



**End-Point Screening Workshops
SUMMARY REPORT**

March 2011



TABLE OF CONTENTS

1. Meeting Overview 1

2. Prior Workshops 1

3. Meeting Format and Presentation Information 1

4. Individual Meetings 9

 South San Francisco, March 22, 2011 9

 Oakland, March 23, 2011 11

 San Jose, March 24, 2011 13

5. Evaluation..... 14

 Results Summary 15

 Workshop Profile: "Let's Learn About You" 15

6. Conclusion 17

1. MEETING OVERVIEW

This report summarizes the discussion and outcomes from the second round of workshops related to the Regional Airport Study (RAS). The second round of workshops was held on March 22, 23, and 24, 2011, in South San Francisco, Oakland, and San Jose. Approximately 73 people participated in the second round of workshops and provided comments through focused discussion on strategies for accommodating long-term aviation demand and in response to the identified issues and recommendations.

RAPC staff representatives from the Metropolitan Transportation Commission (MTC) and the Bay Conservation and Development Commission (BCDC) participated in the presentation and discussion at each workshop. Information related to study findings and the technical aspects of the analysis was provided by SH&E, the consultant to MTC.

During the second round of workshops, information was communicated to participants for the purpose of identifying strategies for accommodating the region's long-term aviation demand by combining components of each scenario to more effectively use and enhance existing infrastructure and facilities without building additional runways at the primary airports.

2. PRIOR WORKSHOPS

The outreach program for the Regional Airport Study included a series of public workshops held in South San Francisco, Fairfield, and Oakland on May 10, 11, and 12, 2010. About 85 people participated in the first round of workshops and provided comments through electronic polling. Attendees participated in focused discussion of airport issues and demand distribution scenarios. The workshops were used to present aviation forecasts, runway capacity issues, and the analytical results of six scenarios that would distribute airport activity throughout the region. Information about the first round of workshops can be found in the Mid-Point Summary Report.

3. MEETING FORMAT AND PRESENTATION INFORMATION

At each meeting, a local representative welcomed participants and introduced the topics that would be discussed. MTC Director Doug Kimsey provided an overview of the need for the Regional Airport Study. David Hollander (SH&E), Chris Brittle (MTC), and Lindy Lowe (BCDC) used a PowerPoint presentation to review study information, issues, and recommendations. The meetings included time for discussion and audience feedback. The following information was presented at each meeting:



Vision

- Bay Area passengers will have a choice of more flights (or trains) at more airports
- There will be fewer weather-related flight delays
- Airport noise impacts on the regional population will be minimized
- Adverse air quality and climate change impacts will be minimized
- Surface travel to airports will take less time
- The airport system will support regional economic expansion

