

SILICON VALLEY'S AIRPORT



# Airport Commission Meeting

August 9, 2021

# Agenda



- 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. Old Business
8. New Business
9. Meeting Schedule and Agenda Items
10. Adjournment

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# III. Consent Calendar



- Approval of the Minutes for the Regular Meeting on May 10, 2021

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# IV. Reports and Information Only



- **Chair Report**
- Director
- Council Liaison
- Staff
- Commissioner Reports

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- Chair Report
- **Director**
- Council Liaison
- Staff
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- Chair Report
- Director
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# Public Comments (Not on Agenda)



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.

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# Noise Report



## Norman Y Mineta San Jose International Airport Quarterly Noise Summary Q2 2021

	April	May	June	Q2 2021	Year Over Year		Quarter Over Quarter	
					Q2 2020	Difference	Q1 2021	Difference
Total Operations	9,185	9,843	11,535	30,563	14,966	104%	22,675	35%
Total Operations between 2330-0630	170	220	282	672	313	115%	414	62%
Air Carrier Operations between 2330-0630	38	88	138	264	92	187%	150	76%
General Aviation Operations between 2330-0630	132	132	144	408	221	85%	264	55%
Total Intrusions	8	23	49	80	8	900%	33	142%
Total Non Compliant Intrusions	2	0	0	2	6	-67%	6	-67%
Air Carrier Complaints	839	666	499	2,004	3,157	-37%	4,610	-57%
General Aviation Complaints	337	190	260	787	1,162	-32%	727	8%
Total Complaints	1,176	856	759	2,791	4,319	-35%	5,337	-48%
Total Engine Run-ups **	0	0	0	0	0	0%	0	0%
South Flow Operations	775	473	549	1,797	1,888	-5%	3,505	-49%

\*\* High Power (>90%) Engine Run-ups during the Curfew Hours Only

### Definitions

**Operation:** a takeoff or landing of an aircraft at the airport.

**Intrusion:** is any operation by an unauthorized aircraft between the hours of 2330 and 0630.

**Non Compliant Intrusion:** is 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



City	Complaints Q2 2021	Year over Year		vs. Previous Quarter	
		Complaints Q2 2020	Difference	Complaints Q1 2021	Difference
San Jose	231	131	76%	316	-37%
Palo Alto	0	45	-100%	7	-100%
Milpitas	4	0	N/A	0	N/A
Morgan Hill	1	0	N/A	0	N/A
Cupertino	0	0	-100%	0	-100%
Mountain View	9	48	-81%	22	-144%
Sunnyvale	1,912	2,812	-32%	3,858	-102%
Los Gatos	489	1,219	-60%	1,099	-125%
Los Altos	32	0	N/A	5	84%
Santa Clara	11	5	120%	6	45%
Campbell	1	0	N/A	0	N/A
Saratoga	0	0	N/A	0	N/A
Other	101	59		24	
<b>Total Complaints</b>	<b>2,791</b>	<b>4,319</b>	<b>-35%</b>	<b>5,337</b>	<b>-48%</b>

# 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. Clear Channel Electronic Billboard Project**
- B. Crane Guidance Update
- C. Parking and Ground Transportation Update
- D. Sustainable Aviation Fuel
- E. Legislative Update

# Informational Briefing Only for Airport Commission on Clear Channel Electronic Signs project at Mineta San Jose International Airport

- Airport Commission will not be voting on this topic
- This is not a public hearing for the EIR process
- This is separate from any Electronic Sign Project(s) in the City of San Jose

# EIR Addendum Public Comment



- The EIR Addendum public comment period runs from **7/26/21 - 8/25/21**
- Public comment should be submitted directly to the PBCE Environmental Project Manager:  
Adam Petersen  
408-535-1241  
[adam.petersen@sanjoseca.gov](mailto:adam.petersen@sanjoseca.gov)
- The EIR Addendum can be accessed here:  
<https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/us-101-airport-electronic-signs/-fsiteid-1>

SILICON VALLEY'S AIRPORT



# Clear Channel Electronic Signs

August 2021



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

2341 Airport Blvd

2200 Airport Blvd

Norman Y. Mineta San Jose International Airport

Control Tower

# Design Elements



- V-shaped, freestanding and oriented to be visible to vehicles on 101
- 60 feet above ground
- Logo designed to align with the design of the Airport and City Hall
- Small footprint of 300 square feet each

# Terms of the Agreement



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

**Revenue:** The greater of 55% of Gross Revenue or the Minimum Annual Guarantee of \$300,000 on the Northern location and \$190,000 for the Southern location for a guaranteed annual revenue of \$490,000 for both signs

**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.

# Additional Terms



- Clear Channel is responsible for the management and maintenance of the electronic signs
- Airport can require Clear Channel to remove the sign upon expiration of their agreement
- Airport will review and approve all advertisements
- Pre-established guidelines related to what can be advertised is outlined in their agreement
- Clear Channel will provide a 24/7 contact number and the Airport can coordinate with Clear Channel to reduce billboard lighting if requested

