



SPECIAL MEETING ANNOUNCEMENT

Preparation of a Response to Grand Jury Findings

Wednesday, December 7, 2011 - 7:00 – 9:00 pm

David Chetcuti Community Room at Millbrae City Hall
450 Poplar Avenue - Millbrae, CA 94030
(Access from Millbrae Library parking lot on Poplar Avenue)
(See attached map)

AGENDA

- | | |
|--|----------------------|
| I. <u>Call to Order / Roll Call / Declaration of a Quorum Present</u> - | ACTION |
| Richard Newman, Roundtable Chairperson / Steve Alverson, Roundtable Coordinator | |
| II. <u>Public Comment on Relevant Items <i>NOT</i> on the Agenda</u> – Richard Newman | INFORMATION |
| Note: Speakers are limited to two minutes. Roundtable Members cannot discuss or take action on any matter raised under this item. | |
| III. <u>Preparation of a Response to Grand Jury Report Findings</u> | INFORMATION / ACTION |
| – Steve Alverson | Pgs. 19 – 181 |
| IV. <u>ADJOURN</u> – Richard Newman | ACTION |

NOTE: Next Regular Roundtable Meeting Date: Wednesday, February 1, 2012

Note: Public records that relate to any item on the open session Agenda (Consent and Regular Agendas) for a Regular Airport/Community Roundtable Meeting are available for public inspection. Those records that are distributed less than 72 hours prior to a Regular Meeting are available for public inspection at the same time they are distributed to all Roundtable Members, or a majority of the Members of the Roundtable. The Roundtable has designated the Roundtable Administration Office, at 1828 El Camino Real, Suite 705, Burlingame, California 94010, for the purpose of making those public records available for inspection. The documents are also available on the Roundtable website at: www.SFOroundtable.org.

Note: To arrange an accommodation under the Americans with Disabilities Act to participate in this public meeting, please call (877) 372-7901 or (650) 692-6597 during normal business hours (8 a.m. – 4 p.m.) at least 2 days before the meeting date.



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Glossary of Common Acoustic and Air Traffic Control Terms

A

ADS-B - Automatic Dependent Surveillance – Broadcast – ADS-B uses ground based antennas and in-aircraft displays to alert pilots to the position of other aircraft relative to their flight path. ADS-B is a key element of NextGen.

Air Carrier - A commercial airline with published schedules operating at least five round trips per week.

Air Taxi – An aircraft certificated for commercial service available for hire on demand.

ALP - Airport Layout Plan – The official, FAA approved map of an airport's facilities.

ALS – Approach Lighting System - Radiating light beams guiding pilots to the extended centerline of the runway on final approach and landing.

Ambient Noise Level – The existing background noise level characteristic of an environment.

Approach Lights – High intensity lights located along the approach path at the end of an instrument runway. Approach lights aid the pilot as he transitions from instrument flight conditions to visual conditions at the end of an instrument approach.

APU - Auxiliary Power Unit – A self-contained generator in an aircraft that produces power for ground operations of the electrical and ventilation systems and for starting the engines.

Arrival – The act of landing at an airport.

Arrival Procedure - A series of directions on a published approach plate or from air traffic control personnel, using fixes and procedures, to guide an aircraft from the en route environment to an airport for landing.

Arrival Stream – A flow of aircraft that are following similar arrival procedures.

ARTCC – Air Route Traffic Control Center - A facility providing air traffic control to aircraft on an IFR flight plan within controlled airspace and principally during the enroute phase of flight.

ATC - Air Traffic Control - The control of aircraft traffic, in the vicinity of airports from control towers, and in the airways between airports from control centers.

ATCT – Air Traffic Control Tower - A central operations tower in the terminal air traffic control system with an associated IFR room if radar equipped, using air/ground communications and/or radar, visual signaling and other devices to provide safe, expeditious movement of air traffic.

Avionics – Airborne navigation, communications, and data display equipment required for operation under specific air traffic control procedures.

Altitude MSL –Aircraft altitude measured in feet above mean sea level.

B

Backblast - Low frequency noise and high velocity air generated by jet engines on takeoff.

Base Leg – A flight path at right angles to the landing runway. The base leg normally extends from the downwind leg to the intersection of the extended runway centerline.

C

Center – See **ARTCC**.

CNEL – Community Noise Equivalent Level - A noise metric required by the California Airport Noise Standards for use by airport proprietors to measure aircraft noise levels. CNEL includes an additional weighting for each event occurring during the evening (7:00 PM – 9:59 PM) and nighttime (10 pm – 6:59 am) periods to account for increased sensitivity to noise during these periods. Evening events are treated as though there were three and nighttime events are treated as though there were ten. This results in a 4.77 and 10 decibel penalty for operations occurring in the evening and nighttime periods, respectively.

CNEL Contour - The "map" of noise exposure around an airport as expressed using the CNEL metric. A CNEL contour is computed using the FAA-approved Integrated Noise Model (INM), which calculates the aircraft noise exposure near an airport.

Commuter Airline – Operator of small aircraft (maximum size of 30 seats) performing scheduled service between two or more points.

D

Decibel (dB) - In sound, decibels measure a scale from the threshold of human hearing, 0 dB, upward towards the threshold of pain, about 120-140 dB.

Because decibels are such a small measure, they are computed logarithmically and cannot be added arithmetically. An increase of ten dB is perceived by human ears as a doubling of noise.

dBA - A-weighted decibels adjust sound pressure towards the frequency range of human hearing.

dBC - C-weighted decibels adjust sound pressure towards the low frequency end of the spectrum. Although less consistent with human hearing than A-weighting, dBC can be used to consider the impacts of certain low frequency operations.

Decision Height – The height at which a decision must be made during an instrument approach either to continue the approach or to execute a missed approach.

Departure – The act of an aircraft taking off from an airport.

Departure Procedure – A published IFR departure procedure describing specific criteria for climb, routing, and communications for a specific runway at an airport.

Displaced Threshold - A threshold that is located at a point on the runway other than the physical beginning. Aircraft can begin departure roll before the threshold, but cannot land before it.

DME - Distance Measuring Equipment - Equipment (airborne and ground) used to measure, in nautical miles, a slant range distance of an aircraft from the DME navigational aid.

DNL - Day/Night Average Sound Level - The daily average noise metric in which that noise occurring between 10:00 p.m. and 7:00 a.m. is penalized by 10 dB. DNL is often expressed as the annual-average noise level.

DNL Contour - The "map" of noise exposure around an airport as expressed using the DNL metric. A DNL contour is computed using the FAA-approved Integrated Noise Model (INM), which calculates the aircraft noise exposure near an airport.

Downwind Leg – A flight path parallel to the landing runway in the direction opposite the landing direction.

Duration - The length of time in seconds that a noise event lasts. Duration is usually measured in time above a specific noise threshold.

E

En route – The portion of a flight between departure and arrival terminal areas.

F

FAA - The Federal Aviation Administration is the agency responsible for aircraft safety, movement and controls. FAA also administers grants for noise mitigation projects and approves

certain aviation studies including FAR Part 150 studies, Environmental Assessments, Environmental Impact Statements, and Airport Layout Plans.

FAR – Federal Aviation Regulations are the rules and regulations, which govern the operation of aircraft, airways, and airmen.

FAR Part 36 – A Federal Aviation Regulation defining maximum noise emissions for aircraft.

FAR Part 91 – A Federal Aviation Regulation governing the phase out of Stage 1 and 2 aircraft as defined under FAR Part 36.

FAR Part 150 – A Federal Aviation Regulation governing noise and land use compatibility studies and programs.

FAR Part 161 – A Federal Aviation Regulation governing aircraft noise and access restrictions.

Fix – A geographical position determined by visual references to the surface, by reference to one or more Nav aids, or by other navigational methods.

Fleet Mix – The mix of differing aircraft types operated at a particular airport or by an airline.

Flight Plan – Specific information related to the intended flight of an aircraft. A flight plan is filed with a Flight Service Station or Air Traffic Control facility.

FMS – Flight Management System - a specialized computer system in an aircraft that automates a number of in-flight tasks, which reduces flight crew workload and improves the precision of the procedures being flown.

G

GA - General Aviation – Civil aviation excluding air carriers, commercial operators and military aircraft.

GAP Departure – An aircraft departure via Runways 28 at San Francisco International Airport to the west over San Bruno, South San Francisco, Daly City, and Pacifica.

Glide Slope – Generally a 3-degree angle of approach to a runway established by means of airborne instruments during instrument approaches, or visual ground aids for the visual portion of an instrument approach and landing.

GPS - Global Positioning System – A satellite based radio positioning, navigation, and time-transfer system.

GPU - Ground Power Unit – A source of power, generally from the terminals, for aircraft to use while their engines are off to power the electrical and ventilation systems on the aircraft.

Ground Effect – The excess attenuation attributed to absorption or reflection of noise by manmade or natural features on the ground surface.

Ground Track – is the path an aircraft would follow on the ground if its airborne flight path were plotted on the terrain.

H

High Speed Exit Taxiway – A taxiway designed and provided with lighting or marking to define the path of aircraft traveling at high speed from the runway center to a point on the center of the taxiway.

I

IDP - Instrument Departure Procedure - An aeronautical chart designed to expedite clearance delivery and to facilitate transition between takeoff and en route operations. IDPs were formerly known as SIDs or Standard Instrument Departure Procedures.

IFR - Instrument Flight Rules - Rules and regulations established by the FAA to govern flight under conditions in which flight by visual reference is not safe.

ILS - Instrument Landing System – A precision instrument approach system which normally consists of a localizer, glide slope, outer marker, middle marker, and approach lights.

IMC – Instrument Meteorological Conditions - Weather conditions expressed in terms of visibility, distance from clouds, and cloud ceilings during which all aircraft are required to operate using instrument flight rules.

Instrument Approach – A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing, or to a point from which a landing may be made visually.

J

K

Knots – A measure of speed used in aerial navigation. One knot is equal to one nautical mile per hour (100 knots = 115 miles per hour).

L

Load Factor – The percentage of seats occupied in an aircraft.

Lmax – The peak noise level reached by a single aircraft event.

Localizer – A navigational aid that consists of a directional pattern of radio waves modulated by two signals which, when receding with equal intensity, are displayed by compatible airborne equipment as an “on-course” indication, and when

received in unequal intensity are displayed as an “off-course” indication.

LDA – Localizer Type Directional Aid – A facility of comparable utility and accuracy to a localizer, but not part of a complete ILS and not aligned with the runway.

M

Middle Marker - A beacon that defines a point along the glide slope of an ILS, normally located at or near the point of decision height.

Missed Approach Procedure – A procedure used to redirect a landing aircraft back around to attempt another landing. This may be due to visual contact not established at authorized minimums or instructions from air traffic control, or for other reasons.

N

NAS – National Airspace System - The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas; aeronautical charts, information and services; rules, regulations and procedures, technical information, manpower and material.

Nautical Mile – A measure of distance used in air and sea navigation. One nautical mile is equal to the length of one minute of latitude along the earth’s equator. The nautical mile was officially set as 6076.115 feet. (100 nautical miles = 115 statute miles)

Navaid – Navigational Aid.

NCT – Northern California TRACON – The air traffic control facility that guides aircraft into and out of San Francisco Bay Area airspace.

NDB – Non-Directional Beacon - Signal that can be read by pilots of aircraft with direction finding equipment. Used to determine bearing and can “home” in or track to or from the desired point.

NEM – Noise Exposure Map – A FAR Part 150 requirement prepared by airports to depict noise contours. NEMs also take into account potential land use changes around airports.

NextGen – The Next Generation of the national air transportation system. NextGen represents the movement from ground-based navigation aids to satellite-based navigation.

NMS – See RMS

Noise Contour – See CNEL and DNL Contour.

Non-Precision Approach Procedure – A standard instrument approach procedure in which no electronic glide slope is provided.

O

Offset ILS – Offset Parallel Runways – Staggered runways having centerlines that are parallel.

Operation – A take-off, departure or overflight of an aircraft. Every flight requires at least two operations, a take-off and landing.

Outer Marker – An ILS navigation facility in the terminal area navigation system located four to seven miles from the runways edge on the extended centerline indicating the beginning of final approach.

Overflight – Aircraft whose flights originate or terminate outside the metropolitan area that transit the airspace without landing.

P

PASSUR System – Passive Surveillance Receiver - A system capable of collecting and plotting radar tracks of individual aircraft in flight by passively receiving transponder signals.

PAPI – Precision Approach Path Indicator - An airport lighting facility in the terminal area used under VFR conditions. It is a single row of two to four lights, radiating high intensity red or white beams to indicate whether the pilot is above or below the required runway approach path.

PBN –Performance Based Navigation - Area navigation based on performance requirements for aircraft operating along an IFR route, on an instrument approach procedure or in a designated airspace.

Preferential Runways - The most desirable runways from a noise abatement perspective to be assigned whenever safety, weather, and operational efficiency permits.

Precision Approach Procedure – A standard instrument approach procedure in which an electronic glide slope is provided, such as an ILS. GPS precision approaches may be provided in the future.

PRM – Precision Runway Monitoring – A system of high-resolution monitors for air traffic controllers to use in landing aircraft on parallel runways separated by less than 4,300’.

Q**R**

Radar Vectoring – Navigational guidance where air traffic controller issues a compass heading to a pilot.

Reliever Airport – An airport for general aviation and other aircraft that would otherwise use a larger and busier air carrier airport.

RMS – Remote Monitoring Site - A microphone placed in a community and recorded at San Francisco International Airport’s

Noise Monitoring Center. A network of 29 RMS’s generate data used in preparation of the airport’s Noise Exposure Map.

RNAV – Area Navigation - A method of IFR navigation that allows an aircraft to choose any course within a network of navigation beacons, rather than navigating directly to and from the beacons. This can conserve flight distance, reduce congestion, and allow flights into airports without beacons.

RNP – Required Navigation Performance - A type of performance-based navigation (PBN) that allows an aircraft to fly a specific path between two 3-dimensionally defined points in space. RNAV and RNP systems are fundamentally similar. The key difference between them is the requirement for on-board performance monitoring and alerting. A navigation specification that includes a requirement for on-board navigation performance monitoring and alerting is referred to as an RNP specification. One not having such a requirement is referred to as an RNAV specification.

Run-up – A procedure used to test aircraft engines after maintenance to ensure safe operation prior to returning the aircraft to service. The power settings tested range from idle to full power and may vary in duration.

Run-up Locations - Specified areas on the airfield where scheduled run-ups may occur. These locations are sited, so as to produce minimum noise impact in surrounding neighborhoods.

Runway – A long strip of land or water used by aircraft to land on or to take off from.

S

Sequencing Process – Procedure in which air traffic is merged into a single flow, and/or in which adequate separation is maintained between aircraft.

Shoreline Departure – Departure via Runways 28 that utilizes a right turn toward San Francisco Bay as soon as feasible. The Shoreline Departure is considered a noise abatement departure procedure.

SENEL – Single Event Noise Exposure Level - The noise exposure level of a single aircraft event measured over the time between the initial and final points when the noise level exceeds a predetermined threshold. It is important to distinguish single event noise levels from cumulative noise levels such as CNEL. Single event noise level numbers are generally higher than CNEL numbers, because CNEL represents an average noise level over a period of time, usually a year.

Single Event – Noise generated by a single aircraft overflight.

Significant Exceedance – As defined by the Airport Community Roundtable, is a noise event more than 100 dB SENEL outside of the 65 CNEL contour.

SOIA – Simultaneous Offset Instrument Approach is an approach system permitting simultaneous Instrument Landing System approaches to airports having staggered but parallel runways. SOIA combines Offset ILS and regular ILS definitions.

STAR – Standard Terminal Arrival Route is a published IFR arrival procedure describing specific criteria for descent, routing, and communications for a specific runway at an airport.

T

Taxiway – A paved strip that connects runways and terminals providing the ability to move aircraft so they will not interfere with takeoffs or landings.

Terminal Airspace - The air space that is controlled by a TRACON.

Terminal Area – A general term used to describe airspace in which approach control service or airport traffic control service is provided.

Threshold – Specified boundary.

TRACON -Terminal Radar Approach Control – is an FAA air traffic control service to aircraft arriving and departing or transiting airspace controlled by the facility. TRACONs control IFR and participating VFR flights. TRACONs control the airspace from Center down to the ATCT.

U

V

Vector – A heading issued to a pilot to provide navigational guidance by radar. Vectors are assigned verbally by FAA air traffic controllers.

VFR – Visual Flight Rules are rules governing procedures for conducting flight under visual meteorological conditions, or weather conditions with a ceiling of 1,000 feet above ground level and visibility of three miles or greater. It is the pilot's responsibility to maintain visual separation, not the air traffic controller's, under VFR.

Visual Approach – Wherein an aircraft on an IFR flight plan, operating in VFR conditions under the control of an air traffic facility and having an air traffic control authorization, may proceed to destination airport under VFR.

VASI – Visual Approach Slope Indicator - An airport lighting facility in the terminal area navigation system used primarily under VFR conditions. It provides vertical visual guidance to aircraft during approach and landing, by radiating a pattern of high intensity red and white focused light beams, which indicate to the pilot that he/she is above, on, or below the glide path.

VMC – Visual Meteorological Conditions - weather conditions equal to or greater than those specified for aircraft operations under Visual Flight Rules (VFR).

VOR - Very High Frequency Omni-directional Range – A ground based electronic navigation aid transmitting navigation signals for 360 degrees oriented from magnetic north. VOR is the historic basis for navigation in the national airspace system.

W

X

Y

Z

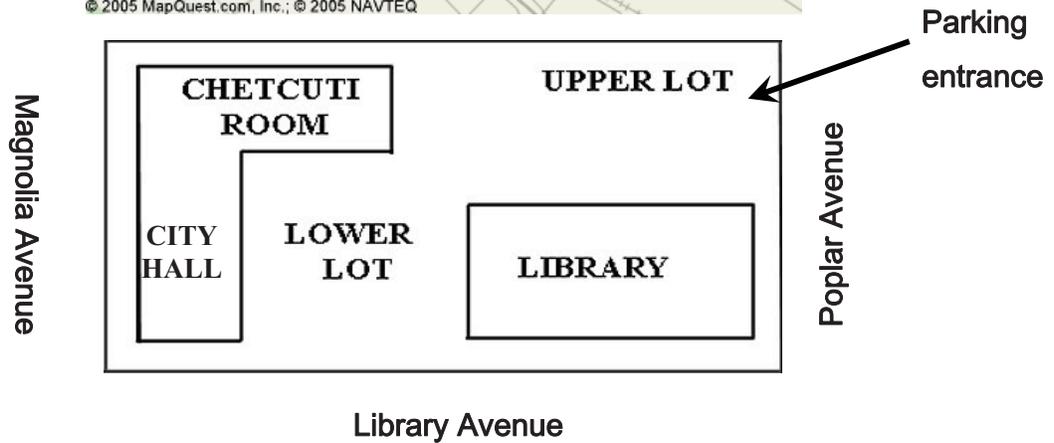
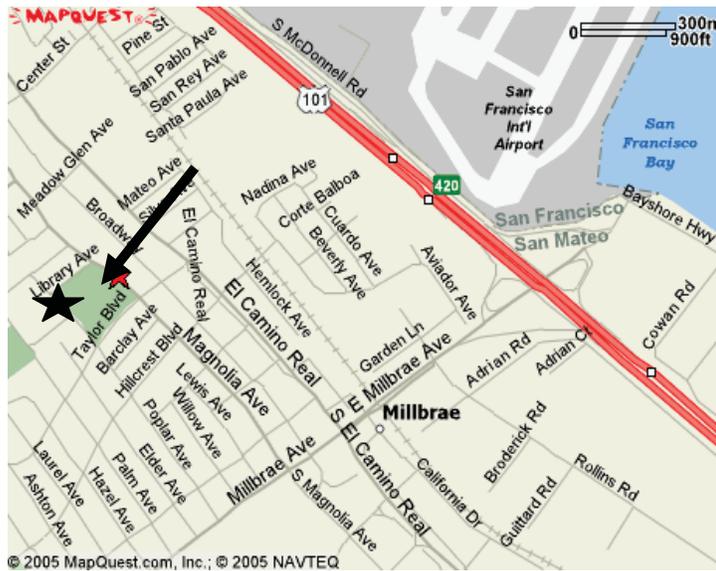
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AIRPORT/COMMUNITY ROUNDTABLE REGULAR MEETING PLACE

David Chetcuti Community Room
450 Poplar Avenue ~ Millbrae, CA 94030
(access through Millbrae Library parking lot on Poplar Avenue)
(650) 259-2363

Roundtable Web Site: www.SFOroundtable.org



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WELCOME

1828 El Camino Real, Suite 705
Burlingame, CA 94010
T (650) 692-6597
F (650) 692-6152

www.sforoundtable.org

The Airport/Community Roundtable is a voluntary committee that provides a public forum to address community noise issues related to aircraft operations at San Francisco International Airport. The Roundtable encourages orderly public participation and has established the following procedure to help you, if you wish to present comments to the committee at this meeting.

- You must fill out a Speaker Slip and give it to the Roundtable Coordinator at the front of the room, as soon as possible, if you wish to speak on any Roundtable Agenda item at this meeting.
- To speak on more than one Agenda item, you must fill out a Speaker Slip for each item.
- The Roundtable Chairperson will call your name; please come forward to present your comments.

The Roundtable may receive several speaker requests on more than one Agenda item; therefore, each speaker is limited to two (2) minutes to present his/her comments on any Agenda item unless given more time by the Roundtable Chairperson. The Roundtable meetings are recorded. Copies of the meeting tapes can be made available to the public upon request. Please contact the Roundtable office if you would like a copy of the meeting tapes.

Roundtable Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation to participate in this meeting, or who have a disability and wish to request an alternative format for the Agenda, Meeting Notice, Agenda Packet, or other writings that may be distributed at the meeting, should contact Connie Shields at least two (2) working days before the meeting at the phone, fax, or e-mail listed below. Notification in advance of the meeting will enable Roundtable staff to make reasonable arrangements to ensure accessibility to this meeting.

AIRPORT/COMMUNITY ROUNDTABLE OFFICERS / STAFF/ CONSULTANTS

~ November 2011 ~

Chairperson:

RICHARD NEWMAN

Chairperson, C/CAG* Airport Land Use Committee (ALUC)
Phone: (650) 692-6597 (Roundtable Office (Mon. – Wed.))

Vice-Chairperson:

SEPI RICHARDSON

Representative, City of Brisbane
Phone: (415) 467-6409

Roundtable Coordinator (Consultant):

STEVEN R. ALVERSON

Roundtable Office, Burlingame
Phone: (877) 372-7901 (Toll free)

Roundtable Administrative Staff:

CONNIE M. SHIELDS

Roundtable Office, Burlingame
Phone: (650) 692-6597 (Mon. – Wed.)

ROUNDTABLE WEB SITE ADDRESS: www.SFOroundtable.org

* City/County Association of Governments of San Mateo County





ABOUT THE AIRPORT/COMMUNITY ROUNDTABLE

OVERVIEW

The Airport/Community Roundtable was established in May 1981, by a Memorandum of Understanding (MOU), to address noise impacts related to aircraft operations at San Francisco International Airport (SFO). The Airport is owned and operated by the City and County of San Francisco, but it is located entirely within San Mateo County. This voluntary committee consists of 22 appointed and elected officials from the City and County of San Francisco, the County of San Mateo, and several cities in San Mateo County (see attached Membership Roster). It provides a forum for the public to address local elected officials, Airport management, FAA staff, and airline representatives, regarding aircraft noise issues. The committee monitors a performance-based aircraft noise mitigation program, as implemented by Airport staff, interprets community concerns, and attempts to achieve additional noise mitigation through a cooperative sharing of authority brought forth by the airline industry, the FAA, Airport management, and local government officials. The Roundtable adopts an annual Work Program to address key issues. The Roundtable is scheduled to meet on the first Wednesday of the following months: February, May, September, and November. **Regular Meetings are held on the first Wednesday of the designated month at 7:00 p.m. at the David Chetcuti Community Room at Millbrae City Hall, 450 Poplar Avenue, Millbrae, California. Special Meetings and workshops are held as needed. The members of the public are encouraged to attend the meetings and workshops to express their concerns and learn about airport/aircraft noise and operations. For more information about the Roundtable, please contact Roundtable staff at (650) 363-4417 or (650) 692-6597.**

POLICY STATEMENT

The Airport/Community Roundtable reaffirms and memorializes its longstanding policy regarding the “shifting” of aircraft-generated noise, related to aircraft operations at San Francisco International Airport, as follows: **“The Airport/Community Roundtable members, as a group, when considering and taking actions to mitigate noise, will not knowingly or deliberately support, encourage, or adopt actions, rules, regulations or policies, that result in the “shifting” of aircraft noise from one community to another, when related to aircraft operations at San Francisco International Airport.”** (Source: Roundtable Resolution No. 93-01)

FEDERAL PREEMPTION, RE: AIRCRAFT FLIGHT PATTERNS

The authority to regulate flight patterns of aircraft is vested exclusively in the Federal Aviation Administration (FAA). Federal law provides that:

“No state or political subdivision thereof and no interstate agency or other political agency of two or more states shall enact or enforce any law, rule, regulation, standard, or other provision having the force and effect of law, relating to rates, routes, or services of any air carrier having authority under subchapter IV of this chapter to provide air transportation.” (49 U.S.C. A. Section 1302(a)(1)).





