

SJC 
**SAN JOSE
MINETA
INTERNATIONAL
AIRPORT**

Draft Environmental Assessment for Terminal B South Concourse Improvements

Public Hearing

February 23, 2023

Agenda

01. Purpose of the Public Hearing

02. Environmental Assessment (EA)

03. Project Background

04. Purpose and Need

05. Alternatives

06. Environmental Impact Categories

07. Next Steps

1.0

Purpose of the Public Hearing

Purpose of the Public Hearing

Learn

- Listen to a brief **presentation** about the project.



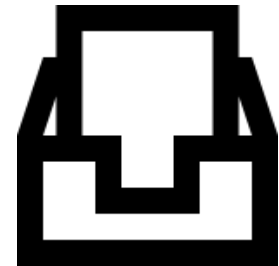
Comment Tonight

- Provide formal **verbal** comments regarding the environmental evaluation tonight during the Public Hearing.



Written Comments

- Submit **written** comments regarding the environmental evaluation on a comment form tonight (or mail or email any time through close of business 3/3/23).



2.0

Environmental Assessment

Environmental Assessment (EA)

What is an EA?

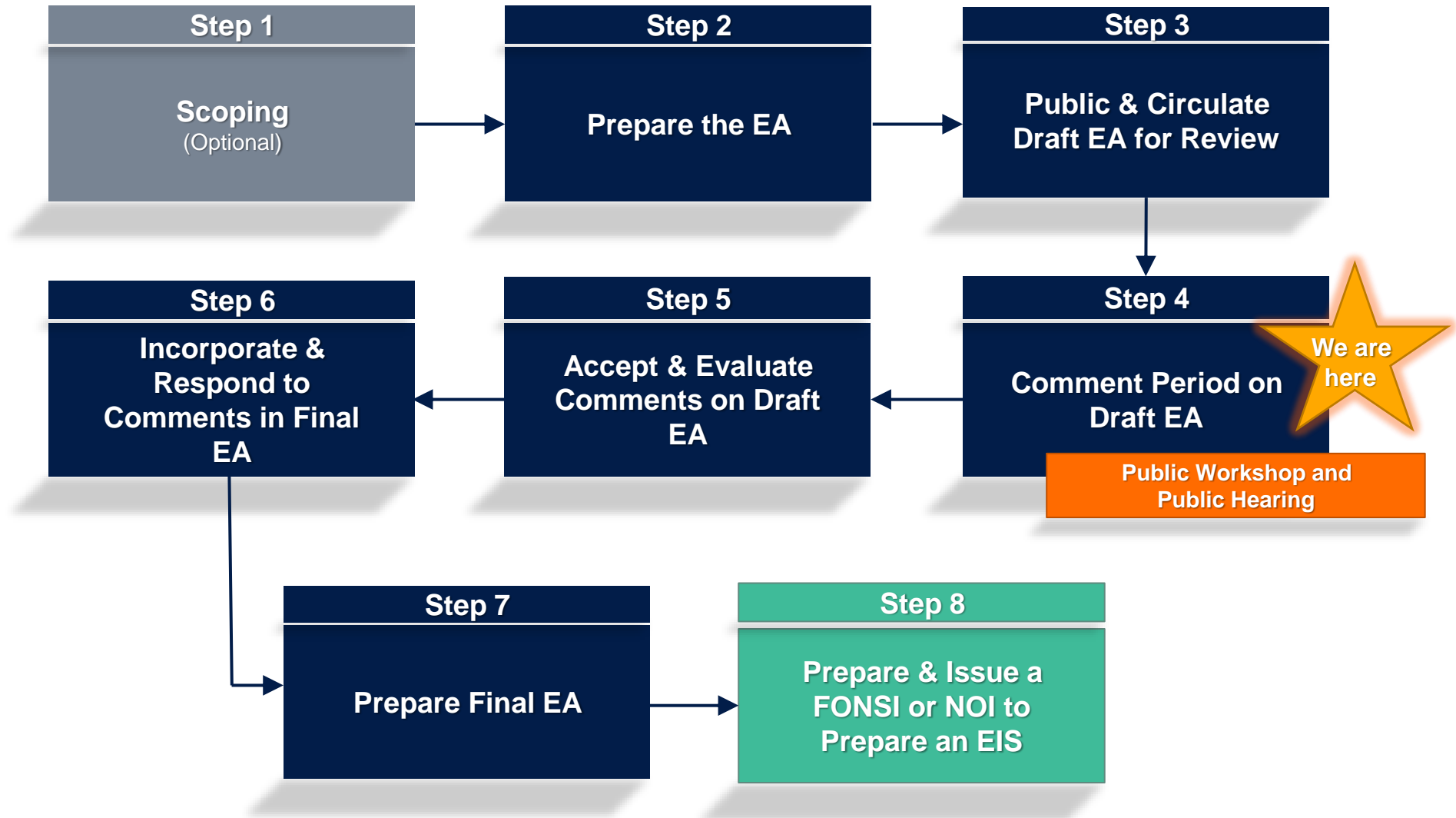
- Concise public document that provides sufficient evidence and analysis for determining the level of potential environmental impacts
- Sponsor prepares and coordinates the EA with the Federal Aviation Administration (FAA) to evaluate the potential impacts to the environment and to provide a detailed review of the proposed development actions
- National Environmental Policy Act of 1969 (NEPA); Council on Environmental Quality's (CEQ) implementing regulations; and FAA Orders 1050.1F *Environmental Impacts: Policies and Procedures* and 5040.4B *NEPA Implementing Instructions for Airport Actions*

Purpose of an EA

- Assess the level of potential environmental impacts of the Proposed Action or alternatives
- If *no significant impacts* are found:
 - FAA may issue a Finding of No Significant Impact (FONSI)
- If *significant impacts* are found that cannot be mitigated:
 - FAA will make a decision to prepare a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS)



