

KEVIN D. MALECEK
President of Council

DAVID A. REICHELT
Vice President of Council

VICTORIA ANN SAVAGE, CMC
Clerk of Council

City of Willoughby Hills

Council
CHRISTOPHER L. BIRO
NANCY E. FELLOWS
FRANK A. GERMANO
DAVID M. FIEBIG
RAYMOND C. SOMICH

Committee: Committee of the Whole

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| Date: | May 9, 2008 | Time: | 1:35pm |
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Committee Members

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| Present | Kevin Malecek, President of Council, Chairman |
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Also Present

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| Christopher Biro, Council At-Large | Raymond Somich, Council District 2 |
| Robert Weger, Mayor | Nancy Fellows, Council At-Large |
| David Fiebig, Council At-Large | Tom Lobe, Law Director |
| David Reichelt, Council Vice President | Dino DiSanto, District Director, Steve LaTourette |

Order of Business

Meeting with the U.S. Postal Service representative:

Mr. Mitch King, Manager, Government Relations, U.S. Postal Service, Washington, DC.

Phone: 202-268-3740 e-mail: mking10@email.usps.gov

Two years ago, at a meeting held in Washington with Mitch King, a commitment was made to Councilmen Somich and Reichelt to include the City of Willoughby Hills in the U.S. Postal Service's National ZIP code database for 44092 and 44094. That commitment was never honored. The purpose of this meeting is to again voice our concerns and to see if there is any possibility of including Willoughby Hills in a new ZIP code or, at least, get the entire city included in one ZIP code district.

King said there is not enough population in our city to merit an individual ZIP Code district and merging two codes into one is nearly impossible because of the balance of workload necessary between the Wickliffe and Willoughby Offices. King said it would also difficult because costs for the post office have increased dynamically and they are looking to consolidate where appropriate, not expand.

He is not sure why the national database was not updated when that commitment was made a couple of years ago. He will immediately check into this and find out why the update was not completed, as promised. Ray Somich stated that most of the issue could be solved with the simple update of the database, but it would be great, from an identity standpoint, if the city could be entirely in one ZIP code district.

Mayor Weger asked if the City Hall could serve as a U.S. Post Office sales point/drop off point. King agreed to research this issue and committed to notifying the Mayor's assistant, Gloria Majeski, within a week or so, about the status of the national database update, as well.

Recess for approximately 30 minutes, to reconvene at about 2:30pm.

Meeting with Federal Aviation Administration Officials:

1 Benito DeLeon, Director of Airport Planning and Programming, Washington, DC.

Phone: 202-267-8775 e-mail: benito.deleon@faa.gov

2) Greg Rasnake, Congressional Liaison, Office of Government & Industry Affairs, Washington, DC.

Phone: 202-267-3277 e-mail: greg.rasnake@faa.gov

Councilman Somich opened the meeting by stating that we wanted to continue the dialogue that we brought to the FAA last year from our respective constituencies. The main question we have, as a government, is where does the FAA stand currently on the issue of the Cuyahoga County Airport?

DeLeon said the FAA is not in the position to comment much in this type of meeting then the airport owner (Cuyahoga County) is not present. The FAA is currently waiting for the Master Plan from the airport owner, and until that is submitted, the FAA has little to say about the subject of the Cuyahoga County Airport. The FAA will look at all standards and would be concerned about the safety of the current operating runway. .

Weger said that the planned safety improvements would not materialize for years, yet there seem to be safety concerns now – if the FAA is concerned about safety, why would a potential EMASS system be delayed? Somich said that the safety factor is the primary concern – it should not take years to make safety improvements, if that is what needs to be done. Safety things can be done now. The FAA is concerned with safety but DeLeon said he can't comment specifically on the situation as they had not seen the Master Plan and that the owner of the airport was not present at today's meeting to discuss the situation.

