical with past Air Shows. This was a new item, and the neighbors were not prepared for it.

B. Tower Report

The Tower manager was not present. Stout reported that traffic counts continue to decline.

C. Airline Update

Stout reported that Horizon Air passenger numbers were up 3% over last year, but down from 2008 when the second Seattle flight was in operation. Alaska Airlines has changed its business model making Horizon Air a contract carrier. However, no schedule changes are planned for STS at this time.

D. EIR/EA Update

Stout reported that the forecasts have been submitted to the FAA for approval. The draft EA project list will be submitted next week.

E. Projects

- Terminal Remodel
 - Carpet is being installed.
 - An open house has been scheduled for Wednesday, September 22 from 6:30 to 8:00 pm.
 - An application for a new grant in the amount of \$380,000 for Phase II has been submitted to the FAA to include: new HVAC, a new roof, a new PA system and reimbursement for the carpet.
- Obstruction removal – the tree removal has been completed and Regional Parks is working with the property owner to landscape the cleared area.
- Taxiway Z – Phase 1 has started with paving at the intersection of Bravo.
- Taxiways D & Y – the Board of Supervisors approved award of the contract to the second lowest bidder. A preconstruction meeting has been scheduled, and the project should be completed by the end of the year.
- Security System Upgrade – the County debt advisory committee recommended the financing. The financing is anticipated to be on the agenda for the Board of Supervisors’ approval on October 19, 2010.

ACTION ITEMS

There were no action items at this time.

NEW BUSINESS

There was no new business at this time.

PUBLIC COMMENTS

Joshua Hochberg, owner of Sonoma Jet Center, announced that they will have an open house on September 25, 2010.

COMMISSION COMMENTS

There were no Commission comments at this time.

ADJOURN

Smith moved with support from Starrett to adjourn. All Ayes. Meeting adjourned at 9:12 a.m.

Respectfully submitted,

Jon Stout, CAE, AAE
Airport Manager

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Commercial Vehicle Operator Comments

- Commercial Vehicle Operator's (CVO) are invited to next Aviation Commission Meeting (October 21, 2010), location yet to be determined.
- McFadden explained that ordinance will take roughly 30 days to go into effect after it is approved by the Board of Supervisors. The county ordinance will cover the unincorporated areas of Sonoma County and they are working on an ordinance because it is a state requirement.

Comments:

A – C Taxi, Kevin:

- Would like clarification as to whether the ordinance will apply to taxi's that come onto Airport property, or those who just want to operate at the Airport.
- Does the drop off requirement apply to taxi, limo, and other commercial vehicle operators, or just a few types?
- Certain cities honor other city's permits (so that the operator does not have to go through the whole process again with each city).
- Thinks that the car and inspection requirement should also be honored (city to city).
- Santa Rosa ordinance works very well.

Louis T. Jenkins Insurance Agency, Louis Jenkins:

- 4.2, (b), (c): Wants to know the cost of the Airport roadway and parking lot repair (since it's mentioned in the ordinance that the Airport has to cover these costs by imposing fees). He would like a breakdown of these costs.
- Wants more information on fees and why the Airport is intending on charging businesses for our financial gain (says that it's probably to offset financial burden). Side note: Dave McFadden explained that the county is mandated by the state to have an ordinance, and that the Airport will have its own set of rules that CVO's must abide by (and thus imposing fees to help pay for enforcing this ordinance).
- Wants section 4.2 clarified.

Sonoma Sterling Limo, Dan Bosetta:

- His main message was that, if this ordinance were to go into place right now, they would stop servicing the Airport.
- Fees are too expensive for the amount of business that they do here.
- At SFO: SFO collects a \$1,000 bond from each operator (or vehicle?) and then charges \$45 per year after that (which includes a vehicle inspection).
- 4.12 (a): discriminating against older vehicles.
- The Airport should have inspectors on site that do all of the inspections, instead of having each vehicle get inspected elsewhere.
- Dan explained that they only come to the Airport 1 – 2 times per month and the cost and hassle of the ordinance would not be worth it.

