Airport Commission Meeting

November 8, 2021
1. Call to Order & Orders of the Day
2. Public Record
3. Consent Calendar
4. Reports and Information Only
5. Public Comment
6. Noise Report/Community Noise Concerns
7. Business
8. Meeting Schedule and Agenda Items
9. Adjournment
Agenda

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III. Consent Calendar

- Approval of the Minutes for the Regular Meeting on August 9, 2021
Agenda

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IV. Reports and Information Only

• Chair Report
• Director
• Council Liaison
• Staff
• Commissioner Reports
IV. Reports and Information Only

- Chair Report
- **Director**
- Council Liaison
- Staff
- Commissioner Reports
IV. Reports and Information Only

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• Director
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- Chair Report
- Director
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- **Commissioner Reports**
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Members of the Public are invited to speak on any item that does not appear on today’s Agenda and that is within the subject matter jurisdiction of the Commission. Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate.
Agenda

1. Call to Order & Orders of the Day
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# Noise Report

## Norman Y Mineta San Jose International Airport
### Quarterly Noise Summary
#### Q3 2021

<table>
<thead>
<tr>
<th></th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>Q3 2021</th>
<th>Q3 2020</th>
<th>Difference</th>
<th>Q2 2021</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Operations</strong></td>
<td>11,613</td>
<td>11,753</td>
<td>12,268</td>
<td>35,634</td>
<td>24,808</td>
<td>44%</td>
<td>30,563</td>
<td>17%</td>
</tr>
<tr>
<td><strong>Total Operations between 2330-0630</strong></td>
<td>301</td>
<td>282</td>
<td>243</td>
<td>826</td>
<td>526</td>
<td>57%</td>
<td>672</td>
<td>23%</td>
</tr>
<tr>
<td><strong>Air Carrier Operations between 2330-0630</strong></td>
<td>159</td>
<td>136</td>
<td>101</td>
<td>396</td>
<td>183</td>
<td>116%</td>
<td>264</td>
<td>50%</td>
</tr>
<tr>
<td><strong>General Aviation Operations between 2330-0630</strong></td>
<td>142</td>
<td>146</td>
<td>142</td>
<td>430</td>
<td>343</td>
<td>25%</td>
<td>408</td>
<td>5%</td>
</tr>
<tr>
<td><strong>Total Intrusions</strong></td>
<td>71</td>
<td>53</td>
<td>27</td>
<td>151</td>
<td>9</td>
<td>1578%</td>
<td>80</td>
<td>89%</td>
</tr>
<tr>
<td><strong>Total Non-Compliant Intrusions</strong></td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>6</td>
<td>-33%</td>
<td>2</td>
<td>100%</td>
</tr>
<tr>
<td><strong>Air Carrier Complaints</strong></td>
<td>944</td>
<td>851</td>
<td>848</td>
<td>2,643</td>
<td>2,951</td>
<td>-10%</td>
<td>2,004</td>
<td>32%</td>
</tr>
<tr>
<td><strong>General Aviation Complaints</strong></td>
<td>237</td>
<td>216</td>
<td>202</td>
<td>655</td>
<td>588</td>
<td>11%</td>
<td>787</td>
<td>-17%</td>
</tr>
<tr>
<td><strong>Total Complaints</strong></td>
<td>1,181</td>
<td>1,067</td>
<td>1,050</td>
<td>3,298</td>
<td>3,539</td>
<td>-7%</td>
<td>2,791</td>
<td>18%</td>
</tr>
<tr>
<td>**Total Engine Run-ups **</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td><strong>South Flow Operations</strong></td>
<td>1,026</td>
<td>1,020</td>
<td>816</td>
<td>2,862</td>
<td>1,513</td>
<td>89%</td>
<td>1,797</td>
<td>59%</td>
</tr>
</tbody>
</table>

**Notes:**
- **High Power (>90%) Engine Run-ups during the Curfew Hours Only**
- **Operation:** a takeoff or landing of an aircraft at the airport.
- **Intrusion:** any operation by an unauthorized aircraft between the hours of 2330 and 0630.
- **Non-Compliant Intrusion:** an Intrusion that did not meet the exemption criteria set forth in the municipal code.
- **Air Carrier:** a commercial carrier utilizing aircraft as a means of transport of passenger or freight.
- **General Aviation:** all flights other than scheduled Air Carrier service.
## Noise Report