MEMBERSHIP ROSTER DECEMBER 2011

REGULAR MEMBERS

(See attached map of Roundtable Member Jurisdictions)

CITY AND COUNTY OF SAN FRANCISCO BOARD OF SUPERVISORS

Representative: Vacant
Alternate: Vacant

CITY AND COUNTY OF SAN FRANCISCO MAYOR'S OFFICE

Julian C. L. Chang, (Appointed)
Alternate: Edwin Lee, Mayor

CITY AND COUNTY OF SAN FRANCISCO AIRPORT COMMISSION REPRESENTATIVE

John L. Martin, Airport Director (Appointed)
Alternate: Mike McCarron, Director, Bureau of Community Affairs

COUNTY OF SAN MATEO BOARD OF SUPERVISORS

Dave Pine, Supervisor
Alternate: Don Horsley, Supervisor

C/CAG* AIRPORT LAND USE COMMITTEE (ALUC)

Richard Newman, (Appointed) ALUC Chairperson/Roundtable Chairperson
Alternate: Carol Ford, (Appointed) Aviation Representative

TOWN OF ATHERTON

Elizabeth Lewis, Council Member
Alternate: Jim Dobbie, Council Member

CITY OF BELMONT

Coralin Feierbach, Council Member
Alternate: David Braunstein, Council Member

CITY OF BRISBANE

Sepi Richardson, Council Member/ Roundtable Vice-Chairperson
Alternate: Cy Bologoff, Council Member

CITY OF BURLINGAME

Michael Brownrigg, Council Member
Alternate: Ann Keighran, Council Member

* City/County Association of Governments of San Mateo County



MEMBERSHIP ROSTER DECEMBER 2011 (Continued)

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CITY OF FOSTER CITY

Art Kiesel, Council Member

Alternate: Charlie Bronitsky, Council Member

CITY OF HALF MOON BAY

Naomi Patridge, Council Member

Alternate: Allan Alifano, Council Member

TOWN OF HILLSBOROUGH

Larry May, Council Member

Alternate: Marie Chuang, Council Member

CITY OF MENLO PARK

Richard Cline, Council Member

Alternate: Andrew Cohen, Council Member

CITY OF MILLBRAE

Marge Colapietro, Council Member

Alternate: Nadia Holoher, Council Member

CITY OF PACIFICA

Sue Digre, Council Member

Alternate: Pete DeJarnatt, Council Member

TOWN OF PORTOLA VALLEY

Steve Toben, Council Member

Alternate: Ann Wengert, Council Member

CITY OF REDWOOD CITY

Jeffrey Gee, Council Member

Alternate: Vacant

CITY OF SAN BRUNO

Ken Ibarra, Council Member

Alternate: Rico Medina, Council Member

CITY OF SAN CARLOS

Representative: Vacant

Alternate: Matt Grocotti, Council Member

CITY OF SAN MATEO

John Lee, Council Member

Alternate: Vacant

MEMBERSHIP ROSTER DECEMBER 2011 (Continued)

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CITY OF SOUTH SAN FRANCISCO

Kevin Mullin, Council Member

Alternate: Richard Garbarino, Council Member

TOWN OF WOODSIDE

David Burow, Council Member

Alternate: Dave Tanner, Council Member

ROUNDTABLE ADVISORY MEMBERS

AIRLINES/FLIGHT OPERATIONS

Captain Michael Jones, United Airlines

Northwest Airlines

American Airlines

FEDERAL AVIATION ADMINISTRATION

Airports District Office, Burlingame

Elisha Novak

SFO Air Traffic Control Tower

Greg Kingery

Sean Cullinane

Northern California Terminal Radar Approach Control (NORCAL TRACON)

Patty Daniel

ROUNDTABLE STAFF/CONSULTANTS

Steven R. Alverson, Roundtable Coordinator (Consultant)

Phil Wade, Roundtable Support (Consultant)

Connie Shields, Administrative Assistant/County of San Mateo Staff

SAN FRANCISCO INTERNATIONAL AIRPORT NOISE ABATEMENT STAFF

Bert Ganoung, Noise Abatement Manager

David Ong, Noise Abatement Systems Manager

Ara Balian, Noise Abatement Specialist

Joyce Satow, Noise Abatement Office Administration Secretary

Barbara Lawson, Noise Abatement Office Senior Information Systems Operator

John Hampel, Noise Abatement Specialist

Joyce Satow, Noise Abatement Office Administration Secretary

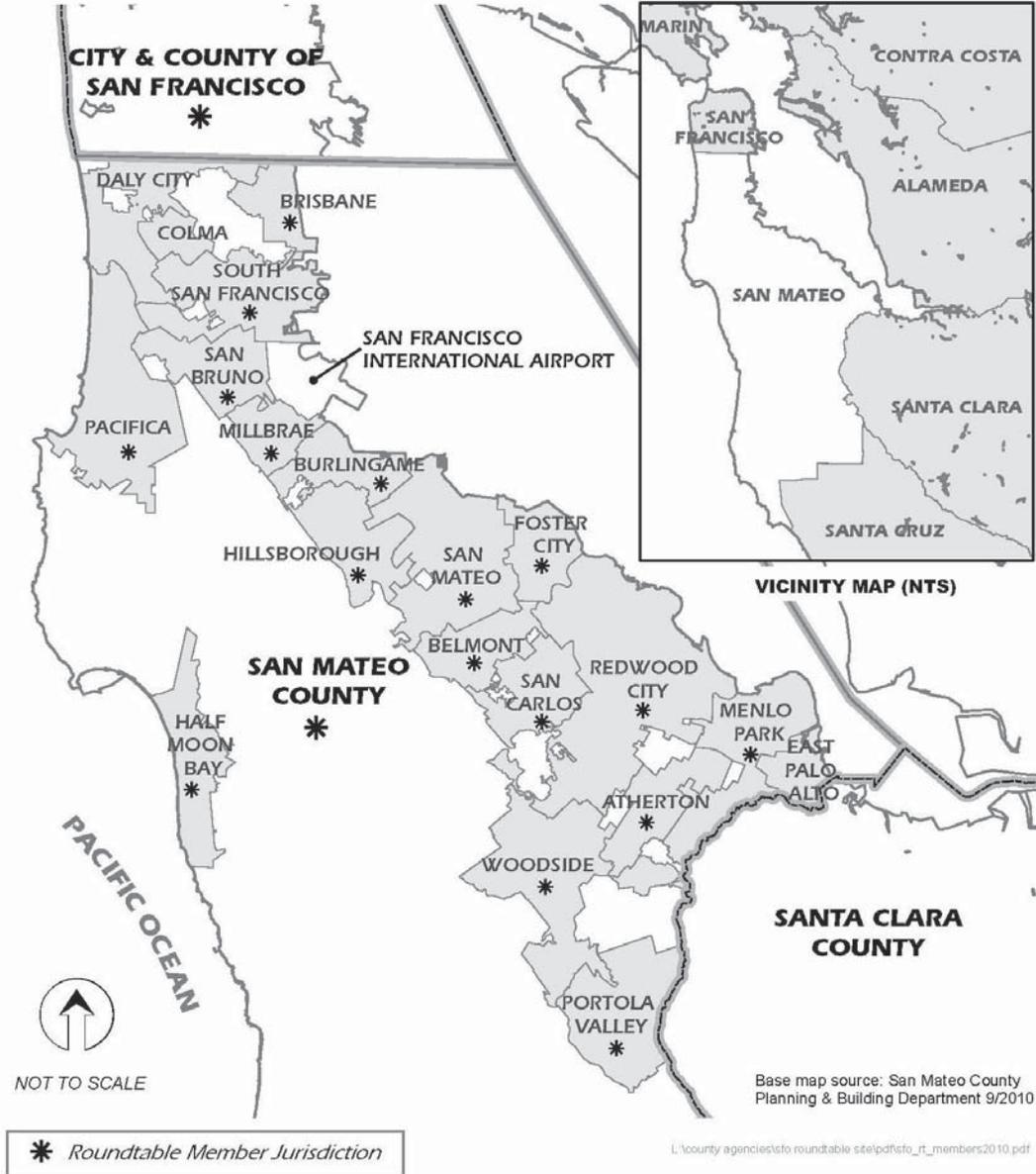
Akashni Bhan, Summer Noise Abatement Intern

William Brown, Summer Noise Abatement Intern

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ROUNDTABLE MEMBER JURISDICTION MAP

Location of Airport/Community Roundtable Member Jurisdictions
September 2010



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Agenda Item III

Preparation of a Response to
Grand Jury Report Findings

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DATE: December 7, 2011
TO: Roundtable Members, Alternates and Interested Persons
FROM: Steve Alverson, Roundtable Coordinator
SUBJECT: Agenda Item III Table of Contents

Attached are the following items associated with Agenda Item III:

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| 2. Grand Jury Report Cover Letter | Pgs. 33-34 |
| 3. Grand Jury Report | Pgs. 35-41 |
| 4. Member Jurisdiction Responses to the Grand Jury Report | |
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| B. City of Belmont | Pgs. 49-51 |
| C. County of San Mateo | Pgs. 53-60 |
| D. City of Brisbane | Pgs. 61-65 |
| E. City of Burlingame | Pgs. 67-76 |
| F. City of Daly City | Pgs. 77-81 |
| G. City of Foster City | Pgs. 83-85 |
| H. City of Half Moon Bay | Pgs. 87-90 |
| I. Town of Hillsborough | Pgs. 91-95 |
| J. City of Menlo Park | Pgs. 97-102 |
| K. City of Millbrae | Pgs. 103-107 |
| L. City of Pacifica | Pgs. 109-112 |
| M. Town of Portola Valley | Pgs. 113-119 |
| N. Redwood City | Pgs. 121-124 |
| O. City of San Bruno | Pgs. 125-133 |
| P. City of San Carlos | Pgs. 135-137 |
| Q. City of San Mateo | Pgs. 139-143 |
| R. City of South San Francisco | Pgs. 145-150 |
| S. Town of Woodside | Pgs. 151-156 |



5. Response to the Grand Jury Report from Chairperson Richard Newman **Pgs. 157-164**
6. Response to the Grand Jury Report from Gene Mullin **Pg. 165**
7. Draft Roundtable Response Letter to the Grand Jury Report **Pgs. 167-171**
8. City of Brisbane Response to the Draft Roundtable Response Letter **Pgs. 173-179**
9. Grand Jury Response to Roundtable's Request for Extended Response Time **Pg. 181**



DATE: December 7, 2011
TO: Roundtable Members
FROM: Steve Alverson, Roundtable Coordinator
SUBJECT: Response to the Findings of the Grand Jury Report

BACKGROUND

On July 6, 2011, the 2011-2012 San Mateo County Superior Court Grand Jury issued a report titled, "County Officials Need to Make Noise about Aircraft Noise." Although the Grand Jury Report was only directed to the San Mateo County Board of Supervisors, and no formal response from the Roundtable was required, at the Regular Roundtable meeting on September 7, 2011, a motion was made and subsequently approved for Roundtable Staff to prepare a formal response to the Grand Jury Report. Responses were due to the Grand Jury by October 4, 2011.

A Draft Response Letter (Draft Response) was distributed to Roundtable members by Steve Alverson via e-mail on September 26, 2011. On advice of San Mateo County Counsel, the letter could only be submitted to the Grand Jury if no members requested a special meeting to discuss the letter. Subsequently, a request was made for a special meeting to be held to discuss the Roundtable's response to the Grand Jury Report.

A request for an extension to the Grand Jury Report response deadline of October 4, 2011 was sent to the Honorable Joseph E. Bergeron on September 30, 2011. On October 5, 2011, the San Mateo County Superior court responded, granting the Roundtable's request, and extending the response deadline by 90 days to January 2, 2012.

On November 2, 2011, the Roundtable moved to hold a special meeting on December 7, 2011. The purpose of this meeting is to assess the merit of each Finding presented in the Grand Jury Report, and to agree in the majority to a response to each. Furthermore, the motion stipulated that the Roundtable's discussion of the Grand Jury Report's Findings would build off of the Draft Response prepared by Roundtable Staff.



DISCUSSION

The following findings were submitted in the Grand Jury Report:

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.
2. Noise data collected by SFO and monitored by the Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.
3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1,000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.
4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the Roundtable.
5. Reports received by the Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is “under construction” was displayed for the approximately one year duration of this investigation.
6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.
7. The bylaws of the Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the Roundtable is not an elected official.
8. The level of attendance by Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.
9. Public participation at Roundtable meetings is minimal. With one exception, all of the elected members of the Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either “given up” or did not believe that complaining was effective.

10. Daly City withdrew as a member of the Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

The cover letter attached with the Grand Jury Report required that responses indicate one of the following:

1. The respondent agrees with the finding.
2. The respondent disagrees wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefore.

The matrix on page 5 summarizes the responses provided by Roundtable member jurisdictions, including the Draft Response prepared by Roundtable staff.

As indicated in the response matrix, the following jurisdictions responded to the Grand Jury Report's Findings: County of San Mateo, Town of Atherton, City of Brisbane, City of Burlingame, City of Daly City, City of Half Moon Bay, Town of Hillsborough, City of Menlo Park, City of Millbrae, City of Pacifica, Town of Portola Valley, Redwood City, City of San Bruno, City of San Mateo, and the Town of Woodside.

The following member jurisdictions provided responses that could not be adequately captured by the matrix provided herein:

- The City of Belmont only responded to the Grand Jury Report's Recommendations.
- The City of Foster City responded to the Findings by stating: "The City agrees with all factual findings that are supported by evidence and documentation. However, where assumptions were made to make a finding, the City neither agrees nor disagrees."
- The City of San Carlos responded to the Conclusions and Recommendations of the Grand Jury Report.

Table 1 provides a summary of the responses tabulated in the matrix below.

TABLE 1 GRAND JURY REPORT RESPONSE TABULATION				
	Agree	Partially Disagree	Disagree	N/A
Finding 1	9	2	1	4
Finding 2	7	4	5	0
Finding 3	8	1	5	2
Finding 4	15	0	0	1
Finding 5	6	6	1	3
Finding 6	11	2	2	1
Finding 7	13	2	0	1
Finding 8	3	7	3	3
Finding 9	3	8	1	4
Finding 10	14	0	0	2

Note: Responses provided by the cities of Belmont, Foster City, and San Carlos were not included in this tabulation for the reasons described above. The Draft Response prepared by Roundtable staff are not included in this tabulation.

Based on the results tabulated above, a large majority of respondents indicated that they “agree” with Findings 1, 4, 6, 7, and 10. Furthermore, responses to Findings 2, 3, and 5 were more evenly split between responders who “agree” with these findings and those who either “partially disagree” or “disagree” with these findings. Lastly, a majority of responders indicated that they either “partially disagree” or “disagree” with findings 8 and 9.

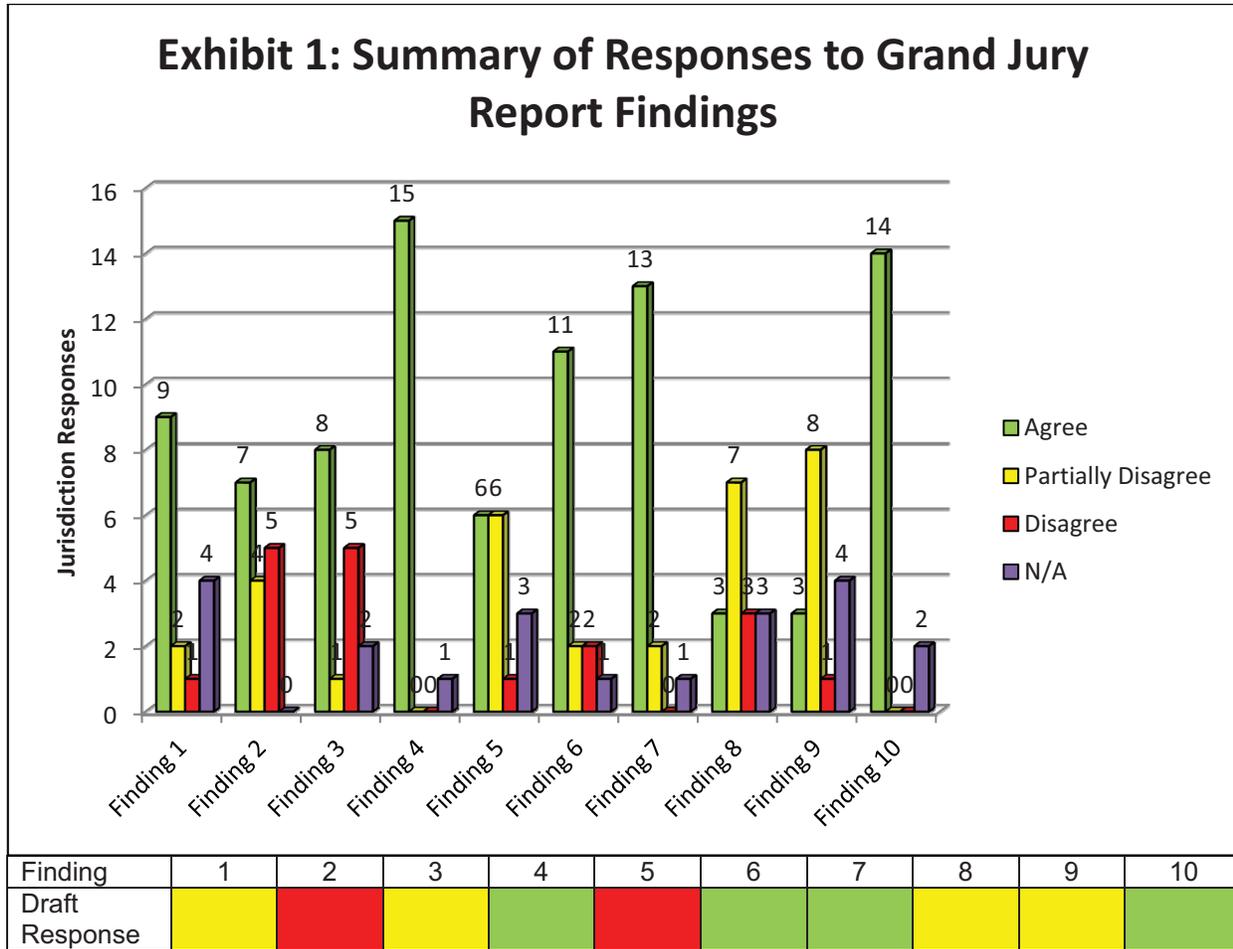
**GRAND JURY REPORT
RESPONSE COMPARISON MATRIX**

	County of San Mateo	Town of Atherton	City of Belmont	City of Brisbane	City of Burlingame	City of Daly City	City of Foster City	City of Half Moon Bay	Town of Hillsborough	City of Menlo Park	City of Millbrae	City of Pacifica	Town of Portola Valley	Redwood City	City of San Bruno	City of San Carlos	City of San Mateo	City of South San Francisco	Town of Woodside	Draft Response
Finding 1	Partially Disagree	Agree		Agree	Agree	Agree		N/A	N/A	Agree	Agree	Partially Disagree	N/A	Agree	Disagree		Agree	Agree	N/A	Partially Disagree
Finding 2	Disagree	Disagree		Partially Disagree	Agree	Agree		Disagree	Disagree	Agree	Agree	Partially Disagree	Agree	Disagree	Partially Disagree		Partially Disagree	Agree	Agree	Disagree
Finding 3	Agree	Disagree		Agree	Agree	N/A		Agree	Disagree	Agree	Agree	Disagree	Partially Disagree	N/A	Disagree		Disagree	Agree	Agree	Partially Disagree
Finding 4	Agree	Agree		Agree	Agree	N/A		Agree	Agree	Agree	Agree	Agree	Agree	Agree	Agree		Agree	Agree	Agree	Agree
Finding 5	Partially Disagree	Partially Disagree		Agree	Partially Disagree	N/A		N/A	Partially Disagree	Partially Disagree	Partially Disagree	Disagree	Agree	Agree	N/A		Agree	Agree	Agree	Disagree
Finding 6	Agree	Agree		Partially Disagree	Partially Disagree	N/A		Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree		Agree	Agree	Agree	Agree
Finding 7	Agree	Agree		Agree	Partially Disagree	N/A		Agree	Agree	Agree	Agree	Partially Disagree	Agree	Agree	Agree		Agree	Agree	Agree	Agree
Finding 8	Partially Disagree	Partially Disagree		Agree	Partially Disagree	Agree		Partially Disagree	Disagree	N/A	Disagree	Partially Disagree	N/A	Partially Disagree	Disagree		Partially Disagree	Agree	N/A	Partially Disagree
Finding 9	Partially Disagree	Partially Disagree		Agree	Partially Disagree	N/A		Partially Disagree	N/A	N/A	Partially Disagree	Partially Disagree	Agree	Partially Disagree	N/A		Disagree	Agree	Partially Disagree	Partially Disagree
Finding 10	Agree	Agree		Agree	Agree	Agree		Agree	Agree	Agree	Agree	Agree	N/A	Agree	N/A		Agree	Agree	Agree	Agree

N/A = No Answer. The respondent either felt the question did not apply to their jurisdiction, or that there was not enough information available to provide a response.

Note
The cities of Belmont, Foster City, and San Carlos either did not provide a response to the Grand Jury Report's Findings, or provided responses that could not be adequately captured in this matrix.

Exhibit 1 graphically depicts the range of responses to each Grand Jury Report Finding, as compared to the responses provided in the Draft Response.



A comparison of the tabulated responses to the Draft Response prepared by Roundtable Staff shows relative congruency with respect to Findings 4, 6, 7, and 10, where a majority “agreed” with the Grand Jury Report’s Findings. Similarly, the Draft Response also mirrors a majority of responses to Findings 8 and 9, with which most jurisdictions “partially disagreed.”

The Draft Response, however, is not consistent with a majority of responses to Findings 1, 2, 3, and 5. For Findings 1 through 3, a majority of respondents “agreed” with the Finding, while the Draft Response “partially disagreed” with Findings 1 and 3, and “disagreed” with Finding 2. Similarly, the Draft Response “disagreed” with Finding 5, while a majority of respondents were split between “agreeing” or “partially disagreeing” with this Finding.

The following is a brief explanation of the Draft Responses to these particular Findings.

Finding 1: The Draft Response’s “partial disagreement” with Finding 1 was predicated on several issues. The Draft Response agreed with the finding that total departures and night departures at SFO have increased (as supported by ten years of data provided by the SFO Noise Abatement Office), and that this increase had an adverse impact on communities near SFO. However, there was disagreement with the finding that flight patterns, particularly those departing Runways 01L/R, have changed. Furthermore, there was disagreement with the finding that some areas experiencing the “most severe impacts” either declined to participate or were deemed ineligible for the noise insulation.

Finding 2: The Draft Response “wholly disagreed” with Finding 2. The Draft Response noted that SFO’s noise monitoring system measures each single aircraft noise event, including all arrivals and departures, over a 24-hour period. The Draft Response further indicated that the Community Noise Equivalent Level (CNEL), which is the state-mandated metric for measuring aircraft noise, is calculated using single-event data, and that CNEL applies “penalties” for evening and nighttime noise events.

Finding 3: The Draft Response “partially disagreed” with this finding. The Draft Response Letter acknowledging that PUC Section 21669.4 allows for a county to enforce noise regulations established by the State of California by imposing fines for the violation of a noise standard. However, as noted in the Draft Response, the only noise standard that the State has adopted with respect to aircraft operations is the 65 dB CNEL (CCR, Title 21, Section 5012), which is a cumulative metric. No standard exists on a federal or state level for maximum single-event noise levels associated with aircraft operations; therefore, this PUC Section 21669.4 is currently not enforceable.

Finding 5: The Draft Response “wholly disagreed” with this finding; indicating that information (e.g., agendas and meeting packets, which include SFO Airport Noise Abatement reports) is uploaded at least 72 hours prior to a Roundtable meeting. Furthermore, while the Roundtable website is in the process of being updated, this has been a separate process and has not affected the current site in any way.

RECOMMENDATIONS

Staff recommends that, given the time constraints of the meeting, Roundtable Members focus the majority of their discussion on those Grand Jury Report Findings that garnered the widest disparity in responses between the participating jurisdictions and the Draft Response prepared by Roundtable Staff. More specifically, while Roundtable Members may address each finding in whatever order is deemed appropriate by the Chair (e.g., sequentially or otherwise), Staff recommends that for Findings 1, 2, 3, and 5, Members initiate a discussion on each, in order to achieve a majority consensus. While the Draft Response prepared by Roundtable staff is not congruent with the majority of the cities responses to these particular Findings, enough disparity exists between Member jurisdiction responses, particularly with respect to Findings 2, 3, and 5, to merit further review. Staff would also recommend that Roundtable Members, to the

greatest extent possible, utilize language from the Draft Response in formulating their official response to these Findings.

The Chair has indicated that for purposes of producing a final letter within the time allotted for this meeting, motions to be proposed must be made by reference to the line number in the draft letter and with specific language changes, to be voted one by one.

With respect to Findings 4, 6, 7, 8, 9, and 10, where the Draft Response and the jurisdictions are generally congruent, Staff would recommend an abbreviated discussion; reserving as much time as possible for those Findings identified above. Again, Roundtable Staff recommends that Roundtable Members, to the greatest extent possible, utilize language from the Draft Response in formulating their official response to the Grand Jury Report in order to expedite this step in the process.

Attachments: Grand Jury Report cover letter; Grand Jury Report; Response letters from the following jurisdictions: County of San Mateo, Town of Atherton, City of Belmont, City of Brisbane, City of Burlingame, City of Daly City, City of Foster City, City of Half Moon Bay, Town of Hillsborough, City of Menlo Park, City of Millbrae, City of Pacifica, Town of Portola Valley, Redwood City, City of San Bruno, City of San Carlos, City of San Mateo, and the Town of Woodside; Responses provided by Chairperson Richard Newman; Response from Gene Mullin; Draft Roundtable Response Letter; City of Brisbane reply to Draft Roundtable Response Letter

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Superior Court of California, County of San Mateo
Hall of Justice and Records
400 County Center
Redwood City, CA 94063-1655

JOHN C. FITTON
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July 6, 2011

Hon. Carole Groom, President
Board of Supervisors
400 County Center
Redwood City, CA 94063-1662

Re: County Officials Need to Make Noise about Aircraft Noise

Dear Supervisor Groom:

The 2010-2011 Grand Jury filed a report on July 6, 2011 which contains findings and recommendations pertaining to the county. The Board of Supervisors must submit comments, within 90 days, on the findings and recommendations pertaining to the matters under control of the County of San Mateo. Your comments to the Hon. Joseph E. Bergeron are due no later than October 4, 2011. **Please note that the response should indicate that it was approved by the Board of Supervisors at a public meeting.**

For all findings, the Board of Supervisors shall indicate one of the following:

1. The respondent agrees with the finding.
2. The respondent disagrees wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed and shall include an explanation of the reasons therefore.

Additionally, as to each Grand Jury recommendation, the Board of Supervisors shall report one of the following actions:

1. The recommendation has been implemented, with a summary regarding the implemented action.
2. The recommendation has not yet been implemented, but will be implemented in the future, with a time frame for implementation.
3. The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a time frame for the matter to be prepared for discussion by the officer or director of the agency or department being investigated or reviewed, including the governing body of the public agency when applicable. This time frame shall not exceed six months from the date of publication of the Grand Jury report.
4. The recommendation will not be implemented because it is not warranted or reasonable, with an explanation therefore.

If a finding or recommendation of the Grand Jury addresses budgetary or personnel matters of a county department headed by an elected officer, both the department head and the Board of Supervisors shall respond if requested by the Grand Jury, but the response of the Board of Supervisors shall address only those budgetary or personnel matters over which it has some decision making authority. The response of the elected department head shall address all aspects of the findings or recommendations affecting his or her department.

Please submit your responses as follows:

1. Responses to be placed on file with the Clerk of the Court by the Court Executive Office.
 - Prepare original on letterhead, address and mail to Judge Bergeron.
2. Responses to be placed at the Grand Jury website.
 - Send response by e-mail to: grandjury@sanmateocourt.org. (Make sure your agency name is on the response.)

For up to 45 days after the end of the term, the foreperson and the foreperson's designees are available to clarify the recommendations of the report. To reach the foreperson, please call the Grand Jury Clerk at (650) 599-1200.

If you have any questions regarding these procedures, please do not hesitate to contact Paul Okada, Deputy County Counsel, at (650) 363-4761.

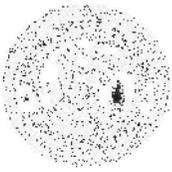
Very truly yours,



John C. Fitton
Court Executive Officer

JCF:ck
Enclosure

cc: Supvr. Rose Jacobs Gibson
Supvr. Don Horsley
✓ Supvr. Dave Pine
Supvr. Adrienne Tissier
David S. Boesch
Hon. Joseph E. Bergeron
Paul Okada
Jim Saco
Shanna Collins



County Officials Need to Make Noise about Aircraft Noise

[Issue](#) | [Background](#) | [Findings](#) | [Conclusions](#) | [Recommendations](#) | [Responses](#) | [Attachments](#)

Issue

Is the San Francisco International Airport Roundtable (SFO Roundtable) operating effectively to ensure that San Mateo County residents are not unduly impacted by aircraft noise?

Summary

The San Francisco International Airport (SFO), one of the busiest airports in the world, is experiencing significant expansion and an increase in both domestic and international flight traffic. While SFO is wholly owned and operated by the City and County of San Francisco, it is located entirely within the boundaries of San Mateo County. Many communities in close proximity to SFO and those located under departure flight paths are increasingly impacted by aircraft noise and vibration, especially from night departures.

The San Francisco Airport Roundtable serves as the primary forum to address the impact of aircraft noise on communities in San Mateo County. Comprised of elected officials from 17 San Mateo County cities along with representatives of San Francisco and SFO, the Airport Roundtable is tasked with monitoring noise and complaint data and interfacing with the public, local governments, state agencies, the FAA, the airline industry and SFO administrators on behalf of San Mateo County. The Grand Jury conducted an inquiry to determine if the Airport Roundtable was effectively representing those San Mateo County residents being impacted by aircraft noise and vibration.

The Grand Jury found that the effectiveness of the Airport Roundtable was diminishing, and that participation and enthusiasm for the SFO Roundtable was in decline. The City of Daly City, one of the communities most severely impacted by aircraft noise and night departures, has withdrawn from the Airport Roundtable. Monthly meetings of the Roundtable have been reduced to quarterly meetings. The Grand Jury recommended that the San Mateo County Board of Supervisors become actively involved in revitalizing the Airport Roundtable and recommended that Daly City renew their membership and appoint a fully engaged representative.

The Grand Jury further found that noise monitoring and mitigation efforts are primarily based on compliance with the federal standard of 65dbCNEL, which is an average noise level over a 24 hour period, and therefore does not address single aircraft noise events. They also determined that there is no mechanism in place to measure structural vibration. The Grand Jury recommended that the Roundtable expand their focus to include single aircraft noise events, particularly night departures, and request that the Noise Abatement Office deploy equipment to measure and monitor both single events and structural vibration.

The Grand Jury further found that the bylaws of the SFO Roundtable do not require that the Chair or Vice-chair be an elected representative of a member city, nor does it allow for any membership or committee representation by individual members of the community. It was also noted that there was no representation from the State of California, Division of Aeronautics. The Grand Jury recommends that the bylaws be amended to require the Chair and Vice-chair to be an elected official from a member city and expand membership to include a representative of the State of California, Division of Aeronautics. The Grand Jury also recommends that severely impacted cities form citizen advisory groups to work with their appointed representative on the Airport Roundtable to identify and mitigate aircraft noise in their communities.