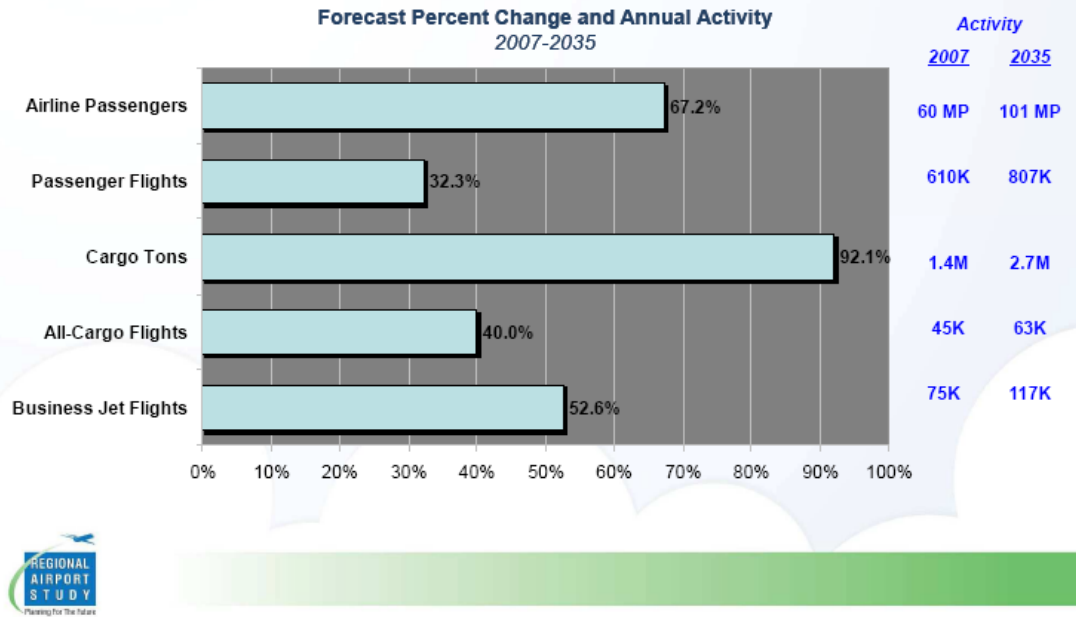


Each Scenario is Measured Against 7 Goals

- | | |
|---------------------------------|--|
| • Reliable Runways | <i>Can we reduce flight delays and passenger inconvenience?</i> |
| • Healthy Economy | <i>Can the region serve future aviation demand and support a healthy economy?</i> |
| • Good Passenger Service | <i>Can we provide better service to the region's major air travel markets?</i> |
| • Convenient Airports | <i>Can we maintain or improve airport ground access times and distance?</i> |
| • Climate Protection | <i>Can we decrease Greenhouse Gas (GHGs) emissions from aircraft and air passengers traveling to airports?</i> |
| • Clean Air | <i>Can we decrease air pollution from aircraft and air passengers traveling to airports?</i> |
| • Livable Communities | <i>Can we avoid increasing the regional population exposed to aircraft noise?</i> |



Baseline Forecast of Bay Area Aviation Demand



Key Planning Issues

- Delay Problems at SFO
 - Due to increased flights and poor weather
- Increased Airport Noise Impacts
 - Due to increased flights and population growth
 - SFO and SJC
- Growth in air emissions (GHGs/criteria pollutants)
 - Due to increased flights and air passenger trips to airports

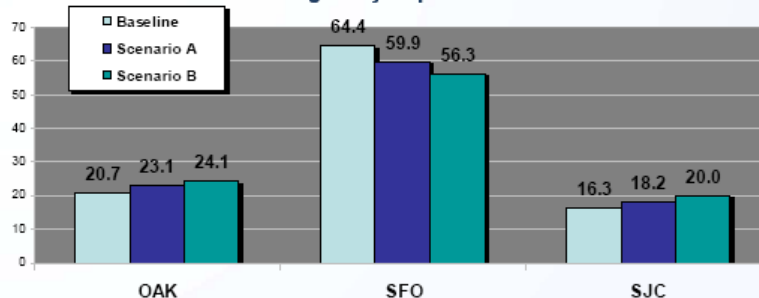
Six Scenarios were Initially Analyzed to Serve Long-Range Demand

- **Airport Traffic Redistribution**
 - In response to delays at SFO, domestic traffic shifts from SFO to OAK and SJC through natural market forces
- **Internal Alternative Airports**
 - Some Bay Area passengers are served at secondary airports in the Bay Area region (Sonoma County, Travis AFB, and Buchanan) reducing demand at the primary airports
- **External Alternative Airports**
 - Service development at Sacramento, Stockton, and Monterey reduces passenger demand originating from outside the Bay Area region
- **High-Speed Rail**
 - Proposed rail service to Southern CA diverts air passengers from planes to trains
- **New ATC Technology**
 - FAA's NextGen technologies create more capacity during bad weather, reducing delays
- **Demand Management**
 - Demand Management strategies at SFO reduce small aircraft operations during the most delay prone times of the day



Potential Solutions for Serving 101 MAP in 2035 – Combined Scenarios A and B

Forecast Passengers by Airport and Scenario 2035



Scenario A/B Features:

- ♦ Modest ATC Technology Improvements
 - ♦ Demand Management
 - ♦ Potential High-Speed Rail
- ♦ Greater Use of Sonoma County Airport

Share of Bay Area Passengers			
	OAK	SFO	SJC
Baseline	20.4%	63.5%	16.1%
Scenario A	22.8%	59.2%	18.0%
Scenario B	24.0%	56.1%	20.0%