# Sign Operations

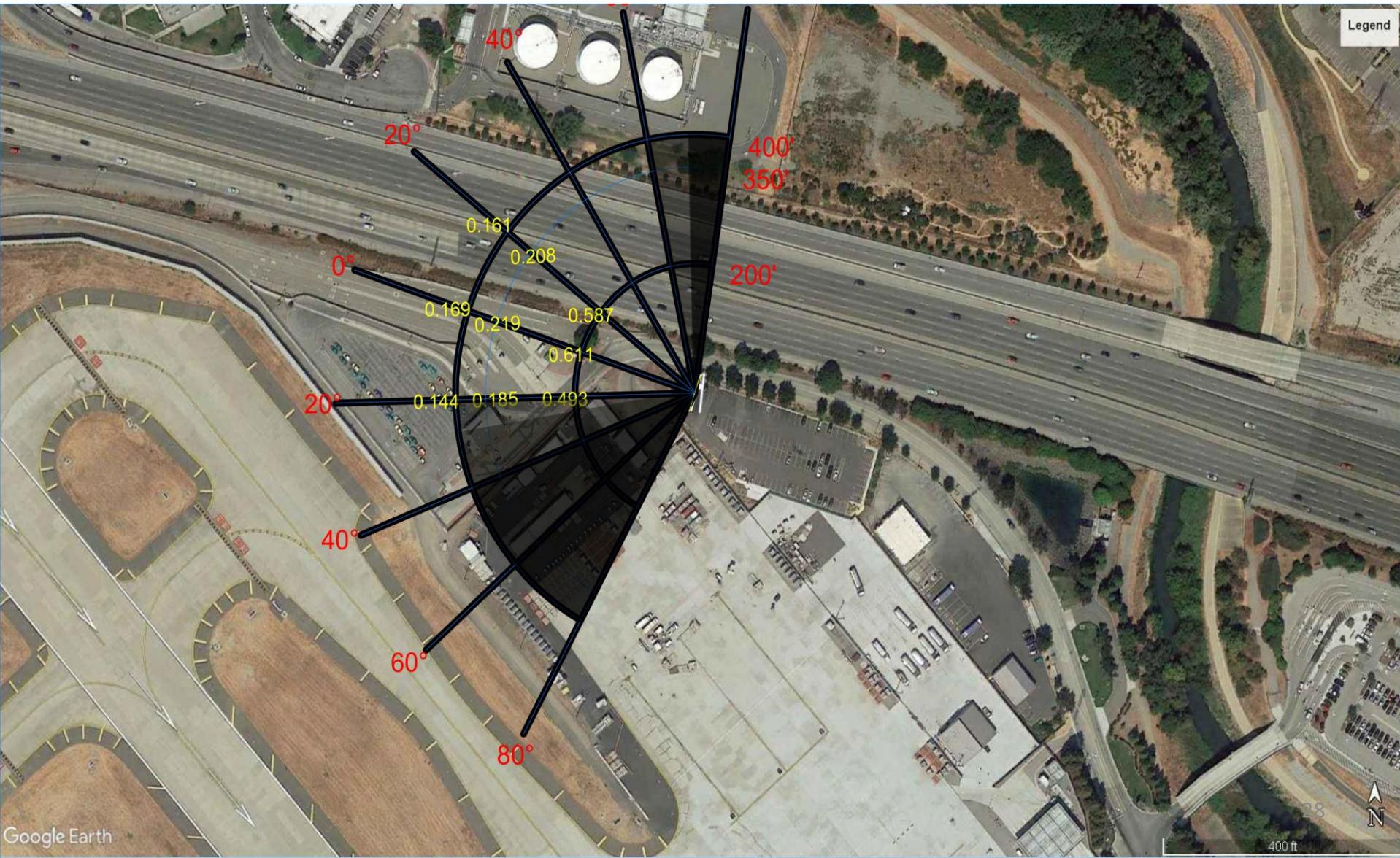


The proposed programmable electronic signs would operate pursuant to California Department of Transportation (Caltrans) regulations, the City Municipal Code, and Council Policy 6-4.