Background

The San Francisco International Airport (SFO), is one of the busiest airports in the United States, serving as the gateway to Europe, Asia and Australia. In 2010 SFO served over 39 million passengers on some 387,000 flights. SFO serves as a major hub for United Airlines (now merged with Continental), and as the primary hub for Virgin Airlines. SFO is experiencing significant airport expansion and an increase in both domestic and international flight traffic into and out of SFO.

SFO is wholly owned and operated by the City and County of San Francisco, yet its 2300 acre operation is located entirely within the boundaries of unincorporated San Mateo County and in immediate proximity to numerous residential communities. While San Mateo County undoubtedly benefits economically from the presence of SFO within its borders, it also bears the brunt of the traffic congestion, pollution, and the vibration and noise generated by aircraft and related airport activities.

Although all air traffic control and flight patterns are under the sole jurisdiction of the Federal Aviation Administration, SFO operates under a permit issued by the State of California and is regulated by the State of California Department of Transportation, Division of Aeronautics. The California Public Utilities Code requires that "the department shall adopt noise standards governing the operation of aircraft and aircraft engines for airports operating under a valid permit issued by the department to an extent not prohibited by federal law. The standards shall be based upon the level of noise acceptable to a reasonable person residing in the vicinity of the airport".¹

California law further provides that, "The violation of the noise standards by any aircraft shall be deemed a misdemeanor and the operator thereof shall be punished by a fine of one thousand dollars (\$1000) for each infraction,"² and that "It shall be the function of the county wherein an airport is situated to enforce the noise regulations established by the department."³

In 1971, pursuant to California regulation, San Mateo County designated SFO as a "Noise Problem Airport."⁴ The preamble to the regulations states that "the regulations are designed to cause the airport proprietor, aircraft operator, local governments, pilots, and the department to

¹ Public Utilities Code Section 21669

² Public Utilities Code Section 21669.4 (a)

³ Public Utilities Code Section 21669.4 (b)

⁴ California Code of Regulations, Title 21, Article 2, section 5020

work cooperatively to diminish noise problems. The regulations accomplish these ends by controlling and reducing the noise impact area in communities in the vicinity of airports."⁵

In response, the San Francisco International Airport/Community Roundtable (SFO Roundtable) was created by a Memorandum of Understanding between the County and the cities of San Mateo County in 1981 as a forum to address the impacts of aircraft noise on communities in San Mateo County. Participation by the Cities is voluntary. The San Mateo County Board of Supervisors delegated responsibility for the aircraft noise issue to the SFO Roundtable comprised of local elected representatives from 17 San Mateo County communities along with officials from SFO, San Francisco, San Mateo County and the County Airport Land Use Committee (ALUC). The SFO Roundtable remains the primary agency charged with the responsibility for monitoring aircraft noise data and noise mitigation programs, as well as interfacing with the public, local governments, state agencies, the FAA, the airline industry and SFO administrators on behalf of San Mateo County.

Pursuant to state law, SFO established a Noise Abatement Office. This office operates 31 noise monitors in San Mateo County to measure noise and track ambient noise. These include 29 permanent locations and 2 portable units presently deployed in Brisbane. There is currently no mechanism in place to measure or track structural vibration. The SFO Noise Abatement Office also fields and tracks resident complaints about aircraft noise.

The Grand Jury assessed whether the SFO Roundtable is operating effectively to mitigate aircraft noise impacts on San Mateo County residents.

Discussion

While it is recognized that the Federal Aviation Administration (FAA) regulates the operation of aircraft and controls the use of airspace, there may be significant opportunities for the elected officials in San Mateo County to mitigate the impacts on its residents.

SFO expansion and the increase in air traffic, especially departing night flights, has raised strong objections from some northern San Mateo County communities. Issues also continue to be raised by southern and mid San Mateo County communities regarding aircraft noise from arriving flights coming into SFO.

The Roundtable has maintained a good relationship with SFO, and can claim many successes including the establishment of a state of the art Noise Abatement Office funded by and located at SFO. The role of the Noise Abatement Office is to monitor aircraft noise activity and to compile data and prepare reports. These reports are used by the SFO Airport Roundtable to analyze and mitigate noise impacts in San Mateo County.

In 1983 the FAA and SFO invested \$153,000,000 in a major noise insulation program to soundproof more than 15,000 homes located within the 1983 noise contour map in which it was determined that aircraft noise exceeded the federal standard of 65dbCNEL.⁶ The 65dbCNEL

⁵ California Code of Regulations, Title 21, Article 2, section 5000

⁶ 65 decibels Community Noise Equivalent Level

noise standard represents the average noise level over a 24 hour period rather than the noise level of any individual event. Single event aircraft flyovers need to occur frequently and at very high volumes in order to bring the average noise level to 65dbCNEL. A community or residence could therefore experience numerous severe noise events in a day, but unless the average noise level over a 24 hour period exceeded the standard, it would not be considered a problem.

Eligible homes were noise insulated with the installation of noise resistant doors and windows in return for owners waiving their future vertical air rights and their legal rights to engage in noise litigation against SFO. Funds for the insulation program have been exhausted, and there are no current efforts to seek additional funding for expansion of the program to insulate areas that were not originally included, but may now suffer significant aircraft noise impacts.

The impact of structural vibration created by aircraft departures is not measured or tracked, but represents another impact on northern San Mateo County communities, particularly with night departures of heavy aircraft with international destinations.

While the efforts of the Roundtable and SFO have successfully mitigated the impact of aircraft noise in many areas of San Mateo County, there are individuals and communities that continue to suffer significant adverse impacts from aircraft noise who believe that their concerns are not being adequately addressed. For example, changes in departure patterns over Brisbane have generated strong protests from residents who assert that their quality of life is being adversely impacted. Increased night flights over San Bruno, South San Francisco and Daly City are also of major concern to those communities, especially when the flights depart directly over residential areas that did not participate or were not eligible for the noise insulation program.

The SFO Noise Abatement Office and SFO Roundtable sponsor a cooperative "Fly Quiet" program that monitors departure noise and acknowledges airlines that operate within recommended noise reduction guidelines. Neither the County of San Mateo nor the San Francisco Airport Commission exercise their authority to issue fines and sanctions for noise violations despite frequent and repetitive failures to comply with standards.

Investigation

The 2010-2011 San Mateo Grand Jury conducted an extensive investigation into aircraft noise issues at SFO which included interviews with the following:

- Current and former members of the SFO Roundtable
- Key personnel at SFO and the SFO Noise Abatement Office
- San Mateo County Officials and Staff
- San Mateo County Counsel and Staff
- Elected officials from impacted San Mateo County communities
- Residents in communities impacted by aircraft noise and vibration

In addition, the Grand Jury reviewed numerous current and historic documents that included:

- Bylaws and meeting minutes of the SFO Roundtable

- Federal and state noise standards and regulations applicable to SFO
- Extensive data on SFO flight paths, noise complaints and violations of noise standards
- CNEL Noise Contour Maps (attachment)
- Minutes of the City of San Francisco Airport Commission.

The Grand Jury also toured the San Francisco International Airport and visited the SFO Noise Abatement Office to observe their noise monitoring and tracking systems.

Findings

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.
2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.
3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.
4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.
5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.
6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.
7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.
8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.
9. Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

10. Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

Conclusions

1. While numerous San Mateo County communities are affected to various degrees by aircraft noise from SFO, the most severe impacts are created by departures over Brisbane, Colma, Daly City, San Bruno and South San Francisco. The increasing frequency and intensity of aircraft noise, particularly at night, represents a problem for the quality of life for the residents of those communities.
2. The San Mateo County Board of Supervisors has not recently taken an active role in addressing aircraft noise issues and has largely delegated this responsibility to the SFO Airport Roundtable.
3. It would be more effective to have elected officials serve as Chairperson and Vice-chairperson of the SFO Roundtable, as they are directly accountable to the citizens.
4. Including a representative of the State of California, Division of Aeronautics, on the SFO Roundtable would add an important dimension and enhance effectiveness.
5. The lack of effectiveness of the SFO Roundtable has caused a decline in attendance and enthusiasm for participation in the SFO Roundtable. Community participation is minimal and not encouraged.
6. The focus on average noise levels, rather than single events, can distort the extent and magnitude of the problem and foster the belief that complaining is futile.

Recommendations

The 2010-2011 San Mateo Grand Jury recommends that the San Mateo County Board of Supervisors:

1. Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.

The Grand Jury recommends that the County Board of Supervisors and the member cities of the SFO Roundtable direct their representatives to take action that will:

1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.
2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.
3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.
4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.
5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.

6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.
7. Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.
8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

The 2010-2011 San Mateo County Grand Jury recommends that the City Council of Daly City:

1. Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interests of Daly City residents who are severely impacted by aircraft departure noise.

The 2010-2011 San Mateo County Grand Jury recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

1. Form local Citizens Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.
2. Maintain regular attendance and full participation in SFO Roundtable meetings and activities.

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Office of the Mayor
Town of Atherton

91 Ashfield Road
Atherton, California 94027
Phone: (650) 752-0500
Fax: (650) 614-1212

October 3, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center; 2nd floor
Redwood City, CA 94063-1655

Dear Judge Bergeron:

This letter serves as the Town of Atherton formal response to the June 30, 2011 letter from the Superior Court transmitting the Civil Grand Jury Report "County Officials Need to Make Noise about Aircraft Noise." The Atherton City Council authorized this letter and the attached specific responses at their meeting of September 21, 2011.

Atherton appreciates the efforts of the Grand Jury and their desire to address this issue. In general, due to our location in the south end of the County, you will note that many of our responses indicate recommendations are not applicable to our community.

If you have any questions please feel free to contact the Town of Atherton.

Thank you.

Sincerely,

Bill Widmer
Vice Mayor

TOWN OF ATHERTON

Attachment: Town of Atherton – Civil Grand Jury report on Aircraft Noise

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**Town of Atherton comments on the
2010-11 San Mateo County Civil Grand Jury Report on
“County Officials Need to Make Noise about Aircraft Noise”**

Findings

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and part of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Response: Agree with the finding. Furthermore, please note that passenger volume at SFO has returned to pre-9/11 levels. With this, there are more landings as well and many more flights circling multiple times over the South Bay communities whereby more and more flights are entering our airspace below the recommended 8000 foot level, dropping to 5000, which brings more noises. This should be also considered in this report.

2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be addressed to residents.

Response: Disagree with the finding – the data that is collected includes single-event noise, weighted for time of day, and averaged. Data is collected on a 24-hour basis, and includes night-time noise events.

3. The violation of noise standards by an aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California Law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

Response: Disagree with the finding – San Mateo County should impose fines or sanctions on offending airlines.

4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

Response: Agree with the finding.

5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website. Information was not current and a message stating “under construction” was displayed for the approximately one year duration of this investigation.

Response: A check of the Roundtable web site on September 12, 2011 revealed a fully functioning site that included easy access to reports and other current information.

6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on sub committees.

Response: Agree with the finding.

7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

Response: Agree with the finding. This item will be discussed at a 2011-12 meeting of the SFO Roundtable.

8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from the membership entirely and the San Francisco Board of Supervisors representative has not appeared since February 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

Response: Atherton attends a majority of the meetings.

9. Public participation at SFO Roundtables is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the resident members interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

Response: Partially disagree with the finding. Public participation is minimal. Complaints are reported by month for each city, along with specific data relative to the complaint

10. Daly City withdrew as a member of the SFO Roundtable in 2010 citing budget restraints as the reason. Membership fees for 2010 were \$750.

Response: Agree with the finding. Whilst the fee is minimal, should the roundtable wish to be fully inclusive, perhaps the membership fee should be optional.

Recommendations

For the San Mateo County Board of Supervisors:

1. Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented and that every

effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.

Response: Not applicable to the Town of Atherton

For the County Board of Supervisors and the member cities of the SFO Roundtable:

1. Ensure the locations of noise measuring and tracking equipment parallel current departure paths.

Response: Requires further analysis. Roundtable will need to engage in an analysis and evaluation as the current locations of noise measurement/tracking equipment and the efficacy of moving the locations. This item will be included in the Roundtable's 2011-12 Program of Work for further analysis. Atherton supports but requests some focus be given to landing profiles and management as well.

2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure paths.

Response: Requires further analysis. It is unclear if there is reasonable and cost-effective methodology/equipment for measuring the intensity of structural vibration, and uncertainty as to what would be done with such measurements, in terms of mitigation. This item will be included in the Roundtable's 2011-12 Program of Work for further analysis. Atherton supports and as with #1 above suggests attention be given to landing noise monitoring as well.

3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS about noise

Response: Needs further analysis. This item will be included in the Roundtable's 2011-12 Program of Work for further analysis. Atherton supports.

4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average noise experienced within a 24 hour period

Response: This has already been implemented, as the Community Noise Equivalent Level (CNEL) methodology does include single-event noise, including night departures. Consider monitoring and focus on landing noise as well.

5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures

Response: Needs further analysis. This item will be included in the Roundtable's 2011-12 Program of Work for further analysis. Atherton supports and suggests some attention to early morning (pre 530am) landing approaches (from Big Sur

approach as well as Peninsula “route arounds” with attention given to altitude management.

6. Create a subcommittee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

Response: Needs further analysis. This item will be included in the Roundtable’s 2011-12 Program of Work for further analysis. Atherton supports.

7. Modify SFO Roundtable bylaws to require both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

Response: This item will be implemented and discussed at a future meeting.

8. Expand SFO Roundtable membership to include representatives from the State of California Division of Aeronautics to serve as a liaison.

Response: Needs further analysis. This item will be included in the Roundtable’s 2011-12 Program of Work for further analysis.

For the City Council of Daly City:

1. Rejoin the SFO Roundtable and appoint a member to actively participate.

Response: Not applicable to the Town of Atherton.

For the City Councils of Daly City, Brisbane, Millbrae, San Bruno and South San Francisco

1. Form a local Citizens Advisory Committee to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.

Response: Not applicable to the Town of Atherton.

2. Maintain regular attendance and full participation in the SFO Roundtable meetings and activities.

Response: Not applicable to the Town of Atherton.



BELMONT POLICE DEPARTMENT

Donald J. Mattei, Chief of Police

September 28, 2011

Hon. Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center, 2nd Floor
Redwood City, CA 94063-1655

Re: Grand Jury Report – County Officials Need to Make Noise about Aircraft Noise

Dear Judge Bergeron:

The City of Belmont takes issues sent to them by the San Mateo County Grand Jury seriously and typically assigns these reports to staff to conduct an in-depth review of the material. The staff report and attached material were placed on the City Council's September 27, 2011, agenda for review and approval. Based on this review the City has the following responses to the Grand Jury Report:

- *The 2010-2011 San Mateo County Grand Jury recommends that the San Mateo County Board of Supervisors:*
 1. Take an active role in revitalizing the SFO Roundtable to make sure the interests of San Mateo County and its residents are fully represented, and that every effort is made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.

Response: The question dose not apply to the City of Belmont

- *The Grand Jury recommends that the County Board of Supervisors and member cities of the SFO Roundtable direct their representatives to take action that will:*
 1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.

Response: The respondent agrees with the findings

2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibrations on departure flight paths.

"A Tradition of Service"

Response: The respondent agrees with the findings

3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.

Response: The respondent disagrees wholly or partially with the findings. The respondent believes that there must be a blending of both types of data collection. There should be a direct relationship between the complaints from residents and the actual noise measurements collected. These are related and need to be studied.

4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.

Response: The respondent disagrees wholly or partially with the findings. The standard of collecting data should be the same for night and day departures. The respondent agrees that decibel averages should not be used. Data collections should report as individual events. The average of these events can then be reported.

5. Adapt the “Fly Quiet” Program to include sanctions as well as rewards based on single event violations, particularly with night departures.

Response: The respondent disagrees wholly or partially with the findings. In concept the proposed “Fly Quiet” makes some sense but the SFO Roundtable has no authority or funding base to institute such a program.

6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

Response: The respondent agrees with the findings

7. Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

Response: The respondent agrees with the findings

8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, as a liaison.

Response: The respondent agrees with the findings

- *The 2010-2011 San Mateo County Grand Jury recommends that the City Council of Daly City:*

1. Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interests of Daly City residents who are severely impacted by aircraft departure noise.

Response: This question does not apply to the City of Belmont

- *The 2010-2011 San Mateo County Grand Jury recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:*

1. Form local Citizen Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.

Response: This question does not apply to the City of Belmont

2. Maintain regular attendance and full participation in the SFO Roundtable meetings and activities.

Response: This question does not apply to the City of Belmont.

Should you have any further questions or need clarification on any of the responses provided to you please feel free to contact me directly.

Respectfully Submitted,



Don Mattei
Police Chief

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COUNTY OF SAN MATEO
Inter-Departmental Correspondence
 County Manager's Office



APPROVED BY
 BOARD OF SUPERVISORS

SEP 27 2011

BY  CLERK OF BOARD
 DEPUTY

DATE: September 13, 2011

BOARD MEETING DATE: September 27, 2011

SPECIAL NOTICE/HEARING: None

VOTE REQUIRED: Majority

TO: Honorable Board of Supervisors

FROM: David S. Boesch, County Manager 

SUBJECT: 2010-11 Grand Jury Response

RECOMMENDATION:

Accept this report containing the County's response to the following 2010-11 Grand Jury report: County Officials Need to Make Noise About Aircraft Noise.

BACKGROUND / DISCUSSION:

The County is mandated to respond to the Grand Jury within 90 days from the date that reports are filed with the County Clerk and Elected Officials are mandated to respond within 60 days. To that end, included is the County's response to the "County Officials Need to Make Noise About Aircraft Noise" report issued on July 6, 2011.

The San Francisco International Airport/Community Roundtable (Roundtable) was created in 1981 by a Memorandum of Understanding (MOU) between the City and County of San Francisco, the County of San Mateo, and several cities in San Mateo County, as a voluntary committee, to address community noise impacts from aircraft operations at San Francisco International Airport (SFO). There is no local, state, or federal mandate for the Roundtable to exist.

The original purpose of the Roundtable was to monitor the implementation of the recommendations of the 1980 Joint Land Use Study Final Technical Report. That report was a joint effort between the City and County of San Francisco and the County of San Mateo, regarding air quality, vehicular traffic, and aircraft noise issues related to the operation of the Airport. Air quality and vehicular traffic issues were already addressed on a regional scale by existing public agencies. No local public agency, however, was responsible for addressing aircraft noise. The Roundtable quickly focused all of its efforts on noise issues related to aircraft operations at SFO. It became and continues to be the only public forum in San Mateo County for local residents to express their concerns about SFO.

Local governments in San Mateo County are represented on the Roundtable by their

elected officials (city council members and County Supervisors). The City and County of San Francisco representation on the Roundtable includes a member of the San Francisco Board of Supervisors, a representative of the Mayor's Office, and a representative of the San Francisco Airport Commission (Airport Director).

The Roundtable monitors a performance-based aircraft noise mitigation program, interprets community concerns, and pursues additional feasible noise mitigation actions, through a cooperative sharing of authority among the airlines that serve the airport, FAA staff, Airport management staff, and local governments. The 22-member organization has been meeting on a regular basis since 1981 and continues to encourage public input related to aircraft noise from SFO operations. The 2010-2011 Grand Jury conducted an inquiry to determine if the Roundtable was effectively representing those San Mateo County residents being impacted by aircraft noise and vibration. This report responds to the findings and recommendations contained in the Grand Jury's inquiry.

Acceptance of this report contributes to the Shared Vision 2025 outcome of a Collaborative Community by ensuring that all Grand Jury findings and recommendations are thoroughly reviewed by the appropriate County departments and that, when appropriate, process improvements are made to improve the quality and efficiency of services provided to the public and other agencies.

FISCAL IMPACT:

There is no Net County Cost associated with accepting this report.

County Officials Need to Make Noise About Aircraft Noise

Findings:

Grand Jury Finding Number 1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

County Response: Partially Disagree

Explanation: Staff agrees that there has been an increase in both total departures and night departures. However, staff does not have any evidence at this time that the flight patterns have changed. Southbound aircraft departures from SFO and Oakland International Airport fly over the northern portion of the county. According to the FAA, it has not changed its air traffic control procedures related to aircraft departures from either airport. The Roundtable is reviewing a large amount of flight track and noise measurement data collected by SFO to understand the scope and nature of the aircraft departure routes over the northern part of the county. The noise measurement data indicate that there are not severe or adverse aircraft noise impacts as defined by State

and Federal aircraft noise standards in the northern part of the County.

In response to the finding that some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program, staff notes that portions of the Cities of Daly City and South San Francisco were eligible to participate in the federal noise insulation program, per federal eligibility criteria. A combined total of over 10,000 homes were insulated in those two cities. There is no portion of the City of Brisbane that meets the federal eligibility criteria for the insulation program. As noted above, staff is not aware of any evidence documenting “severe impacts” in these areas.

Grand Jury Finding Number 2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

County Response: Wholly Disagree

Explanation: The SFO aircraft noise monitoring system measures every single aircraft noise event, including nighttime noise events. That data is used to calculate and map the Community Noise Equivalent Level (CNEL) aircraft noise levels and noise contours, as required by the State of California Noise Regulations. The CNEL noise metric, in decibels, represents the average aircraft noise level over a 24-hour day. It is adjusted to account for the lower tolerance of people to noise during the evening and nighttime hours. State law requires every airport in California to measure aircraft noise with this 24-hour metric.

Grand Jury Finding Number 3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1,000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

County Response: Agree. Reconsideration of the policy regarding fines and sanctions is a matter that could be considered by the Roundtable as a whole.

Grand Jury Finding Number 4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

County Response: Agree

Grand Jury Finding Number 5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is “under construction” was displayed for the approximately one

year duration of this investigation.

County Response: Partially disagree

Explanation: Information on the Roundtable website is easily accessible to the public. The information on the website is continually updated. A new Roundtable website will be operational in September 2011.

Grand Jury Finding Number 6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

County Response: Agree. Potential expansion of the Roundtable membership is a matter that can be considered by the Roundtable as a whole.

Grand Jury Finding Number 7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

County Response: Agree. Potential revisions to the Roundtable bylaws can be considered by the Roundtable as a whole.

Grand Jury Finding Number 8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

County Response: Partially disagree

Explanation: Staff disagrees with the portion of the finding regarding declining attendance. According to Roundtable attendance records, during the period from 2008 through 2009, Roundtable member attendance remained stable at about 70%. In 2010, there was a slight increase in attendance over the previous two years.

Grand Jury Finding Number 9. Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

County Response: Partially disagree

Explanation: Staff agrees that *noise* complaints are not a reliable source of public feedback, but disagrees that a lack of complaints is a result of non-responsiveness by the Roundtable. Rather, it is the hope of County staff that the absence of significant complaints is indicative of the successful collaborative efforts of the Roundtable, the SFO Noise Abatement Office, SFO management, the FAA, and the airlines to pursue and implement safe and feasible noise mitigation actions. The matter of encouraging additional public participation is an issue that can be discussed by the Roundtable as a whole.

Grand Jury Finding Number 10. Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

County Response: Agree

Recommendations:

The 2010-2011 San Mateo Grand Jury recommends that the San Mateo County Board of Supervisors:

- 1. Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.**

Response:

The recommendation requires further analysis. The County was a founding member of the San Francisco International Airport/Community Roundtable and has been an active member since the Roundtable began meeting in 1981. Over the thirty-year history of the Roundtable, three County Supervisors have served as the Roundtable Chairperson. The County Representative on the Roundtable will continue to support the on-going airport noise mitigation efforts of the Roundtable. As one of many agencies participating on the Roundtable, the County has, and will continue to, work with the other member agencies to maximize the ability of the Roundtable to serve County residents.

The Grand Jury recommends that the County Board of Supervisors and the member cities of the SFO Roundtable direct their representatives to take action that will:

- 1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.**

Response:

The recommendation has been implemented. As a matter of County policy, individual supervisors who serve on committees such as the Roundtable do so independently, without specific policy direction from the Board of Supervisors. With regard to the location of noise measuring and tracking equipment, staff understands that the current locations of SFO noise monitoring system equipment effectively capture aircraft noise levels and accurately records aircraft flight paths in accordance with State regulations. Thus, no action by the County is necessary.

- 2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.**

Response:

The recommendation will not be implemented. Past research has shown that noise-induced vibrations from commercial aircraft operations do not cause structural damage. Due to the wide variety of flight paths, aircraft types, frequency of flights, and structure types, this recommendation has no practical purpose.

- 3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from the residents about noise.**

Response:

The recommendation will not be implemented. The data provided to the Roundtable, collected by the SFO Noise Monitoring System, includes actual noise measurements (single-event noise) and complaint data. Therefore, a change of focus of required data collection is not necessary.

- 4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.**

Response:

The recommendation will not be implemented. See response to Recommendation No. 3. Furthermore, as noted elsewhere in this report, the CNEL metric, in decibels, represents the average aircraft noise level over a 24-hour day with additional weightings for evening and nighttime events to account for the lower tolerance of people to noise during those times. State law requires designated noise impact airports in California to measure aircraft noise with this 24-hour metric.

- 5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.**

Response:

The recommendation requires further analysis. Many years ago the Airport would send a

Letter of Admonishment to those airlines that caused loud noise events. That approach turned out to cause severe ill will between the Airport and the airlines and the surrounding communities.

Re-establishing these or other types of punitive sanctions is an approach that could be considered by the Roundtable as a whole, and cannot be dictated by the County. From the perspective of County staff, the Fly Quiet Program is a positive reinforcement effort by the Roundtable to publicly recognize the airlines for operating as quietly as possible to be a good neighbor to the surrounding communities. The Program began over 10 years ago and has been very successful. The addition of sanctions to the Program would totally change the character of the Program and would be counterproductive to its purpose.

- 6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.**

Response:

The recommendation requires further analysis. The suggested creation of such a subcommittee is a matter for the Roundtable to consider as a whole. From the perspective of County staff, this would be impractical from an operational and support standpoint. One of the strengths of the Roundtable is that it speaks with one voice and includes all of the noise stakeholders. The creation of geographically based subcommittees could diminish this quality.

- 7. Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.**

Response:

The recommendation requires further analysis. The suggested revision to the Bylaws is a matter for the Roundtable to consider as a whole. From the perspective of County staff, such a change is unnecessary and could be counter productive.

The current selection process for the Chairperson and Vice-Chairperson was established in 1981. The Chairperson and the Vice-Chairperson are elected annually for a term of one year. Any Representative on the Roundtable is eligible to be nominated to serve as the Chairperson or the Vice-Chairperson.

The recommendation would split the Roundtable into two groups, those who are eligible to serve as the Chairperson or Vice-Chairperson and those who are not. This approach would be divisive and impractical, and would eliminate the current equal status of all of the Roundtable Representatives.

- 8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.**

Response:

The recommendation requires further analysis. The suggested revision to the Roundtable's membership is a matter for the Roundtable to consider as a whole, and is largely dependent upon the Division of Aeronautics willingness and ability to participate. State budget issues, travel restrictions, and the potential for similar requests elsewhere in the State, cause staff to question the ability of the Division of Aeronautics to attend and participate in the Roundtable meetings on a regular basis. The Roundtable currently has the ability to request the Division of Aeronautics participation in a Regular Roundtable meeting whenever there is a need for the Division's input.



CITY OF BRISBANE

50 Park Place
Brisbane, California 94005-1310
(415) 508-2100
Fax (415) 467-4989

September 30, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center; 2nd Floor
Redwood City, CA 94063-1655

RE: Response to the Grand Jury Report "County Officials Need to Make Noise about Aircraft Noise"

Dear Judge Bergeron:

On behalf of the City Council of the City of Brisbane, I would like to thank you for the opportunity to review and comment on the above mentioned Grand Jury Report dated July 6, 2011. Aircraft noise continues to be a distressing issue to our citizens and we are dedicated to finding solutions to address this serious, ongoing problem. The City Council has authorized this response at their regular meeting on September 19, 2011.

Findings:

The City of Brisbane has reviewed and agrees with the majority of the findings. The City disagrees partially with findings number 2 and 6.

- *Finding 2: Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents. The City agrees that data is reviewed based on averages rather than single events.*

Response: The City's understanding is that data is collected on night-time events as well as daytime. The City also notes that single events can be distressing not only at night but during the early morning and daytime in Brisbane, adversely affecting the health and welfare of our residents. The City believes this issue is at the heart of the matter and that we need data to reflect this reality. We also believe that both the SFO Roundtable and FAA need to accept single event noise as the basis of mitigation strategies.

- *Finding 6: The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.*



Response: The City notes that representatives appointed to the Roundtable are also residents of their jurisdictions whose job is specifically to provide their citizen's representation on community issues.

