Introduction

The City of San José (City), California, owner and operator of the Norman Y. Mineta San José International Airport (SJC or Airport) proposes to extend and modernize Terminal B through the construction of a planned South Concourse, to include enabling projects (connected actions) to accommodate the construction of the new concourse. Several other improvements in the landside area of the Airport are also proposed as part of the Proposed Action.

This scoping information package is provided to facilitate the agency scoping process for the environmental analysis of the proposed improvements. The City is preparing an Environmental Assessment (EA) to evaluate and disclose the potential environmental impacts associated with the Terminal B South Concourse Improvements Project. The EA is being completed to satisfy the requirements of the National Environmental Policy Act of 1969 (NEPA). This document provides preliminary information regarding the EA to facilitate public review and comment. The document includes the following sections:

- Background
- Proposed Action
- Preliminary Purpose and Need
- Preliminary Alternatives
- Environmental Analysis
- Preliminary Schedule

If you would like to provide comments on the proposed action, please submit them by [30 days from 3/9/2020]. Comments provided by this time will assist the City in identifying areas of focus for the development of the EA. You are welcome to submit comments either by mail at the below address or by email to rsheelen@sjc.org.

Please submit written comments to:

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Background

SJC is located on an approximately 1,000-acre site in Santa Clara County at the southerly end of San Francisco Bay, approximately two miles north of downtown San José, as shown on Figure 1. The Airport’s primary service area includes the southern end of the San Francisco Bay Area, known as Silicon Valley, and extends southward into Santa Cruz and Monterey counties, and eastward towards Fresno and Yosemite Valley. The Airport is generally bounded by U.S. 101 to the north, the Guadalupe River and State Route 87 to the east, Interstate 880 to the south, and Coleman Avenue and De la Cruz Boulevard to the west.

SJC serves most commercial airlines with statewide, national and international destinations, as well as air cargo airlines, and general aviation aircraft. SJC has two 11,000-foot-long runways at the Airport, 12R/30L, 12L/30R, and a third 4,600-foot-long runway, 11/29, presently used as a taxiway. The Airport has two passenger terminals, Terminal A and Terminal B, totaling 1,050,000 SF of terminal space and 36 boarding gates. Eight of the 20 gates in Terminal B are interim facilities that would be replaced with permanent facilities as part of the proposed improvements to be evaluated in the EA.

SJC has experienced significant growth in air passenger activity in the past several years. As shown in Table 1, between 2014 and 2019, passenger enplanements increased over 66 percent from approximately 9 million passengers in 2014 to over 15 million passengers in 2019, which accounts for 18 percent of the Bay Area passenger volume. Similar growth is expected to continue. The level of air passenger activity at SJC is projected to continue to rise, reaching 22.2 million annual passengers by year 2029, a 48% increase over 2019.

Table 1
Summary of Recent and Projected Total Passengers at SJC

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Total Passengers (millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>9.0</td>
</tr>
<tr>
<td>2015</td>
<td>9.6</td>
</tr>
<tr>
<td>2016</td>
<td>10.2</td>
</tr>
<tr>
<td>2017</td>
<td>11.8</td>
</tr>
<tr>
<td>2018</td>
<td>13.8</td>
</tr>
<tr>
<td>2019*</td>
<td>15.0</td>
</tr>
<tr>
<td>2024</td>
<td>19.0</td>
</tr>
<tr>
<td>2029</td>
<td>22.2</td>
</tr>
</tbody>
</table>

Compounded Annual Growth Rate

<table>
<thead>
<tr>
<th>Period</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-2019</td>
<td>10.5%</td>
</tr>
<tr>
<td>2019-2024</td>
<td>4.9%</td>
</tr>
<tr>
<td>2019-2029</td>
<td>4.0%</td>
</tr>
</tbody>
</table>

* FAA Estimate


An amendment to the Airport Master Plan was proposed in 2018 based on the 2017 aviation demand forecast. As part of the update, terminal and facility improvements from the existing
and proposed amendment to the Airport Master Plan are proposed that require Federal Aviation Administration (FAA) approval for changes to the Airport Layout Plan (ALP). The FAA must also approve projects for which federal funds are requested. Prior to all such approvals, the FAA must comply with the requirements of NEPA.

**Proposed Action**

The Proposed Action to be reviewed in the EA, illustrated in Figure 2, is focused on accommodating projected passenger growth and aircraft activity at the Airport, which is expected to occur with or without the proposed improvements. Specifically, the Proposed Action will not induce growth at SJC but would accommodate projected growth through the year to be reviewed in the EA, 2029. Figure 3 provides a magnified illustration of the improvements south of Terminal B. The Proposed Action would not affect airport capacity or the maximum allowed number of flights. Improvements include the following:

- Extend Terminal B through construction of the planned South Concourse, including:
  - Construct 16 airline gates (net increase of six gates) with jet bridges and up to 750,000 SF of terminal building space. ¹
  - Reconstruct up to 300,000 SF of deteriorated airfield apron at the south end of the Terminal B South Concourse to support aircraft parking; and
- Construct a new On-Airport Business Hotel (up to 300,000 SF, up to 330 guest rooms, 300 parking spaces).