Environmental Assessment Process



3.0

Project Background

Airport Layout



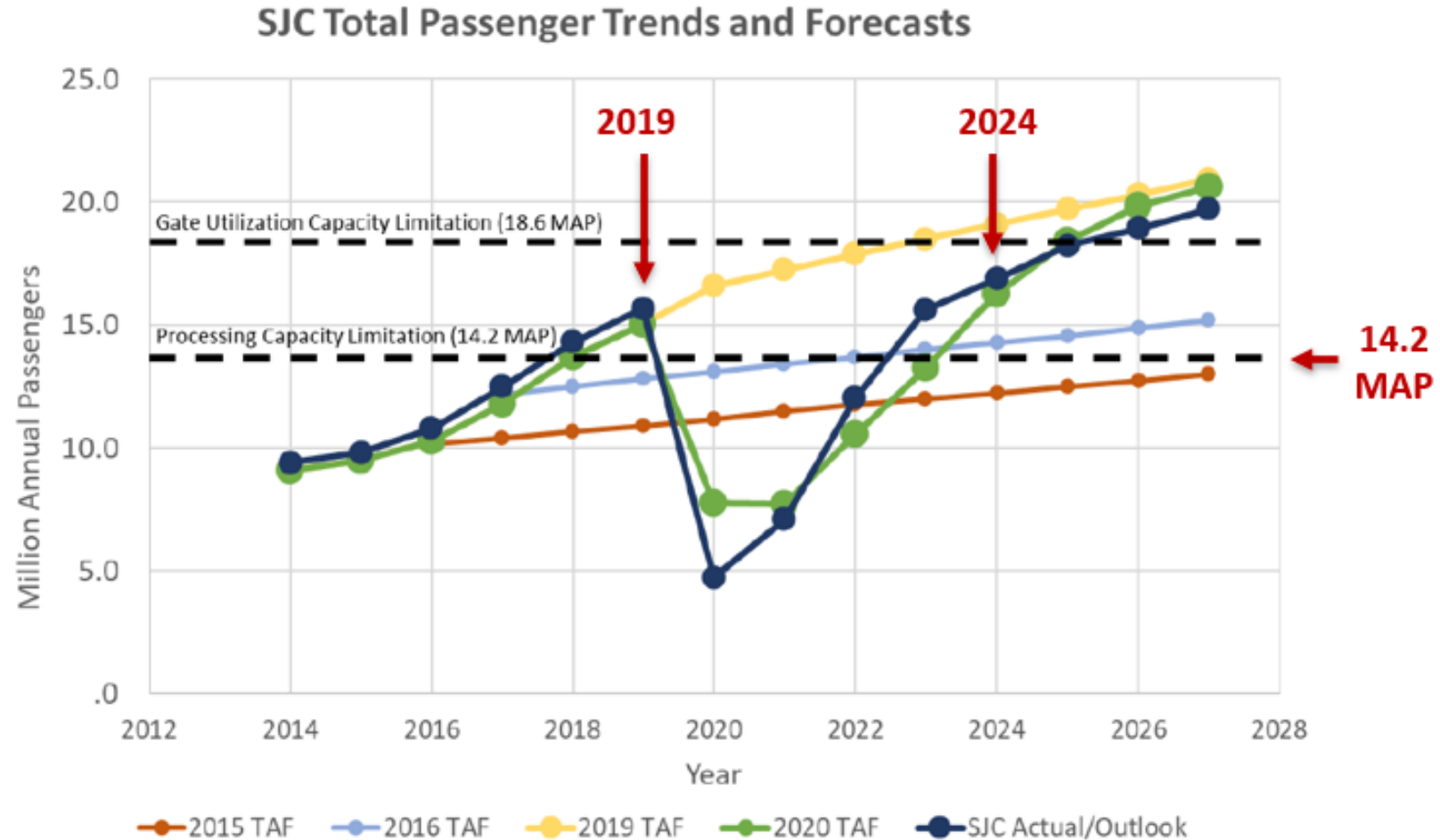
Terminal Area



	Terminal A	Terminal B
Gates	16 (1-16)	12 (17-28)
Area (SF)	450,000 SF	600,000 SF
Avg. SF/ Gate	28,100 SF	50,000 SF