Recommendations:

The 2010-2011 San Mateo Grand Jury recommends that the San Mateo County Board of Supervisors:

1. *Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the sever and increasing impacts of SFO airport expansion on San Mateo County residents.*

Further Action Required: The County is encouraged to take more of an active lead role in assisting their local jurisdictions with mitigating the impact of noise from SFO for their constituents. Our representative at the September 7, 2011 SFO Roundtable meeting noted that Board Member Dave Pine was present and participated in the meeting

The Grand Jury recommends that the County Board of Supervisors and the member cities of the SFO Roundtable direct their representatives to take action that will:

1. *Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.*

Further Action Required: Brisbane staff has and continues to work with the SFO Noise Abatement office regarding the location of noise measuring and tracking equipment to ensure accurate recording of noise levels affecting our community. The City of Brisbane is prepared to make locations available for additional monitor. At this time, the SFO Noise Abatement Office has stated that they lack funding and offer that a city willing to spend \$30,000 can purchase a noise monitor. This is an unacceptable response. SFO Noise Abatement should be adequately funded to support additional noise monitoring supplies and activities.

2. *Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.*

Further Action Required: The SFO Noise Abatement office has deployed additional noise monitors to measure and track current departure flight paths that occur over Brisbane twice in the past year. However, this is temporary and needs to be extended to permanent monitors.

3. *Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.*

Further Action Required: During the past year, the SFO Noise Abatement Office has reviewed actual noise data from recent additional noise monitor placements in two additional areas of our city. Earlier data has been presented to the community.

The most recent data collection was presented at the last SFO Roundtable meeting on September 7, 2011 and will be presented to the community at an upcoming SFO Roundtable Workshop in Brisbane on October 5, 2011. The SFO Noise Abatement Office has also provided the data to interested citizens to allow for additional transparency.

4. *Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.*

We agree: The City requests that this data and not the CNEL data be the basis of mitigation measures. Our representative continues to lobby for this change which is a Federal standard and needs to be addressed at the Federal level. The City agrees that all members of the SFO Roundtable should begin the discussion at the local level and petition their respective state and federal representatives to address this needed change to the standard. The time frame for implementing a change in this Federal standard is unknown at this time.

5. *Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.*

Not yet implemented: Our representative will work with the other SFO Roundtable members in upcoming meetings to address this recommendation and will recommend that this be a high priority in the Roundtable's work plan. It is imperative that all the parties, including the airline officers, be required to come to the table and fully participate in resolving noise issues. We are encouraged by the efforts of Virgin America Airlines and believe their actions should become the industry standard.

6. *Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.*

Not yet implemented: Brisbane is supportive of this recommendation and our representative will discuss with fellow elected representatives about implementing this recommendation.

7. *Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.*

Will not be implemented: At the September 7, 2011 SFO Roundtable meeting, the members voted down a proposal to require both the Chair and Vice-Chair be elected officials. After discussion, it was determined that the current Chair has additional valuable expertise that is required to effectively understand the complex issues involved with addressing aircraft over flight noise and also provides continuity on the Roundtable. It was also clarified that both the Chair and Vice-Chair are selected by the members on an annual basis.

8. *Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison*

We agree: The City is supportive of this recommendation and believes that the SFO Roundtable should put more emphasis on engaged participation of all stakeholders to resolve the ongoing noise issues.

The 2010-2011 San Mateo County Grand Jury recommends that the City Council of Daly City:

1. *Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interests of Daly City residents who are severely impacted by aircraft departure noise.*

Not applicable to Brisbane. The City is supportive of this recommendation.

The 2010-2011 San Mateo County Grand Jury recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

1. *Form local Citizens Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.*

Informal committee exists: While a formal Citizen Advisory Committee has not been approved by the City Council, the Council and Staff have supported an ad-hoc citizens committee formed to promote mitigating noise issues in the City of Brisbane. Recent actions with this group includes coordinating through the SFO Noise Abatement Office, meetings with FAA flight tower operations at SFO and TRACON in Mather, California, as well as having a group meeting with Congresswoman Jackie Speier, Council Member A. Sepi Richardson, city staff, SFO staff and FAA staff to address noise issues.

2. *Maintain regular attendance and full participation in SFO Roundtable meetings and activities.*

Implemented: Councilmember A. Sepi Richardson continues to regularly attend the SFO Roundtable and is currently the Vice-Chair.

We hope with the cooperation of our surrounding affected cities, we will be able to work together to address and implement these recommendations.

The City also would like to note that we will be hosting an SFO Roundtable Community Workshop, scheduled for October 5, 2011, to discuss issues related to aircraft noise. FAA staff, SFO staff and airline staff will be in attendance to meet with our citizens. This is an important issue in our community and we will continue to work with all parties to resolve this ongoing concern. It is imperative that organizations such as the SFO Roundtable work effectively to bring all the parties involved to the table. These

stakeholders need to share in resolving the ongoing aircraft noise problem that severely affects the health and welfare of residents in the City of Brisbane.

Thank you for the opportunity to respond to this important issue.

Sincerely,

A handwritten signature in black ink, appearing to read "Cyril Bologoff". The signature is written in a cursive, flowing style.

Cyril "Cy" Bologoff
Mayor

Cc: Adrienne Tissier
Brian Perkins

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CITY OF BURLINGAME

City Hall – 501 Primrose Road
Burlingame, California 94010-3997



COMMUNITY DEVELOPMENT DEPARTMENT

PH: (650) 558-7250
FAX: (650) 696-3790

September 20, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center – 2nd Floor
Redwood City, California 94063-1655

**RE: CITY OF BURLINGAME RESPONSE TO GRAND JURY REPORT
County Officials Need to Make Noise about Aircraft Noise**

Dear Judge Bergeron:

At its regular meeting of September 19, 2011, the Burlingame City Council adopted the attached resolution (Resolution No. 69-2011) providing the City of Burlingame's response to the 2010-2011 San Mateo County Grand Jury report entitled: "County Officials Need to Make Noise about Aircraft Noise". A copy of this cover letter and the attached resolution are also being forwarded electronically to the Clerk of Court for placement on the Grand Jury web-site. Finally, a copy of the City's response is on file with the Burlingame City Clerk's Office.

Sincerely,

William Meeker
Community Development Director

RESOLUTION NO. 69-2011

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BURLINGAME APPROVING THE CITY'S RESPONSE TO 2010-2011 SAN MATEO GRAND JURY REPORT: "COUNTY OFFICIALS NEED TO MAKE NOISE ABOUT AIRCRAFT NOISE"

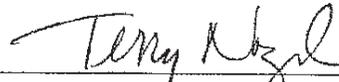
WHEREAS, on July 6, 2011, the 2010-2011 San Mateo County Civil Grand Jury issued a report entitled "County Officials Need to Make Noise about Aircraft Noise", which contains findings and recommendations pertaining to the City of Burlingame; and

WHEREAS, the City of Burlingame is required under Penal Code Section 933 to respond to the Grand Jury's findings and recommendations in said report; and

WHEREAS, the City of Burlingame has prepared appropriate responses to the Grand Jury's findings and recommendations and intends to transmit them to the Presiding Judge of the 2010-2011 San Mateo County Civil Grand Jury as required by law;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BURLINGAME AS FOLLOWS:

1. The City Council approves the responses to findings and recommendations of the 2010-2011 San Mateo County Civil Grand Jury report entitled "County Officials Need to Make Noise about Aircraft Noise" pertaining to the City of Burlingame, a copy of which is attached hereto and made a part hereof.
2. The Mayor is hereby authorized to execute and transmit said responses to the Presiding Judge of the San Mateo County Civil Grand Jury, in accordance with State law.



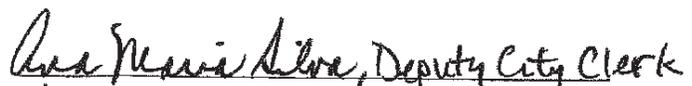
Terry Nagel, Mayor

I, Mary Ellen Kearney, Clerk of the City of Burlingame, hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the Burlingame City Council held on the 19th day of September, 2011, by the following vote to wit:

AYES: BAYLOCK, BROWNRIGG, DEAL, KEIGHRAN, NAGEL

NOES: NONE

ABSENT: NONE


for Mary Ellen Kearney, City Clerk

CITY OF BURLINGAME RESPONSES TO GRAND JURY REPORT

County Officials Need to Make Noise about Aircraft Noise

(Adopted by the Burlingame City Council on September 19, 2011)

Background: The City of Burlingame has been a member of the SFO Roundtable since its establishment in 1981. Indeed, the first Chairman of the Board was San Mateo County Supervisor John Ward, a Burlingame resident, and Councilwoman and Mayor Gloria Barton was the City's first representative. Burlingame has always taken its role on the Board seriously and has valued the forum as a sensible, problem-solving vehicle for noise issues at SFO. Neither the current serving Board representative, Councilman Michael Brownrigg, nor the alternate, Councilwoman Ann Keighran, were contacted by the Grand Jury as their report was formulated.

Inevitably, there are concerns about airport noise in Burlingame, along with concerns over train whistles on the Caltrain tracks and freeway noise from Highway 101. We note with some satisfaction that the number of complaints at SFO for our city has diminished over time – in the most recent noise report, there was one call of complaint from Burlingame and we rarely generate more than 3 calls per month -- but we can by no means state that we are "Mission Accomplished." Our residents expect us to remain vigilant to changes at SFO and to do whatever we can to promote even quieter flying and take-offs/landings. We also believe firmly in the policy of not "noise shifting" – that is, solving one city's problems by routing traffic over another city.

In sum, our experience at the SFO Roundtable is that it is an effective problem-solving forum that has generally been beneficial to Burlingame. We appreciate that the Airport and the City and County of San Francisco have pressured airlines to perform better and to be respectful of our homes over which they fly. We appreciate that when our residents have concerns or questions, that it is easy to reach group of noise experts and officials who handle their calls and e-mail. For reasons of efficiency and noise reduction, we urge the Airport to adopt modern technology that would permit more accurate flying into and out of SFO and we encourage all airlines to switch to quieter, more fuel efficient aircraft as appropriate.

THE FOLLOWING ARE THE CITY OF BURLINGAME'S RESPONSES TO THE GRAND JURY'S FINDINGS REGARDING "COUNTY OFFICIALS NEED TO MAKE NOISE ABOUT AIRCRAFT NOISE":

Finding: *There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.*

CITY OF BURLINGAME RESPONSES TO GRAND JURY REPORT

County Officials Need to Make Noise about Aircraft Noise

(Adopted by the Burlingame City Council on September 19, 2011)

Response: Agree. It is notable that the City of Burlingame is not amongst the more severely impacted cities affected by noise generated by departing and arriving aircraft at SFO. The City is among those that declined participation in the original noise insulation program.

Finding: *Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.*

Response: Agree. Assessment of noise impacts based upon “averages” has little meaning to those residents that are prompted to complain due to individual night-time events that can cause the greatest disruption to their lives. We encourage the Roundtable to add to its work program the study of additional metrics that would try and account for these “spot events” and not lose track of them as an average over 24 hours.

Finding: *The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.*

Response: Agree; though the County of San Mateo’s policies regarding fines and/or sanctions on offending airlines are beyond the control of individual jurisdictions.

Finding: *The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.*

Response: Agree. Given the intended purpose of the SFO Roundtable – a forum for communities impacted by SFO Airport operations to discuss impacts and strategize solutions to reduce impacts from the facility’s operations – it would appear appropriate to include a representative from the Airport’s licensing authority as a member of the Roundtable in an effort to enhance the ability to develop approaches to lessening the facility’s impacts upon surrounding communities.

CITY OF BURLINGAME RESPONSES TO GRAND JURY REPORT

County Officials Need to Make Noise about Aircraft Noise

(Adopted by the Burlingame City Council on September 19, 2011)

Finding: *Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.*

Response: Partially disagree. At the time this response was prepared, reports prepared by the SFO Noise Abatement Office were readily accessible through the SFO Roundtable web-site. However, it is agreed that, in general, the SFO Roundtable web-site provides little current information regarding the latest activities of the organization – much information appears outdated, or otherwise generally lacking. The Roundtable is in the process of upgrading its website with the help of a professional developer, and we hope that this will improve communications.

Finding: *The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.*

Response: Partially Agree. It is true there is no formal citizen representation on subcommittees. We are not convinced that formal representation by individuals is appropriate, inasmuch as the elected officials who participate are representing a much broader point of view. We are concerned that individuals might direct subcommittee work to address very narrow, personal issues. However, citizen input would be helpful, and therefore we would support the Roundtable doing a better job of noticing interested individuals and the wider public of subcommittee meetings and agendas.

Finding: *The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representative from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.*

Response: Partially agree. The finding as stated is accurate. In our experience, the Roundtable has had three chairmen over the last 10 years, implying a healthy rotation at the leadership level. In our experience, the Chairman as a general matter runs the meeting and helps manage time, but we have never noticed that issues could not be raised by member cities and addressed by the Roundtable and its staff. We have not observed the current or any chairman quashing dissent or steering the Roundtable away from difficult issues. Nor have we

CITY OF BURLINGAME RESPONSES TO GRAND JURY REPORT

County Officials Need to Make Noise about Aircraft Noise

(Adopted by the Burlingame City Council on September 19, 2011)

observed the Chairman speaking for the Roundtable in inappropriate ways. We would not be averse to changing the bylaws of the Roundtable to ensure that only elected officials could serve as Chair or Vice Chair, but we are not persuaded that there would be a material improvement in the manner in which the Roundtable conducts its work if we did so.

Finding: *The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.*

Response: Partially agree. Daly City's decision to opt out reflects, as we understand it, one of many tough budget decisions about spending priorities in this era of limited resources. All of our cities are in the position of making such decisions these days. It is not for us to comment on whether that was the right decision for Daly City. The schedule for the meetings has changed slowly over the years as the number of noise complaints as diminished, but the most recent decision was to shift from 5 meetings/year to 4 meetings/year, or quarterly. Burlingame supported this shift, believing it to be more in keeping with private sector reporting and more predictable; it also facilitates the generation of a substantive agenda between sessions. We also believed that any "spot issues", such as the recent problems at Brisbane, could and would have to be handled in a sui generis fashion in any case, depending on what the issue was. We do not believe the volume of work or complaints warrants returning to a monthly schedule, with the associated impact on staff expense and political time.

Finding: *Public Participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe complaining was effective.*

Response: Partially agree. We were not interviewed so this does not reflect the Burlingame representatives' views. It is true that there are very few members of the public who attend the meetings and there have been few complaints aired at the Roundtable in recent years. We cannot say whether most people have "given up" or just don't see the problem as significant. Many San Mateo County residents understand that there is an international airport in our midst (and some residents moved here specifically to access it) and have accepted the fact that airports generate a certain amount of noise. As noted earlier, our own residents are far more

CITY OF BURLINGAME RESPONSES TO GRAND JURY REPORT

County Officials Need to Make Noise about Aircraft Noise

(Adopted by the Burlingame City Council on September 19, 2011)

concerned about the noise of late night train whistles from Caltrain and Union Pacific (UP), for which there is no official forum and scant attention paid by the noisemakers, especially UP. We acknowledge that Brisbane's recent problems seem to be out of the ordinary and deeply troubling, and we support the Roundtable's efforts to monitor the noise and search for practical solutions to Brisbane's issues.

Finding: *Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.*

Response: Agree; though Roundtable membership is entirely voluntary – Daly City's decision to withdraw from membership was made based upon that community's rationale for withdrawal.

THE FOLLOWING ARE THE CITY OF BURLINGAME'S RESPONSES TO THE GRAND JURY'S RECOMMENDATIONS REGARDING "COUNTY OFFICIALS NEED TO MAKE NOISE ABOUT AIRCRAFT NOISE":

Recommendation to the San Mateo County Board of Supervisors:

Recommendation: *Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.*

Response: This recommendation is directed to the County of San Mateo. As the "umbrella" county government for the communities most impacted by SFO Airport operations, leadership from the County of San Mateo ought to be present. That said, we disagree that the Roundtable needs to be "revitalized;" rather, it would benefit from the attention and leadership of the County Supervisors since they represent the entire County. Moreover, as SFO noise and expansion policies evolve, it would be helpful for the County to be on top of such evolutions.

Recommendations to the County Board of Supervisors and member cities of the SFO Roundtable:

Recommendation: *Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.*

CITY OF BURLINGAME RESPONSES TO GRAND JURY REPORT

County Officials Need to Make Noise about Aircraft Noise

(Adopted by the Burlingame City Council on September 19, 2011)

Response: Though not yet implemented, the City of Burlingame's representative to the SFO Roundtable will encourage implementation of this recommendation at a future Roundtable meeting.

Recommendation: *Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.*

Response: Though not yet implemented, the City of Burlingame's representative to the SFO Roundtable will encourage the study of and, if appropriate, implementation of this recommendation at a future Roundtable meeting. We do not know if this requires specialized equipment or how expensive it might be. The costs/benefits of such equipment have to be considered in this budgetary climate.

Recommendation: *Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.*

Response: Though not yet implemented, the City of Burlingame's representative to the SFO Roundtable will encourage the relevant subcommittee to study how this recommendation might be implemented at a future Roundtable meeting.

Recommendation: *Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.*

Response: Though not yet implemented, the City of Burlingame's representative to the SFO Roundtable will encourage the relevant subcommittee to study this recommendation and other ways to improve metrics of noise, in addition to the legal definition of average noise as measured today.

Recommendation: *Adopt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.*

CITY OF BURLINGAME RESPONSES TO GRAND JURY REPORT

County Officials Need to Make Noise about Aircraft Noise

(Adopted by the Burlingame City Council on September 19, 2011)

Response: The “Fly Quiet” Program is currently in place though, at present, it does not include sanctions and rewards provisions - the Program provides public information regarding the various airlines’ compliance with SFP Airport operational procedures and noise mitigation measures. Though it is unclear what format sanctions and rewards provisions could take, the City of Burlingame’s representative to the SFO Roundtable will encourage discussion of this recommendation at a future Roundtable meeting and study by the relevant subcommittee. We note that one international airline has threatened its pilots with termination if they vary from the specified departure route; whether industry self-policing such as this is sufficient or more specific penalties need to be created warrants consideration by the Roundtable.

Recommendation: *Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating problems within those communities.*

Response: Though not yet implemented, the City of Burlingame’s representative to the SFO Roundtable will encourage implementation of this recommendation at a future Roundtable meeting. We also support the ad hoc process that is currently underway to address Brisbane’s recent problems.

Recommendation: *Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.*

Response: At the recent SFO Roundtable meeting, the Burlingame representative suggested that this recommendation be agendaized for discussion by the Roundtable members and voted upon afterwards.

Recommendation: *Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.*

Response: Though not yet implemented, the City of Burlingame’s representative to the SFO Roundtable will encourage implementation of this recommendation at a future Roundtable meeting.

CITY OF BURLINGAME RESPONSES TO GRAND JURY REPORT

County Officials Need to Make Noise about Aircraft Noise

(Adopted by the Burlingame City Council on September 19, 2011)

Recommendation to the City Council of Daly City:

Recommendation: *Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interests of Daly City residents who are severely impacted by aircraft noise.*

Response: This recommendation is directed to the City of Daly City – no action is required on the part of the City of Burlingame or its designated representative to the SFO Roundtable.

Recommendations to the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

Recommendation: *Form local Citizens Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.*

Response: This recommendation is directed to the cities of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco – no action is required on the part of the City of Burlingame or its designated representative to the SFO Roundtable.

Recommendation: *Maintain regular attendance and full participation in SFO Roundtable meetings and activities.*

Response: This recommendation is directed to the cities of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco – no action is required on the part of the City of Burlingame or its designated representative to the SFO Roundtable. The City of Burlingame's representative (or alternate) regularly attends, and fully participates in, scheduled meetings of the SFO Roundtable.



CITY OF DALY CITY

333-90TH STREET

DALY CITY, CA 94015-1895

PHONE: (650) 991-8000

October 10, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center, 2nd Floor
Redwood City, CA 94063-1655

RE: 2010-2011 Civil Grand Jury Report: County Officials Need to Make Noise about Aircraft Noise

Dear Judge Bergeron:

On behalf of the City Council of Daly City, I have been requested to submit the City's response to the Civil Grand Jury findings and recommendations pertaining to the above-referenced report:

FINDINGS:

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane, and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Response: Concur, as it relates to Daly City.

2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

Response: Concur.

3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1,000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

Response: Neither agree nor disagree, does not pertain to Daly City.

4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

Response: Neither agree nor disagree, does not pertain to Daly City.

5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is “under construction” was displayed for the approximately one year duration of this investigation.

Response: Neither agree nor disagree, does not pertain to Daly City.

6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

Response: Neither agree nor disagree.

7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

Response: Neither agree nor disagree.

8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

Response: Concur as it relates to Daly City.

9. Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either “given up” or did not believe that complaining was effective.

Response: Neither agree nor disagree.

10. Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

Response: Concur.

CONCLUSIONS:

1. While numerous San Mateo County communities are affected to various degrees by aircraft noise from SFO, the most severe impacts are created by departures over Brisbane, Colma, Daly City, San Bruno and South San Francisco. The increasing frequency and intensity of

aircraft noise, particularly at night, represents a problem for the quality of life for the residents of those communities.

Response: Concur, as it relates to Daly City.

2. The San Mateo County Board of Supervisors has not recently taken an active role in addressing aircraft noise issues and has largely delegated this responsibility to the SFO Airport Roundtable.

Response: Neither agree nor disagree, as it does not relate to Daly City.

3. It would be more effective to have elected officials serve as Chairperson and Vice-Chairperson of the SFO Roundtable, as they are directly accountable to the citizens.

Response: Concur.

4. Including a representative of the State of California, Division of Aeronautics, on the SFO Roundtable would add an important dimension and enhance effectiveness.

Response: Neither agree nor disagree, as it does not pertain to Daly City.

5. The lack of effectiveness of the SFO Roundtable has caused a decline in attendance and enthusiasm for participation in the SFO Roundtable. Community participation is minimal and not encouraged.

Response: Neither agree nor disagree.

6. The focus on average noise levels, rather than single events, can distort the extent and magnitude of the problem and foster the belief that complaining is futile.

Response: Neither agree nor disagree.

RECOMMENDATIONS:

The 2010-2011 San Mateo Grand Jury recommends that the San Mateo County Board of Supervisors:

1. Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.

Response: Neither agree nor disagree, as it does not pertain to Daly City.

The Grand Jury recommends that the County Board of Supervisors and the member cities of the SFO Roundtable direct their representatives to take action that will:

1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.

Response: Neither agree nor disagree, as Daly City is not currently a member of the SFO Roundtable.

2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.

Response: Neither agree nor disagree, as Daly City is not currently a member of the SFO Roundtable.

3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.

Response: Neither agree nor disagree, as Daly City is not currently a member of the SFO Roundtable.

4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCENEL which represents an average of noise experienced within a 24-hour period.

Response: Neither agree nor disagree, as Daly City is not currently an SFO Roundtable member.

5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.

Response: Neither agree nor disagree, as Daly City is not currently an SFO Roundtable member.

6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

Response: Neither agree nor disagree, as Daly City is not currently an SFO Roundtable member.

7. Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

Response: Neither agree nor disagree, as Daly City is not currently an SFO Roundtable member.

8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

Response: Neither agree nor disagree, as Daly City is not currently an SFO Roundtable member.

The 2010-2011 San Mateo County Grand Jury recommends that the City Council of Daly City:

1. Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interest of Daly City residents who are severely impacted by aircraft departure noise.

Response: Concur.

The 2010-2011 San Mateo County Grand Jury recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

1. Form local Citizens Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.

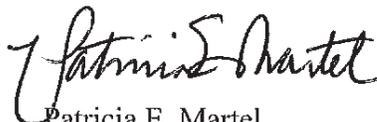
Response: Partially agree. If and when the SFO Roundtable takes steps to address the findings detailed in the Grand Jury Report and operate more effectively, the City of Daly City will consider convening a local Citizens Advisory Committee to work with the local elected representative on airport noise issues.

2. Maintain regular attendance and full participation in SFO Roundtable meetings and activities.

Response: Concur.

Should you or the Grand Jury require additional information or clarification concerning the response provided, please contact me directly at (650) 991-8127.

Sincerely,



Patricia E. Martel
City Manager

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City of Foster City

ESTERO MUNICIPAL IMPROVEMENT DISTRICT

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222
(650) 286-3200
FAX (650) 574-3483

September 19, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center, 2nd Floor
Redwood City, CA 94063-1655

Subject: Response to Grand Jury Report - "County Officials Need to Make Noise about Aircraft Noise"

Dear Honorable Judge Bergeron,

We are in receipt of the Grand Jury's final report entitled "County Officials Need to Make Noise about Aircraft Noise." Pursuant to your letter dated July 6, 2011 requesting a response, the City Council of the City of Foster City held a public meeting on September 19, 2011 and approved the following response.

Findings (1-10)

Response:

The City agrees with all factual findings that are supported by evidence and documentation. However, where assumptions were made to make a finding, the City neither agrees nor disagrees with the finding as there was insufficient information provided.

Recommendations (1-8):

As discussed at its September 7, 2011 meeting, the San Francisco International Airport/Community Roundtable is planning on submitting a response to the Grand Jury Report by the October 4, 2011 deadline. The San Francisco International Airport/Community Roundtable further decided to take under advisement the recommendations of the Grand Jury and to review them through its work program process as appropriate.

The City Council has determined that these recommendations do need further analysis. The City Council concurs with the San Francisco International Airport/Community Roundtable's approach to reviewing the recommendations and agrees that any further analysis be coordinated through the San Francisco International Airport/Community Roundtable, of which Foster City is an active member with Vice Mayor Art Kiesel as the Foster City representative.

Sincerely,

Linda Koelling
Mayor

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MINUTE ORDER

No. 1244

OFFICE OF THE CITY CLERK/
DISTRICT SECRETARY
FOSTER CITY, CALIFORNIA

Date: September 23, 2011

Attention: City Council/EMID Board
James C. Hardy, City Manager
Honorable Joseph E. Bergeron, Judge of the Superior Court

City Council/EMID Board Meeting Date: September 19, 2011

Subject: Grand Jury Report Regarding Airport Noise

Motion by Councilmember Bronitsky, seconded by Vice Mayor Kiesel, and carried unanimously, 5-0-0, IT WAS ORDERED approving the response letter to the Honorable Joseph E. Bergeron regarding Airport Noise.



CITY CLERK/DISTRICT SECRETARY

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September 7, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center, 2nd Floor
Redwood City, CA 94063-1655

Subject: City of Half Moon Bay Response to Grand Jury Report: "County Officials Need to Make Noise about Aircraft Noise."

Dear Judge Bergeron:

At its regular meeting of September 6, 2011, the City Council of the City of Half Moon Bay reviewed and approved responses to the Grand Jury report entitled "County Officials Need to Make Noise about Aircraft Noise" as summarized below.

RESPONSES TO FINDINGS

FINDINGS:

1. *There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program*

Response: The City of Half Moon Bay has no knowledge or experience regarding this finding.

2. *Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.*

Response: The City of Half Moon Bay disagrees with this finding. Single events are monitored and addressed.

3. *The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.*

Response: The City of Half Moon Bay agrees with this finding, but notes that power to sanction fines is limited to the federal government.

4. *The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.*

Response: The City of Half Moon Bay agrees with this finding.

5. *Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.*

Response: The City of Half Moon Bay can neither agree or disagree with this finding, as there is no way to determine whether this finding may have been accurate during the time of the Grand Jury investigation. However, staff recently reviewed the referenced website and found the information to be current and easily accessible.

6. *The Roundtable membership does not include any individual residents, nor do they have any citizen representation of any subcommittees.*

Response: The City of Half Moon Bay disagrees with this finding. Several members of the Roundtable are not elected officials. Citizens are represented by their appointed or elected members to the Roundtable and subcommittees.

7. *The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.*

Response: The City of Half Moon Bay agrees with this finding

8. *The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely and the San Francisco Board of Supervisors representative has not appeared since February 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.*

Response: The City of Half Moon Bay partially agrees with this finding, but our delegate to the SFO Roundtable does not concur that the level of attendance by members is declining overall.

9. *Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.*

Response: The City of Half Moon Bay partially agrees with this finding, but notes that while public participation at Roundtable meetings is minimal, city delegates to the SFO Roundtable are charged with forwarding the concerns and complaints of their residents to the group and are diligent in doing so.

10. *Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.*

Response: The City of Half Moon Bay agrees with this finding.

RESPONSES TO RECOMMENDATIONS

Recommendations:

The 2011-12 San Mateo County Grand Jury recommends that the San Mateo County Board of Supervisors:

1. *Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.*

Response: This recommendation was directed towards San Mateo County.

The 2011-12 San Mateo Grand Jury recommends that the County Board of Supervisors and member cities of the SFO Roundtable direct their representatives to take action that will:

1. *Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.*

The City of Half Moon Bay's delegate will be requesting discussion of the above recommendation at a future SFO Roundtable meeting.