<table>
<thead>
<tr>
<th>City</th>
<th>Complaints Q3 2021</th>
<th>Year over Year</th>
<th>Quarter Over Quarter</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Complaints Q3 2020</td>
<td>Difference</td>
<td>Complaints Q2 2021</td>
</tr>
<tr>
<td>San Jose</td>
<td>174</td>
<td>2%</td>
<td>231</td>
</tr>
<tr>
<td>Palo Alto</td>
<td>26</td>
<td>-26%</td>
<td>0</td>
</tr>
<tr>
<td>Milpitas</td>
<td>7</td>
<td>N/A</td>
<td>4</td>
</tr>
<tr>
<td>Morgan Hill</td>
<td>1</td>
<td>N/A</td>
<td>1</td>
</tr>
<tr>
<td>Cupertino</td>
<td>0</td>
<td>-100%</td>
<td>0</td>
</tr>
<tr>
<td>Mountain View</td>
<td>17</td>
<td>113%</td>
<td>9</td>
</tr>
<tr>
<td>Sunnyvale</td>
<td>2,450</td>
<td>0%</td>
<td>1,912</td>
</tr>
<tr>
<td>Los Gatos</td>
<td>307</td>
<td>-62%</td>
<td>489</td>
</tr>
<tr>
<td>Los Altos</td>
<td>71</td>
<td>N/A</td>
<td>32</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>153</td>
<td>5000%</td>
<td>11</td>
</tr>
<tr>
<td>Campbell</td>
<td>1</td>
<td>N/A</td>
<td>1</td>
</tr>
<tr>
<td>Saratoga</td>
<td>0</td>
<td>N/A</td>
<td>0</td>
</tr>
<tr>
<td>Other</td>
<td>34</td>
<td>N/A</td>
<td>101</td>
</tr>
<tr>
<td><strong>Total Complaints</strong></td>
<td><strong>3,241</strong></td>
<td><strong>-8%</strong></td>
<td><strong>2,791</strong></td>
</tr>
</tbody>
</table>

SJC Airport Commission
VI.B. Other Community Noise

• If a specific noise item is not listed on the agenda, the Commission may listen to the item, discuss it and/or refer it to the Director or place it on a future agenda but will not be able to take any action on the item at this meeting.
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VIII. New Business

A. Guadalupe Gardens Update
B. Electronic Billboards Report
C. Capital Projects Update
D. Legislative Update
• Guadalupe Gardens is fallow land directly under the flight path in our Inner Safety Zone and was purchased with FAA grants as part of a noise mitigation program to remove structures and inhabitants. Area shown is Airport owned but federally regulated land, as such it is required that this area remain uninhabited
• Area has a large unsanctioned, unauthorized encampment
Airport Inner Safety Zone

- Orange – Inner Safety Zone
  - “The [Inner Safety Zone] (ISZ) represents the approach and departure corridors that have the second highest level of exposure to potential aircraft accidents.”
  - “No residential. Nonresidential uses should be activities that attract relatively few people.”

Source: Santa Clara County’s Airport Land Use Commission: Comprehensive Land Use Plan (CLUP) 2016
Conditions over the Summer

- During pandemic, this fallow land became the site of numerous temp./permanent structures, operable/inoperable vehicles, RVs, illegal dumping, and debris
- Estimates of well over 200 individuals
  - ~100+ RVs, 150+ Cars, 10+ boats
- Increased Police & Fire Emergency calls and resulting Public Health & Safety concerns
- Increased general City Services to the area (trash and car removals)
- Increased impact on local businesses and residences in vicinity
- Concerns about increased bird activity directly in the flight path. Pilots are reporting bird strikes.
FAA Notice Timeline