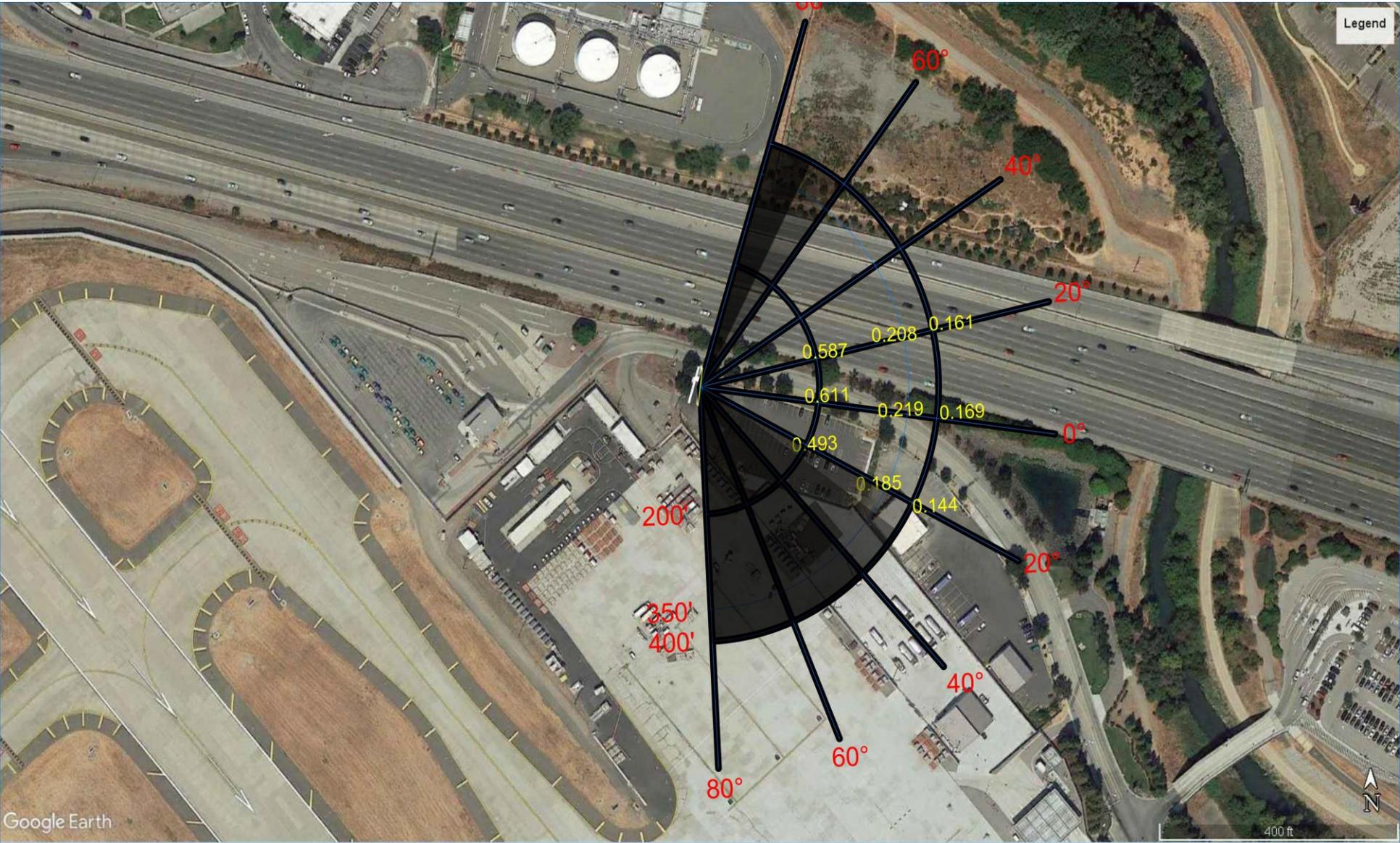
The programming for the operation of the signs will :

- Not display animated messages, including flashing, blinking, fading, rolling, shading, dissolving, or any other effect that gives the appearance of movement.
- Utilize automatic dimming technology to adjust the brightness of the sign relative to ambient light so that at no time shall a sign exceed a brightness level of 0.3 foot candle above ambient light.
- Signs shall not be illuminated between the hours of 12:00 a.m. and 6:00 a.m.

# Airport Area Coverage West Facing



# Airport Area Coverage East Facing



# Public Forum History



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In 2007 the Airport conducted an RFP for an advertising program at the airport. Clear Channel was awarded the agreement by City Council

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On August 22, 2018, the Planning Commission conducted a public hearing on the proposed amendments to the General Plan Policy, City Council Policy and Sign Code changes, which included policy 6-4

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City Council approved Policy 6-4 which considered and approved potential sites for programmable digital sign on City property including four on Airport property.

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In August 2019, the Airport stated its intent to City Council to pursue a electronic signs with our existing concessionaire Clear Channel to provide one cohesive advertising program



FAA 7460 "Determinations of No Hazard" received for temporary crane & billboard locations on 01/13/20 & 05/24/2021



EIR Addendum is posted for public commentary



Item will go to City Council in Fall/Winter 2021 to fulfill the Public Noticing requirement

# Project Schedule

# EIR Addendum Public Comment



- The EIR Addendum public comment period runs from **7/26/21 - 8/25/21**
- Public comment should be submitted directly to the PBCE Environmental Project Manager:  
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08/09/2021

# City of San Jose Construction Crane Fee Program Analysis

## Airport Commission

# Crane Fee Program Analysis

## Executive Summary



- Forecasted airline impacts that occur during Runway 12L/12R departures (south flow)
- Winter season has more impacted departures, summer season is characterized by higher load factors (LF), this creates similar Denied Boarding Cost (DBC) across both seasons
- Denied Boarding (DB) financial impact
  - 63% of DBs are on international routes
  - Tokyo, London & mostly Beijing