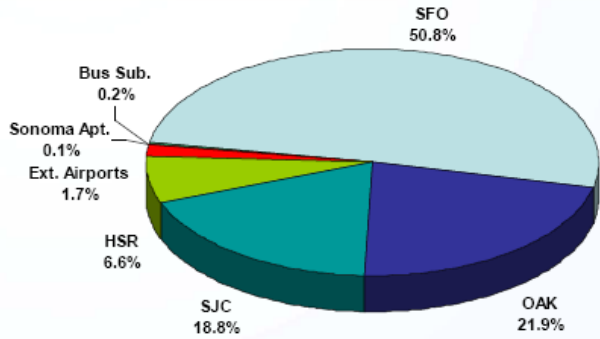


Scenario Effectiveness versus Goals

Overall Effectiveness (highest to lowest)	Goal Strengths
Combined Scenario B with HSR	All Goals
Combined Scenario A with HSR	All Goals
Scenario B (no HSR)	Reliable Runways, Economy, Good Service, Clean Air
Scenario A (no HSR)	Reliable Runways, Economy, Clean Air, Livable Communities
High Speed Rail	Good Service, Climate Protection, Clean Air, Livable Communities
New ATC Technologies	Reliable Runways, Economy
Traffic Redistribution	Reliable Runways, Economy, Clean Air
Demand Management	Reliable Runways
Alternate Internal Airports	Good Service, Convenient Airports
Alternate External Airports	Convenient Airports



Potential Solutions for Serving 129 MAP in 2035 (High Forecast) – Combined Scenario C



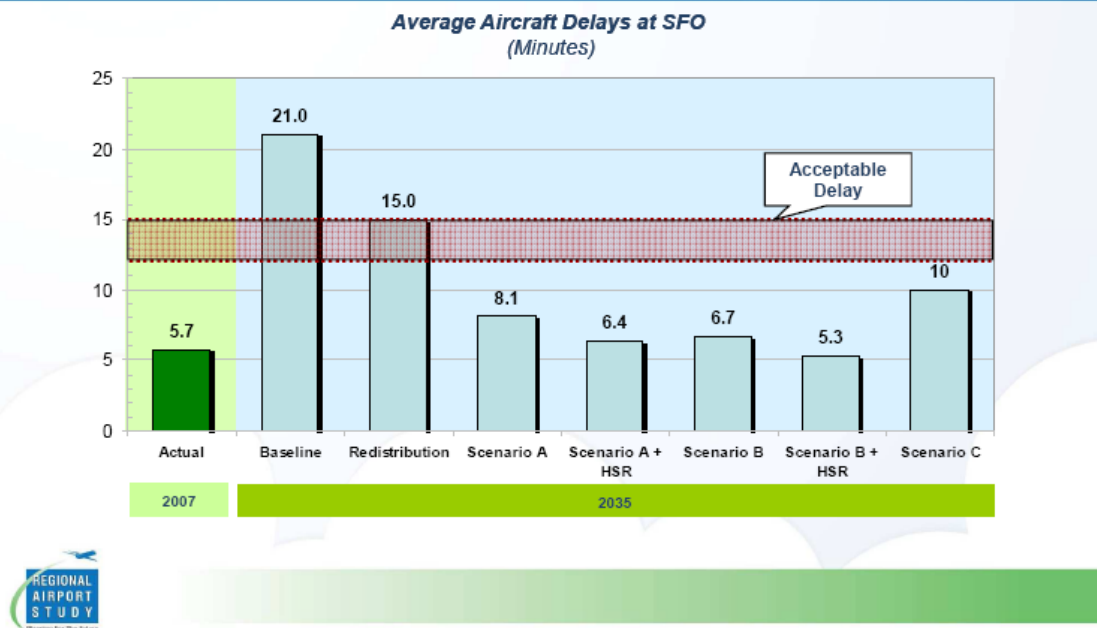
Airport	2035 Passengers (millions)
SFO	65.0
OAK	28.0
SJC	24.0
HSR	8.4
External Airports	2.2
Sonoma County Airport	0.9
Bus Substitution	0.2
Total Bay Area	128.8

Scenario C Features:

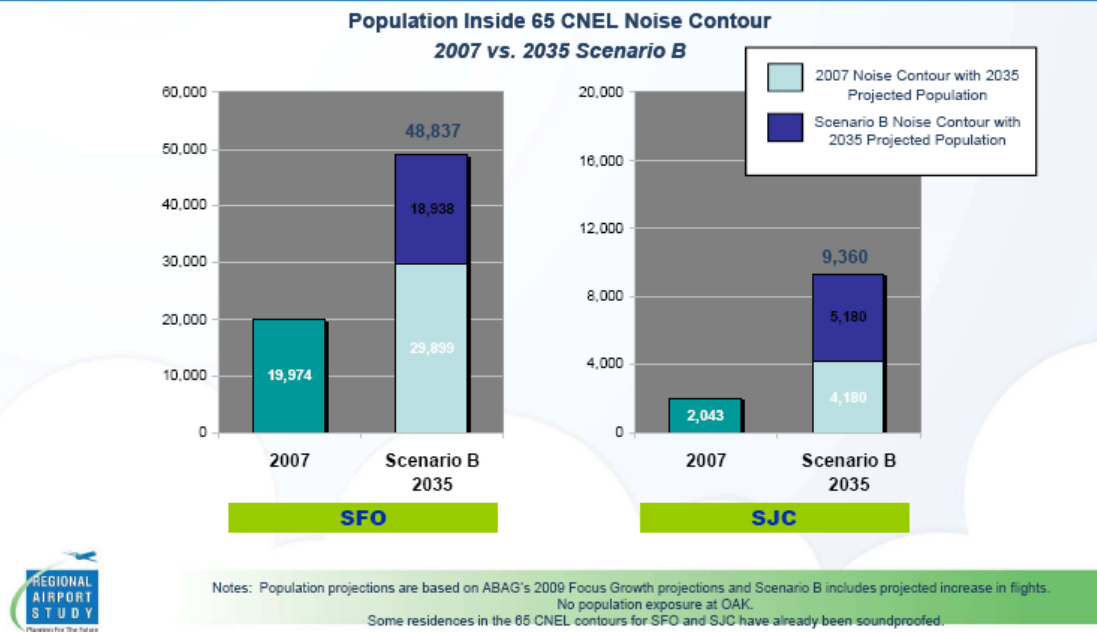
- ◆ Full ATC Technology Improvements
- ◆ Aggressive Demand Management
 - ◆ High-Speed Rail
- ◆ Greater Use of Sonoma County Airport
- ◆ Greater Use of External Airports



Reliable Runways Goal – SFO Average Aircraft Delays for Major Scenarios



Livable Communities Goal – Scenario B Community Noise Exposure versus 2007



Issues and Recommendations, 1-3

- **#1: Changing conditions that alter long-range planning assumptions**
 - Track changes in forecasts, runway congestion
 - Use regional forecasts for airport planning
- **#2: Lack of regional mechanisms to influence airline decisions about airport service**
 - Regional Plans support Scenario B
 - RAPC should explore ways to engage airlines
 - Regional marketing program for OAK/SJC
- **#3: Difficulty implementing airport-originated demand management programs**
 - Future SFO airline agreements should not preclude congestion pricing
 - Bay Area may need to advocate for FAA controls if SFO's are not enough



Issues and Recommendations, 4-5

- **#4: Uncertainty regarding the timing and effectiveness of new ATC technologies**
 - FAA should provide regular updates to RAPC
 - RAPC should engage in advocacy for NextGen funding and Bay Area applications
 - Form coalitions with other regions experiencing major runway congestion problems
- **#5: Uncertainty regarding future HSR Plans and effectiveness of HSR**
 - Periodically review information on effectiveness of HSR in diverting air passengers
 - Encourage discussions between HSR Authority and airlines regarding joint ticketing arrangements



Issues and Recommendations, 6-7

- **#6: Uncertainty regarding future role of some alternative airports**
 - If demand increases faster than forecasted, RAPC may wish to update feasibility study for Travis AFB
 - Protect aviation capability of Moffett Federal Airfield (possible reliever general aviation airport or limited air cargo roles)
 - Continue to involve Sacramento, Stockton, and Monterey airports in our Bay Area planning process
- **#7: Projected increase in community noise exposure (2007-2035)**
 - Airports should confirm long-term noise trends from this study
 - Re-examine Focus Growth projections to lower regional population noise exposure
 - Given SFO's projected noise problem, new approaches may be needed (e.g., look at shifting more departures to Runway 1 for takeoff over the Bay; would require runway lengthening and some Bay fill)



Options for Institutional Arrangements

- **Bay Area airports ownership and operation**
- **Coordination will be necessary for many strategies**
 - Demand management
 - Redistribution
 - Air Traffic Control
 - High-speed rail
- **Options to achieve a more coordinated approach**
 - Regional Authority
 - Joint Powers Authority
 - Regional Airport Planning Committee



4. INDIVIDUAL MEETINGS

Levels of attendance and participation varied at each of the three meetings, which included discussion of issues that were unique to the host community. The following information summarizes the individual meetings.

