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Subject: SF Roundtable December 1 meeting - public comment
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Dear SFO Roundtable,

I'm reaching out to you regarding the following statement by the Membership Expansion Ad Hoc Committee's in their November 17 presentation page 10.

'Next Gen narrowing of pathways originally brought up by Santa Cruz County/Santa Cruz.'

I hope you can understand that while it's just a bullet on a powerpoint, and maybe just a phrase, it packs a punch in erasing some important parts of advocacy history.

What is true is that Santa Cruz originated the unprecedented concerted political effort of Reps Farr, Eshoo, and Speier. If this was the point the committee wanted to make, then the bullet could have better reflected that. Santa Cruz however did not "originally" bring up Nextgen noise concerns which were originally brought up by Boston, Minneapolis, Phoenix, and New York in some cases as early as 2013 - please see the coverage by the New York Times on August 25, 2013 [A Rumble in the Sky, and Grumbles Below](#). By the time Santa Cruz became aware of SFO jet noise in March 2015, legislators representing several cities impacted by Nextgen had become active with the Quiet Skies Caucus to address these concerns and a national grassroots organization was formed with leaders including from Palo Alto that continue to be active today.

Importantly, significant efforts were made to address Nextgen (pre-Santa Cruz) by citizens active with the Roundtable from member cities Woodside and Portola Valley:

- **July 2014:** Jim Lyons, Woodside resident, launched the first legal challenge of Metroplex/Nextgen procedures. This is the [opening brief](#).
- **September 2013:** Portola Valley resident Dr. Tina Nguyen presented to Reps Eshoo and Speier on the [The Increasing Burden of Commercial Aircraft Noise over the Mid-Peninsula](#) to get Congressional and FAA attention.

Nextgen is not a City (Santa Cruz) or a date (March 2015) but rather the FAA project and changes that the FAA began introducing in the Bay Area in 2006 with Oceanic Tailored Arrival (described in this [2006 NASA press release](#)). Palo Alto residents experienced more severe noise changes in 2014. I joined neighbors from across 23 Palo Alto neighborhoods in 2014 to launch a petition to elected officials; procure data, and advocate for noise studies. We didn't do this as a hobby but to address serious concerns about unprecedented noise levels. I have lived in Palo Alto since 2002 when my daughter started kindergarten in Palo Alto's public schools and our family had never experienced any of the jet noise that ensued in 2014 with SFO traffic.

I suggested in my November 17 public comment to the Membership Ad Hoc committee that the FAA came to the Bay Area in July 2015 to meet with San Mateo, Santa Clara and Santa Cruz officials because of a combination of factors. Part of these factors is that citizens weren't only complaining - citizens were procuring data and doing various analyses of what changed in our skies. I attended the July 2015 meeting and FAA Administrator Glen Martin described the meeting in [this press article](#) and as follows,

FAA officials said the meeting was an excellent exchange of information.

"We felt we got a fairly good understanding from a personal level of why there is concern," said Glen Martin, Western-Pacific Region regional administrator for the FAA.

"There was a lot of discussion on the measurement of impacts and where current standards don't address the impacts. We will look into research to make changes to understand where that (gap) is," he said.

Upon reflecting on the above, surely the SFO Roundtable was following all the citizen activities in 2013/2014 and to the point that former SF Roundtable Chair Cliff Lentz and North cities were welcoming of Palo Alto to join efforts, and almost voted to include Palo Alto before the Select Committee was organized. The Chair at the time apparently surmised correctly that there is power in numbers. And it was the power of more people working together that actually resulted in the SF Roundtable getting various legacy "asks" to be considered by the FAA that I believe wouldn't have happened otherwise. As you know, the FAA ended up working on a laundry list of items from two documents - the Select Committee's recommendations and the SFO Roundtable's.

As you decide on membership issues, I thought the above was worth noting.

I am happy to provide any documentation or various references if you are interested in citizen advocacy background. Thanks,

Jennifer