### Forecasted Costs to Airlines

	Full Schedule	No Beijing	No International
Full Year	\$2.8 m	\$1.7m	\$1.1m
Apr-Sept	\$1.1m	\$777k	\$615k
Oct-Mar	\$1.7m	\$959k	\$417k

# Denied Boarding Methodology



- Two types of DBs, voluntary and involuntary
  - A voluntary DB is where a passenger has been offered a seat on their current flight but has accepted compensation in exchange for a seat on a later flight or another carrier
  - An involuntary DB is where a passenger has not been offered a seat on their current flight regardless of their flight re-accommodation and any compensation they may receive
- According to data from the Bureau of Transportation Statistics and the Government Accountability Office (GAO) (domestic passengers only) on average less than 5% of DBs are involuntary
  - For the purposes of this study, it should be assumed the ratio of involuntary (5%) and voluntary (95%) DBs will be in-line with these statistics
  - There are a couple scenarios where this industry data errors towards being more conservative on involuntary DBs
    - The DBs are occurring close to departure and the volunteer solicitation process is compromised
    - The DBs are a significant percentage of aircraft capacity and well beyond the upper end of how many passengers would volunteer

# Voluntary/Involuntary Denied Boarding Costs (DBC)



- Domestic voluntary DB cost numbers \$300/\$600 are in-line with the value of a free ticket (most common)
- For an involuntary DB the U.S. DOT minimum compensation (i.e. money) that must be given to involuntary DBs is based on the length of the passenger's delay
  - \$775 for 1-2 hour domestic delay and 1-4 hour international delay
  - \$1550 for 2+ hours domestic and 4+ hours international delays
  - Set domestic at \$1000 based on GAO statistics and feedback from major air carrier overbooking model
  - Set international at \$2000 based on less flight reaccommodation options
- The compensation for voluntary \$300/\$600 and involuntary \$1000/\$2000 domestic & international DBs, **do not include per diem costs (meal, transportation, hotel).**
  - Per Diem SJC origin set at \$200 for meal/transportation costs
  - Per Diem SJC Destination includes \$300 hotel cost
  - Per Diem amounts based on input from major US carrier

Denied Boarding Cost (per passenger)		
	Domestic	International
Voluntary	\$300	\$600
Involuntary	\$1000	\$2000
Per Diem (Origin)	\$200	\$200
Per Diem (Destination)	\$500	\$500

# Denied Boarding Cost Per Passenger Assumptions



**Assumed Denied Boarding Cost per Passenger: By Point of Origin & Denied Boarding Compensation (DBC) Type**

<u>Impacted SJC Market</u>	Traffic mix of Denied Boardings				Hotels, Per Diem Vouchers		Airline DBC per Passenger		DBC per Passenger		
	SJC Origin &		SJC Destination &		SJC Origin	SJC as Destination	Voluntary	Involuntary	Hotels, Per Diem	Air Fare	Total
	Voluntary (A)	Involuntary (B)	Voluntary (C)	Involuntary (D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
Asia: Beijing (PEK), Tokyo (NRT)	57%	3%	38%	2%	\$200	\$500	\$600	\$2,000	\$320	\$670	\$990
Hawaii: HNL, KOA, OGG	78%	4%	17%	1%	\$200	\$500	\$300	\$1,000	\$254	\$335	\$589
Europe - Lufthansa***	59%	3%	36%	2%	\$200	\$500	\$600	\$2,000	\$314	\$670	\$984
Europe - British Airways	55%	3%	40%	2%	\$200	\$500	\$600	\$2,000	\$326	\$670	\$996
Newark (EWR) - Alaska Airlines	52%	3%	43%	2%	\$200	\$500	\$300	\$1,000	\$335	\$335	\$670
JFK - Alaska & Delta	50%	3%	45%	2%	\$200	\$500	\$300	\$1,000	\$341	\$335	\$676
JFK - Alaska & jetBlue	50%	3%	45%	2%	\$200	\$500	\$300	\$1,000	\$341	\$335	\$676

\*\*\*Lufthansa not in operation

# Seat Penalty Assumptions by Route/Airline/Aircraft



## Estimated Seats that can be Filled/Lost

	(A) Seats/Departure ( DOT T100) *	Oct-Mar: Max. Seats Filled Calc.		Apr-Sept: Max. Seats Flown Calc.	
		(B) Max Seats Filled**	(C=A-B) Lost Seats	(D) Max Seats Filled**	(E=A-D) Lost Seats
<b>Market/Aircraft/Carrier</b>					
NRT-787-800 (NH)	172	119	53	129	43
NRT-787-900 (NH)	217	166	51	172	45
PEK-787-800 (HU)	213	128	85	127	86
PEK-787-900 (HU)	288	128	160	127	161
LHR 787-900 (BA)	216	182	34	175	41
FRA-A340-300 (LH)	300	300	0	300	0
NYC-A320 ( B6)	150	146	4	139	11
NYC-A319 ( AS)	148	146	2	139	9
NYC-737-800					
- AS	159	175	0	175	0
- DL	160	174	0	168	0
NYC-737-900ER					
- AS	178	175	3	175	3
- DL	180	173	7	157	23
Hawaii-A321-NEO (HA)	189	189	0	184	5
Hawaii-A330-200 (HA)	278	278	0	278	0
Hawaii-767-300 (HA)	264	264	0	264	0
Hawaii-737-800					
- AS	159	139	36	133	26
- WN	175	175	0	175	0
Hawaii-737-900ER (only AS)	178	139	36	152	26