SOUTH SAN FRANCISCO, MARCH 22, 2011

Attendees: Approximately 23 people attended the meeting.

Introductions

John Birgener, the Planning Director at San Francisco International Airport (SFO) and resident of the City of South San Francisco, welcomed people to the meeting, introduced the Regional Airport Study, and discussed SFO issues and trends, including noise concerns within South San Francisco. In welcoming remarks, Mr. Birgener described SFO operations that accommodated 39 million passengers in 2010 and provided approximately 63,000 jobs. In the presentation, he acknowledged that SFO also received 8,800 noise complaints in 2010 and described the steps (e.g., installation of noise monitors and flight investigations) that SFO took to address noise concerns. Mr. Birgener also pointed out that the City/County Association of Governments for San Mateo County (C/CAG) is preparing a comprehensive update to the Airport Land Use Plan. The update will seek to ensure better compatibility between future land uses and airport operations.

Discussion

Following the presentation, there was general discussion of next steps. Attendees participated in brainstorming about where the Regional Airport Study was going and what difficulties could be anticipated moving forward. The following observations were made:

- One participant strongly supported the proposal to extend Runway #1 at SFO to allow planes to take off over the Bay.
 - They wanted to know how environmental opposition to Bay fill could be overcome.
 - They acknowledged that education and public discussion would be needed.
- Lindy Lowe (BCDC) responded that fill can only be approved if it is the minimum necessary and clearly solves the noise problem.
- One participant suggested that airport delays should be considered less significant than noise impacts.
- A participant identified flight redistribution as a top priority to address both noise and delay issues without filling the Bay noting that:
 - There is enough runway capacity at the three airports to address projected demand, but even distribution isn't happening naturally.
 - Redistribution would be improved if rail existed to allow interairport connections and should tie into high-speed rail to connect travelers to other destinations in the state.
 - Interairport connection should be high-speed rail in a tunnel
 - Redistribution eliminates redundancy
 - CalTrain connections between SFO and SJC should be encouraged.
- A participant suggested that airports should expand the insulation/soundproofing program.

END-POINT SCREENING WORKSHOPS SUMMARY REPORT

- One participant noted that higher-density TOD could expose more people to noise impacts.
- A participant agreed that a regional authority on airports makes sense but was skeptical that it could happen.
 - It was pointed out that there were good examples of where a regional approach had worked in the U.S. (DC and NY) and in Europe.
- Dave Carbone noted that C/CAG is working on a comprehensive update to the Airport Land Use Plan.
 - The update will focus on:
 - Noise issues
 - Height of structures
 - Safety issues around airports
 - Airport influence boundary will include consideration of sensitive receptors within areas of impact. The plan can only address proposed land use changes (general plan amendments, specific plans, etc.), and can't address existing land use designations.
 - People who want to participate should contact San Mateo County (650) 363-4417, Dave Carbone (ALUC update Project Manager) = SFO Airport Land Use Plan update.
- Each staff representative to the RAPC will present the vision implementation analysis to their respective boards and commissions to get their feedback and to identify specific issues that the commissions will need to address.
- Each agency will ask for funding and staffing to support continued advocacy for regional issues.
- There was discussion of the role that airlines had in the discussion, and people wanted to know what airlines were doing to mitigate impacts.
 - It was noted that there has been a significant reduction in noise as the result of FAA requirements to replace noisy planes.
 - It was noted that, in general, the airlines aren't leaders in innovative solutions to noise or other impacts; they usually respond to regulatory requirements.
- The Mayor of South San Francisco thanked RAPC for hosting a meeting in South City. Noise is a huge issue in the community.
- One participant cautioned that redistribution of aircraft may improve noise in one community but transfer the impact to another jurisdiction.

OAKLAND, MARCH 23, 2011

Attendees: Approximately 29 people attended the meeting.