2. *Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.*

The City of Half Moon Bay's delegate will be requesting discussion of the above recommendation at a future SFO Roundtable meeting.

3. *Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.*

The City of Half Moon Bay's delegate will be requesting discussion of the above recommendation at a future SFO Roundtable meeting.

4. *Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hours period.*

This recommendation has already been implemented. Violations are measured by both averages and single events.

5. *Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.*

This recommendation has already been implemented. A "Fly Quiet" program, which includes both sanctions and rewards, has been in effect for several years.

6. *Create a subcommittee of the SFO Roundtable comprised of the elected representatives from the Northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigation the problems in those communities*

This recommendation is directed at the Northern San Mateo County cities most impacted. The City of Half Moon Bay is not one of those cities.

7. *Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.*

The City of Half Moon Bay's delegate will request discussion of this recommendation at a future Roundtable meeting.

8. *Expand SFO Roundtable members to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.*

The City of Half Moon Bay's delegate will request discussion of this recommendation at a future Roundtable meeting.

The 2010-11 San Mateo County Grand Jury recommends that the City Council of Daly City:

1. *Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interests of Daly City residents who are severely impacted by aircraft departure noise.*

Response: This recommendation is directed towards the City of Daly City.

The 2010-2011 San Mateo County Jury recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

1. *Form local Citizens Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities*

Response: This recommendation is directed towards the cities of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco.

2. *Maintain regular attendance and full participation in SFO Roundtable meetings and activities.*

Response: This recommendation is directed towards the cities of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco.

A copy of the resolution approving this response to the Grand Jury is attached.

Sincerely,



Laura Snideman, City Manager
City of Half Moon Bay

cc: City Council
City Attorney
City Clerk

PDF to: grandjury@sanmateocourt.org



TOWN OF HILLSBOROUGH

1600 FLORIBUNDA AVENUE

HILLSBOROUGH

CALIFORNIA

94010-6418

September 16, 2011

Hon. Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center, 2nd Floor
Redwood City, CA 94063-1655

Re: Response to Grand Jury Report – “County Officials Need to Make Noise about Aircraft Noise”

Dear Judge Bergeron,

Please accept this letter as the Town of Hillsborough’s formal response to the July 6, 2011 letter from the Superior Court relaying comments made by the current Civil Grand Jury regarding “County Officials Need to Make Noise about Aircraft Noise”.

The Town has reviewed the Grand Jury’s comments. Listed below are the Town’s responses to the findings and recommendations that were approved by the City Council at its September 12, 2011 meeting.

Findings:

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Response: The Town does not have the ability to independently verify this finding and, therefore, cannot agree or disagree with this finding.

2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

Response: The Town respectfully disagrees with this finding. Data regarding the number of noise exceedences is collected twenty-four hours a day every day of the week by the SFO Noise Abatement Office. Egregious and chronic offenders are contacted and the office works with the airline until improvement is shown. Particular attention is paid to nighttime exceedences.

TEL. 650.375.7400

FAX 650.375.7475

3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

Response: The Town respectfully disagrees with this finding as it is our understanding that San Mateo County does not have the authority to penalize offending airlines.

4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

Response: The Town agrees with this finding, but believes that airport noise can most effectively be addressed at the local government levels.

5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.

Response: The Town partially disagrees with this finding because the public website and its information appear to be easily accessible.

6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

Response: The Town agrees with this finding with respect to the lack of inclusion of individual residents on the Roundtable. However, City Councilmembers themselves are residents and representatives of the citizens of their communities.

7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

Response: The Town agrees with this finding. However, an elected representative may serve as Chairperson if voted as such by the membership.

8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

Response: The Town respectfully disagrees with this finding as it relates to declining attendance. It is the Town's understanding that attendance has been stable since the Roundtable meeting schedule was amended from monthly to quarterly. It is also our understanding that there were two meetings over the last year that a Board of Supervisors

representative could not attend likely representing the election transition. The Town understands that Daly City withdrew from membership in July of 2010, and that the Roundtable meeting schedule was amended from monthly to quarterly.

9. Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

Response: The Town does not have the ability to independently verify this finding and, therefore, cannot agree or disagree with finding.

10. Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

Response: The Town agrees with this finding.

Recommendations:

The 2010-2011 San Mateo Grand Jury recommends that the San Mateo County Board of Supervisors:

1. Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.

Response: This recommendation is directed towards the San Mateo County Board of Supervisors. It is the Town's understanding that the San Mateo County Board of Supervisors has appointed David Pine to serve on the SFO Roundtable, continuing the Board's involvement on behalf of San Mateo County residents.

The Grand Jury recommends that the County Board of Supervisors and the member cities of the SFO Roundtable direct their representatives to take action that will:

1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths,

Response: It is the Town's understanding that the recommendation has been implemented, with the exception of areas where there are physical constraints, and that tracking is done by radar and, therefore, equipment does not necessarily need to be in specific locations to track flight paths.

2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.

Response: This recommendation has not been implemented because of the potential intrusive nature (entering private homes) of the research and the lack of information regarding substantial impacts to humans or structures.

3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.

Response: The recommendation has been implemented.

4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24-hour period.

Response: This recommendation has been implemented. SFO's aircraft noise monitoring system measures every single aircraft noise event including nighttime noise events. The single event data are used to calculate and map the Community Noise Equivalent Level (CNEL) aircraft levels and contours, as required by the State of California Noise Regulations. The CNEL metric represents the average aircraft noise level over a 24-hour day with additional weightings on evening and nighttime single events to account for the lower tolerance of people to noise during those periods. State law requires designated noise impact airports in California to measure aircraft noise with the CNEL metric.

5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.

Response: This recommendation has not been implemented because it is inconsistent with the program's goals of providing a venue for implementing "new noise abatement initiatives by praising and publicizing active participation rather than a system that admonishes violations from essentially voluntary procedures". This incentive based program appears to have greater success for commercial airlines compared to a program involving penalties. It is the Town's understanding that the Federal Aviation Administration (FAA) is the sole organization in the United States responsible for the movement of aircraft both on the ground and in the air. An agency may advocate for certain noise abatement flight tracks to reduce noise, but these must be both approved and assigned by the FAA. Therefore, sanctions by any agency other than the FAA would not be appropriate.

6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

Response: This recommendation is directed towards northern most San Mateo County communities. It is the Town's position that that County-wide participation in noise mitigation is most effective since recommendations and actions of a select number of jurisdictions may impact others.

7. Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

Response: This recommendation is directed towards the SFO Roundtable. The Town does not propose to request a respective change at this time as voting members currently have the option to select an elected official.

8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

Response: This recommendation is directed towards the SFO Roundtable. Due to severe budget restrictions at the State level, utilizing the State of California, Division of Aeronautics noise liaison as a resource rather than a member would be appropriate.

The 2010-2011 San Mateo County Grand Jury recommends that the City Council of Daly City:

1. Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interests of Daly City residents who are severely impacted by aircraft departure noise.

Response: This recommendation is directed towards Daly City.

The 2010-2011 San Mateo County Grand Jury recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

1. Form local Citizens Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.

Response: This recommendation is directed towards Brisbane, Daly City, Millbrae, San Bruno and South San Francisco.

2. Maintain regular attendance and full participation in SFO Roundtable meetings and activities.

Response: This recommendation is directed towards Brisbane, Daly City, Millbrae, San Bruno and South San Francisco.

Sincerely,



Thomas M. Kasten
Mayor

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RICHARD CLINE
MAYOR

KIRSTEN KEITH
MAYOR PRO TEM

ANDREW COHEN
COUNCIL MEMBER

KELLY FERGUSSON
COUNCIL MEMBER

PETER OHTAKI
COUNCIL MEMBER

Building
TEL 650.330.6704
FAX 650.327.5403

City Clerk
TEL 650.330.6620
FAX 650.328.7935

City Council
TEL 650.330.6630
FAX 650.328.7935

City Manager's Office
TEL 650.330.6610
FAX 650.328.7935

Community Services
TEL 650.330.2200
FAX 650.324.1721

Engineering
TEL 650.330.6740
FAX 650.327.5497

Environmental
TEL 650.330.6763
FAX 650.327.5497

Finance
TEL 650.330.6640
FAX 650.327.5391

**Housing &
Redevelopment**
TEL 650.330.6706
FAX 650.327.1759

Library
TEL 650.330.2500
FAX 650.327.7030

Maintenance
TEL 650.330.6780
FAX 650.327.1953

Personnel
TEL 650.330.6670
FAX 650.327.5382

Planning
TEL 650.330.6702
FAX 650.327.1653

Police
TEL 650.330.6300
FAX 650.327.4314

Transportation
TEL 650.330.6770
FAX 650.327.5497



701 LAUREL STREET, MENLO PARK, CA 94025-3483
www.menlopark.org

September 14, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center; 2nd floor
Redwood City, CA 94063-1655

Dear Judge Bergeron:

This letter serves as the City of Menlo Park formal response to the June 30, 2011 letter from the Superior Court transmitting the Civil Grand Jury Report "County Officials Need to Make Noise about Aircraft Noise." The Menlo Park City Council authorized this letter and the attached specific responses at their meeting of September 13, 2011.

Menlo Park appreciates the efforts of the Grand Jury and their desire to address this issue.

Regards,

Richard Cline, Mayor
City of Menlo Park

Attachment: City of Menlo Park response – Civil Grand Jury report on Aircraft Noise

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**City of Menlo Park comments on the
2010-11 San Mateo County Civil Grand Jury Report on
“County Officials Need to Make Noise about Aircraft Noise”**

Findings

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and part of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Response: Agree with the finding.

2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be addressed to residents.

Response: Agree with the finding.

3. The violation of noise standards by an aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California Law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

Response: Agree with the finding.

4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

Response: Agree with the finding.

5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website. Information was not current and a message stating “under construction” was displayed for the approximately one year duration of this investigation.

Response: A check of the Roundtable web site on August 22, 2011 revealed a fully functioning site that included easy access to reports and other current information.

6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on sub committees.

Response: Agree with the finding.

7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

Response: Agree with the finding.

8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from the membership entirely and the San Francisco Board of Supervisors representative has not appeared since February 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

Response: Data was not available with which to verify this finding although the City of Millbrae response would indicate a different finding.

9. Public participation at SFO Roundtables is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the resident members interviewed stated that noise complaints were not a reliable source of feedback because people had either “given up” or did not believe that complaining was effective.

Response: No data was provided to verify this finding.

10. Daly City withdrew as a member of the SFO Roundtable in 2010 citing budget restraints as the reason. Membership fees for 2010 were \$750.

Response: Agree with the finding.

Recommendations

For the San Mateo County Board of Supervisors:

1. Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.

Response: Not applicable to the City of Menlo Park.

For the County Board of Supervisors and the member cities of the SFO Roundtable:

1. Ensure the locations of noise measuring and tracking equipment parallel current departure paths.

Response: Agree with the finding.

2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure paths.

Response: Not applicable to the City of Menlo Park.

3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS about noise

Response: Agree with the finding.

4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average noise experienced within a 24 hour period

Response: Agree with the finding.

5. Adapt the “Fly Quiet” Program to include sanctions as well as rewards based on single event violations, particularly with night departures

Response: Agree with the finding.

6. Create a subcommittee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

Response: Agree with the finding.

7. Modify SFO Roundtable bylaws to require both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

Response: Agree with the finding.

8. Expand SFO Roundtable membership to include representatives from the State of California Division of Aeronautics to serve as a liaison.

Response: Agree with the finding.

For the City Council of Daly City:

1. Rejoin the SFO Roundtable and appoint a member to actively participate.

Response: Not applicable to the City of Menlo Park.

For the City Councils of Daly City, Brisbane, Millbrae, San Bruno and South San Francisco

1. Form a local Citizens Advisory Committee to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.

Response: Not applicable to the City of Menlo Park.

2. Maintain regular attendance and full participation in the SFO Roundtable meetings and activities.

Response: Not applicable to the City of Menlo Park.



City of Millbrae
621 Magnolia Avenue, Millbrae, CA 94030

DANIEL F. QUIGG
Mayor
MARGE COLAPIETRO
Vice Mayor
GINA PAPAN
Councilwoman
NADIA V. HOLOBER
Councilwoman
PAUL SETO
Councilman

July 26, 2011

Hon. Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center; 2nd Floor
Redwood City, CA 94063-1655

Dear Judge Bergeron:

We are in receipt of the Grand Jury’s final report entitled, “County Officials Need to Make Noise about Aircraft Noise”. Pursuant to your July 6, 2011 request, the Millbrae City Council held a public meeting on July 26, 2011 and approved this response. The City of Millbrae responds to the Grand Jury’s findings and recommendations as follows:

Findings

County Officials Need to Make Noise about Airport Noise

1. *There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and part of Daly City and South San Francisco. Some of the areas currently experiencing the most sever impacts either declined to participate or were deemed ineligible for the original noise insulation program.*

Response: Respondent agrees with the finding. Although the latter part of the finding relates to Cities of Brisbane, part of Daly City and South San Francisco. In addition, City of Millbrae has successfully participated in the noise installation program.

2. *Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.*

Response: Respondent agrees with the finding.

3. *The violation of noise standards by an aircraft is deemed a misdemeanor and is punishable by a fine of \$1,000. Under California Law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.*

City Council/City Manager/City Clerk (650) 259-2334	Building Division/Permits (650) 259-2330	Community Development (650) 259-2341	Finance (650) 259-2350
Fire (650) 259-2400	Police (650) 259-2300	Public Works/Engineering (650) 259-2339	Recreation (650) 259-2360

Response: Respondent agrees with the finding. Although the section of the finding regarding imposing fines and sanctions for violations of noise regulations was directed towards San Mateo County.

4. *The State of California, which issues the airport permit, is not represented as an advisory member of the SFO Roundtable.*

Response: Respondent agrees with the finding.

5. *Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for approximately one year duration of this investigation.*

Response: Respondent disagrees partially with the finding as the finding could be accurate at the time of the Grand Jury investigation. However, staff has reviewed the subject website and found it to be easily available and the information current, including Monthly Noise Exceedance Report and Historical Significant Exceedance Report as part of the Airport's Director's Report posted on the website's Aircraft Noise Abatement Office page.

6. *The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.*

Response: Respondent agrees with the finding.

7. *The bylaws of the SFO Roundtable do not require that a Chairperson and Vice-Chairperson be elected representative from participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.*

Response: Respondent agrees with the finding.

8. *The level of attendance by the SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors' representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.*

Response: Our City Council Delegate who has served on the SFO Community Roundtable for four (4) years has noted that she does not agree that "the level of attendance.....is declining overall." Our delegate indicates that each City/Town has a delegate and an alternate to serve on the Roundtable – when the delegate is unable to attend the alternate usually does so that each agency will be represented at meetings. Regarding the Grand Jury statement "the SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly." Our delegate feels that it is important to note that there was lengthy discussion regarding frequency of meetings by a sub-

committee of the Roundtable. Sub-committee discussions also included a new program of work for the upcoming fiscal year and efficiencies. Afterwards it was the unanimous vote of the sub-committee to bring the matter before the full Roundtable for consideration and discussion. It was the unanimous vote of the members at the October 6, 2010 regular meeting of the Roundtable to meet on a quarterly basis with a provision to meet at additional times if matters of great importance needed to come to the Roundtable.

9. *Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of SFO Roundtable and all of the resident members interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.*

Response: Our City Council Delegate indicates that while "public participation at SFO Roundtable meetings is minimal..." the delegates or alternates do bring the concerns of their respective residents to the meetings and the representatives do state that their residents are contacting them with complaints.

10. *Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.*

Response: Respondent agrees with the finding.

Recommendations

The 2011-12 San Mateo County Grand Jury recommends that the San Mateo County Board of Supervisors:

1. *Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the sever and increasing impacts of SFO airport expansion on San Mateo County residents.*

Response: This recommendation was directed towards San Mateo County.

The 2011 San Mateo County Civil Grand Jury recommends to the County Board of Supervisors and member cities of the SFO Roundtable direct their representatives to take action that will:

1. *Ensure that the locations of noise measuring and track equipment parallel current departure flight paths.*

Response: The recommendation has not yet been implemented, but will be implemented in the future as respondent will request for the city's SFO Roundtable liaison to petition for the recommendation's implementation in a future SFO Roundtable meeting.

2. *Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.*

Response: The recommendation will not be implemented by the respondent because it's not warranted or reasonable since the recommendation is directed towards the SFO Noise Abatement Office.

3. *Change the focus of the required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.*

Response: The recommendation has not yet been implemented, but will be implemented in the future as respondent will request for the city's SFO Roundtable liaison to petition for the recommendation's implementation in a future SFO Roundtable meeting.

4. *Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65 dbCNEL which represents an average of noise experienced within a 24-hour period.*

Response: The recommendation has not yet been implemented, but will be implemented in the future as respondent will request for the city's SFO Roundtable liaison to petition for the recommendation's implementation in a future SFO Roundtable meeting.

5. *Adopt the "Fly Quiet" program to include sanctions as well as rewards based on single event violations, particularly with night departures.*

Response: The recommendation has been implemented. The SFO Roundtable has had, for several years, an effective "fly quiet" program in place rewarding those in compliance by their recognition and consequences for the violators.

6. *Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.*

Response: The recommendation requires further analysis. The respondent's interview of city's SFO Roundtable liaison indicates that the recommendation requires creation of a sub-committee by the Roundtable which needs to be scheduled for discussion as part of their future meeting. The discussion shall take place within a time frame not exceeding six months from the date of the publication of the Grand Jury report.

7. *Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.*

Response: The recommendation has not yet been implemented, but will be implemented in the future as respondent will request for the city's SFO Roundtable liaison to petition for the recommendation's implementation in a future SFO Roundtable meeting.

8. *Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.*

Response: The recommendation has not yet been implemented, but will be implemented in the future as respondent will request for the city's SFO Roundtable liaison to petition for the recommendation's implementation in a future SFO Roundtable meeting.

The 2011-12 *San Mateo County Grand Jury* recommends that the City Council of Daly City:

1. *Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interest of Daly City residents who are severely impacted by aircraft departure noise.*

Response: This recommendation was directed towards Daly City.

The *San Mateo County Grand Jury* also recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

1. *Form local Citizen Advisory Committee to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.*

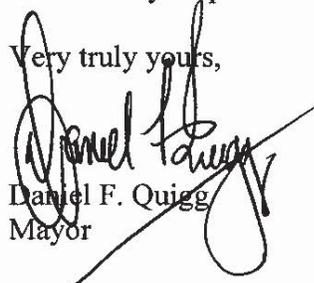
Response: The recommendation has been implemented. City of Millbrae established an "Aircraft Noise Advisory Committee" ("ANAC") around the 1990's when the noise from both arriving and departing flights to/from SFO became a tremendous burden on and disruption to residents within the flight patterns. After the City's participation in the SFO Noise Abatement project had been completed and complaints were nil, there was a recommendation in 2008 from the members of "ANAC" to sunset the committee because of lack of complaints and consequently no committee meetings had been held. The members also felt that their committee mission had been fulfilled. The Council did sunset the committee in 2008 as recommended. If issues arise in the future the City Council will consider forming an advisory committee.

2. *Maintain regular attendance and full participation in SFO Roundtable meetings and activities.*

Response: The recommendation has been implemented. City of Millbrae's liaison to SFO Roundtable has maintained regular attendance and full participation in all Roundtable meetings.

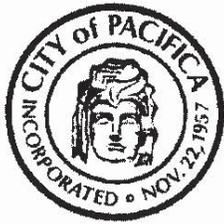
The members of the City Council and City Staff are committed to mitigate aircraft noise impacts on its residents. We appreciate the Grand Jury's time and effort into compiling the report on "County Officials Need to Make Noise about Aircraft Noise". We hope you will find our commentary helpful.

Very truly yours,



Daniel F. Quigg
Mayor

Cc: Marcia Raines, City Manager



Scenic Pacifica

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CITY COUNCIL

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HUMAN RESOURCES

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PARKS, BEACHES &

RECREATION

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PLANNING

TEL. (650) 738-7341

FAX (650) 359-5807

• **Building**

TEL. (650) 738-7344

• **Code Enforcement**

TEL. (650) 738-7341

POLICE DEPARTMENT

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FAX (650) 355-1172

PUBLIC WORKS

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FAX (650) 738-9747

• **Engineering**

TEL. (650) 738-3767

FAX (650) 738-3003

• **Field Services**

TEL. (650) 738-3760

FAX (650) 738-9747

September 28, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice - 400 County Center, 2nd Floor
Redwood City, California 94063-1655

Dear Judge Bergeron:

The City of Pacifica has reviewed the Grand Jury's July 6, 2011 report entitled "County Officials should make Noise about Aircraft noise" and has prepared the following response. This response was approved by the City Council at its regular meeting of September 26, 2011.

The City's response to the findings and recommendations are as follows:

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities, including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

City response: Disagree in part. There has been an increase in both total departures and night departures from SFO. There is a return to levels experienced in the pre-9/11 period. Disagree on increase adverse impacts. There is no evidence that flight patterns or noise levels have changed. Areas of Daly City, San Bruno, Millbrae and South San Francisco were eligible in the federal noise insulation program per criteria and in the federal noise insulation program and either declined to participate or were deemed ineligible. Presently residents of the city of Brisbane do believe they have increased in aircraft noise and a meeting is set up with members of the Roundtable, City of Brisbane, FAA, Airlines and residences to address these issues. Pacifica's Representative will also attend.

2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

Path of Portola 1769 • San Francisco Bay Discovery Site

City response: Disagree in part. Averaging data is not sufficient. "Single events" information needs to be studied carefully. Every aircraft noise event is on a noise monitoring system, 24 hours a day. This single event data collection follows the rules of California Code of Regulations) and is referred to as the CNEL (Community Noise Equivalent Level). SFO is considered a "noise impact" city and State law requires the CNEL metric for aircraft noise with this 24hr metric. It represents the average noise level during the 24 hour period. It is weighted for time of day.

3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

City response: Disagree. No standard exists on a federal or state level for the maximum single-event noise levels. Currently violations by individual aircraft are not enforceable by San Mateo County. The noise standard adopted by the State of California is the 65dB CNEL (Community Noise Equivalent Code of Regulations).

An alternative approach is The Fly Quiet Program, a cooperative effort with the airlines for voluntary noise abatement policies and practices. Once an aircraft has left the ground it is under the jurisdiction of the FAA which dictates the route flown. Pilots, due to safety issues have the final say in where their aircraft fly. The volunteer enforcement program works with the airlines and the tower to engage in various methods to inform and encourage traffic controllers and pilots to utilize the established preferred arrival and departure routes. Pilots who ignore the plan are sent a "Final Letter" from the Airline Employer. The pilot is aware that the next infraction means "you're fired".

The Round Table will always be alert to determine if more punitive measures are needed and will move to address enabling these powers at SFO.

4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

City response: Agree.

5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.

City response: Disagree. The website was down for a very short period while it was being updated recently.

6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

City response: Agree.

7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

City response: Disagree in part. The present Chairperson is not an elected city council member but the Round Table re-visited the idea at a normally scheduled meeting, 9 07 2011, and voted that it was not necessary to change the existing by-laws on this matter. The Round Table would be open to revisiting the idea again in the future if needed. Elections for these two offices will be annual.

8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

City response: Disagree in part. Daly City did withdraw from the Roundtable and we found it alarming and encourage Daly City to return. Strength comes with numbers. This vigilance comes with a cost but not having power comes with a greater one. Attendance 2008 and 2009 was consistently around 70%. 2010 saw a slight increase.

9. Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

City response: Disagree in part. Public participation at actual Roundtable meetings is minimal. However, there are residents who attend every meeting. All are welcome. Noise complaints should not be the only source of public feedback. Is the absence of a lot of members of the public a sign of disillusionment or are the present ways of submitting complaints and the existence of local citizen strategies of monitoring and self advocacy more influential? For example: Pacifica has the Fairmont Homeowners Association which is very active, very vocal and in the geographical area of highest impact. Brisbane now has a citizen activist group and will be meeting with Brisbane and members of the Round Table and FAA to discuss their present concerns. Machines are also data collectors and so far are effective noise monitors and are constantly evaluated.

10. Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

City response: Agree. Daly City did withdraw from the Roundtable, citing costs. We were all alarmed and encourage them to return. All cities affected by the Airline operations must stand together in vigilance for the sake of efficacious local control over airport and airline impacts.

With the exception of recommendation 6 and 7, the City will implement the following Grand Jury recommendations by continuing to participate in the SFO Roundtable process. The reasons for the exceptions are noted below.

1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths. **(Note: this acknowledges that the tracking equipment is already in place and will remain)**
2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths. **(Note: this will be possible once appropriate vibration measuring equipment is available)**
3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.

4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24-hour period.
5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.
6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

The City does not support this recommendation because the Roundtable believes that such a subcommittee is redundant.

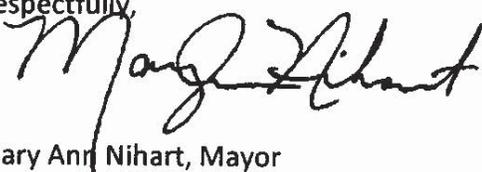
7. Modify the SFO bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

The City does not support this recommendation because the Roundtable recently discussed this issue and ultimately voted to maintain the Chair and Vice Chair eligibility to all representative members, elected or unelected.

8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

The City of Pacifica's response to the Grand Jury report was presented at the City of Pacifica City Council meeting on September 26, 2011 and was subsequently approved. If you have any questions regarding our response, please do not hesitate to contact us.

Respectfully,



Mary Ann Nihart, Mayor

Cc: City Council
City Manager
City Clerk
Planning Director
SFO Roundtable

TOWN of PORTOLA VALLEY

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September 28, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center
Redwood City, CA 94063-1655

**Re: Response to 2010–2011 Grand Jury Report
County Officials Need to Make Noise about Aircraft Noise**

Dear Honorable Bergeron:

The Town Council for the Town of Portola Valley ("Town") wishes to thank the 2010-2011 Grand Jury for its investigation into the workings of the San Francisco International Airport Roundtable ("SFO Roundtable"). The Grand Jury has uncovered deficiencies in the SFO Roundtable that are consistent with the Town's experience and observations over the past several years.

The Town Council reviewed the findings, conclusions and recommendations in the above referenced 2010–2011 Grand Jury Report that affect the Town at its public meeting of September 28, 2011, and approved the following responses:

Findings

Finding No. 1

There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Response No. 1

The Town does not possess data and other information enabling it to agree or disagree with this finding.

Finding No. 2

Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

Response No. 2

The Town agrees that noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. The Town further agrees that no data are provided to the SFO Roundtable on the noise levels of individual night-time flights.

Finding No. 3

The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

Response No. 3

The Town has not researched the law to determine whether San Mateo County has the authority to impose sanctions for violations of California noise regulations. The Town agrees that San Mateo County does not presently levy fines or sanctions on offending airlines.

Finding No. 4

The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

Response No. 4

The Town agrees that the State of California is not represented as an advisory member to the SFO Roundtable.

Finding No. 5

Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.

Response No. 5

The Town agrees that reports prepared by the SFO Noise Abatement Office for the SFO Roundtable have not been easily accessible to the public on the Roundtable website. However, a new website is about to be launched that should improve this situation. The Town agrees that information on the current website is out of date. The Town is unable to comment on whether a message

indicating that the website was "under construction" was displayed for approximately one year during the Grand Jury's investigation.

Finding No. 6

The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

Response No. 6

The Town agrees with this finding.

Finding No. 7

The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

Response No. 7

The Town agrees with this finding.

Finding No. 8

The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

Response No. 8

The Town does not possess information enabling it to agree or disagree with this finding, except that the Town can confirm that the Roundtable's schedule has been reduced to quarterly meetings.

Finding No. 9

Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

Response No. 9

The Town agrees that public participation at SFO Roundtable meetings is minimal. The Town does not possess information enabling it to agree or disagree with the finding that "with one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either 'given up' or did not believe that complaining was effective." However, this finding is consistent with the experience of Town residents, who have largely

given up contacting the Noise Abatement Office because complaints have no effect.

Finding No. 10

Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

Response No. 10

The Town does not possess information enabling it to agree or disagree with this finding.

Conclusions

Conclusion No. 1

While numerous San Mateo County communities are affected to various degrees by aircraft noise from SFO, the most severe impacts are created by departures over Brisbane, Colma, Daly City, San Bruno and South San Francisco. The increasing frequency and intensity of aircraft noise, particularly at night, represents a problem for the quality of life for the residents of those communities.

Response No. 1

The Town agrees with this conclusion.