- FAA Letter to Airport 02/01/21
- SJC/City Corrective Action Plan (CAP) submitted to FAA 03/11/21
- FAA Reply 05/17/21
- SJC/City of San José revised CAP, submitted to FAA 07/28/21
  - Plan includes a timeline with select milestones
  - Abatement process includes significant coordination:
    - Outreach to provide homelessness services
    - Legal postings
    - Procurement of equipment and services (fencing, specialized towing equipment, etc.)
    - Debris and trash removal
    - Abatement
    - Soil remediation
    - Monitoring
- FAA Agreed with the Abatement Plan 08/04/21
Goals and Objectives for this Project

1. Optimize Use of City Funding
2. Honor City Commitment to FAA Grant Funding
3. Protect the Health and Safety of the Unhoused Population
4. Protect the Natural Environment
5. Prevent Future Re-encampment of the Area
6. Protect Businesses in Area
Homelessness Support

• HomeFirst
  – City partners
  – They conduct outreach and provide homelessness services
  – Emergency Interim Housing
  – Family Shelter
  – Bridge Housing
  – Temporary RV parking
  – Providing tarps and tents

Contact Information:
• https://www.homefirstscc.org/about
• outreach@homefirstscc.org
• 408-510-7600
Homeless Encampment Abatement

3 Stages

- **Stage 1** - Completed: Coleman to Walnut, Hedding to Asbury

- **Stage 2** - Completed: Walnut to Spring (including Spring Street)

- **Stage 3**
  - Spring to Guadalupe River
  - Planned for Spring 2022
Status as of 11/5

• Stage 1 & 2 areas have been abated
• K-rails have been placed around this area: (Coleman to Spring and Asbury to Hedding)
• Stage 3 abatement is scheduled for Spring 2022
### Guadalupe Gardens Options

#### Executive Summary

<table>
<thead>
<tr>
<th>CONSIDERATIONS</th>
<th>OPTION 1 FENCE</th>
<th>OPTION 2 LIMITED IMPROVEMENTS</th>
<th>OPTION 3 INCREASED IMPROVEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Environmental</td>
<td>CATEx obtained</td>
<td>May need additional approvals</td>
<td>Approvals needed (CEQA, NEPA, FAA)</td>
</tr>
<tr>
<td>Budget (5-yr Capital &amp; Operating)</td>
<td>$1.7M</td>
<td>$15.4M</td>
<td>$28.2M</td>
</tr>
<tr>
<td>Funding Source</td>
<td>Airport (Funded)</td>
<td>Mult. Depts. &amp; Other Sources (Unfunded)</td>
<td>Mult. Depts. &amp; Other Sources (Unfunded)</td>
</tr>
<tr>
<td>Schedule</td>
<td>Completion Summer 2022</td>
<td>Forecasted Completion Winter 2023</td>
<td>Forecasted Completion Summer 2026</td>
</tr>
<tr>
<td>Effectiveness</td>
<td>Optimal</td>
<td>Suboptimal</td>
<td>Suboptimal</td>
</tr>
</tbody>
</table>

**Option 1 best fulfills the 6 initial goals of the project**

- It minimizes substantial ongoing City operational costs of continual abatements, removal and cleaning of illegal dumping, emergency responses, and the jeopardizing of existing grant assurances. The cost savings would be better used to improve and maintain the area and to help the unhoused.
City Council asked City Staff to explore:

- **HOUSING**
  - Accelerate rehousing for current unhoused residents

- **SECURING THE SITE**
  - Use K-rail around Phase 1 & 2 and close Spring street

- **HUMAN PRESENCE INSTEAD OF A FENCE**
  - Explore ways to enhance safety in the area and deter re-encampment of cleared phases

- **ILLEGAL DUMPING**
  - Explore allocating additional resources in the City/Airport budget to increase cleanliness and security

- **ACTIVATION**
  - Explore and prioritize creative options for interim uses that ultimately enable uses that align with the Guadalupe Gardens Master Plan

- **FUNDING**
  - Create a funding plan for various plan elements

  • Return to City Council in early 2022 with an analysis of stage 1 and 2

*Note: This is a summary of the Council action. For a complete details see the Council synopsis on the City website.*
VIII. New Business

A. Guadalupe Gardens Update
B. Electronic Billboards Report
C. Capital Projects Update
D. Legislative Update
**Review of Policies**

**Council Policy 6-4**
- Adopted in 2018
- Is the policy directive to city staff from the City Council on electronic billboards

**FY 2019-2020 Council Prioritization Settings**
- Priority 4: Electronic Billboards
- On policy implementation phase

**City of San José Enterprise Priorities**
- Priority 7: Strategic Fiscal Positioning and Resource Deployment
- “If new or expanded revenues are considered, we will minimize impacts to our tax, rate, and fee payers to the extent possible.”