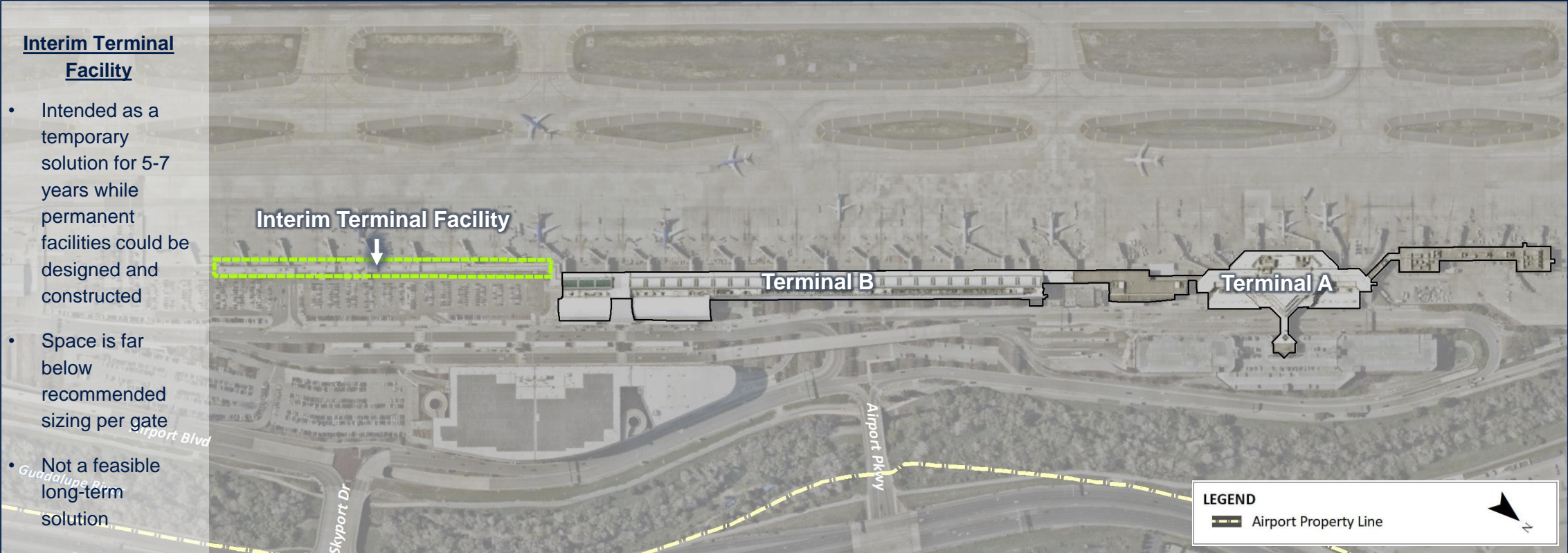
Project Background

- During the five years preceding the COVID-19 Pandemic (2014 – 2019), SJC experienced record-breaking growth in air passenger activity
- 14.2 million annual passengers (MAP) = Activity level associated with limitations in terminal processing and degradation of level of service
- SJC surpassed 14.2 MAP in 2019, and is projected to reach again by 2024
- 21.8 MAP anticipated by 2029



Source: SJC and FAA Data, see *Appendix B, Aviation Activity Forecasts of Draft EA*.

Terminal Area – Interim Terminal Facility



	Terminal A	Terminal B	Interim Facility
Gates	16 (1-16)	12 (17-28)	8 (29-36)
Area (SF)	450,000 SF	600,000 SF	50,000 SF
Avg. SF/ Gate	28,100 SF	50,000 SF	6,250 SF

4.0

Purpose and Need

Purpose and Need

Purpose

- The purpose of the Proposed Action is to provide the necessary terminal infrastructure to correct deficiencies in currently constrained facilities, and serve the traveling public with an appropriate level of service through 2029.



Need

- Improve Level of Service and Convenience for Airport Users
- Enhance Operational Efficiency
- Accommodate Projected Demand

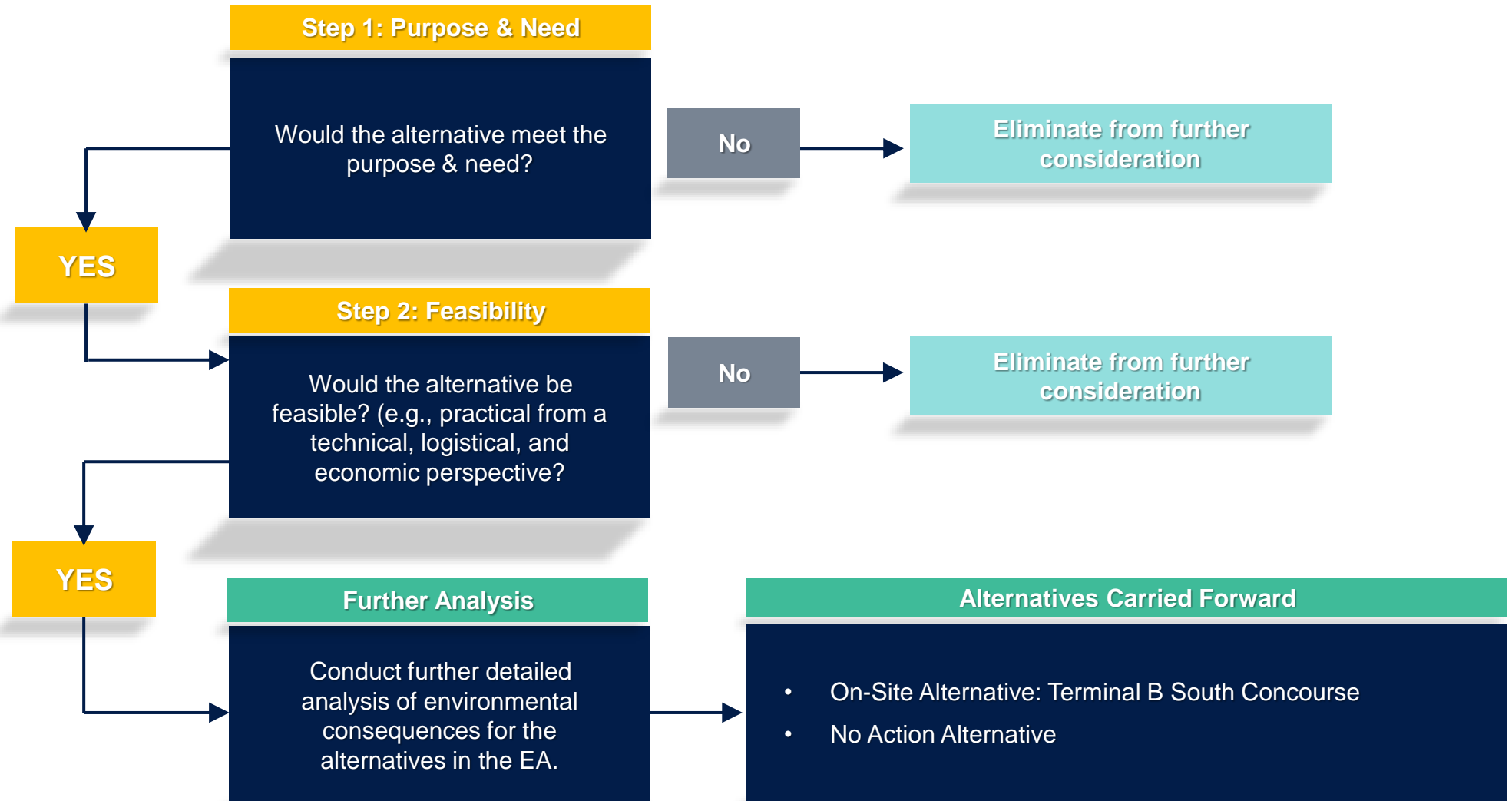
5.0

Alternatives

Range of Alternatives Considered

Type of Alternative	Example
Off-Site Alternative	<ul style="list-style-type: none">• Relocation of SJC or construction of new airport• Use of other airports• Use of other modes of transportation
On-Site Alternative	<ul style="list-style-type: none">• Extension of Terminal A• New Terminal Facility Location• Terminal B South Concourse (Proposed Action Alternative)
No Action Alternative	<ul style="list-style-type: none">• Existing Interim Terminal Facility would continue to be used for arriving and departing passengers and airline flights; no additional space for passenger processing functions or level of service would be provided.<ul style="list-style-type: none">➤ Retained for analysis pursuant to CEQ regulations at 40 C.F.R. § 1502.14(d)➤ Serves as a basis of comparison with other alternatives retained for analysis