Conclusion No. 2

The San Mateo County Board of Supervisors has not recently taken an active role in addressing aircraft noise issues and has largely delegated this responsibility to the SFO Airport Roundtable.

Response No. 2

The Town agrees with this conclusion.

Conclusion No. 3

It would be more effective to have elected officials serve as Chairperson and Vice-chairperson of the SFO Roundtable, as they are directly accountable to the citizens.

Response No. 3

The Town strongly agrees with this conclusion.

Conclusion No. 4

Including a representative of the State of California, Division of Aeronautics, on the SFO Roundtable would add an important dimension and enhance effectiveness.

Response No. 4

The Town neither agrees nor disagrees with this conclusion. More analysis should be given to the pros and cons of adding a representative from the State Division of Aeronautics to the Roundtable.

Conclusion No. 5

The lack of effectiveness of the SFO Roundtable has caused a decline in attendance and enthusiasm for participation in the SFO Roundtable. Community participation is minimal and not encouraged.

Response No. 5

The Town agrees that the effectiveness of the SFO Roundtable has diminished over the years. Among many past and current members of the SFO Roundtable, enthusiasm for participation in the SFO Roundtable is extremely low. The Town agrees that community participation is minimal and not encouraged.

Conclusion No. 6

The focus on average noise levels, rather than single events, can distort the extent and magnitude of the problem and foster the belief that complaining is futile.

Response No. 6

The Town agrees with this perceptive conclusion of the Grand Jury. The Town also joins the Town of Woodside in noting that the focus on "community noise equivalent levels" not only distorts the extent of the aircraft noise problem, but gives the appearance that public agencies do not care about multiple single noise events. This is evident in southern San Mateo County where aircraft noise from arriving flights is not constant, but periodically can be very loud.

Recommendations

Recommendation No. 1

Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.

Response No. 1

The Town supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control. The Town further notes that the locations of noise measuring and tracking equipment also need to parallel current arrival flight paths, which affect South County communities.

Recommendation No. 2

Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.

Response No. 2

The Town supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this

recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

Recommendation No. 3

Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.

Response No. 3

The Town supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

Recommendation No. 4

Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.

Response No. 4

The Town supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

Recommendation No. 5

Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.

Response No. 5

The Town believes that this recommendation requires further analysis to determine (a) whether legal authority exists to levy sanctions for single event violations and if so what agency possesses such authority, and (b) whether remedies short of sanctions might effectively address the problem (e.g., increased reporting from the FAA, media publication of offending flights, retraining of pilots). The time frame for consideration of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

Recommendation No. 6

Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

Response No. 6

The Town supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this

Honorable Joseph E. Bergeron
Page 7

recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

Recommendation No. 7

Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

Response No. 7

The Town strongly supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

Recommendation No. 8

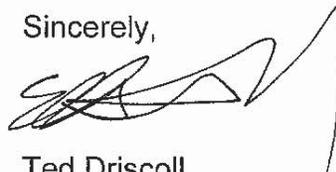
Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

Response No. 8

This recommendation requires further analysis to assess the pros and cons of adding a representative from the State Division of Aeronautics to the Roundtable. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

The Town Council thanks the Grand Jury for bringing this complex issue to the Town's attention in an informative and thorough manner. Please let me know if you require additional information.

Sincerely,



Ted Driscoll
Mayor

cc: Town Council
Town Manager
Town Attorney

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Mayor Jeff Ira
Vice Mayor Alicia C. Aguirre

Council Members
Ian Bain
Jeffrey Gee
Rosanne Foust
Barbara Pierce
John D. Seybert



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September 20, 2011

The Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice, 400 County Center, 2nd Floor
Redwood City, CA 94063-1655

Subject: Response to July 6, 2011 Grand Jury Report: "County Officials Need to Make Noise About Aircraft Noise"

Dear Judge Bergeron:

Thank you for the opportunity to respond to the 2010-2011 San Mateo County Grand Jury report dated July 6, 2011, entitled, "County Officials Need to Make Noise About Aircraft Noise."

Following are Redwood City's responses to the report's findings and recommendations, as approved by the City Council of Redwood City on September 19, 2011.

Findings

Finding 1 (paraphrased) – *There has been an increase in departures from SFO; some affected areas either declined or were deemed ineligible to participate in the original noise insulation program.*

Redwood City agrees. It should be noted that passenger volume at SFO has finally returned to pre-9/11 levels.

Finding 2 (paraphrased) - *Noise data collected and monitored address averages and does not focus on single events; no night-time event data is collected.*

Redwood City disagrees wholly – the data that is collected includes single-event noise, weighted for time of day, and averaged. Data is collected on a 24-hour basis, and includes night-time noise events.

Finding 3 (paraphrased) – *San Mateo County does not impose fines or sanctions on offending airlines.*

This finding is not applicable to the City of Redwood City.

Finding 4 (paraphrased) – *The State of California is not represented on the SFO Roundtable.*

Redwood City agrees.

Finding 5 (paraphrased) – *Reports on noise events received by SFO Roundtable are not easily accessible to the public on the website.*

Redwood City agrees.

Finding 6 (paraphrased) – *SFO Roundtable membership and subcommittees do not include individual residents.*

Redwood City agrees.

Finding 7 (paraphrased) – *The bylaws of SFO Roundtable do not require the chair or vice chair to be elected officials.*

Redwood City agrees. This item will be discussed at a 2011-12 meeting of the SFO Roundtable (Note: The SFO Roundtable only meets quarterly.)

Finding 8 (paraphrased) – *Member attendance varies and is declining.*

Redwood City disagrees partially – the City agrees that the attendance varies, but does not agree that it is declining overall. Quorums are reached at the meetings.

Finding 9 (paraphrased) – *Public participation in the SFO Roundtable is minimal; respondents reported that noise complaints are not a reliable source of feedback due to residents “giving up” or not believing their complaining was effective.*

Redwood City disagrees partially – while public participation is minimal, complaints are reported by month for each city, along with specific data relative to the complaint.

Finding 10 (paraphrased) – *Daly City withdrew citing budget restraints.*

Redwood City agrees. The Roundtable supports Daly City rejoining the group, and has made that request.

Recommendations to Member Cities

Recommendation 1 (paraphrased) – *Ensure locations of noise measuring devices are appropriate.*

Requires further analysis – Redwood City supports this concept. However, the Roundtable will need to engage in an analysis and evaluation as to the current locations of noise measurement/tracking equipment and the efficacy of moving the locations. This item will be included in the Roundtable's 2011-12 Program of Work for further analysis.

Recommendation 2 (paraphrased) – *Request SFO Noise Abatement Office to measure and track structural vibration events.*

Requires further analysis – Redwood City supports this concept. However it is unclear if there is reasonable and cost-effective methodology/equipment for measuring the intensity of structural vibration, and uncertainty as to what would be done with such measurements, in terms of mitigation. This item will be included in the Roundtable's 2011-12 Program of Work for further analysis.

Recommendation 3 (paraphrased) – *Change focus of data collection to actual noise measurements rather than complaints from residents.*

Requires further analysis – Redwood City supports this concept. This item will be included in the Roundtable's 2011-12 Program of Work for further analysis.

Recommendation 4 (paraphrased) – *Increase focus on single event noise violations, especially with night departures.*

This has already been implemented, as the Community Noise Equivalent Level (CNEL) methodology does include single-event noise, including night departures.

Recommendation 5 (paraphrased) – *Adapt the "Fly Quiet" program to include sanctions and rewards.*

Requires further analysis – Redwood City supports this concept. This item will be included in the Roundtable's 2011-12 Program of Work for further analysis.

Recommendation 6 (paraphrased) – *Create an SFO Roundtable subcommittee of elected officials from northern San Mateo County cities.*

Requires further analysis – Redwood City supports this concept. However the value of creating such a subcommittee is unclear. This item will be included in the Roundtable's 2011-12 Program of Work for further analysis.

September 20, 2011
The Honorable Joseph E. Bergeron
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Recommendation 7 (paraphrased) – *Modify SFO Roundtable bylaws to require chair and vice chair be elected officials.*

Not yet implemented – Redwood City supports this concept. This item will be discussed at a future meeting of the SFO Roundtable.”

Recommendation 8 (paraphrased) – *Expand SFO Roundtable membership to include representatives from the State of California.*

Requires further analysis – Redwood City supports this concept and within the next six months will request that the Roundtable discuss this recommendation.

Again, thank you for the opportunity to comment on the Grand Jury’s report.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Ira", with a long horizontal flourish extending to the right.

Jeff Ira
Mayor

C: Members, City Council
Members, San Francisco International Airport Roundtable



September 13, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center, 2nd Floor
Redwood City, CA 95063-1655

Dear Judge Bergeron:

This letter serves as the City of San Bruno's formal response to the July 6, 2011 letter from the Superior Court transmitting the San Mateo Civil Grand Jury Report entitled "County Officials Need to Make Noise About Aircraft Noise." The San Bruno City Council authorized this letter and the attached response at its meeting on August 9, 2011.

The City Council was requested to submit comments within 90 days. For the seven findings, the City Council was to indicate one of the following:

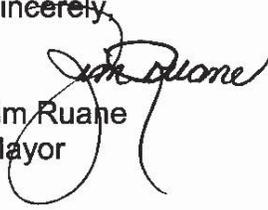
1. City Council agrees with the finding.
2. City Council disagrees wholly or partially with the finding, in which case the response shall specify the portion of the finding that is disputed, and shall include an explanation of the reasons therefore.

Additionally, for the Grand Jury's recommendations, the City Council was requested to report one of the following actions:

1. The recommendation has been implemented, with a summary regarding the implemented action.
2. The recommendation has not yet been implemented, but will be implemented in the future, with a timeframe for implementation.
3. The recommendation requires further analysis, with an explanation and the scope and parameters of an analysis or study, and a timeframe for the matter to be prepared for discussion by the officer or director of the agency or department being investigated or reviewed, including the governing board of the public agency when applicable. This timeframe shall not exceed six months from the date of publication of the Grand Jury report.
4. The recommendation will not be implemented because it is not warranted or reasonable, with an explanation thereof.

Thank you for the opportunity to comment on this report. If any additional information or response would be helpful, please feel free to contact me.

Sincerely,


Jim Ruane
Mayor

cc: City Council
City Manager

**City of San Bruno Response to
2010-11 San Mateo County Civil Grand Jury Report on
"County Officials Need to Make Noise about Aircraft Noise"**

FINDINGS

The 2010-11 San Mateo County Civil Grand Jury finds that:

Finding No. 1

There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Response to Finding No. 1

The City of San Bruno disagrees with the finding. It is the City's understanding that while there has been a recent increase in flights, it has not surpassed the number of traffic counts of the early 2000's.

San Bruno's has had a high level of participation in the noise insulation program. San Bruno residents within the most impacted noise contours were eligible to receive sound insulation within their homes beginning in 1983. Since that time, over 3,000 homes and businesses have been insulated. In fact, the final phase of sound insulation is currently underway, focusing on properties which have changed hands over the years, and whose previous property owners had not participated in the earlier phases of sound insulation.

Finding No. 2

Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

Response to Finding No. 2

Through San Bruno's participation on the Airport Roundtable, it is the City's understanding, that the Community Noise Equivalent Level (CNEL) calculation is the gold-standard in the noise industry for airports, and is derived from single-event noise which is weighted for time of day (for example, multiplied by three in the evening and then again by ten during late night/early morning) and then averaged. This is the industry norm and the California State Noise Standard.

Finding No. 3

The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1,000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

Response to Finding No. 3

San Bruno disagrees with the finding. Through San Bruno's participation on the Airport Roundtable, it is the City's understanding that the County of San Mateo may not impose fines on aircraft operating at SFO, and that such powers are reserved for the federal government.

Finding No. 4

The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

Response to Finding No. 4

The City of San Bruno agrees that the factual assertion is accurate. It should be noted that the State Department of Aeronautics has played an active role in reviewing the City of San Bruno's land use policy documents.

Finding No. 5

Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.

Response to Finding No. 5

The City of San Bruno has no independent basis on which to agree or disagree with the finding.

Finding No. 6

The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

Response to Finding No. 6

San Bruno disagrees with this finding, as every representative on the Roundtable is a citizen. Furthermore, San Bruno citizens, like those of other communities, are represented on the Roundtable by their appointed or elected members, in the same way a city council operates.

Finding No. 7

The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

Response to Finding No. 7

The City of San Bruno agrees that the factual assertion is accurate. The City also believes that the Chair and Vice Chair positions should be available to any of the Roundtable's participating members, as provided for in the current SFO Roundtable Bylaws.

Finding No. 8

The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

Response to Finding No. 8

The City of San Bruno disagrees with this finding. Through the City's representative on the Airport Roundtable, it is the City's understanding that the average attendance rate per meeting is approximately 70 percent, and that there has been a slight increase over the two previous years. The San Bruno representative has regularly attended Roundtable meetings and has been an active member of the SFO Roundtable.

The City of San Bruno agrees with the factual assertion that the SFO Roundtable meetings are scheduled on a quarterly basis. San Bruno has no independent basis on which to agree or disagree with the finding as it relates to: the City of Daly City's membership withdrawal, attendance by the San Francisco Board of Supervisor's representative.

Finding No. 9

Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

Response to Finding No. 9

The City of San Bruno has no independent basis on which to agree or disagree with the finding.

Finding No. 10

Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

Response to Finding No. 10

The City of San Bruno has no independent basis on which to agree or disagree with the finding.

RECOMMENDATIONS

Recommendation No. 1

The 2010-11 San Mateo County Civil Grand Jury recommends that the County Board of Supervisors:

1. Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion on San Mateo County residents.

Response to Recommendation No. 1

No response is required from the City of San Bruno. However, it should be noted that the City of San Bruno will continue to take an active role in the Airport Roundtable as the City has done throughout the years. This includes Council Member participation in regular meetings, as well as staff level presentation to the SFO Roundtable when appropriate. In order to reach a greater number of residents, the City will announce these meetings on the City's website and on San Bruno Cable TV.

Recommendation No. 2

The 2010-11 San Mateo County Civil Grand Jury recommends that the County Board of Supervisors and the member cities of the SFO Roundtable direct their representatives to take action that will:

1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.
2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.
3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.
4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.
5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.
6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.
7. Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.
8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

Recommendation No. 2-1

Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.

Response to Recommendation No. 2-1

The City of San Bruno does not have authority to implement independently. However, San Bruno's representative on the SFO Roundtable will actively participate in a discussion regarding this recommendation.

Recommendation No. 2-2

Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.

Response to Recommendation No. 2-2

The City of San Bruno does not intend to implement this recommendation independently. San Bruno is comfortable with the current method and technology being used, and will continue to be active on the SFO Roundtable to continue to monitor and make further recommendations as the need arises, and as technology evolves.

Recommendation No. 2-3

Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.

Response to Recommendation No. 2-3

The City of San Bruno does not have authority to implement this recommendation independently. However, San Bruno's representative on the SFO Roundtable will actively participate in a discussion regarding this recommendation.

Recommendation No. 2-4.

Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.

Response to Recommendation No. 2-4

The City of San Bruno cannot implement this recommendation independently. However, through participation on the SFO Roundtable, San Bruno would be interested in learning more about rules and regulations related to single event noise levels.

Recommendation No. 2-5.

Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.

Response to Recommendation No. 2-5

The City of San Bruno will not implement this recommendation as it is not warranted or feasible at this time.

Recommendation No. 2-6.

Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

Response to Recommendation No. 2-6

The City of San Bruno does not intend to implement this recommendation. The City does not find a need to create an additional subcommittee for the Northern portion of the County. The City is confident that representatives of the entire SFO Roundtable can best address the issues.

Recommendation No. 2-7

Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

Response to Recommendation No. 2-7

The City of San Bruno believes that the Chair and Vice Chair positions should be available to any of the Roundtable's participating members, as provided for in the current SFO Roundtable Bylaws.

Recommendation No. 2-8

Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

Response to Recommendation No. 2-8

The City of San Bruno does not have authority to implement this recommendation. However, San Bruno's representative on the SFO Roundtable will actively participate in a discussion regarding the potential inclusion of a representative from the State of California, Division of Aeronautics, to serve as a liaison, and will vote based on the information and analysis received.

Recommendation No. 3

The 2010-11 San Mateo County Civil Grand Jury recommends that the City of Daly City:

1. Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interests of Daly City residents who are severely impacted by aircraft departure noise.

Response to Recommendation No. 3

No response required from the City of San Bruno.

Recommendation No. 4

The 2010-11 San Mateo County Civil Grand Jury recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

1. Form local Citizens Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify and mitigate aircraft noise issues in their communities.
2. Maintain regular attendance and full participation in SFO Roundtable meetings and activities.

Response to Recommendation No. 4

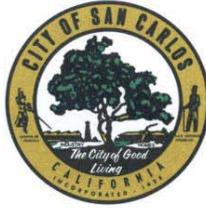
1. The City of San Bruno does not intend to implement the recommendation at this time, as the City does not feel there is a need to create such a body.
2. The recommendation has been implemented, and the representative from the City of San Bruno will continue to regularly attend meetings and will continue to participate fully, as has been the practice in the past.

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CITY COUNCIL

ANDY KLEIN, MAYOR
ROBERT GRASSILLI
MATT GROCOTT
BRAD LEWIS
RANDY ROYCE

CITY OF SAN CARLOS



CITY COUNCIL

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September 13, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center; 2nd floor
Redwood City, CA 94063-1655

Re: Civil Grand Jury Report – Airport Roundtable and Airport Noise at SFO

Dear Judge Bergeron:

I am writing to you on behalf of the San Carlos City Council. This will serve as the City of San Carlos' formal response to the letter from the Superior Court communicating comments made by the Civil Grand Jury about the Airport Roundtable and Airport Noise at San Francisco International Airport (SFO) entitled "County Officials Need to Make Noise about Aircraft Noise at San Francisco International Airport". The City Council has reviewed this letter at a public meeting of the Council and has authorized that it be sent.

In the report from the Civil Grand Jury on the Airport Roundtable and Airport Noise at San Francisco International Airport (SFO), a number of recommendations are made. Here is the City of San Carlos response to the conclusions in the report and the recommendations for San Carlos:

Conclusions

1. While numerous San Mateo County communities are affected to various degrees by aircraft noise from SFO, the most severe impacts are created by departures over Brisbane, Colma, Daly City, San Bruno and South San Francisco. The increasing frequency and intensity of aircraft noise, particularly at night, represents a problem for the quality of life for the residents of those communities.

Response: We agree with the finding.

2. The San Mateo County Board of Supervisors has not recently taken an active role in addressing aircraft noise issues and has largely delegated this responsibility to the SFO Airport Roundtable.

Response: We agree with the finding.

3. It would be more effective to have elected officials serve as Chairperson and Vice-chairperson of the SFO Roundtable, as they are directly accountable to the citizens.

Response: We agree with the finding.

4. Including a representative of the State of California, Division of Aeronautics, on the SFO Roundtable would add an important dimension and enhance effectiveness.

Response: We agree with the finding.

5. The lack of effectiveness of the SFO Roundtable has caused a decline in attendance and enthusiasm for participation in the SFO Roundtable. Community participation is minimal and not encouraged.

Response: We partially disagree with the finding. It is our understanding that the meeting frequency of the Airport Roundtable was changed from monthly to quarterly in October 2010 after a review of the roundtable's functions by a roundtable subcommittee.

6. The focus on average noise levels, rather than single events, can distort the extent and magnitude of the problem and foster the belief that complaining is futile.

Response: We partially disagree with the finding. We believe that both methods of noise measurement (average noise levels and single event noise levels) should be considered when reviewing Aircraft Noise from SFO.

Recommendations

1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.

Response: We agree with the finding. We understand that this recommendation will be placed on a future Airport Roundtable meeting by one of the Roundtable representatives for discussion with SFO.

2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.

Response: We agree with the finding. We believe that this recommendation should be placed on a future Airport Roundtable meeting for discussion with SFO.

3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.

Response: We agree with the finding. We understand that this recommendation will be placed on a future Airport Roundtable meeting by one of the Roundtable representatives for discussion with SFO.

4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.

Response: We agree with the finding. We understand that this recommendation will be placed on a future Airport Roundtable meeting by one of the Roundtable representatives for discussion with SFO.

5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.

Response: We agree with the finding. We understand that the recommendation has been implemented. The Airport Roundtable's "Fly Quiet" program rewards flyers in compliance through recognition.

6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

Response: We agree with the finding. It would be advisable to establish a sub-committee of representatives from the communities in North San Mateo County that are most impacted by Aircraft Noise from SFO.

7. Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

Response: We agree with the finding. We understand that this recommendation will be placed on a future Airport Roundtable meeting by one of the Roundtable representatives for discussion with SFO.

8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

Response: We agree with the finding. We understand that this recommendation will be placed on a future Airport Roundtable meeting by one of the Roundtable representatives for discussion with SFO.

Sincerely Yours,



Andy Klein
Mayor

cc: City Council
City Manager
Assistant City Manager
City Attorney



OFFICE OF THE MAYOR

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September 22, 2011

Honorable Joseph H. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center, 2nd floor
Redwood City, CA 94063-1655

Re: City of San Mateo Response to San Mateo County Grand Jury Report on San Francisco International Airport Aircraft Noise

Dear Judge Bergeron:

We are in receipt of the Grand Jury's report entitled "County Officials Need to Make Noise about Aircraft Noise." Pursuant to your July 6, 2011, request for responses, the San Mateo City Council held a public meeting on September 19, 2011, and approved this response. Below is the City of San Mateo's response to the Grand Jury's findings and recommendations. Please note that this response letter conveys the City's interests as one of 22 participating members on the Roundtable and potential direction given to the City's representative to the Roundtable. Formal actions to implement the Grand Jury's recommendations must be taken by the Roundtable itself.

Findings

- 1. There has been an increase in total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts declined to participate or were deemed ineligible for the original noise insulation program.***

Response: The City agrees with this finding as it relates to the increase in total departures. SFO has seen an increase in the number of flights in recent years, though air traffic levels are still below the levels seen in the early 2000s. In terms of the impact of flight patterns on northern San Mateo County communities, the Roundtable and SFO staff has worked with various parties in these communities to develop possible mitigations for noise issues.

- 2. Noise data collected by SFO and monitored by the SFO Roundtable address noise average and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.***

Response: The City partially disagrees with this finding. Both federal and state standards require the use of an average noise level over a 24-hour period called the Community Noise Equivalent Level rather than single aircraft noise events. However, this average is based on an average of single event noise which is weighted for the time of day. SFO also measures every single noise event through the use of noise monitors at the airport or in nearby communities under the flight path and flags events caused by aircraft.

- 3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1,000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.***

Response: The City disagrees with this finding as San Mateo County does not have the authority to impose fines on aircraft operating at SFO. Such powers are reserved to the federal government.

- 4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.***

Response: The City agrees with this finding as the State of California is not currently represented as an advisory member of the Roundtable. However, State liaisons work with the Roundtable as needed on specific issues.

- 5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.sforoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for approximately one year duration of this investigation.***

Response: The City agrees in part with this finding. From late 2009 to mid-2010, the Roundtable website was mostly inaccessible. However, the City understands that the Roundtable is currently updating its website due to be rolled out in October 2011. The City commends the Roundtable for bringing its website up-to-date.

- 6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.***

Response: The City agrees with this finding as the Roundtable membership (including subcommittees) is comprised primarily of an elected representative from each participating jurisdiction rather than a citizen representative. Similar to serving on a City Council, the elected representatives represent the citizens of their community on the Roundtable.

7. *The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.*

Response: The City agrees with this finding as the Chairperson and Vice Chairperson positions are open to any of the Roundtable's participating members. The current Chairperson is the chair of the County's Airport Land Use Committee and not an elected official.

8. *The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.*

Response: The City agrees in part and disagrees in part with this finding. The City agrees with the statements made concerning Daly City's withdrawal from Roundtable membership, the lack of attendance by the San Francisco Board of Supervisors representative since February 2009, and the reduction in the Roundtable meeting schedule from monthly to quarterly. However, the City disagrees with the statement pertaining to the level of attendance by Roundtable members as attendance has remained unchanged since 2008 at an average attendance rate of 70%.

9. *Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.*

Response: The City partially disagrees with this finding. While the City agrees that noise complaints are not a reliable source of feedback, the decline in complaints is likely the result of the Roundtable's work over the past 30 years with SFO, the Federal Aviation Administration, and the airlines to mitigate noise and other conditions for those who live in the proximity of the airport.

10. *Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.*

Response: The City agrees with this finding.

Recommendations

1. *Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.*

Response: Recommendation has been implemented in San Mateo and other cities represented on the Roundtable.

- 2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight plans.***

Response: Recommendation will not be implemented. The Roundtable has sponsored technical reports on low-frequency noise (a source of vibration), which is particularly acute behind the start-of-takeoff roll on Runways 1R and 1L. Though the reports concluded that some departing aircraft contain enough low frequency noise to cause perceptible vibrations, the Roundtable was advised that there is no potential for structural damage or human health effects. Furthermore, the Roundtable is unaware of any reasonable and cost effective way to measure structural vibration and what would be done with the data if it was measured.

- 3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.***

Response: Recommendation has been implemented. SFO collects extensive data on actual noise measurements from monitors in San Mateo and other communities. This data is used by the Roundtable and SFO to continually monitor noise of departing and arriving aircraft.

- 4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.***

Response: Recommendation will not be implemented. As indicated in the response to finding 2, the 65dbCNEL is the California State Standard for airport noise levels. SFO will continue to monitor every noise event caused by aircraft.

- 5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.***

Response: Recommendation will not be implemented. The "Fly Quiet" Program is based on a cooperative relationship with the airlines rather than punitive action. The annual Jon C. Long Fly Quiet Program Awards recognizes three airlines each year that have performed the best in following the Fly Quiet Program, shown the greatest improvement in reducing noise impacts, or contributed to SFO's noise abatement efforts such as helping to pioneer new noise reducing procedures such as the Oceanic Tailored Arrivals. The Roundtable has also developed and distributed a Fly Quiet Program video to help the airlines improve their noise reduction efforts.

- 6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.***

Response: Recommendation will not be implemented. The Roundtable has operated for 30 years as a cooperative body and has achieved substantial benefits for the citizens of San Mateo County without pitting communities against one another.

7. **Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.**

Response: Recommendation will not be implemented. The Chair and Vice-Chair should continue to be open to any Roundtable member including both elected and non-elected officials. The current Chair has substantial experience in airport noise issues which is beneficial in his role despite not serving as an elected official.

8. **Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.**

Response: Recommendation requires further analysis. State representatives currently serve as liaisons on specific issues, which is an arrangement that has worked well. However, there could be value in having this liaison role be formalized in the Roundtable membership, which will require additional review by the Roundtable.

Sincerely,



Jack Matthews
Mayor

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DEPARTMENT OF ECONOMIC
AND COMMUNITY DEVELOPMENT
PLANNING DIVISION
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CITY COUNCIL 2011

KEVIN MULLIN, MAYOR
RICHARD A. GARBARINO, VICE MAYOR
MARK ADDIEGO, COUNCILMEMBER
PEDRO GONZALEZ, COUNCILMEMBER
KARYL MATSUMOTO, COUNCILMEMBER

BARRY M. NAGEL, CITY MANAGER

September 30, 2011

Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center, 2nd Floor
Redwood City, CA 94063-1655

Subject: City of South San Francisco Response – Grand Jury Report titled “County Officials
Need to Make Noise about Aircraft Noise”

Dear Judge Bergeron:

As requested, enclosed is the response to the above referenced Grand Jury report approved by the South San Francisco City Council at a public meeting on September 28, 2011.

Should you have any questions, feel free to contact me at 650 877-8535.

Very truly yours,

Susy Kalkin
Chief Planner

Enclosure

Cc: City Clerk
City Manager
Grand Jury Website – grandjury@sanmateocourt.org

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City of South San Francisco Responses to Grand Jury Report titled “County Officials Need to Make Noise about Aircraft Noise” – as approved by the City Council of the City of South San Francisco on September 28, 2011

Findings

1. *There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo county communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.*
2. *Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.*
3. *The violations of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.*
4. *The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.*
5. *Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is “under construction” was displayed for the approximately one year duration of this investigation.*
6. *The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.*
7. *The bylaws of the SFO Roundtable do not require that the Chairperson or Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.*
8. *The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.*
9. *Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either “given up” or did not believe that complaining was effective.*
10. *Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.*

South San Francisco does not dispute the Grand Jury Findings, but would offer that the report Findings do not highlight the significant accomplishments of the SFO Roundtable over the past 30 years, nor the work of the impacted jurisdictions. Two significant highlights include: 1) working cooperatively with the FAA, SFO staff and the airlines to establish the Shoreline Departure Route, which has effectively redirected many flights which would otherwise have flown over residential portions of this community to an area adjacent to the San Francisco Bay, where no residential uses exist, and 2) working

cooperatively with the FAA, SFO staff and impacted jurisdictions to insulate sensitive receptors within the 65 dB CNEL noise contour. Specifically, since 1984, South San Francisco's Airport Noise Insulation Program (ANIP) – funded by SFO and the FAA – has sound insulated approximately 6,890 homes within the 65 dB CNEL contour. Over the past decade, South San Francisco's ANIP program has noted approximately 50-60% fewer noise complaints (actual complaint numbers are not available), which it believes is directly due to the sound insulation efforts.