**Airport Commission Bylaws**
- “Policy is to promote and protect air transportation to service the public interest, particularly insofar as it relates to the Norman Y. Mineta San José International Airport”
Terms of the Agreement

**Term:** From date of installation through June 30, 2027

**Revenue:** The greater of 55% of Gross Revenue or Minimum Annual Guarantee of $300,000 on the Northern location and $190,000 for the Southern location, a guaranteed annual revenue of $490,000 for both signs. An estimated total of $2,450,000 over the remaining 5 years of the term.

**Capital Investment:** $0 by the City. Concessionaire to incur all capital investment.

**Marketing:** The Airport can utilize up to 10% of the advertising time specifically for promoting awareness and use of our airport.
Two electronic signs located at 2200 and 2341 Airport Blvd

2200 is adjacent to the new parking garage and 2341 is in the parking lot used by FedEx.
Purpose: To state Council Policy regarding existing and future use of Signs, including Billboards, Programmable Electronic Signs and Signs displaying Off-site Commercial Speech on City-owned land; to provide guidance regarding the implementation of a program that may allow Signs, including Billboards, Programmable Electronic Signs and Signs displaying Off-site Commercial Speech, on City-owned land; and to confirm the City’s continued interest in regulating Signs on City-owned land to promote an aesthetically pleasing environment.

This Policy further specifies:

– The minimum limitations on the location, number, type, size and height of Signs including illumination requirements.
– Establishes message limitations that the City may impose on Signs
– Identifies 17 designated sites, of which, 4 are on Airport Property
– Describes the process for the approval of Signs that may be allowed under the Policy
Addendum to the EIR

- The EIR addendum and all relative documents have been reviewed by PBCE and Airport Departments.
- City staff exceeded legal requirements by posting the EIR addendum for public comment from 7/25-8/25.
- EIR addendum responses were posted on 11/1/2021.
- 197 questions were received and answered.
  - Including questions regarding tree removal, lighting, impacts to the riparian corridor, etc.
  - City provided responses to all 197 questions, including questions that didn't raise any issues with the environmental analysis completed.
- Mitigation measures were found to be sufficient.
What is being reviewed by Council?

City Council is being asked to:

- Adopt a resolution approving the Addendum to the Amendment to the Norman Y. Mineta San Jose International Airport Master Plan Environmental Impact Report (EIR) (SCH# 2018102020), certified by the San Jose City Council on April 18, 2020, in accordance with the California Environmental Quality Act.

- To conduct a Public Hearing regarding the Project Plan for two (2) Outdoor Advertising Digital Billboards, to fulfill the Public Noticing Requirement under Policy 6-4
VIII. New Business

A. Guadalupe Gardens Update
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D. Legislative Update
Capital Projects Update
Drew Niemeyer, Deputy Director of Planning and Development
## Capital Improvement Plans

### Larger Projects in the Pipeline & Status

<table>
<thead>
<tr>
<th>Project</th>
<th>Planning</th>
<th>Design</th>
<th>Procurement</th>
<th>Construction</th>
<th>Completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economy Lot Parking Garage</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ARFF * &amp; Landside Bldg.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SW Quadrant Apron &amp; GA Run-Up Area *</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Runway Incursion Mitigation (RIM) *</td>
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<td></td>
<td></td>
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<tr>
<td>Terminal B Aprons Ph. 4-6 *</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>ADA Ph. 1 Roadways &amp; Parking</td>
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<td></td>
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<tr>
<td>New Facilities Bldg.</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*FAA Grant Funded