Introductions



In opening remarks, Kristi McKenney, the Planning and Development Manager of the Oakland International Airport and a RAPC member, emphasized the importance of this phase of the Regional Airport Study. In the first round of workshops, analysis of the body of research was presented to ensure there was an understanding of the demand and capacity of the airports and to define scenarios for analysis. The second round of workshops provides an opportunity for feedback on how best to respond to regional demand and capacity challenges. Ms. McKenney acknowledged that no one airport can address capacity issues on its own and that a regional solution was needed. She did acknowledge that Oakland International Airport provides an opportunity to accommodate additional demand, particularly demand from East Bay residents, as a travel option that is more convenient than SFO and that can reduce surface travel demand.

Discussion

Following the presentation, there was discussion that focused most heavily on noise issues and monitoring methodology. Many of the comments were addressing a level of detail that had not yet been developed, but that would be addressed as some of the RAS recommendations were implemented. The discussion concluded with general discussion of next steps. During the discussion, the following observations were made:

- One participant said it was surprising that the East Bay noise impacts didn't get enough consideration.
 - Questioned FAA noise metrics as being obsolete (referenced City of Alameda litigation and court ruling)
- Another comment was that the analysis doesn't provide enough consideration of impacts to existing homeowners (City of San Leandro representative).
 - Also pointed out that CNL was a bad measure
- Another participant was extremely concerned about the growth in cargo flights and suggested there needed to be more use of high-speed rail for cargo.
- Chris Brittle responded that some of the detailed comments related to noise were more focused than this high-altitude study was equipped to address, but that the analysis acknowledged the problem and the need for it to be considered.
- Another participant expressed concern with a lack of coordination between airports. Pointing to the Hayward airport, he indicated that they're supposed to be a reliever for OAK, but they don't accommodate jets.
- A participant commented that there should be more emphasis on regional high-speed rail ala London, Hong Kong and link it to airports — prefers high-speed rail to BART or local rail.

END-POINT SCREENING WORKSHOPS SUMMARY REPORT

- Another participant recommended extending BART to San Jose Airport.
- Another comment suggested that single event noise impacts are a problem the study doesn't address. And the study doesn't address time of day noise issues.
- Further distribution of cargo flights was not considered because the providers (UPS, FedEx, etc.) create hubs for efficiency and won't willingly distribute their operations. The airports have no authority to compel redistribution.
- Continuing noise discussion:
 - Wondered what the conditions were at Moffett where a lot of the cargo flights originate. Chris responded that there was no interest in developing cargo at Moffett, so the study hasn't been pursued.
 - If there was less cargo trucking to Oakland, it would improve air quality at Oakland.
- Should consider high-speed rail for cargo.
- Comment that letting Oakland become an international airport created all of the airspace problems. The plan needs to look at getting cargo out of Oakland.
- Someone noted that redistribution is only transferring the problem from one airport to other airports.
- Limited airfreight must be implemented before San Jose, Oakland, and SFO become too impacted. Moffett makes the most sense as an air freight airport.
- The study should address sea level rise because it will likely impact capacity.
- Alameda Naval Air Station should be included as a resource for handling demand and increasing capacity.
- Someone took issue with the idea that there would be no consideration of changing the things that presently exist.
- More comments that noise studies were fundamentally flawed. Insulating homes is a joke because it doesn't address shaking or account for the fact that high noise events spaced apart by 20 minutes can result in acceptable weighted noise standards, while the high noise events are unacceptable.
- Question related to why only SFO noise was considered. Chris Brittle answered that it was because SFO had the worst problem. Commenter hoped that some benefit would come out of the SFO study that helped other communities.
- Comment that Travis can't be considered as a partner in cargo or passenger travel due to continued need for military use and concerns with related security issues. Chris acknowledged that nothing could be done without military consent.
- Comment that air quality is terrible near the airport (they can smell fuel in their back yard). Chris once again pointed out that the air quality and noise comments were more detailed than this study could or should address.
- Comment suggested that the study needs to recognize that there is a limit to the amount of air traffic the Bay Area can take.
- Question about the cost analysis of the recommendations. (Chris answered that, as of yet, cost analysis hadn't been prepared.)
- There were no comments on the identified challenges.
- There were no comments on potential institutional arrangements.

SAN JOSE, MARCH 24, 2011

Attendees: Approximately 21 people attended the meeting.