Recommendations

In order to address the issues discussed in the report, the Grand Jury identified: one (1) recommendation specific to the San Mateo County Board of Supervisors; eight (8) recommendations that apply to the County Board of Supervisors and the member cities of the SFO Roundtable; one (1) recommendation specific to Daly City; and two (2) recommendations directed toward Brisbane, Daly City, Millbrae, San Bruno, and South San Francisco.

Responses are included below for each of the recommendations.

The 2010-2011 San Mateo Grand Jury recommends that the San Mateo County Board of Supervisors:

1. Take an active role in revitalizing the SFO Roundtable to make sure that the interests of San Mateo County and its residents are fully represented, and that every effort is being made to mitigate the severe and increasing impacts of SFO airport expansion of San Mateo County residents.

Response: It is not South San Francisco's purview to state what policy direction other agencies should take on this matter.

The Grand Jury recommends that the County Board of Supervisors and the member cities of the SFO Roundtable direct their representatives to take action that will:

1. *Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.*

Response: South San Francisco supports this recommendation and understands that this is already the procedure followed by SFO technical staff. Because of potential changes in flight schedules, procedures and routing it is important to make sure noise monitoring equipment is placed strategically to obtain the most accurate results.

2. *Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.*

Response: South San Francisco is not the appropriate agency to comment on the appropriate methods and metrics used to assess the impact of airport noise. However, the City supports the SFO Roundtable working with SFO staff to continue to explore the best methods for measuring and mitigating any and all airport impacts on the City's residents.

3. *Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.*

Response: The City supports the SFO Roundtable exploring the most effective data collection methods with SFO technical staff.

4. *Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.*

Response: South San Francisco is not the appropriate agency to comment on the appropriate methods and metrics used to assess the impact of airport noise. It is the City's understanding that the CNEL (average noise measurement) is the FAA accepted standard, but the City would support the SFO Roundtable's efforts to investigate better methods to address single event noise concerns which are the source of the majority of noise complaints received by the City.

5. *Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.*

Response: South San Francisco is not the appropriate agency to comment on the best method to implement the "Fly Quiet" program. The City supports SFO staff continuing to work with airline operators to address identified noise related issues.

6. *Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.*

Response: South San Francisco does not support creating a "sub-committee of the SFO Roundtable". This would be counterproductive and inconsistent with the core principles of the SFO Roundtable, which is to work collaboratively to address airport related noise issues.

7. *Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.*

Response: South San Francisco is not the appropriate agency to comment on SFO Roundtable procedures. The SFO Roundtable membership should decide who can provide the best leadership and guidance to the group, and take the appropriate action based on that assessment.

8. *Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.*

Response: South San Francisco is not the appropriate agency to comment on SFO Roundtable attendees. The SFO Roundtable and the Division of Aeronautics should discuss the needs of the Roundtable and adjust their programs accordingly.

Subject: City of SSF Responses to Grand Jury Report – Aircraft Noise

Page 4 of 4

The 2010-2011 San Mateo County Grand Jury recommends that the City Council of Daly City:

1. *Rejoin the SFO Roundtable and appoint a member who will actively participate and represent the interests of Daly City residents who are severely impacted by aircraft departure noise.*

Response: South San Francisco supports full participation from all jurisdictions in San Mateo County, but is not the appropriate agency to comment on Daly City's membership on the SFO Roundtable.

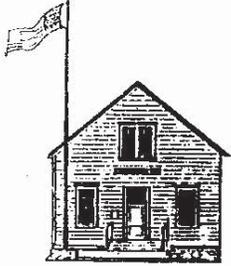
The 2010-2011 San Mateo County Grand Jury recommends that the City Councils of Brisbane, Daly City, Millbrae, San Bruno and South San Francisco:

1. *Form local Citizens Advisory Committees to work with their respective elected members of the SFO Roundtable to promote efforts to identify the mitigate aircraft noise issues in their communities.*

Response: South San Francisco believes the existing SFO Roundtable provides a meaningful public forum for airing such concerns, and so does not support the recommendation to create a separate Citizen's Advisory Committee. Should things change, the City Council could consider whether a separate Citizens Advisory Committee should be established.

2. *Maintain regular attendance and full participation in SFO Roundtable meetings and activities.*

Response: South San Francisco agrees with this recommendation, which is consistent with past and current City practice with South San Francisco membership consistently at the table. The current SFO Roundtable members are Mayor Kevin Mullin & Vice-Mayor Rich Garbarino.



The Town of
Woodside

September 28, 2011

The Honorable Joseph E. Bergeron
Judge of the Superior Court
Hall of Justice
400 County Center, 2nd Floor
Redwood City, CA 94063-1655

**RE: 2010-11 GRAND JURY REPORT - COUNTY OFFICIALS NEED TO MAKE NOISE
ABOUT AIRCRAFT NOISE**

Dear Judge Bergeron:

The Town Council of the Town of Woodside wishes to thank the 2010-11 Grand Jury for its investigation into the workings of the SFO Airport/Community Roundtable. The Grand Jury has uncovered deficiencies in the Roundtable that are generally consistent with the Town's experience and observations over the past several years. The Town Council reviewed the findings, conclusions and recommendations of the Grand Jury at its public meeting of September 27, 2011, and approved the following responses:

FINDINGS

1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Response: The Town does not possess data and other information enabling it to agree or disagree with this finding.

2. Noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

Response: Through its representative to the SFO Roundtable, the Town agrees that noise data collected by SFO and monitored by the SFO Roundtable address noise averages and do not focus on single events. The Town further agrees that no data are provided to the Roundtable on the noise levels of individual night-time flights.

3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

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Woodside, CA 94062

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Fax: 650-851-2195
townhall@woodsidetown.org

Response: The Town has not researched the law to determine whether San Mateo County has the authority to impose sanctions for violations of California noise regulations. Through its representative to the Roundtable, the Town agrees that San Mateo County does not presently levy fines or sanctions on offending airlines.

4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the SFO Roundtable.

Response: Through its representative to the Roundtable, the Town agrees that the State of California is not represented as an advisory member to the SFO Roundtable.

5. Reports received by the SFO Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.

Response: The Town agrees that reports prepared by the SFO Noise Abatement Office for the SFO Roundtable have not been easily accessible to the public on the Roundtable website. However, a new website is about to be launched that should improve this situation. The Town agrees that information on the current website is out of date. The Town is unable to comment on whether a message indicating that the website was "under construction" was displayed for approximately one year during the Grand Jury's investigation.

6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

Response: The Town agrees with this finding.

7. The bylaws of the SFO Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the SFO Roundtable is not an elected official.

Response: The Town agrees with this finding.

8. The level of attendance by SFO Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The SFO Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

Response: The Town does not possess information enabling it to agree or disagree with this finding, except that the Town can confirm that the SFO Roundtable's schedule has been reduced to quarterly meetings.

9. Public participation at SFO Roundtable meetings is minimal. With one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

Response: Through its representative to the Roundtable, the Town agrees that public participation at SFO Roundtable meetings is minimal. The Town does not possess information enabling it to agree or disagree with the finding that "with one exception, all of the elected members of the SFO Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either 'given up' or did not believe that complaining was effective."

10. Daly City withdrew as a member of the SFO Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

Response: Through its representative to the SFO Roundtable and information presented to the SFO Roundtable, the Town agrees with this finding.

CONCLUSIONS

1. While numerous San Mateo County communities are affected to various degrees by aircraft noise from SFO, the most severe impacts are created by departures over Brisbane, Colma, Daly City, San Bruno and South San Francisco. The increasing frequency and intensity of aircraft noise, particularly at night, represents a problem for the quality of life for the residents of those communities.

Response: The Town agrees with this conclusion.

2. The San Mateo County Board of Supervisors has not recently taken an active role in addressing aircraft noise issues and has largely delegated this responsibility to the SFO Airport Roundtable.

Response: A member of the San Mateo County Board of Supervisors is represented on the SFO Roundtable and regularly attends SFO Roundtable meetings. The Town does not possess information regarding further discussions the Board of Supervisors may have had regarding aircraft noise.

3. It would be more effective to have elected officials serve as Chairperson and Vice-chairperson of the SFO Roundtable, as they are directly accountable to the citizens.

Response: The Town agrees with this conclusion.

4. Including a representative of the State of California, Division of Aeronautics, on the SFO Roundtable would add an important dimension and enhance effectiveness.

Response: The Town neither agrees nor disagrees with this conclusion. More analysis should be given to the pros and cons of adding a representative from the State Division of Aeronautics to the SFO Roundtable.

5. The lack of effectiveness of the SFO Roundtable has caused a decline in attendance and enthusiasm for participation in the SFO Roundtable. Community participation is minimal and not encouraged.

Response: Through its representative to the SFO Roundtable, the Town cannot reliably chart the effectiveness of the SFO Roundtable over time. Through its representative to the SFO Roundtable, the Town agrees that community participation is minimal.

6. The focus on average noise levels, rather than single events, can distort the extent and magnitude of the problem and foster the belief that complaining is futile.

Response: The Town agrees with this perceptive conclusion of the Grand Jury. We also join the Town of Portola Valley in noting that the focus on “community noise equivalent levels” not only distorts the extent of the aircraft noise problem but gives the appearance that public agencies do not care about multiple single noise events. This is evident in southern San Mateo County where aircraft noise from arriving flights is not constant but periodically can be very loud.

RECOMMENDATIONS

The Grand Jury recommended that the County Board of Supervisors and the member cities of the SFO Roundtable direct their representatives to take action that will:

1. Ensure that the locations of noise measuring and tracking equipment parallel current departure flight paths.

Response: The Town supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control. The Town further notes that the locations of noise measuring and tracking equipment also need to parallel current arrival flight paths, which affect South County communities.

2. Request the SFO Noise Abatement Office to deploy equipment to measure and track the intensity of structural vibration on departure flight paths.

Response: The Town believes this recommendation requires further analysis to determine: (a) the technical feasibility of measuring structural vibration caused by departing aircraft; (b) the cost of implementing a program to measure and track this structural vibration; and (c) the likely effectiveness of implementing such a program. The time frame for consideration of this recommendation is

subject to approval by a majority of Roundtable members, which the Town is unable to control.

3. Change the focus of required data collection and reports to ACTUAL noise measurements rather than COMPLAINTS from residents about noise.

Response: The Town supports this recommendation and through its representative will encourage the Roundtable to adopt it. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

4. Increase the focus on single event noise violations and frequency, especially with night departures, rather than the 65dbCNEL which represents an average of noise experienced within a 24 hour period.

Response: The Town supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

5. Adapt the "Fly Quiet" Program to include sanctions as well as rewards based on single event violations, particularly with night departures.

Response: The Town believes that this recommendation requires further analysis to determine: (a) whether legal authority exists to levy sanctions for single event violations and if so what agency possesses such authority and (b) whether remedies short of sanctions might effectively address the problem (e.g., increased reporting from the FAA, media publication of offending flights, retraining of pilots). The time frame for consideration of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

6. Create a sub-committee of the SFO Roundtable comprised of the elected representatives from the northern San Mateo County cities most impacted by aircraft departure noise to focus on mitigating the problems in those communities.

Response: The Town supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

7. Modify the SFO Roundtable bylaws to require that both the Chair and Vice-Chair be elected officials from participating San Mateo County communities.

Response: The Town supports this recommendation and through its representative will encourage the SFO Roundtable to adopt it. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

8. Expand SFO Roundtable membership to include a representative from the State of California, Division of Aeronautics, to serve as a liaison.

Response: This recommendation requires further analysis to assess the pros and cons of adding a representative from the State Division of Aeronautics to the SFO Roundtable. The time frame for adoption of this recommendation is subject to approval by a majority of SFO Roundtable members, which the Town is unable to control.

On behalf of the Town Council, I would like to extend our thanks for the opportunity to review and respond to the work of the 2010-11 Grand Jury.

Please do not hesitate to call our Town Manager, Susan George, at (650) 851-6790, should you require any further information.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Romines". The signature is written in a cursive style with a large initial "R" and a stylized "O".

Ron Romines
Mayor

LETTER TO THE EDITOR**RE: SFO COMMUNITY ROUNDTABLE
SAN MATEO COUNTY CIVIL GRAND JURY REPORT
JULY, 2011**

Editor:

As the Chairperson of the San Francisco International Airport/Community Roundtable, a copy of the San Mateo County Civil Grand Jury report "County Officials Need to Make Noise about Aircraft Noise" was forwarded to my attention. However, it should be noted that the report sent to the Roundtable was specifically labeled "No Reply". It also should be noted that although I have been the Chair for six months, the Vice-Chair for the five years preceding my unanimous election to Chair in February, 2011, and on the Roundtable as a voting member since 2000, I was never contacted, interviewed, questioned or otherwise involved during the "extensive" review of the Roundtable's activities by this Grand Jury. Therefore, I make these statements as an individual, not as a representative of the Roundtable.

The Grand Jury report is flawed in many ways, the details of which I will address shortly. However, to suggest that the effectiveness of the Roundtable and its relationships with local, regional and national airlines, airport and government personnel in its quest for a more livable environment for those in the proximity of SFO, because complaints are down is illogical at best. SFO staffs an incredible Aircraft Noise Abatement Office, dealing every day with these highly technical problems and the complaints of the public, without ever wavering. The dedication of these fine public servants cannot reasonably be called into question, by any objective measure. To suggest that fewer people complaining is some measure of a lack of effectiveness is absurd. Complaints are not a reliable barometer of airport noise, as they can be artificially manipulated and have been for years (i.e., thousands of complaints from the same party in a given month).

In fact, the decline in complaints is more likely the results of 30 years of the Roundtable's work, in tandem with the Aircraft Noise Abatement Office, SFO's management, the FAA, and the airlines. Among the Roundtable's many recent achievements is the annual Jon C. Long Fly Quiet Program Awards, which recognizes three airlines each year that have: performed the best in following the Fly Quiet Program, shown the greatest improvement in reducing noise impacts, or contributed to SFO's noise abatement efforts such as helping to pioneer new noise reducing procedures such as the Oceanic Tailored Arrivals. The Roundtable has also developed and distributed a Fly Quiet Program video to help the airlines improve their noise reduction efforts. The Roundtable also recently adopted a Strategic Plan that will guide its efforts over the next three years. In addition to monitoring the SFO noise abatement

program, the Roundtable will support noise reduction research/technologies and legislation that will further reduce aircraft noise at its source and prevents future land use conflicts.

The Grand Jury suggests in its report that the San Mateo County Board of Supervisors (BOS) somehow controls the Roundtable. In fact, the only part the County of San Mateo plays in the Roundtable is that a member of the BOS is a voting member and in the past has served as Chair and Vice-Chair. In addition, the Roundtable contracts with the County for personnel services and accounting functions.

The departure of the City of Daly City, an acknowledged recipient of a great deal of aircraft noise exposure from SFO operations, was as they told us, purely for budgetary reasons. I never heard any of their representatives mention a lack of effectiveness as a reason for leaving. I would welcome Daly City back as a member and urged it to move forward on the matter as quickly as it can. On this point, I agree with the Grand Jury, but the Roundtable had expressed that notion to the City of Daly City at the time of their decision to withdraw several months ago.

I offer the following comments on the “Findings” and “Recommendations”, in the report and the facts which are at odds with the Grand Jury’s conclusions:

- **No single event noise readings:** The calculation of the gold-standard in the noise industry for airports, the CNEL (Community Noise Equivalent Level) is derived from single-event noise which is weighted for time of day (for example, multiplied by three in the evening and then again by ten during late night/early morning) and then averaged. This is the industry norm and the California State Noise Standard; the Roundtable did not invent CNEL. SFO’s noise monitors register every noise event and identify those events caused by an aircraft overflight.
- **SFO Noise Abatement Office should deploy equipment to measure and track the intensity of structural vibration on departure flight paths:** Among the Roundtable’s many achievements have been several technical reports on low-frequency noise, which is particularly acute behind the start-of-takeoff roll on Runways 1R and 1L. The reports concluded that some departing aircraft contain enough low frequency noise to cause perceptible vibrations behind and along the start of takeoff roll. While the vibrations can be annoying, we are advised that there is no potential for structural damage or human health effects. We are unaware of any reasonable and cost effective way to measure structural vibration and even if it were measured, what we would do with that data?
- **Chair and Vice-Chair should be elected representatives, not public members:** It is true that the Roundtable Bylaws contain no such requirement. I was elected Roundtable Chairperson by my colleagues, after serving in the complicated arena of airport noise

for a decade. My Roundtable colleagues chose me to be Chairperson after what I am certain was careful consideration. As the Chairman of the San Mateo County Airport Land Use Committee for many years, I am uniquely qualified to serve as the Roundtable Chair. I am also a licensed pilot and have been in the real estate finance and land use business for 33 years. Those qualifications are important to understanding the technical issues before the Roundtable as it tries to address community aircraft noise concerns. I was also the principal sponsor of AB 2776 in the California Legislature in 2004, which has delivered important additional disclosure in residential real estate transactions of the impacts of airports on residents. An advantage that I offer is that I am not beholden to or obligated to represent the viewpoint of a certain city or district. While I believe there should be no bar to those parties being Chair or Vice-Chair, I also cannot imagine a justification for a prohibition of the representative of the San Mateo County Airport Land Use Committee either. As provided for in the current Bylaws, the Chair and Vice Chair positions should be available to any of the Roundtable's participating members.

- **SFO's significant expansion:** While it is true that SFO has seen a resurgence in the number of flights in recent years, it by no means has surpassed SFO's traffic counts of the early 2000's. The facts are that the total flights at times are approaching the historical highs and may be disproportionately impacting a certain municipality. Residents and representatives of the City of Brisbane have complained to SFO and the Roundtable about both "early" left turns and a much higher volume of traffic out of SFO, creating increased aircraft noise concerns. It appears from the data we have seen so far in our quest to understand Brisbane's problem, that there are some factors which support those observations. What appears to have happened is that the departure procedure known as the PORTE departure, which takes flights over Brisbane if the left turn is made soon after take-off from the northbound runways (heading 010 degrees), is the likely culprit. Turns started earlier (as compared to in years past), in a fairly significant numbers, owing to improvements in aircraft performance (i.e., aircraft reach a safe turning altitude earlier than in the past) and traffic needs, will put more planes over Brisbane. The mitigation for that problem appears to be to have aircraft continue to the north until reaching a higher altitude and then begin the left turn. This is not as simple as it seems, as there are many other traffic concerns out of SFO and Oakland International Airport to be considered, as well as traffic flow to the southeast as part of the National Airspace System. Roundtable and SFO staffs have been trying to convene the parties to further this mitigation. There are many interested groups and scheduling has been difficult. This has been and continues to be a tremendous effort which we hope will culminate in better conditions for Brisbane residents.
- **Fines should be imposed:** The County of San Mateo may not impose fines on aircraft operating at SFO and most certainly the Roundtable does not have any authority to do so (see *ATA v. Crotti 1975* – enjoined local government from "taking any action to implement or enforce the Single Event Noise Exposure Levels as provided by Sections

21669 and 21669.4 of the California Public Utilities Code”). Such powers are reserved to the federal government. The tremendous achievements of the Roundtable have been accomplished through our cooperative relationship with the airlines, not with punitive actions against them.

- **Advisory committees for Roundtable Members**: I would have no objection to having members of the Roundtable be advised by community members. However, we believe that is the general nature of service provided by a member of a city council in all communities. If an individual city wants a more formal structure outside the Roundtable, I cannot imagine how any of our members would have the slightest concern. There certainly have been such committees in the past.
- **The Roundtable has no “citizen representation”**: The Grand Jury seems to want it both ways here. They want citizens on the Roundtable, but just not as Chair. If the most qualified person for that position is not an elected official, it is up to the members of the Roundtable to make that judgment. Everyone on the Roundtable is a citizen, but most are tasked to represent the interest of their own cities. The citizens are represented on the Roundtable by their appointed or elected members, in the same way a city council operates.
- **A subcommittee of northern San Mateo County cities should be formed on the Roundtable**: What would be the purpose of this sub-committee? It sounds as if the authors are suggesting we have two Roundtables – one for the north part of the county and one for the rest. The Roundtable has operated for 30 years as a cooperative body and has achieved substantial benefits for the citizens of San Mateo County without being placed at odds against another group.
- **The level of attendance by SFO Roundtable members varies widely and is declining overall**: The Roundtable meetings overviews posted on the Roundtable website contain a record of the member attendance at every meeting. During the period from 2008 through 2009, Roundtable member attendance has remained virtually unchanged at an average of about 16 members per meeting or about 70 percent attendance rate. In fact, 2010 attendance records show a slight increase in member attendance over the previous two years. Therefore, the Grand Jury’s conclusion that Roundtable member attendance is declining overall is clearly not supported by the meeting attendance records.

It should be said that nothing will change the proximity of SFO to the communities affected by its aircraft operations. It has been the mission of the Roundtable over the 30 years since inception, to try to find ways to mitigate the conditions which give people discomfort. The Roundtable’s record of success is substantial and the people who work on the problems take them very seriously. The issuance of the Grand Jury’s report has caused the expenditure of

many hours to correct the numerous inaccuracies in the content, which in turn takes away from time actually solving problems.

I am certain that my colleagues on the Roundtable would like to get back to work on those problems.

Richard M. Newman
Millbrae

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Dear Editor:

A copy of the San Mateo County Civil Grand Jury report, “County Officials Need to Make Noise about Aircraft Noise”, was forwarded to my attention labeled “No Reply”. I have been the Chair of the San Francisco International Airport/Community Roundtable for six months, Vice-Chair for the five years, and on the Roundtable since 2000. I was *never* contacted, interviewed nor questioned by this Grand Jury. Therefore, I make these statements as an individual, not as a representative of the Roundtable.

The report is flawed in many ways. To suggest that the effectiveness of the Roundtable and its relationships with regional and national airlines, airport and government personnel in its quest for a more livable environment for those in the proximity of SFO, because complaints are down, is illogical. Complaints are not a reliable barometer of aircraft noise exposure levels, as they can be artificially increased. The decline in complaints is likely the result of the Roundtable’s work over 30 years in tandem with the Aircraft Noise Abatement Office, SFO’s management, the FAA, and the airlines.

I offer the following comments on the some of the “Findings” and “Recommendations” in the report:

- No single event noise readings: SFO measures every single noise event and flags events caused by aircraft. Those single events are used to calculate the Community Noise Equivalent Level; the noise metric required by the California State Noise Standard.
- SFO Noise Abatement Office should deploy equipment to measure and track the intensity of structural vibration on departure flight paths: The Roundtable has sponsored several technical reports on low-frequency noise (a source of vibration), which is particularly acute behind the start-of-takeoff roll on Runways 1R and 1L. While vibrations can be annoying, there is no potential for structural damage or human health effects.
- Chair and Vice-Chair should be elected representatives, not public members: After serving in the complicated arena of airport noise for a decade, I was elected Roundtable Chairperson by my colleagues. As Chairman of the County’s Airport Land Use Committee for many years, I am uniquely qualified to serve as the Roundtable Chair. As provided for in the Bylaws, the Chair and Vice Chair positions are open to any of the Roundtable’s participating members.
- SFO’s significant expansion: SFO has seen a resurgence in the number of flights in recent years, but traffic has not surpassed the early 2000’s levels. Flights at times are approaching historical highs and may be disproportionately impacting a certain municipality. Residents and representatives of the City of Brisbane have complained

to SFO and the Roundtable about both “early” left turns and a much higher traffic volume at SFO. Roundtable and SFO staffs have been trying to convene the parties to further understand and develop possible mitigation for this issue. There are many interested parties and scheduling a meeting has proven difficult. This has been and continues to be a tremendous effort, which we hope will culminate in better conditions for Brisbane residents.

- **Fines should be imposed:** Neither the County of San Mateo nor the Roundtable may impose fines on aircraft operating at SFO. Such powers are held by the federal government.
- **Advisory committees for Roundtable Members:** I would have no objection to having members of the Roundtable be advised by community members. There certainly have been such committees in the past.
- **The Roundtable has no “citizen representation”:** The Grand Jury wants citizens on the Roundtable, but just not as Chair. If the most qualified person for that position is not an elected official, it is up to the members of the Roundtable to make that judgment. Citizens are represented on the Roundtable by their appointed or elected members.
- **A subcommittee of northern San Mateo County cities should be formed on the Roundtable:** The authors appear to be suggesting there be two Roundtables – one for North county and one for the rest. The Roundtable has operated for 30 years as a cooperative body achieving substantial benefits for the citizens of San Mateo County without pitting jurisdictions against each other.
- **The level of attendance by SFO Roundtable members varies widely and is declining overall:** From 2008 through 2009, Roundtable member attendance remained virtually unchanged averaging about 16 members per meeting. Despite Daly City’s departure from the Roundtable, which was solely for budgetary reasons, 2010 saw a slight increase in the average Roundtable member meeting attendance over the previous two years.

The Roundtable’s mission over the past 30 years is to seek ways to minimize SFO’s aircraft noise exposure. The Roundtable’s record of success is substantial and the people who work on the problems take them very seriously. Unfortunately, the Grand Jury’s report has caused the expenditure of many hours to correct its numerous inaccuracies, which reduces the time spent actually solving problems.

Richard Newman
Millbrae

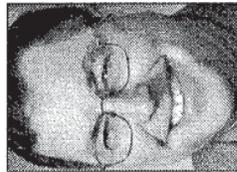
Landing on the wrong runway?

By Gene Mullin

The San Mateo County Civil Grand Jury has released a report criticizing the San Francisco International Airport/Community Roundtable for not more aggressively mitigating the noise and vibration from operations at the airport.

While the report makes some good points, it blithely downgrades or overlooks the significant accomplishments achieved over the past 30 years of the organization's existence.

In fact, the report starts with the acknowledgment that SFO is one of the busiest airports in the world and is experiencing significant expansion and increase in both domestic and international travel. Given that reality, the report acknowledges that noise complaints have decreased over the past few years. With scant evidence, the report suggests the reduction is the result of frustration by potential complaining callers. This conclusion ignores the completion of insulating 15,000 residences within the 65 CNEL noise footprint of departures, the Fly Quiet program's suc-



Guest perspective

cesses in working with altitudes of arrivals and departures as well as working to eliminate single event excessive noise, quieter jet engines and operations and significant changes in runway monitoring and usage. Those combined with the vigilance of the county's city representatives is the more likely cause of the complaint reductions.

These accomplishments have been made within the context of the Federal Aviation Agency having sole jurisdiction over flight patterns and air traffic control. The grand jury's note that Daly City should rejoin the Roundtable, given that the city's has among the largest number of noise complaints makes sense. By withdrawing and saving under \$1,000, Daly City has lost a seat at the table in dealing with noise issues. Seems like a poor bargain at best. The fact that the grand jury criticizes the Roundtable and then recommends the Daly City rejoin is a bit like someone complaining about the poor quality of a restaurant's food and also that the portions were too small.

Further, the grand jury takes an aggressive stance in recommending fines for air-

lines which exceed noise standards. While there is no legal basis for either the county or the Roundtable instigating lawsuits, I suggest that creating an adversarial relationship in lieu of cooperating with SFO, the airlines and the affected communities is not a productive path to follow. I'm not sure anyone welcomes the specter of litigation, which would be sure to follow, as a substitute for 30 years of a generally positive working relationship.

All organizations have room for improvement and the San Francisco International Airport/Community Roundtable is no exception. Even though it is a nationally recognized body, constant monitoring and vigilance are a task assumed by the membership, almost all of whom are locally elected officials. I'm sure the membership is looking closely at the grand jury findings and will make changes where appropriate and necessary.

Gene Mullin is a former member of the California Assembly and the former mayor of South San Francisco. He was the former chair of the San Francisco International Airport/Community Roundtable while serving on the South San Francisco City Council and chaired the Assembly Select Committee on Airports and the Airline Industry.

A poor reward, and an out-of-control protest

You may have seen the video of the child in the stands at AT&T Park, overtly protesting because a woman one row in front of him grabbed a foul ball, leaving him without one.