Somich wanted to know if it was unusual for the FAA to have meetings without the owner present – FAA said yes, especially when no Master Plan has been presented. However, he indicated that the FAA would be receptive to meeting with representatives from neighboring communities as long as the airport owner is also represented. Today, DeLeon would prefer to talk mainly about the process of Master Plan review. The environmental process is the first step of the FAA review - but the DeLeon emphasized that they need the plan to be able to comment on any particulars of the safety features or the ability or propensity to expand.

Tom Lobe asked if it was necessary to expand the airport in the FAA's view? DeLeon said that it is important for the FAA not to prejudge the plan when one has yet to be submitted. Additionally, the FAA may find that the existing runway does not meet current safety design standards, but many airports around the country are operating under those same conditions, as well.

DeLeon said they don't know what the environmental impact study will find – would there be wetlands, golf courses, parks? These issues will be considered in the environmental review after the submission of the Master Plan by the owner. Impact to the community and surrounding areas will also be considered at this time.

Reichert – are the public comments that have been submitted going to be considered in the review of the plan and why isn't there some regional planning done in regards to airports that are located near each other. DeLeon – yes, good public comments are considered – comments explaining why runway expansion is good or bad, not just that people don't care for the runway expansion – comments have to be substantiated. DeLeon said regional collaboration of airports is up to area coordinating agencies, like NOACA, and the FAA does not get involved in debates about regional consolidation of airports or regional planning of air traffic.

Fiebig asked if the study was done in a vacuum – Benito said that they look at the plan from the top down – they need to sit down with the players and find an appropriate justification for expansion. However, the airport owner should be present.

DeLeon expanded that it is the position of the FAA to not take sides in these meetings, but to explain the process in more detail. It is very premature to talk about any justification for the project without any plans being submitted. The FAA is concerned with several items – safety, airport capacity, and whatever other rules and directions are set by the administration or Congress.

Somich asked if there was a national airport plan/FAA plan and will all factors (environmental, economic, etc.) be considered in the review of the proposed plan? DeLeon indicated that ALL factors will be considered before any approval or money is provided. DeLeon said there are over 3500 airports around the country – in a federal system – but requests are based on need and justification and unless these factors are proven, the FAA will not fund the requests. The role of the airport and its growth potential are evaluated and if a future need is identified, it may very well be included in the Master Plan, but may not be funded until later, if at all.

Lobe asked about if the FAA can take streets – DeLeon responded that yes, the FAA can take streets – they would work with the owners of the street if the area is needed for expansion. There must be coordination between the FAA, the airport owner, and the affected agencies in regards to how these issues are addressed.

Weger asked if it is feasible to purchase the airport and what our commitment would be for operations? DeLeon said that the feasibility of purchase would be determined by the buyer, probably as a financial decision. He indicated that the airport would have to operate for the duration of the conditions of any grants – perhaps 20 years – and that the FAA is not interested in shutting down airports. DeLeon stressed, again, that specifics are difficult to talk about without the proposed Master Plan and without the airport owner being present. They are interested to see all parties coming together after the submission of the plan and are happy to talk about specifics at that point.

Reichelt expressed concerns about the process that has been used, thus far, in the development of the Master Plan in that some follow-up reporting has not been truthfully or fairly represented. DeLeon indicated that once the FAA becomes involved, the process must be fair and will involve all parties. He further indicated that everyone’s opinion, including individuals and governmental agencies, would be considered during the environmental impact process.

Fellows questioned the ability of the local government to control the usage of the airport during the overnight hours, as per the noise abatement policy that is currently in place. DeLeon indicated that only Congress can mandate changes in the usage of the airspace and that local governments cannot interfere with the operations, regardless of the time of day or the amount of noise involved. Any compliance with the current policy would be voluntary, by the airport tenants and users.

Lobe asked if the size of planes can be limited. DeLeon indicated that, again, this is not within the jurisdiction of local agencies as it is more a function of the design limitations of the aircraft vs. the specifications of the airport.

Meeting adjourned approximately 3:00pm

Public Portion

No members of the public came forward in either session.

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| Time Meeting Adjourned: | 3:21pm | Committee Chairman: | Kevin D. Malecek |
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