Introductions

Sam Liccardo, a Santa Clara county representative and RAPC member, introduced the Regional Airport Study and described the roles of the RAPC (a policy committee of the ABAG, BCDC, and MTC) in this study of air transportation in the Bay Area at a regional scale. In the introduction, Mr. Liccardo emphasized the opportunity for San Jose to play a larger role in satisfying regional needs.



Discussion

Following the presentation, there was general discussion that focused on air traffic distribution and the importance of interairport connections. A letter from the City of Mountain View was introduced that focused on Moffett Field. Meeting attendees made the following observations:

- A participant asked what the airport hours of operation are. Chris Brittle answered that only SJC has a curfew (between 11:30 p.m. and 6:30 a.m., no commercial operations of aircraft over a certain noise level are permitted).
- Someone commented that demand distribution is the way to go, noting that to be successful, high-speed shuttles are needed between airports.
- One participant commented that high-speed rail (HSR) terminals need to be in the airport terminal.
- Comment that as long as the airlines think that HSR is competing with them, instead of complementing their services, they will oppose HSR. To be successful, there will need to be extensive education and consensus building.
- Comment that there needs to be a seamless connection between Moffett Field and Bay Area airports if they hope to make a successful bid for Expo 2020.
- Some participants questioned whether any thought had been given to building a new airport in the Central Valley, noting that high-speed rail (HSR) will travel through the Central Valley.
- Comment that because of the uncertainty of NextGen and HSR, the RAS should evaluate demand and capacity without these improvements. It was also noted that capital projects tend to be budget busters.
- Comment that there have been scathing criticisms of NextGen; a participant expressed concern that air traffic control (ATC) technology may prove to be less effective than advertised.
- One person commented that by encouraging electronic meetings and telecommuting, demand from business travel would be reduced.
- A participant asked if the assumptions used for HSR were prepared by a RAPC consultant or did the RAS rely on data generated by the HSR consultants. The commenter went on to indicate that nobody believes the HSR consultants' projections, and no one believes the projected costs of HSR. Chris Brittle responded that the RAS did use HSR data.

END-POINT SCREENING WORKSHOPS SUMMARY REPORT

- A participant asked if the RAS recommendations would change if there was no HSR. Chris Brittle responded that scenarios A and B were tested with and without HSR in order to allow for informed decision-making, and the recommendations reflect the analysis.
- One person commented that the HSR people are saying that HSR will require new airports/new runways. The RAS doesn't include, or accommodate, new airports or runways.
- Given that the RAS used HSR forecasts, a participant commented that the study should include a footnote saying that the UC Berkeley study concluded the HSR study was flawed. David Hollander responded that the study is clear that the HSR numbers were used, and there is no need to question their validity.
- A participant asked how travel time was calculated for air travel versus HSR. An SH&E representative pointed out that travel time estimates factored in surface travel, time at airports, and flight duration. Chris Brittle pointed out that the RAS wasn't dependent on HSR. It is only under the high growth scenario that HSR is important.
- One person suggested that it would be most effective if the airlines were to operate the HSR. By allowing the airlines to run HSR, they would be less likely to oppose high-speed rail and would get involved proactively in the design and construction of the system.
- A participant noted that redistribution is going to require airline participation, and the airlines have not exhibited any interest in participating. Instead, airlines have pulled flights from SJC and put them in SFO. The participant wondered how the airlines could be induced to come to the table.
- Another participant responded that SFO passenger count peaked in 2000 before 9/11 and after the dot com bust. When the new SFO wing opens, they may get back to capacity and then they'll start putting more flights out of SJC and OAK. Until there is an economic incentive to find other solutions, they will not disperse their flights.
- A participant suggested that the RAS should consider the entire transportation network (airports, BART, Caltrain, etc.) in order to be useful.
- Doug Kimsey noted that the City of Mountain View wanted to introduce a letter into the record for the workshop.
- In response to the referenced Mountain View comments, a participant said he was 180 degrees from the Mountain View position. The commenter noted that Moffett Field is a federal airport that belongs to everyone. Though it wouldn't be a good commercial airport, it would be an excellent General Aviation reliever airport. The commenter suggested that Mountain View was being provincial by proposing to take this federal resource out of circulation.
- A participant asked if the proposal to put Expo 2020 at Moffett Field would require airport closure.
- One participant commented that the discussion didn't really address the goal of making airports more "convenient." The "improvements" to extend BART to SFO have resulted in more expensive and less convenient connections.
- There were no comments on the identified challenges.
- There were no comments on potential institutional arrangements.