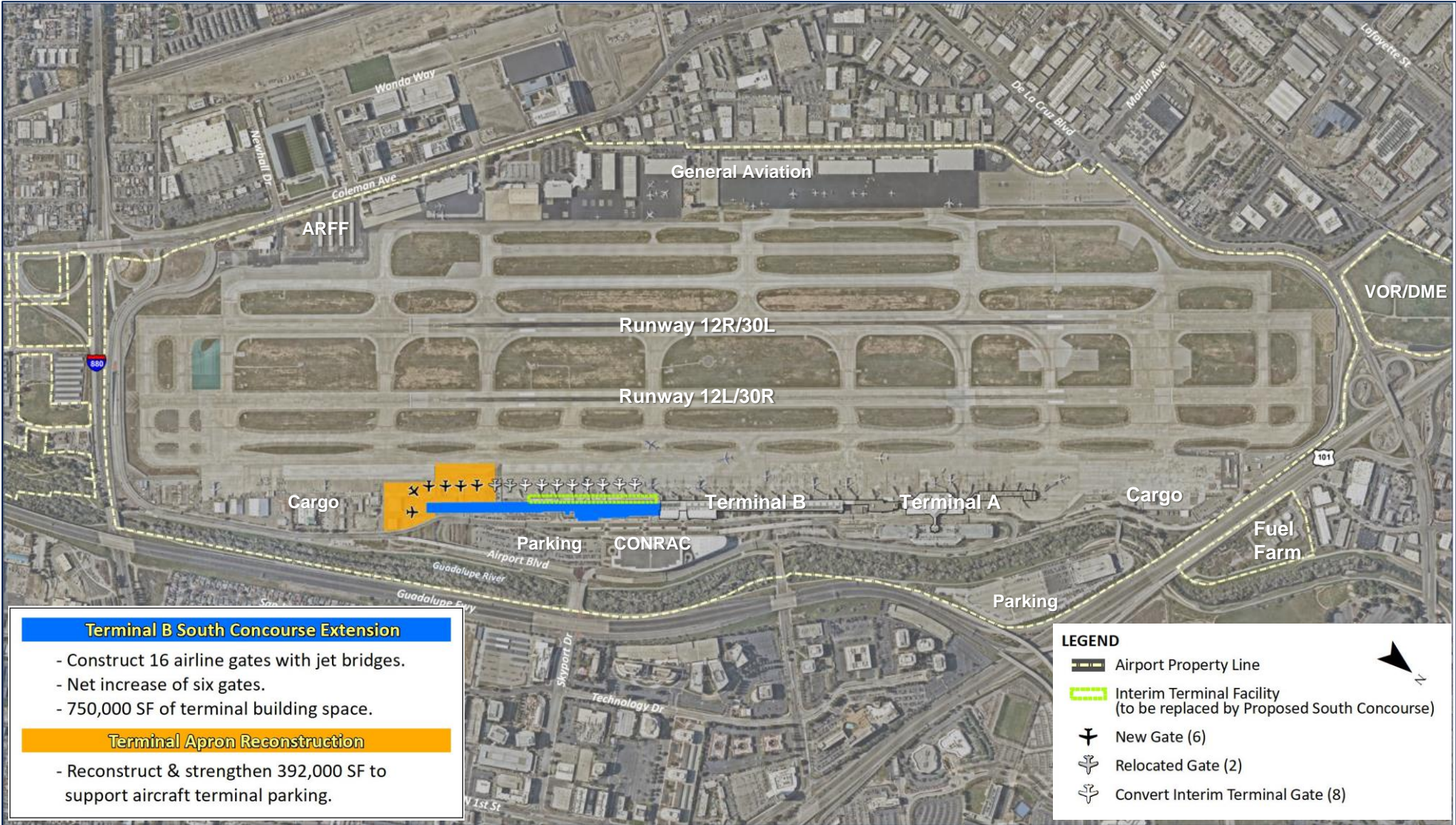
Alternatives Screening Process



No Action Alternative



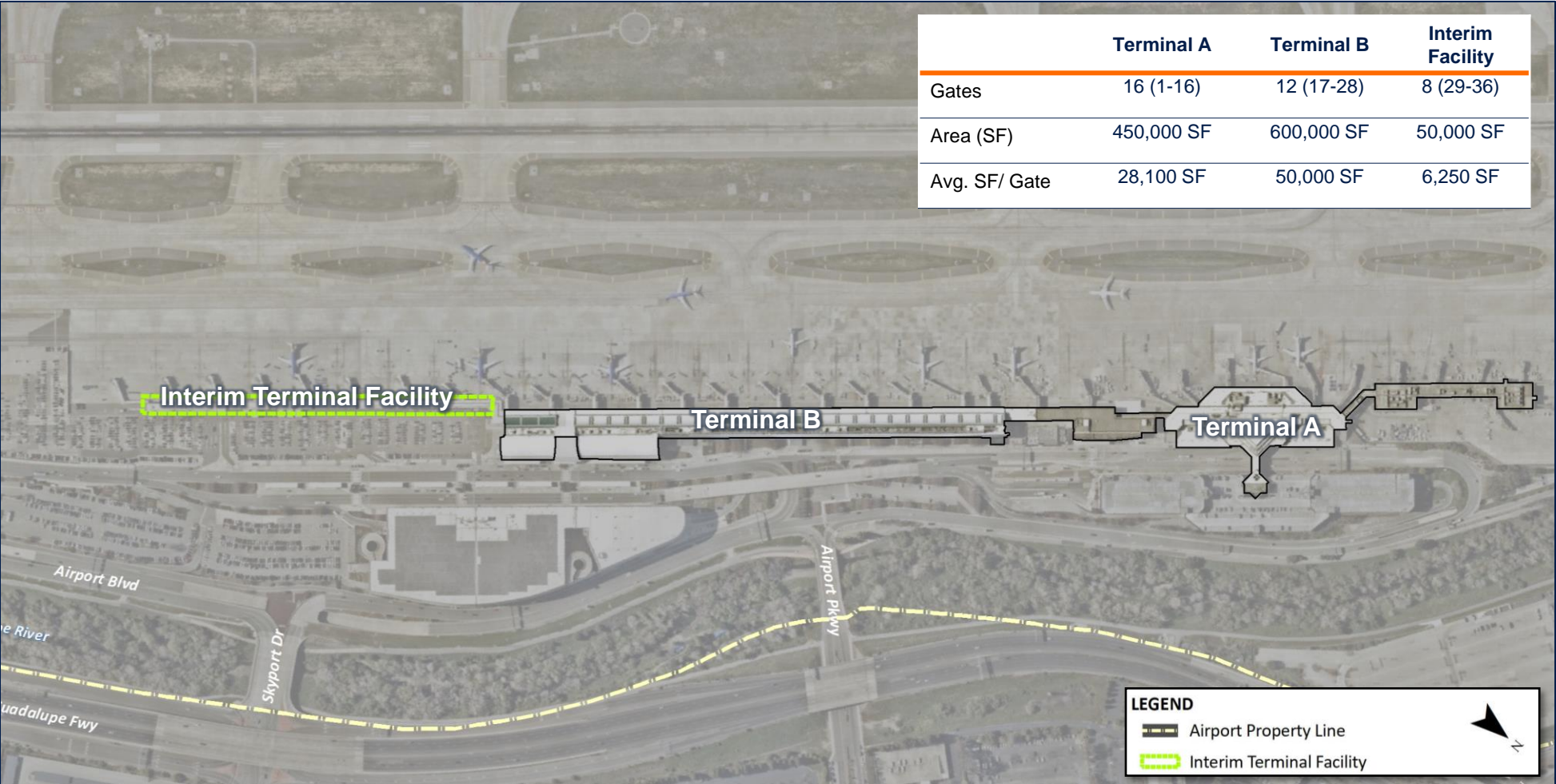
Proposed Action Alternative



No Action Alternative – Terminal Area

Interim Terminal Facility.

- Intended as a temporary solution for 5-7 years while permanent facilities could be designed and constructed
- Space is far below recommended sizing per gate
- Not a feasible long-term solution



Proposed Action Alternative – Terminal Area

Terminal B South Concourse Extension

- Construct 16 airline gates with jet bridges
- Net increase of six gates
- 750,000 SF of terminal building space

Terminal Apron Reconstruction

- Reconstruct and strengthen 392,000 SF to support aircraft terminal parking



6.0

Environmental Impact Categories

Environmental Impact Categories

FAA Order 1050.1F Impact Categories

- | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• Air Quality• Biological Resources (Fish, Wildlife, Plants)• Climate• Coastal Resources• DOT Act: Section 4(f) Resources• Farmlands | <ul style="list-style-type: none">• Historical, Architectural, Archaeological, and Cultural Resources• Land Use• Natural Resources and Energy Supply• Noise and Noise-Compatible Land Use | <ul style="list-style-type: none">• Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks• Visual Effects• Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater, Wild & Scenic Rivers) |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
-

Environmental Impact Categories

FAA Order 1050.1F Impact Categories Analyzed

- | | | |
|--------------------------------------------------------|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| • Air Quality | • Historical, Architectural, Archaeological, and Cultural Resources | • Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks |
| • Biological Resources (Fish, Wildlife, Plants) | • Land Use | • Visual Effects |
| • Climate | • Natural Resources and Energy Supply | • Water Resources (Wetlands, Floodplains, Surface Waters, Groundwater, Wild & Scenic Rivers) |
| • Coastal Resources | • Noise and Noise-Compatible Land Use | |
| • DOT Act: Section 4(f) Resources | | |
| • Farmlands | | |
-

- ❖ **Note:** Coastal resources, farmlands, wetlands, and wild and scenic rivers were not considered as these resources do not exist in the study area.