\* For CY 2019. Is what was reported to USDOT in aggregate. For NH, is a mix of aircraft, although was primarily the 169-seat 787-800  
Note that as of October 2019, NH operated 3 configurations of the 787-800 (169, 184 and 240 seats)

\*\* Based upon modeled runway impacts in Appendix (all Scenario 3B) or airline recommendations (AS, WN & DL)

# % of Departures in South Flow



**SJC: % of Departures in Southeast Flow by Hour and Month**

Hour	Month											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
6	20%	24%	25%	16%	14%	18%	24%	20%	12%	15%	17%	22%
7	20%	24%	29%	17%	16%	19%	26%	22%	13%	14%	18%	23%
8	22%	22%	31%	17%	17%	19%	25%	22%	14%	14%	17%	24%
9	22%	23%	30%	17%	17%	18%	24%	21%	14%	14%	17%	24%
10	21%	21%	28%	16%	14%	12%	18%	15%	11%	14%	17%	23%
11	20%	20%	28%	13%	11%	9%	9%	8%	8%	12%	17%	22%
12	20%	20%	25%	13%	8%	5%	4%	4%	5%	10%	15%	22%
13	18%	19%	24%	12%	8%	4%	2%	2%	3%	8%	13%	22%
14	19%	18%	22%	11%	7%	3%	1%	2%	3%	7%	13%	21%
15	18%	18%	22%	11%	7%	2%	1%	2%	2%	6%	12%	19%
16	17%	16%	20%	9%	7%	2%	1%	1%	3%	6%	12%	19%
17	17%	16%	20%	9%	6%	2%	1%	1%	3%	6%	12%	19%
18	18%	15%	19%	8%	6%	2%	1%	1%	3%	7%	12%	19%
19	18%	16%	19%	8%	6%	2%	1%	1%	2%	7%	11%	17%
20	19%	15%	18%	8%	5%	1%	1%	1%	3%	7%	12%	18%
21	19%	16%	19%	9%	6%	2%	1%	1%	3%	8%	13%	19%
22	20%	16%	18%	9%	6%	2%	1%	2%	3%	8%	14%	19%
23	19%	17%	18%	9%	6%	2%	1%	2%	4%	8%	14%	19%
<b>Average</b>	19%	19%	23%	12%	9%	7%	8%	7%	6%	10%	14%	21%

Source: FAA ASPM Airport Efficiency Daily Configuration By Hour, 1/1/2010 to 12/31/2020

- Relative to monthly averages, there are more deviations at the hourly level
- Morning departures are more heavily impacted consistently for both seasons
- Afternoon & evening departures less impacted
- Biggest deviations are during summer months

# SJC Departure Detail: August



August Scheduled SJC Departing Flights by Time, Airline, Destination and Aircraft Time

% of Flights SE Flow	Airline Code Destination Code Equipment Code Depart Time	AS EWR 738 Departs	AS HNL 738 Departs	AS HNL 739 Departs	AS JFK 738 Departs	AS JFK 739 Departs	AS KOA 738 Departs	AS KOA 739 Departs	AS OGG 738 Departs	B6 JFK 320 Departs	BA LHR 789 Departs	DL JFK 739 Departs	HA HNL 321 Departs	HA OGG 321 Departs	HU PEK 789 Departs	NH NRT 788 Departs	LH FRA 343 Departs	WN HNL 738 Departs	WN OGG 738 Departs	TOTAL Departs
22%	0700		4	19																23
22%	0715													31						31
22%	0720				24	2														26
22%	0730			3					2											5
22%	0800						9	13												22
21%	0830	22																		22
21%	0840	4																		4
21%	0850						3		23											26
21%	0915												31							31
15%	0940																		5	5
8%	1055																	26		26
8%	1115																	5		5
4%	1225															31				31
2%	1240																		26	26
2%	1400				4	1														5
2%	1430														18					18
2%	1505																22			22
1%	2010										31									31
2%	2150											16								16
2%	2154											14								14
2%	2245											1								1
2%	2254									31										31
	TOTAL	26	4	22	28	3	12	13	25	31	31	31	31	31	18	31	22	31	31	421