SJC Airport Commission
Economy Lot Parking Garage

- Added 900 net new Parking Spaces
- Construction Costs $42.9M
- Completed: 07/01/21
ARFF & Landside Bay

- Building Size: 17,300 SF
- Construction Start Date: 08/17/2020
- Substantial Completion: 12/10/2021
- Ribbon Cutting Ceremony: TBD

SJC Airport Commission
SW Quadrant Apron Size: +/- 42,000 SF
Grant: Awaiting Grant
Construction Start Date: 09/27/2021
Substantial Completion: 12/4/2021

GA Run-Up Area Size: +/- 34,000 SF
Grant: Awaiting Grant
Construction Start Date: Oct. 2022 *
Substantial Completion: Feb. 2023 *

*Pending receipt of FAA Grant
Runway Incursion Mitigation (RIM) – Taxiway (TWY) ‘V’

- TWY ‘V’ Ph. 1 Size: +/- 100K SF
  (Total TWY ‘V’ +/- 355K SF)
- 100% Design Completion: 1/14/2022
- Bids Due: 2/17/2022
- FAA Grant Application Due: 4/15/2022
- Construction Start Date: Dec. 2022 *
- Substantial Completion: June 2023 *
ADA Phase Locations

- **Phase 1 - Parking and Roadways Package**
- **Phase 2 - Terminal A Ground Transportation Island Package**
- **Phase 3a - Terminal Package**
- **Phase 3b - ConRAC Package**

**ConRAC (Terminal B Parking Garage)**
- Floor 1 Parking Area – included in Phase 1 - Parking and Roadways Package
- Interior Spaces and Floors 2-7 – included in Phase 3b – ConRAC Package

**Terminal A Parking Garage**
- Baggage Claim – included in Phase 3a –Terminal Package
- Parking Areas – included in Phase 1 - Parking & Roadways Package
### Design & Construction Schedule

<table>
<thead>
<tr>
<th>Phase</th>
<th>Design Start</th>
<th>Design Finish</th>
<th>Construction Start</th>
<th>Construction Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 3a – Terminal Package 100% Drawings</td>
<td>7/1/2022</td>
<td>11/16/2022</td>
<td>4/20/2023</td>
<td>10/9/2024</td>
</tr>
<tr>
<td>Phase 3b – ConRAC Package 100% Drawings</td>
<td>7/1/2022</td>
<td>11/16/2022</td>
<td>4/20/2023</td>
<td>1/18/2024</td>
</tr>
</tbody>
</table>

*Dates reflect a rebid*
New Facilities Building

- Contract Delivery Method: Design-Build
- Construction Costs: $35M
- Procurement: RFQ Jan. 2022 then RFP Q2 2022
- Construction Start: Q4 2022
- Completed: Q2 2024
VIII. New Business

A. Guadalupe Gardens Update
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D. Legislative Update
TO: AIRPORT COMMISSION
FROM: Matthew Kazmierczak
Manager of Strategy and Policy

SUBJECT: Legislative Update
DATE: October 29, 2021

FEDERAL

**Build Back Better Framework**

The White House recently released the updated Build Back Better framework, also known as the budget reconciliation bill. After weeks of negotiations, the plan has been cut back to $1.75 trillion from the original $3.5 trillion proposal. As a result, many items have been scaled back or excluded from the final framework due to cost concerns. Votes on the measure have not been scheduled.

Sustainable Aviation Fuel - The framework includes a refundable blenders tax credit for each gallon of sustainable aviation fuel sold as part of a qualified fuel mixture. The value of the credit is determined on a sliding scale, equal to $1.25 plus an additional $0.01 for each percentage point by which the lifecycle emissions reduction of such fuel exceeds 50%. This provision applies to fuel sold or used after December 31, 2022. The credits allowed under this provision expire after December 31, 2026.
Agenda

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8. **Meeting Schedule and Agenda Items**
9. Adjournment
Meeting Schedule and Agenda Items

• Next meeting:
  – February 14, 2022

• Select Topics from the Workplan
  – Air Services Update
  – Marketing Update
  – Legislative Update
  – Quarterly Noise Report Noise
Agenda

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