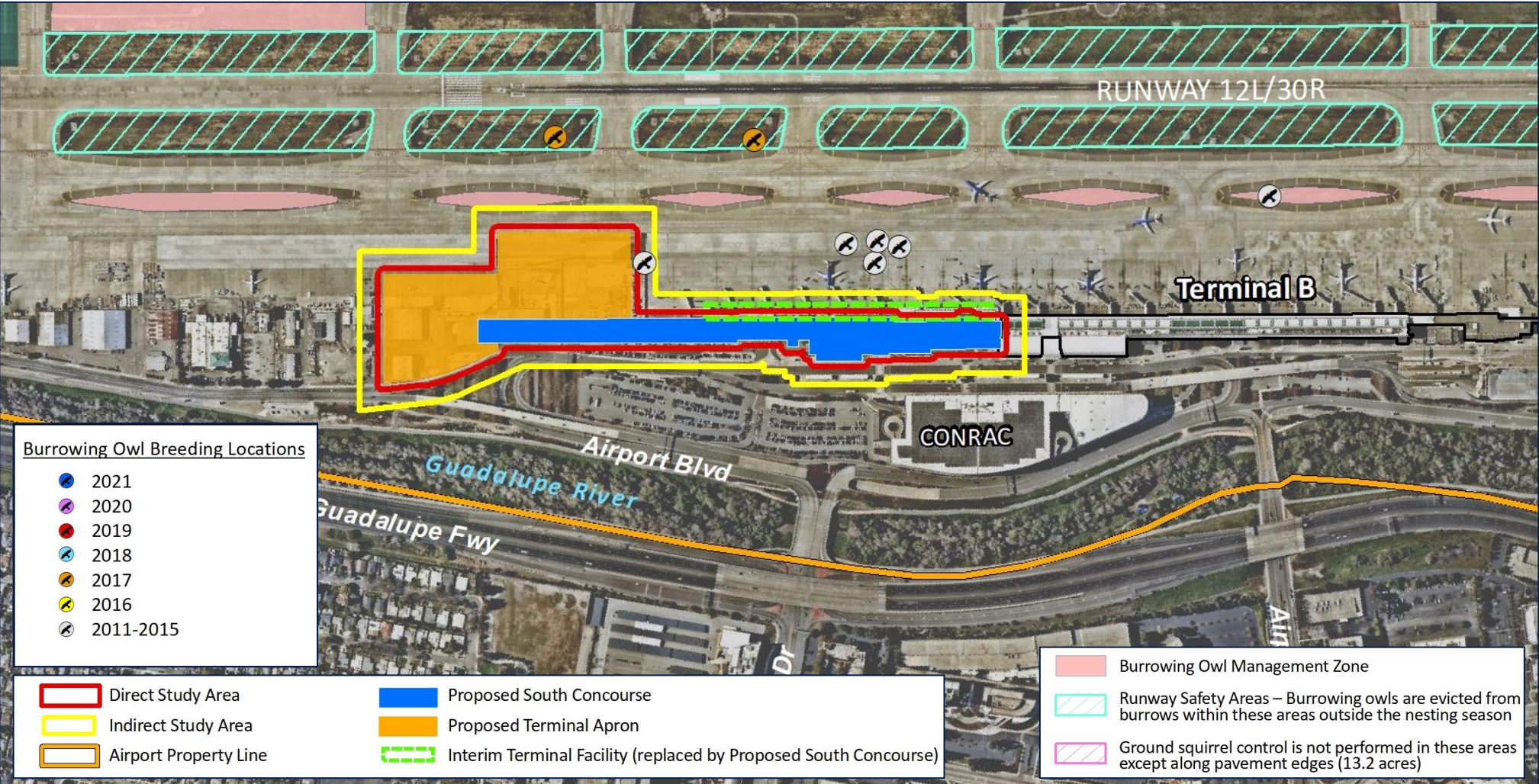
Air Quality

Emissions Analyzed	Years of Analysis		Results
Construction Emissions	2023 – 2028	Construction Years*	Emissions well below Clean Air Act General Conformity <i>de minimis</i> levels for all pollutants each year of construction
Operational Emissions (aircraft, GSE, APU)	2019	Existing Condition	The Proposed Action Alternative will not increase aircraft operations, therefore <u>no change in the operational emissions</u> between the Proposed Action Alternative and the No Action Alternative in either future year
	2029	1st full year after implementation	
	2034	5 years after implementation	

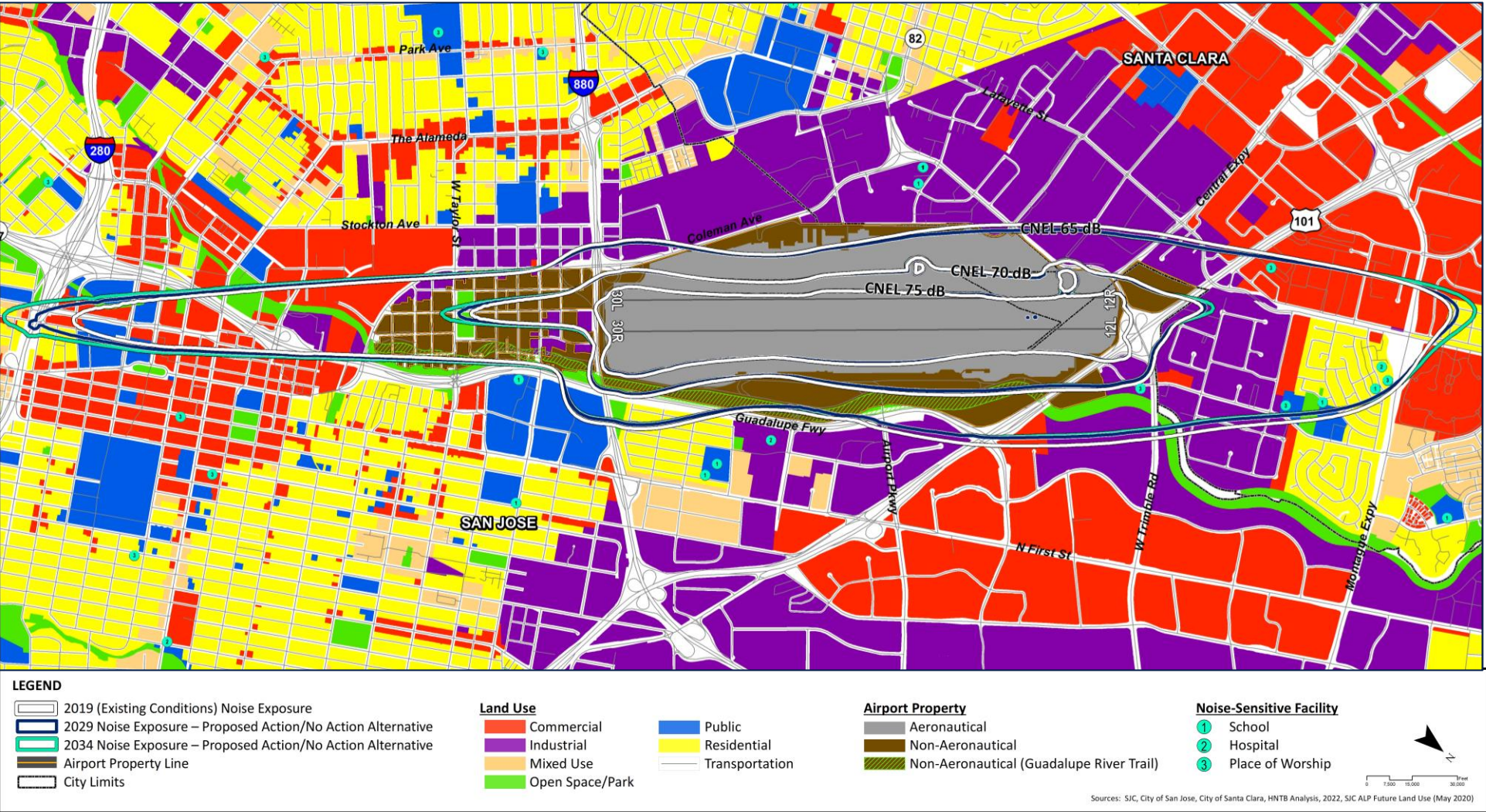
*Anticipated.