# DB Summary by Season & Financial Impact

## Estimated Financial Impact: Denied Boardings & Denied Boardings Compensation (DBC)

Airline	Destination	Aircraft Type	Oct - March		Apr-Sept		Full Year	
			DB Psgrs	Financial Impact	DB Psgrs	Financial Impact	DB Psgrs	Financial Impact
AS	EWR	Boeing 737-800	-	-	-	-	-	-
AS	EWR	Boeing 737-900ER	-	-	-	-	-	-
AS	HNL	Boeing 737-800	122	\$71,790	78	\$46,027	200	\$117,816
AS	HNL	Boeing 737-900ER	210	\$123,408	299	\$176,190	509	\$299,598
AS	JFK	Airbus Industrie A319	1	\$949	-	-	1	\$949
AS	JFK	Airbus Industrie A320-100/200	5	\$3,677	-	-	5	\$3,677
AS	JFK	Boeing 737-800	0	-	-	-	0	-
AS	JFK	Boeing 737-900ER	-	-	-	-	-	-
AS	KOA	Boeing 737-800	82	\$48,335	81	\$47,765	163	\$96,100
AS	KOA	Boeing 737-900ER	122	\$71,648	155	\$91,466	277	\$163,114
AS	OGG	Boeing 737-800	149	\$87,927	283	\$166,449	432	\$254,376
B6	JFK	Airbus Industrie A320-100/200	13	\$8,555	21	\$14,258	34	\$22,813
B6	JFK	Airbus Industrie A321	2	\$1,032	-	-	2	\$1,032
BA	LHR	B787-900 Dreamliner	100	\$99,166	72	\$72,195	172	\$171,361
DL	JFK	Boeing 737-800	\$0	\$0	\$0	\$0	0	\$0
DL	JFK	Boeing 737-900ER	-	-	37	\$24,905	38	\$26,004
DL	JFK	Boeing 757-200	-	-	-	-	-	-
HA	HNL	Airbus Industrie A321-200n	0	-	45	\$26,240	45	\$26,240
HA	HNL	Airbus Industrie A330-200	-	-	-	-	-	-
HA	HNL	Boeing 767-300/300er	-	-	-	-	-	-
HA	OGG	Airbus Industrie A321-200n	0	-	38	\$22,145	38	\$22,145
HU	PEK	B787-800 Dreamliner	270	\$267,688	18	\$18,034	289	\$285,722
HU	PEK	B787-900 Dreamliner	481	\$475,729	295	\$291,965	775	\$767,694
LH*	FRA	A340-300	-	-	-	-	-	-
NH	NRT	B787-800 Dreamliner	439	\$434,232	84	\$83,460	523	\$517,692
NH	NRT	B787-900 Dreamliner	8	\$8,276	6	\$5,718	14	\$13,994
WN*	HNL	Boeing 737-800	0	-	0	-	0	-
WN*	OGG	Boeing 737-800	0	-	0	-	0	-
<b>TOTAL</b>			<b>2,005</b>	<b>\$1,702,411</b>	<b>1,512</b>	<b>\$1,086,819</b>	<b>3,517</b>	<b>\$2,790,328</b>

# Example Monthly Crane Fee Rates (Forecasted Costs to Airlines + 15% Admin Fee)



	Crane Fee Rates April - September				Crane Fee Rates October - March			
# Developer s	Full Schedule*	No Beijing*	No Intl + BA*	No Inter- national*	Full Schedule*	No Beijing*	No Intl + BA*	No Inter- national*
1 Developer	\$210,833/mo	\$148,925/mo	\$131,799/mo	\$117,875/ mo	\$325,833/mo	\$183,808/ mo	\$99,822/mo	\$79,925/mo
2 Developer s	\$105,417/mo	\$74,463/mo	\$65,900/mo	\$58,938/mo	\$162,917/mo	\$91,905/mo	\$49,911/mo	\$39,963/mo
3 Developer s	\$70,278/mo	\$49,642/mo	\$43,944/mo	\$39,292/mo	\$108,611/mo	\$61,270/mo	\$33,274/mo	\$26,642/mo

each column are calculated separately, they should not be added together

# Developer Fee – Administration

- Rates to be adjusted annually and applied to all new project building permits in the Downtown and Diridon Station Area “Crane Guidance Area”
  - PBCE will not issue building permit without receipt of crane fee payment to Airport
- There will be a reconciliation/true-up at season end or at project close out
- **Landing Fee Waivers:** The airlines must make a request for a landing fee waiver. It would not be the obligation of the Airport to seek out airline denied passenger boarding information
  - An airline denied passenger boarding reporting form will be attached to the monthly airline activity report form that airlines send to Airport Finance