After he missed out on the opportunity, you see the father talk to him, likely saying, "Life is like this. Sometimes you get a foul ball, sometimes you don't. You're young, and there will be plenty of chances in life to get another one. Why don't we just enjoy the game, and our time together here." Or something like that. Probably something simpler.

It was a life lesson. But when television cameras caught the scene on tape, the Giants staff responded by delivering the child a replacement ball. All's well that ends well, right?

Well, not really. At least in my humble opinion. Kids are kids. Sometimes they pout. But that doesn't mean that behavior should be rewarded. It's symbolic of the type of entitled behavior that is becoming way too common in our society. The lesson here? If you pout long enough, someone may think it's cute, and you will get your way.

Some may think that the woman who caught the ball should have given it to the kid. True, it may mean something to him, but it also means something to adults. I've always wanted to catch a ball, and came close once as a kid at an A's game. But another older kid beat me to it. I would never think to ask for it. It wasn't mine. And it wasn't a bad memory. After all I got to



JON MAYS

Letters to the editor

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Grand Jury Findings

Grand Jury Finding Number 1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Roundtable Response: Partially Disagree

Explanation: The Roundtable agrees that there has been an increase in both total departures and night departures from SFO. These increases are commensurate with an overall increase in operations at SFO that is slowly returning to levels approximating those experienced in the pre-9/11 era. (see table below).

**HISTORIC OPERATION NUMBERS AT SFO
2000 – 2010**

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Operations ¹	430,554	387,599	351,453	334,515	354,073	353,774	359,415	379,568	388,104	380,311	388,758

¹ Operation numbers consist of both itinerant (air carrier, air taxi, general aviation, and military) and local (civil and military) operations.
Source: FAA Air Traffic Activity System (ATADS), 2011.

However, the Roundtable has not been shown any information that would suggest that flight patterns, particularly those over the communities in northwestern San Mateo County, have changed. Southeast bound aircraft departures from SFO and OAK fly over the northwest portion of the County. According to a December 2010 report prepared by the SFO Aircraft Noise Abatement Office, Brisbane, which is located approximately 4 miles northwest of SFO, experiences noise from aircraft departing SFO’s Runways 01L and 01R, bound for destinations southeast of the Bay Area (Southern California, Arizona, and Las Vegas). Aircraft on this departure path are at an average altitude of 4,300 feet above sea level over Brisbane. Similarly, Oakland’s (OAK) departures bound for southeastern destinations also fly over the San Francisco Peninsula. The average altitude of aircraft departing OAK is approximately 8,800 feet as they fly over the peninsula. The next layer of traffic above OAK’s departures is SFO’s arrivals from the north, which then circle to Runways 28L and 28R; the average aircraft altitude on this approach is 10,500 feet (December 2010, p. 2). According to the Federal Aviation Administration (FAA), it has not changed its air traffic control procedures related to aircraft departures from either airport.

At the September 7, 2011 Regular Roundtable Meeting, SFO Aircraft Noise Abatement Office Staff gave a presentation on flight track data and noise measurement data collected by SFO to understand the scope and nature of the aircraft departure routes over the northwestern part of the County. The noise measurement data indicate that there are not severe or adverse noise impacts in the northwestern part of the County, as defined by state and federal aircraft noise standards.

1 The Roundtable also disagrees that some of the areas currently experiencing the most severe aircraft noise impacts
2 either declined to participate or were deemed ineligible for the original noise insulation program. Portions of the cities
3 of Daly City, San Bruno, Millbrae, and South San Francisco were eligible to participate in the federal noise insulation
4 program, per federal eligibility criteria. A combined total of over 15,000 homes, eight churches, and seven schools
5 were insulated as a part of the program.¹ There is no portion of the City of Brisbane that meets the federal eligibility
6 criteria for the federal sound insulation program. As noted above, there is no evidence supporting the claim that there
7 are “severe impacts” in the City of Brisbane. It is clear, however, that the residents of Brisbane believe they have
8 experienced a recent increase in aircraft noise, and the Roundtable is working with the City, FAA, and airlines to
9 determine the cause of these concerns and what steps may be taken to address them.

10 **Grand Jury Finding Number 2.** Noise data collected by SFO and monitored by the Roundtable address noise
11 averages and do not focus on single events. No data is collected on individual night-time events, which can be the
12 most distressing to residents.

13 **Roundtable Response:** Wholly Disagree

14 **Explanation:** The SFO aircraft noise monitoring system measures every single aircraft noise event, including all
15 arrivals and departures over a 24-hour period. This single-event data is used to calculate and map the Community
16 Noise Equivalent Level (CNEL) noise levels and contours associated with aircraft operations out of SFO, as required
17 by the State of California’s noise regulations (California Code of Regulations; Title 21, Division of Aeronautics,
18 Subchapter 6, Noise Standards). The Daily CNEL metric represents the average noise level during a 24-hour day,
19 adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime
20 periods relative to the daytime period. Because SFO is considered a “noise impact” airport, state law requires that
21 SFO staff measure aircraft noise with this 24-hour metric.

22 **Grand Jury Finding Number 3.** The violation of noise standards by any aircraft is deemed a misdemeanor and is
23 punishable by a fine of \$1,000. Under California law, San Mateo County has the authority to impose fines and
24 sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo
25 County does not impose fines or sanctions on offending airlines as a matter of policy.

26 **Roundtable Response:** Partially Disagree

27 **Explanation:** Public Utilities Code Section 21669.4 allows for a county to enforce noise regulations established by
28 the State of California. Violation of a noise standard, per this section, is considered a misdemeanor and punishable
29 by a \$1,000 fine for each infraction. However, the only noise standard that the State of California has adopted with
30 respect to aircraft operations is the 65 dB CNEL (California Code of Regulations, Title 21, Section 5012). As
31 described above, CNEL is a cumulative noise metric that aggregates single-event noise levels from individual aircraft
32 operations and averages the noise impact over a 24-hour period. No standard exists on a federal or state level for
33 maximum single-event noise levels; therefore, enforcement of Public Utilities Code Section 21669.4 by San Mateo
34 County, which addresses violations of state noise regulations by individual aircraft, is not currently possible.

35 An alternative to punitive approach described in the Section 21669.4 of the PUC are voluntary noise abatement
36 programs. These programs are established by airport proprietors to encourage aircraft operators to avoid certain
37 noise sensitive locations on arrival or departure. The reasons such programs are voluntary is because once the
38 aircraft has left the ground, it is under the jurisdiction of the FAA, which dictates the route flown by every pilot to their

¹ For more information on SFO’s Residential Sound Insulation Program, please visit <http://www.flyquietsfo.com/rsip.asp>.

1 destination. Furthermore, pilots, who often must make flight path adjustments due to weather conditions, aircraft
2 performance, safety etc., have the final say in where their aircraft fly, within the constraints of their clearance and
3 FAA-approved deviations. Therefore, airports that operate voluntary noise abatement programs employ a variety of
4 methods to inform and encourage air traffic controllers and pilots to utilize the preferred arrival/departure routes.²
5 SFO's Fly Quiet Program was designed to monitor airline performance and to encourage adherence to the preferred
6 noise abatement procedures by rewarding the desired behavior. The goal of the Fly Quiet Program is to minimize
7 SFO's aircraft noise exposure on all of the communities near the Airport. The Roundtable has been a partner with the
8 airport for thirty years, in these efforts.

9 **Grand Jury Finding Number 4.** The State of California, which issues the airport operating permit, is not represented
10 as an advisory member of the Roundtable.

11 **Roundtable Response:** Agree

12 **Explanation:** The Roundtable would have no objection to having members of the Roundtable be advised by Caltrans
13 Division of Aeronautics staff.

14 **Grand Jury Finding Number 5.** Reports received by the Roundtable, prepared by the SFO Noise Abatement Office,
15 are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not
16 current and a message stating that the website is "under construction" was displayed for the approximately one year
17 duration of this investigation.

18 **Roundtable Response:** Wholly Disagree

19 **Explanation:** The Roundtable has always sought to provide a website that is easily accessible to the public. At least
20 72 hours prior to a scheduled meeting, the agenda and associated meeting packet are uploaded onto the Roundtable
21 website. While an update to the website is planned for the near future, at no point has the site, or any of its content,
22 been unavailable to the public for an extended period of time.

23 **Grand Jury Finding Number 6.** The Roundtable membership does not include any individual residents, nor do they
24 have any citizen representation on any subcommittees.

25 **Roundtable Response:** Agree

26 **Explanation:** The Roundtable Purpose and Bylaws maintains that all Representatives and their Alternates shall be
27 elected officials from the member agencies/bodies they represent (except for the City and County of San Francisco
28 Mayor's Office, City and County of San Francisco Airport Commission, and the City/County Association of
29 Governments of San Mateo County (C/CAG) Airport Land Use Commission (ALUC)). All Representatives and
30 Alternates who serve on the Roundtable (as well as its subcommittees) do so at the pleasure of their parent bodies.
31 These officials represent their bodies, and by extension, their communities and their communities' concerns with
32 regards to aircraft noise.³

33 **Grand Jury Finding Number 7.** The bylaws of the Roundtable do not require that the Chairperson and Vice-
34 Chairperson be elected representatives from the participating San Mateo County communities who are accountable
35 to their constituencies. The current Chairperson of the Roundtable is not an elected official.

² SFO operates its own voluntary noise abatement program (<http://www.flyquietsfo.com/>).

³ The SFO Roundtable's Purpose and Bylaws is available online at: [http://www.sforoundtable.org/pdf/SFO_RT_Bylaws_Version_3%20\(3\).pdf](http://www.sforoundtable.org/pdf/SFO_RT_Bylaws_Version_3%20(3).pdf).

1 **Roundtable Response:** Agree

2 **Explanation:** Article IV of the Roundtable Purpose and Bylaws allows for any sitting member of the Roundtable to be
3 elected to either the Chairperson or Vice-Chairperson positions by a majority vote of the Roundtable members. This
4 includes all elected officials representing the various member agencies/bodies, as well as representatives from the
5 City and County of San Francisco Mayor's Office, the City and County of San Francisco Airport Commission, C/CAG,
6 and the ALUC. The current Chairperson of the Roundtable, Richard Newman, is not an elected official, but rather
7 serves as a representative from the C/CAG Airport Land Use Committee, where he has served as Chair for nine
8 consecutive years. At its September 7, 2011 Regular Meeting, the Roundtable affirmed its desire to conduct elections
9 on an annual basis and to make the Chair and Vice Chair seats available to all member and to leave open those
10 positions to all members.

11 **Grand Jury Finding Number 8.** The level of attendance by Roundtable members varies widely and is declining
12 overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors
13 representative has not appeared since February of 2009. The Roundtable recently decided to reduce their meeting
14 schedule from monthly to quarterly.

15 **Roundtable Response:** Partially Disagree

16 **Explanation:** The Roundtable disagrees with the finding regarding declining attendance by participating members.
17 According to attendance records, during the period from 2008 through 2009, Roundtable member attendance was
18 consistently around 70 percent. 2010 saw a small increase in attendance over the previous two years. Daly City said
19 that it withdrew its Roundtable membership due to budgetary constraints. The Roundtable would welcome Daly City
20 back as a member when it is financially capable of doing so.

21 **Grand Jury Finding Number 9.** Public participation at Roundtable meetings is minimal. With one exception, all of
22 the elected members of the Roundtable and all of the residents interviewed stated that noise complaints were not a
23 reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

24 **Roundtable Response:** Partially Disagree

25 **Explanation:** The Roundtable agrees that noise complaints should not be the only source of public feedback, but it
26 does believe that a decrease in complaints can be partially attributed to the efforts of the Roundtable. Reducing the
27 number of noise complaints made by the public through implementation of safe and feasible noise mitigation
28 measures is one of the Roundtable's goals, which it tries to achieve through collaboration with the SFO Noise
29 Abatement Office, SFO management, the FAA, and airlines.

30 **Grand Jury Finding Number 10.** Daly City withdrew as a member of the Roundtable in 2010, citing budget
31 restraints as the reason. Membership fees for 2010 were \$750.

32 **Roundtable Response:** Agree

33 **Explanation:** As described above, at the time of its withdrawal from the Roundtable, Daly City indicated that it was
34 withdrawing its Roundtable membership due to budgetary constraints. The Roundtable encouraged the City of Daly
35 City to rejoin the Roundtable when their participation is determined feasible by their elected body.

1 **Grand Jury Recommendations**

2 The Roundtable appreciates the effort that went into developing the recommendations in the Grand Jury's Report.
3 Over its 30-year history, the Roundtable has always strived to improve the way it operates and interacts with the
4 affected communities, FAA, airlines, and SFO. Each of the Grand Jury's recommendations will be considered by the
5 Roundtable at a future date. Recommendations that have the support of the full Roundtable may be incorporated into
6 a future Roundtable Work Program.

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CITY OF BRISBANE

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Brisbane, California 94005-1310
(415) 508-2100
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September 29, 2011

Richard Newman
Chairperson
SFO Community Roundtable
1828 El Camino Real, Suite 705
Burlingame, CA 94010

Dear Richard:

I have reviewed the draft response to the Grand Jury recommendations. I have attached a copy with notations in red proposing changes and in blue making comments.

In general I thought the tone of the letter was dismissive of noise concerns that have been raised by the citizens in Brisbane and the City of Brisbane. Having the Roundtable accept the validity of noise issues in our community is essential for the City and Community to have confidence in the Roundtable being able to effectively address this issue. I have offered language specifically in GJ finding No. 1 that I believe addresses our concerns and adds to the understanding of this issue. I have also noted in my response that the Roundtable has added the Brisbane Noise Issue in its work program.

I believe the response missed the point of the Grand Jury recommendation No. 2 that addresses the issue of single event monitoring. The Grand Jury is commenting on the impact of single events v. the 24 hr averaging that waters down the impact. I believe we should acknowledge this weakness in the monitoring program. I believe my comments are in line with comments received at our last meeting from representatives of several cities including Portola Valley, Redwood City, Burlingame and Pacifica. I would like to emphasize that Brisbane's request is that the published route is adhered to.

I have also commented that the response to question No. 3 I thought was very good in that it attempts to focus our collective efforts on working with both the airlines and the FAA.

Editorially the use of the term "wholly" to disagree seems excessive and unnecessary to me.

I would request that we send a letter to the Grand Jury requesting an extension of time to respond and that we hold place our response on an upcoming agenda.

Sincerely

A. Sepi Richardson
City Councilwoman & Airport Roundtable Vice – Chairman

Cc: Adrienne Tissier
Brian Perkins



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Grand Jury Findings

Grand Jury Finding Number 1. There has been an increase in both total departures and night departures from SFO. Increased volume and changed flight patterns have had an adverse impact on some northern San Mateo County communities including Brisbane and parts of Daly City and South San Francisco. Some of the areas currently experiencing the most severe impacts either declined to participate or were deemed ineligible for the original noise insulation program.

Roundtable Response: Partially Disagree

Explanation: The Roundtable agrees that there has been an increase in both total departures and night departures from SFO. These increases are commensurate with an overall increase in operations at SFO that is slowly returning to levels approximating those experienced in the pre-9/11 era. (see table below).

HISTORIC OPERATION NUMBERS AT SFO
2000 – 2010

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Operations ¹	430,554	387,599	351,453	334,515	354,073	353,774	359,415	379,568	388,104	380,311	388,758

¹ Operation numbers consist of both itinerant (air carrier, air taxi, general aviation, and military) and local (civil and military) operations.
Source: FAA Air Traffic Activity System (ATADS), 2011.

However, the Roundtable has not been shown any information that would suggest that flight patterns, particularly those over the communities in northwestern San Mateo County, have changed. **However it is noted that the FAA acknowledges that the published flight pattern is infrequently flown which accounts for the flights directly over Brisbane as opposed to the published route which would take planes to the northern border of Brisbane.** Southeast bound aircraft departures from SFO and OAK fly over the northwest portion of the County. According to a December 2010 report prepared by the SFO Aircraft Noise Abatement Office, Brisbane, which is located approximately 4 miles northwest of SFO, experiences noise from aircraft departing SFO's Runways 01L and 01R, bound for destinations southeast of the Bay Area (Southern California, Arizona, and Las Vegas). Aircraft on this departure path are at an average altitude of 4,300 feet above sea level over Brisbane. Similarly, Oakland's (OAK) departures bound for southeastern destinations also fly over the San Francisco Peninsula. The average altitude of aircraft departing OAK is approximately 8,800 feet as they fly over the peninsula. The next layer of traffic above OAK's departures is SFO's arrivals from the north, which then circle to Runways 28L and 28R; the average aircraft altitude on this approach is 10,500 feet (December 2010, p. 2). According to the Federal Aviation Administration (FAA), it has not changed its air traffic control procedures related to aircraft departures from either airport. **However, again it is noted that the actual flights do not conform to the established procedure.**

At the September 7, 2011 Regular Roundtable Meeting, SFO Aircraft Noise Abatement Office Staff gave a presentation on flight track data and noise measurement data collected by SFO to understand the scope and nature of the aircraft departure routes over the northwestern part of the County. The noise measurement data indicate that



there are not severe or adverse noise impacts in the northwestern part of the County, as defined by state and federal aircraft noise standards. **Those standards though do not accurately account for actual flight events that have negative noise impacts.**

The Roundtable also disagrees that some of the areas currently experiencing the most severe aircraft noise impacts either declined to participate or were deemed ineligible for the original noise insulation program. Portions of the cities of Daly City, San Bruno, Millbrae, and South San Francisco were eligible to participate in the federal noise insulation program, per federal eligibility criteria. A combined total of over 15,000 homes, eight churches, and seven schools were insulated as a part of the program.¹ There is no portion of the City of Brisbane that meets the federal eligibility criteria for the federal sound insulation program. As noted above, there is no evidence supporting the claim that there are “severe impacts” in the City of Brisbane. It is clear, however, that the residents of Brisbane believe they have experienced a recent increase in aircraft noise, and the Roundtable is working with the City, FAA, and airlines to determine the cause of these concerns and what steps may be taken to address them. **In fact the Roundtable at this meeting directed that the Brisbane noise complaint be added to the Roundtable work program.**

Grand Jury Finding Number 2. Noise data collected by SFO and monitored by the Roundtable address noise averages and do not focus on single events. No data is collected on individual night-time events, which can be the most distressing to residents.

Roundtable Response: Wholly Disagree

This response is confusing and perhaps at the heart of the issue. While the single events are measured the impact is watered down by a 24 hour noise averaging. I believe that was the thrust of the GJ's comments when they use the term “focus”.

Explanation: The SFO aircraft noise monitoring system measures every single aircraft noise event, including all arrivals and departures over a 24-hour period. This single-event data is used to calculate and map the Community Noise Equivalent Level (CNEL) noise levels and contours associated with aircraft operations out of SFO, as required by the State of California’s noise regulations (California Code of Regulations; Title 21, Division of Aeronautics, Subchapter 6, Noise Standards). The Daily CNEL metric represents the average noise level during a 24-hour day, adjusted to an equivalent level to account for the lower tolerance of people to noise during evening and nighttime periods relative to the daytime period. Because SFO is considered a “noise impact” airport, state law requires that SFO staff measure aircraft noise with this 24-hour metric.

Grand Jury Finding Number 3. The violation of noise standards by any aircraft is deemed a misdemeanor and is punishable by a fine of \$1,000. Under California law, San Mateo County has the authority to impose fines and sanctions for violations of noise regulations established by the State of California, Division of Aeronautics. San Mateo County does not impose fines or sanctions on offending airlines as a matter of policy.

Roundtable Response: Partially Disagree

Good and effective response. The fly quiet program and the effort to work with the airlines and the FAA should be highlighted as the most effective and realistic manner to address community noise concerns.

¹ For more information on SFO’s Residential Sound Insulation Program, please visit <http://www.flyquietsfo.com/rsip.asp>.

Explanation: Public Utilities Code Section 21669.4 allows for a county to enforce noise regulations established by the State of California. Violation of a noise standard, per this section, is considered a misdemeanor and punishable by a \$1,000 fine for each infraction. However, the only noise standard that the State of California has adopted with respect to aircraft operations is the 65 dB CNEL (California Code of Regulations, Title 21, Section 5012). As described above, CNEL is a cumulative noise metric that aggregates single-event noise levels from individual aircraft operations and averages the noise impact over a 24-hour period. No standard exists on a federal or state level for maximum single-event noise levels; therefore, enforcement of Public Utilities Code Section 21669.4 by San Mateo County, which addresses violations of state noise regulations by individual aircraft, is not currently possible.

An alternative to punitive approach described in the Section 21669.4 of the PUC are voluntary noise abatement programs. These programs are established by airport proprietors to encourage aircraft operators to avoid certain noise sensitive locations on arrival or departure. The reasons such programs are voluntary is because once the aircraft has left the ground, it is under the jurisdiction of the FAA, which dictates the route flown by every pilot to their destination. Furthermore, pilots, who often must make flight path adjustments due to weather conditions, aircraft performance, safety etc., have the final say in where their aircraft fly, within the constraints of their clearance and FAA-approved deviations. Therefore, airports that operate voluntary noise abatement programs employ a variety of methods to inform and encourage air traffic controllers and pilots to utilize the preferred arrival/departure routes.² SFO's Fly Quiet Program was designed to monitor airline performance and to encourage adherence to the preferred noise abatement procedures by rewarding the desired behavior. The goal of the Fly Quiet Program is to minimize SFO's aircraft noise exposure on all of the communities near the Airport. The Roundtable has been a partner with the airport for thirty years, in these efforts.

Grand Jury Finding Number 4. The State of California, which issues the airport operating permit, is not represented as an advisory member of the Roundtable.

Roundtable Response: Agree

Explanation: The Roundtable would have no objection to having members of the Roundtable be advised by Caltrans Division of Aeronautics staff.

Grand Jury Finding Number 5. Reports received by the Roundtable, prepared by the SFO Noise Abatement Office, are not easily accessible to the public on the website (www.SFORoundtable.org). Information on the website was not current and a message stating that the website is "under construction" was displayed for the approximately one year duration of this investigation.

Roundtable Response: Wholly Disagree

Explanation: The Roundtable has always sought to provide a website that is easily accessible to the public. At least 72 hours prior to a scheduled meeting, the agenda and associated meeting packet are uploaded onto the Roundtable website. While an update to the website is planned for the near future, at no point has the site, or any of its content, been unavailable to the public for an extended period of time.

Grand Jury Finding Number 6. The Roundtable membership does not include any individual residents, nor do they have any citizen representation on any subcommittees.

Roundtable Response: Agree

² SFO operates its own voluntary noise abatement program (<http://www.flyquietsfo.com/>).

Explanation: The Roundtable Purpose and Bylaws maintains that all Representatives and their Alternates shall be elected officials from the member agencies/bodies they represent (except for the City and County of San Francisco Mayor's Office, City and County of San Francisco Airport Commission, and the City/County Association of Governments of San Mateo County (C/CAG) Airport Land Use Commission (ALUC)). All Representatives and Alternates who serve on the Roundtable (as well as its subcommittees) do so at the pleasure of their parent bodies. These officials represent their bodies, and by extension, their communities and their communities' concerns with regards to aircraft noise.³

Grand Jury Finding Number 7. The bylaws of the Roundtable do not require that the Chairperson and Vice-Chairperson be elected representatives from the participating San Mateo County communities who are accountable to their constituencies. The current Chairperson of the Roundtable is not an elected official.

Roundtable Response: Agree

Explanation: Article IV of the Roundtable Purpose and Bylaws allows for any sitting member of the Roundtable to be elected to either the Chairperson or Vice-Chairperson positions by a majority vote of the Roundtable members. This includes all elected officials representing the various member agencies/bodies, as well as representatives from the City and County of San Francisco Mayor's Office, the City and County of San Francisco Airport Commission, C/CAG, and the ALUC. The current Chairperson of the Roundtable, Richard Newman, is not an elected official, but rather serves as a representative from the C/CAG Airport Land Use Committee, where he has served as Chair for nine consecutive years. At its September 7, 2011 Regular Meeting, the Roundtable affirmed its desire to conduct elections on an annual basis and to make the Chair and Vice Chair seats available to all member and to leave open those positions to all members.

Grand Jury Finding Number 8. The level of attendance by Roundtable members varies widely and is declining overall. Daly City has withdrawn from membership entirely, and the San Francisco Board of Supervisors representative has not appeared since February of 2009. The Roundtable recently decided to reduce their meeting schedule from monthly to quarterly.

Roundtable Response: Partially Disagree

Explanation: The Roundtable disagrees with the finding regarding declining attendance by participating members. According to attendance records, during the period from 2008 through 2009, Roundtable member attendance was consistently around 70 percent. 2010 saw a small increase in attendance over the previous two years. Daly City said that it withdrew its Roundtable membership due to budgetary constraints. The Roundtable would welcome Daly City back as a member when it is financially capable of doing so.

Grand Jury Finding Number 9. Public participation at Roundtable meetings is minimal. With one exception, all of the elected members of the Roundtable and all of the residents interviewed stated that noise complaints were not a reliable source of feedback because people had either "given up" or did not believe that complaining was effective.

Roundtable Response: Partially Disagree

Explanation: The Roundtable agrees that noise complaints should not be the only source of public feedback, but it does believe that a decrease in complaints can be partially attributed to the efforts of the Roundtable. Reducing the number of noise complaints made by the public through implementation of safe and feasible noise mitigation

³ The SFO Roundtable's Purpose and Bylaws is available online at: [http://www.sforoundtable.org/pdf/SFO_RT_Bylaws_Version_3%20\(3\).pdf](http://www.sforoundtable.org/pdf/SFO_RT_Bylaws_Version_3%20(3).pdf).

measures is one of the Roundtable's goals, which it tries to achieve through collaboration with the SFO Noise Abatement Office, SFO management, the FAA, and airlines.

Grand Jury Finding Number 10. Daly City withdrew as a member of the Roundtable in 2010, citing budget restraints as the reason. Membership fees for 2010 were \$750.

Roundtable Response: Agree

Explanation: As described above, at the time of its withdrawal from the Roundtable, Daly City indicated that it was withdrawing its Roundtable membership due to budgetary constraints. The Roundtable encouraged the City of Daly City to rejoin the Roundtable when their participation is determined feasible by their elected body.

Grand Jury Recommendations

The Roundtable appreciates the effort that went into developing the recommendations in the Grand Jury's Report. Over its 30-year history, the Roundtable has always strived to improve the way it operates and interacts with the affected communities, FAA, airlines, and SFO. Each of the Grand Jury's recommendations will be considered by the Roundtable at a future date. Recommendations that have the support of the full Roundtable may be incorporated into a future Roundtable Work Program.

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October 5, 2011

Mr. Richard M. Newman, Chairperson
SFO Community Roundtable
P.O. Box 1934
Burlingame, CA 94011

Re: Grand Jury Report - "County Officials Need to Make Noise about Aircraft Noise"

Dear Mr. Newman:

The San Mateo Civil Grand Jury is in receipt of your September 30, 2011, and October 4, 2011, letters to The Honorable Joseph E. Bergeron, 2010-2011 San Mateo County Grand Jury Judge. The purpose of this letter is to respond to the same.

In your September 30, 2011, letter, you requested that the SFO Roundtable be allowed to file a formal response to the Grand Jury report and you requested an extension of time for such response of ninety days past the October 4, 2011 deadline. Since the SFO Roundtable was mentioned in the Grand Jury's findings (#1-10 on pages 5-6) the Court will accept a formal response from the SFO Roundtable, with the response to such findings due on January 2, 2012 (*i.e.*, 90 days from the October 4th deadline). Although it is anticipated that the SFO Roundtable will respond to the aforementioned Grand Jury findings, it should be noted that since none of the Grand Jury's recommendations were directed towards the SFO Roundtable for action, it is not necessary for the Roundtable to respond them.

In your October 4, 2011, letter, you indicated that said letter was a response on behalf of yourself as an individual and not a formal response from the SFO Roundtable. You then requested that your comments be included "in the official record of this matter" and that such comments be published along with "the required responses." As you may be aware, only comments and responses from those agencies and officials submitting formal responses pursuant to Cal. Penal Code § 933 shall be included with the grand juries final report (*i.e.*, what you have referenced as the "official record"). In light of this fact, as well as the fact that the SFO Roundtable will be filing a formal response, your October 4, 2011, letter will not be forwarded with the report and other responses to the State Archivist.

Thank you for your correspondence on this issue.

Sincerely,

A handwritten signature in blue ink, appearing to read "John C. Fitton".

John C. Fitton
Court Executive Officer

cc: Honorable Joseph E. Bergeron, 2010-2011 San Mateo County Grand Jury Judge