- ❖ Santa Clara County is designated by the USEPA to be in a non-attainment area for ozone (O₃) and particulate matter (PM_{2.5}).
- ❖ No significant impacts to air quality resulting from the construction or operation of the Proposed Action Alternative.

Biological Resources – Burrowing Owl



Noise and Noise-Compatible Land Use



Noise Exposure

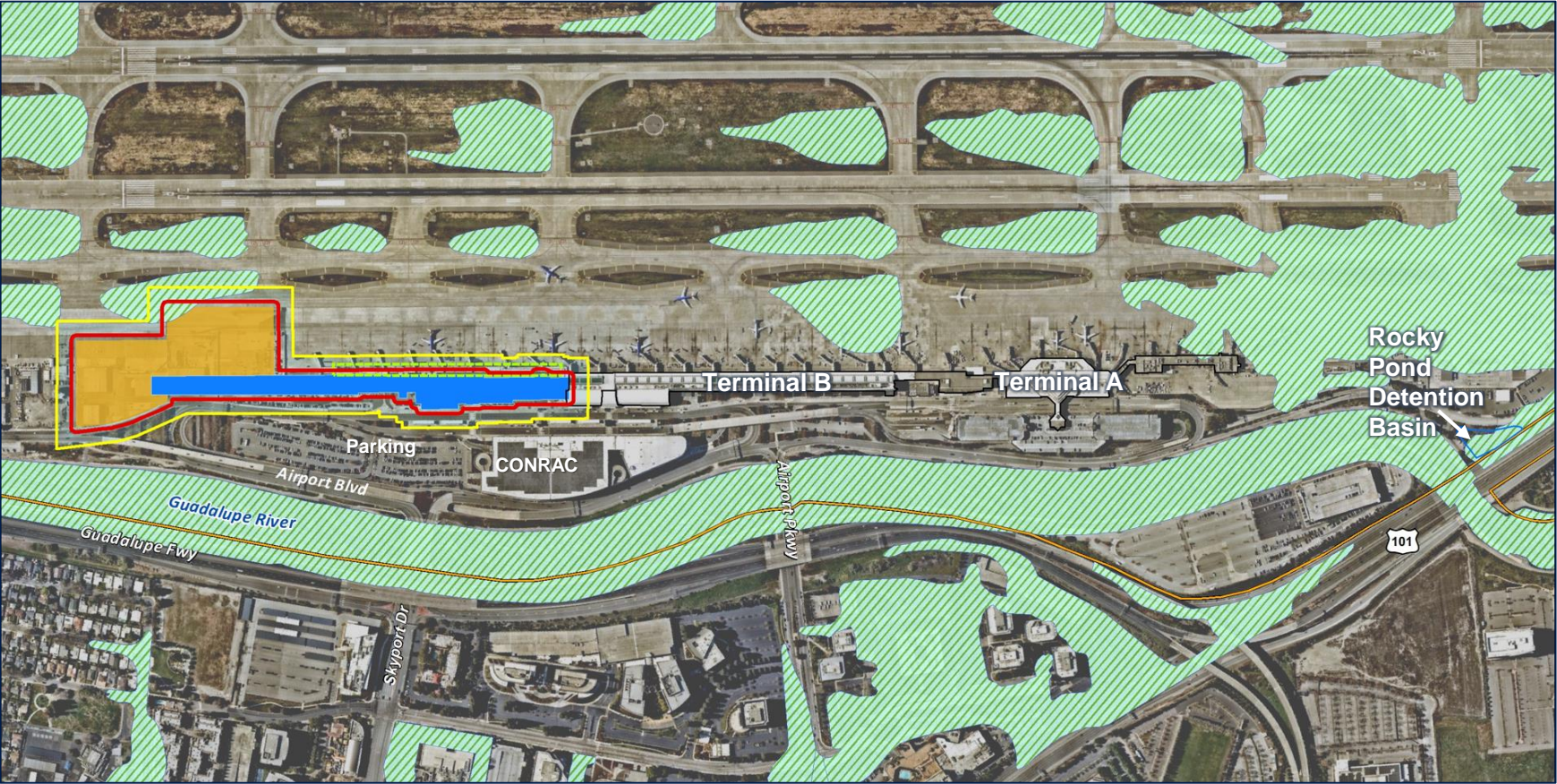
2019	Existing Condition CNEL 65-75 dB
2029	1st full year after implementation CNEL 65-75 dB
2034	5 years after implementation CNEL 65-75 dB








The Proposed Action Alternative will not increase aircraft operations or change the aircraft fleet mix operating at SJC when compared to the No Action Alternative.

No change in the noise exposure between the Proposed Action Alternative and the No Action Alternative in either future year.