# VIII. New Business

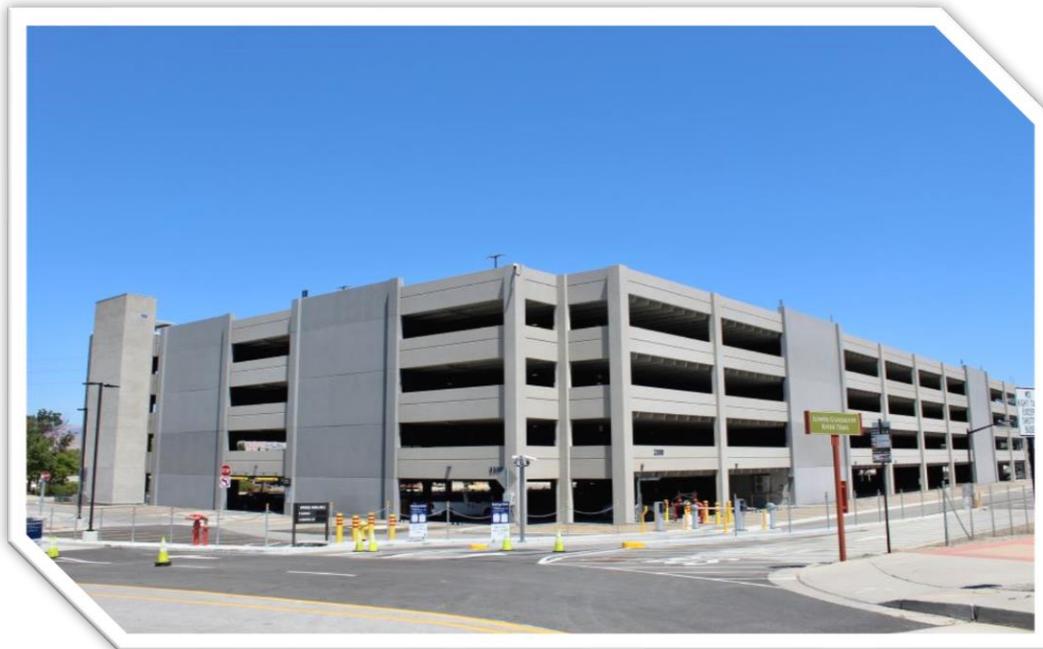


- A. Clear Channel Electronic Billboard Project
- B. Crane Guidance Update
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- D. Sustainable Aviation Fuel
- E. Legislative Update

# New Economy Lot Parking Garage



- Economy Lot 1 Garage opened on July 1<sup>st</sup> giving the lot an additional 900 covered parking spaces
- In total the Economy Lot has 2,500 spaces at our lowest parking rate
- Includes a new Parking Guidance System for customer convenience



# New Parking System



- Transitioning to SKIDATA
  - Upgrade started with Lot 1 in July with an estimated completion date of November 2021
- Improved License Plate Recognition System
- On-Line Reservation System and Customer Loyalty Programs
- Robust Reporting and Predictive Analytics
- Dynamic Pricing Capabilities



#### Barriers & Columns

Perfectly controlled car access. The parking barrier gate and ticket column – an unbeatable team.



#### Points of Sale & Validation

Service and individual advice at the cash desk – these Point of Sale (POS) terminals give you full control.



#### Operating & Monitoring

Monitoring of parking systems and barriers and automated response make parking management easier.



#### Marketing & Customer Loyalty

Find an keep customers - with innovative SKIDATA marketing tools.



#### Business Models & Partners

Efficient parking facility and vehicle access management. Use our expertise for the critical advantage.



#### Automated Payment Machines

Pay on foot stations. 24/7 service with intelligent payment machines.



#### Reservations & Booking

Reserve your parking lot online. Buy parking tickets from home or on the move from your smartphone.



#### Reports & Statistics

Strategic planning of parking management made easy – thorough analyses and clear reporting.



#### Tickets

A ticket for any purpose – from vending machines, the Internet and smartphones. Barcode or RFID.



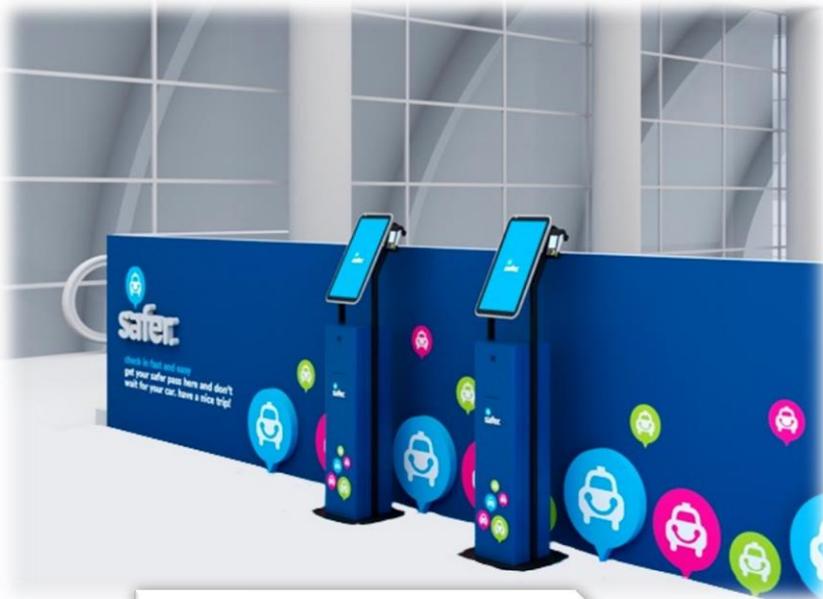
#### SKIDATA Expert Services

Your car parking facility in best hands. With our efficient parking space management services.