**Connected Actions**

In addition, demolition, removal and relocation of several structures will be required to implement the Proposed Action. The following connected actions are proposed, also shown on Figure 2:

- Construct new terminal area multi-level parking structure (up to 5,000 parking spaces);
- Demolish the former San Jose Police Department (SJPD) building and associated hangar buildings;
- Construct replacement SJPD hangar;
- Demolish and relocate existing Belly Freight Building;
- Demolish facilities & fleet maintenance buildings;
  - Demolish two (2) existing 10,000-gallon underground fuel (unleaded/diesel) storage tanks and remediation (if any);
- Decommission existing compressed natural gas (CNG) station, including:
  - Remove compressor and associated equipment;
- Demolish existing Waste Disposal Facility;

¹ Eight (8) gates currently exist in the same location as interim facilities and two (2) gates are existing gates that would be relocated from their current locations in Terminal A and B. Net increase would be six gates.
Norman Y. Mineta San José International Airport Terminal B South Concourse Environmental Assessment

Legend
- **New Building/Structure**
- **New Aircraft-Rated Pavement**
- **Approved Project** *(Not included in EA)*
- **Recently Completed Pavement Rehab**
- **Airport Property Line**

**Proposed Action**
- Construct South Concourse
- Construct New Business Hotel
- Reconstruct Airfield Apron

**Connected Actions**
- Demolition/Removal
  1. Demolish Former SJPD Building and Associated Hangar Buildings
  2. Demolish Existing Belly Freight Building
  3. Demolish Waste Disposal Facility
  4. Demolish Existing Facilities/Maintenance Buildings
  5. Decommission Existing CNG Station

Figure 1-2

Sources: SJC
Figure 1-3
Proposed Action - Terminal Area

Legend
- New Building/Structure
- New Aircraft-Rated Pavement
- Approved Project
  (Not included in EA)
- Recently Completed Pavement Rehab
- Airport Property Line

Proposed Action
- Construct South Concourse
- Construct New Airport Hotel
- Reconstruct Airfield Apron

Connected Actions
- Demolition/Removal
  1. Demolish Former SJPD Building and Associated Hangar Buildings
  2. Demolish Existing Belly Freight Building
  3. Demolish Waste Disposal Facility
  4. Demolish Existing Facilities/Maintenance Buildings

Sources: SJC
• Construct New Fueling station & Waste Disposal Facility. The fueling station includes:
  o Construct one (1) 20,000 gallon diesel and one (1) 10,000 gallon unleaded above ground double wall fuel storage tanks for City Airport vehicles, an above ground 1,000-gallon propane tank; and
• Construct New Facilities Maintenance Buildings (two new buildings in another location).

Preliminary Purpose and Need

The purpose of the Proposed Action is to develop a new South Concourse with accompanying airfield apron, business hotel, and multi-level parking as identified in the amended SJC Airport Master Plan. The Proposed Action would make SJC more efficient and productive, and thus provide a higher level of service for users of the Airport.

Improvements are needed to accommodate current and future demand for commercial air carrier services at the Airport, enhance the Airport’s operational efficiency, and improve customer service and convenience for airport users. Specifically, SJC terminal facilities need to be extended to reduce the need for gate sharing and ground loading. The proposed business hotel is needed to improve convenience for airport users by providing travelers with lodging and conference space in the terminal area. The proposed multi-level vehicle parking structure is needed to replace vehicle parking spaces lost due to the recent loss of the facilities to other uses, as well as the proposed demolition of several surface parking lots.

Preliminary Alternatives

Under NEPA, analysis of alternatives is crucial to the regulatory process. NEPA analysis must consider reasonable alternatives to the proposed action which would minimize adverse impacts. The number of alternatives considered is dependent upon the degree of potential impact, as well as the stated project purpose.

The EA will consider potential alternatives based on the alternatives’ ability to meet the purpose and need of the Proposed Action. Alternatives that do not meet these requirements will be eliminated through a screening process. Based on preliminary screening of alternatives, the EA will likely be limited to the Proposed Action Alternative and the No Action Alternative (as required by Council on Environmental Quality [CEQ] regulations).

Environmental Analysis

The EA will assess the environmental consequences of the Proposed Action and any alternatives carried forward. All categories of impact will be analyzed according to the criteria included in FAA Order 1050.1F: Environmental Impacts: Policies and Procedures, and Order 5050.4B: National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions.
Impact analysis will be completed for the following categories relative to the action being analyzed:

- Air Quality
- Biological Resources (including fish, wildlife, and plants)
- Climate
- Coastal Resources
- Department of Transportation Act (DOT), Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Visual Effects (including light emissions)
- Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety risks
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)
- Cumulative Impacts

The FAA will initiate Section 106 consultation in accordance with the National Historic Preservation Act. Section 106 requires Federal agencies to consider the effects of their undertakings on historic properties and to consult with the State Historic Preservation Office (SHPO), Tribal Historic Preservation Office (THPO) and other individuals or organizations with a special interest in the undertaking or in the historic properties that may be affected by the undertaking.

Preliminary Schedule

Construction is expected to begin in Fall 2020 and estimated to take approximately four years to complete. It is expected that the Draft EA will be available for public review and comment in Spring 2020. Comments on the Draft EA will be addressed as part of the preparation of the Final EA.