5. EVALUATION

At the each public workshop, participants were given an opportunity to indicate their level of agreement with eight statements (see below). In addition, participants were polled to find out

END-POINT SCREENING WORKSHOPS SUMMARY REPORT

how they heard about the meeting, to gather a demographic profile, and to find out what their primary interest was. Not all participants filled out evaluation forms, so the reported information does not necessarily reflect the characteristics of all participants, only those who provided evaluation information. The following tables provide a summary of the results from participant responses in aggregate from the three community meetings.

RESULTS SUMMARY

	Strongly Agree	Agree	Disagree	Strongly Disagree	No Opinion
A. I had the opportunity to ask questions in the break-out sessions.	44%	56%	0%	0%	0%
B. I had the opportunity to provide comments.	56%	44%	0%	0%	0%
C. I found the meeting useful and informative.	44%	56%	0%	0%	0%
D. I gained a better understanding of other people's perspectives and priorities.	22%	67%	0%	0%	11%
E. The information presented was clear and contained an appropriate level of detail.	33%	56%	11%	0%	0%
F. A quality discussion on key issues took place.	22%	56%	0%	0%	22%
G. I learned more about transportation and airport planning by participating today.	44%	56%	0%	0%	0%
H. There were no barriers (language or other) to my participating in the discussion.	67%	33%	0%	0%	0%
General Comments					
<ul style="list-style-type: none"> • Noise is a primary concern at OAK and SFO. <ul style="list-style-type: none"> – Different noise standards should be used instead of averaged thresholds. – The recommended study at SFO should be flexible enough to use at all airports. • Traffic redistribution was critically important. <ul style="list-style-type: none"> – There would need to be fast and effective connections between airports. – High-speed rail needs to be integrated into the airport terminals. – Cargo can be shipped by rail or moved to other airports (e.g., Travis, Moffett Field). • There was interest in more analysis of multimodal transit access (e.g. BART, ferry, bridge) between markets and carriers. 					

WORKSHOP PROFILE: "LET'S LEARN ABOUT YOU"

1) How did you hear about tonight's meeting?

Source	Percentage
Flyer	11%
www.regionalairportstudy.com	0%
Email Announcement	56%
Other	33%

END-POINT SCREENING WORKSHOPS SUMMARY REPORT

- 2) Have you attended a public meeting or workshop on Bay Area transportation in the past?

Response	Percentage
Yes	88%
No	12%

- 3) What county do you live in?

County	Percentage
Alameda	33%
Contra Costa	11%
Marin	0%
Napa	11%
San Francisco	11%
San Mateo	22%
Santa Clara	11%
Solano	0%
Sonoma	0%

- 4) What is your gender?

Gender	Percentage
Male	33%
Female	67%

- 5) What is your age?

Age Range	Percentage
24 years and under	0%
Between 25 and 59	78%
Over 60	22%

- 6) Are you Hispanic/Latino?

Hispanic/Latino	Percentage
Yes	22%
No	78%

7) How do you identify yourself (click all that apply)

Race/Ethnicity	Percentage
White	86%
Chinese	0%
Vietnamese	0%
Asian/Indian	0%
Black/African American	0%
Japanese	0%
Filipino	14%
American Indian/Alaskan	0%
Other Asian	0%
Other Race	0%

8) How would you describe yourself?

Role/Interest	Percentage
Business Advocate	0%
Environmental Advocate	9%
Community Advocate	9%
Government/Agency Staff	27%
Concerned Individual	18%
Social Justice Advocate	0%
Elected Official	18%
Other	18%

6. CONCLUSION

At the end of each public workshop, participants were informed that the Regional Airport Planning Commission (RAPC) would meet on April 1 and April 22, 2011. At the first meeting in April, RAPC would review staff recommendations related to potential institutional arrangements that could be implemented to support a regional planning effort. The final recommendations related to the Regional Airport Study would be presented at the April 22, 2011, RAPC meeting. Workshop participants were also given website addresses to gain further access to RAPC material and meeting schedules, as well as email addresses for staff members.

Each workshop began at approximately 7:00 p.m. and adjourned before 9:00 p.m.