Community Noise Equivalent Level (CNEL) Contours shown for 65-75 decibel (dB)

Water Resources - Floodplains



- | | |
|-------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|
|  Direct Study Area |  Proposed South Concourse |
|  Indirect Study Area |  Proposed Terminal Apron |
|  Airport Property Line |  Interim Terminal Facility (replaced by Proposed South Concourse) |
|  100 Year Floodplain (Zones A, AE, AH, AO) | |

Water Resources Impact Categories

The EA evaluated impacts to the floodplain, surface waters and groundwater.

Note: No wetlands, surface water, groundwater, or wild and scenic rivers exist within the Study Areas.

Environmental Impact Categories

FAA Order 1050.1F Impact Categories Analyzed

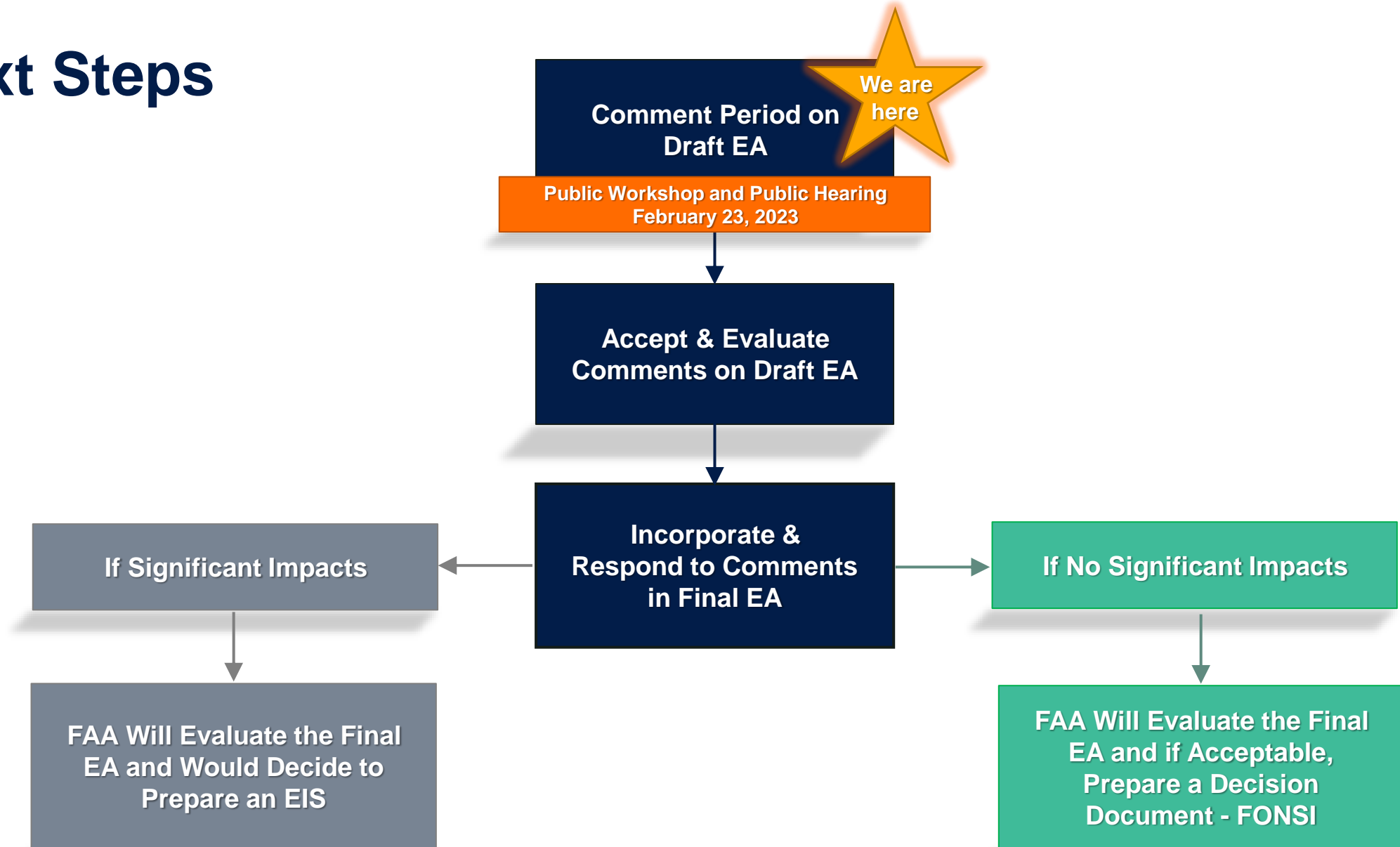
- | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none">• Air Quality• Biological Resources (Fish, Wildlife, Plants)• Climate• DOT Act: Section 4(f) Resources | <ul style="list-style-type: none">• Historical, Architectural, Archaeological, and Cultural Resources• Land Use• Natural Resources and Energy Supply• Noise and Noise-Compatible Land Use | <ul style="list-style-type: none">• Socioeconomic, Environmental Justice, and Children’s Environmental Health and Safety Risks• Visual Effects• Water Resources (Floodplains, Surface Waters, Groundwater) |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
-

- ❖ *No significant impacts to the impact categories analyzed.*
- ❖ *Design and construction would comply with all environmental federal, state and local regulations, including permit requirements.*

7.0

Next Steps

Next Steps



How to submit comments

1. Submit via mail or email

Ryan Sheelen, C.M.

Airport Planner IV, Planning and
Development Division
San José Mineta International Airport
1701 Airport Blvd. Ste B-1130
San José, CA 95110

rsheelen@sjc.org

2. Sign up to speak tonight

- Provide name and information on the speaker sign-in sheet.
- Each speaker will have **3 minutes** to provide their verbal comments at the microphone. A moderator will inform you when 30 seconds remain, and again when the time is up.
- Responses to verbal comments will be provided in the Final EA along with a formal response. No response will be provided this evening.

3. Place in comment box

- Use provided comment form to write your comments tonight and leave in the comment box.

Submit comments by

Close of Business

March 3, 2023

using one of these options to ensure your input is considered in the EA process.

<https://www.flysanjose.com/environment/environment>
or scan the QR code for the Draft EA and tonight's materials





Thank you