- Also explained that if a vehicle has a seating capacity of 8, it is considered to be a limo. Vehicles that have a seating capacity of 10 are considered to be a bus.
- Has dealt with illegal cab companies. They try and steal all of the business.
- Understands that the enforcement side of the ordinance will cost money as well.
- They have \$1.5 million in insurance, \$1 million general liability (state requirement).
- \$2 million is a little high.

Airport Express, Tony Giraldi:

- 4.12 (a): Maybe have a restriction on taxi's and limo's and not busses.
- SFO has no restriction on the age of the vehicle.
- Airport Express pays \$2.80 at SFO and \$3.00 at OAK (trip fees)
- Thinks \$2.00 fee at STS is a little high.
- SFO inspects busses and OAK accepts inspection for their airport as well.
- They carry \$5 million insurance.
- Thinks that we really need this ordinance and is all for the Airport getting one.
- The public needs to have good / safe options with ground transportation.

Pure Luxury Limousine, Gary Buffo:

- Knew that this ordinance was coming.
- Based on the fees section, Pure Luxury would lose money.
- They spend a lot of money in advertising at the Airport.
- Make about 10 trips per month.
- Based on the current draft ordinance, they would not be able to operate.
- Pure Luxury encourages customers to use STS so that they can use Pure Luxury as well.
- Their vehicles get inspected 6 times per year at other Airports.
- Trip fee should be based on how many vehicles are in a fleet.
- Trip fee should be more than the per vehicle fee.

George's / Yellow / Checker Cab, Jim Ingegneri:

- Car year and mileage maximum is a little high.
- Can't afford to get new cars every few years.
- Suggested that the car age should be 7 years and 400,000 miles.
- Understands that there is a cost (because of our manpower).
- Agrees that there needs to be some kind of regulation.
- Some of the draft ordinance is too stiff and will hurt a lot of people/businesses. Airport needs to find a happy medium.
- We should post a phonebook listing in the terminal so that people know who to call in order to get a taxi.

Rohnert Park – Sam's Taxi, Robert:

- Agrees that some kind of regulation should happen.
- Fees should be put into place.

- Vehicle year and mileage maximum is too strict. Will make it impossible for operators to comply with.
- Unable to keep up with getting new vehicles every few years just to comply with Airport ordinance.
- Has \$1 million insurance coverage (did not specify which type), which is a requirement in Rohnert Park.
- Says that if this ordinance gets approved, it will monopolize the whole business in Sonoma County.
- We should provide some kind of temporary permit until the ordinance gets approved.
- Parking (staging) area is very small. Airport should expand.
- Need more parking spaces to accommodate all ground transportation cars.

Safe Ride Taxi, Estifanos Asgid:

- Not happy because of the parking restrictions that went into effect on 9/15/10. Says that they are not getting any calls.
- Says that we should have a listing of taxi company names so that customers will be able to find a taxi.
- Ordinance process needs to be sped up.

Choice Cab, Molu:

- Not happy because of the parking restrictions that went into effect on 9/15/10. Says that they are not getting any calls.
- Wants to know why the 9/15/10 requirement is not in the ordinance.
- Wants to know why they can't get a temporary permit to operate at the Airport while the ordinance is still being reviewed.

Safe Ride Taxi, Sid Clarkson:

- Likes the Rohnert Park regulations on taxis and recommended that we review them.
- Rohnert Park requires a state license, insurance (\$1 million), drug and alcohol testing, FBI check, DMV printout, valid driver's license, and current vehicle registration. Vehicles are inspected by RPPD.
- City of Cotati has a \$2 million insurance requirement. Because of that, not too many companies operate there.

Marlon Young explained to the audience to watch for the Aviation Commission agenda to be posted on our website (has information from the meeting). He also said that their next step would be to review the ordinance again, make any necessary changes and then recommend it to the Board of Supervisors for approval.

Jon also mentioned that we intend on posting the next draft ordinance on our website and emailing it to operators so that we don't have to send out a hard copy again.