# Safer Transportation LLC



- New On-Demand Ground Transportation Management Company
- Implementing Kiosk and App-Based technology to better market taxi and door to door shuttle industries
- Tentative start date of September 1, 2021



# VIII. New Business



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SILICON VALLEY'S AIRPORT



**Sustainable Aviation Fuel Partnership Agreement  
Mineta San José International Airport  
Airport Commission Meeting – August 9th, 2021**

# Overview of Sustainable Aviation Fuel



- What is Sustainable Aviation Fuel (SAF)?
  - “Drop-in” replacement for conventional Jet-A Fuel
  - Made from woody biomass, oils, fats, and other wastes



Photo courtesy of SFO and Google Images

- Jet A Fuel Usage in California and GHG reductions

- The California aviation sector utilizes 3.5 billion gallons of conventional jet fuel annually (pre-pandemic)
- By switching to 5% SAF by 2025, California can reduce aviation GHG emissions by 50-80% on a lifecycle basis, totaling 10 million metric tons by 2025.

Current SAF Producers



Image courtesy of SFO SAF Feasibility Study, 2019

# SAF Partnership Agreement



- SJC intends to join SFO and SAN in signing onto the Partnership Agreement Regarding Joint Collaboration on the Advancement of Sustainable Aviation Fuel

- Purpose of the Agreement:

- Promote and carry out cooperative activities related to SAF including efforts to increase the supply and use of SAF
- Agreement on SAF-related goals including preferred feedstock
- Collaboration on advocacy, and planning to support scaling of SAF use
- SJC to serve of SAF workgroup

**PARTNERSHIP AGREEMENT  
REGARDING JOINT COLLABORATION ON THE ADVANCEMENT OF  
SUSTAINABLE AVIATION FUEL**

**AMONG PARTICIPATING AIRPORTS**

This Partnership Agreement Regarding Joint Collaboration on the Advancement of Sustainable Aviation Fuel (this "Partnership Agreement") is entered into as of November 25, 2019, by and among the City and County of San Francisco through its Airport Commission (collectively, "SFO"), San Diego County Regional Airport Authority (the organization that owns and manages "SAN"), and any other airport that executes this Partnership Agreement as provided in Section 6 below. The parties are collectively referred to in this Partnership Agreement as the "Parties" and individually as a "Party."

**RECITALS**

- A. This Partnership Agreement memorializes the agreement among the Parties and outlines the parameters under which the Parties will cooperate to promote sustainable aviation fuels ("SAF").
- B. The International Civil Aviation Organization ("ICAO") has adopted a non-binding goal for all international air traffic to meet a one and a half percent fuel efficiency improvement annually and established Carbon Offset and Reduction Scheme for International Aviation ("CORSIA") for international air traffic as one mechanism to support carbon neutral growth starting in 2020. CORSIA is set to commence with a voluntary period (2021-2026) after which it will become mandatory.<sup>1</sup> At its Conference on Aviation and Alternative Fuels, ICAO determined that SAF will play an integral role in enabling airlines to meet international 2020 carbon neutral growth targets.<sup>2</sup>
- C. The State of California set a goal of reducing all greenhouse gas emissions by 40% from a 1990 baseline by 2030. The California Air Resources Board recognizes these air quality and greenhouse gas emissions benefits and is considering the inclusion of SAF on an opt-in basis to its Low Carbon Fuel Standard ("LCFS"), which has the potential to make SAF more cost-competitive with Jet A Fuel.
- D. SFO's Five-Year Strategic Plan (Fiscal Years 2016-2021) includes climate mitigation efforts in "Goal 2: Achieve Zero by 2021" to achieve carbon neutrality and reduce SFO-controlled greenhouse gas emissions by 50%, both goals based upon a 1990 baseline. On December 19, 2017, the SFO's Airport Commission adopted Resolution No. 17-0315, the Policy on the Advancement of Sustainable Aviation Fuels, calling for SFO to explore, in partnership with the airlines operating at SFO, the mutual adoption of an aspirational target for SAF usage, emissions reductions, or both at SFO by the end of 2018, and to facilitate and support a partnership with the airlines, SAF fuel providers, local, state, and

<sup>1</sup> Source: "Fact Sheet: CORSIA and Climate Change"

[http://www.iata.org/pressroom/facts\\_figures/fact\\_sheets/Documents/fact-sheet-climate-change.pdf](http://www.iata.org/pressroom/facts_figures/fact_sheets/Documents/fact-sheet-climate-change.pdf), IATA 2017.

<sup>2</sup> Source: "Working Paper: CONFERENCE ON AVIATION AND ALTERNATIVE FUELS"

[https://www.icao.int/Meetings/CAAF2/Documents/CAAF2\\_WP\\_14\\_1\\_en\\_European%20views%20and%20support%20for%20the%20Development%20and%20use%20of%20SAF.FINAL.pdf](https://www.icao.int/Meetings/CAAF2/Documents/CAAF2_WP_14_1_en_European%20views%20and%20support%20for%20the%20Development%20and%20use%20of%20SAF.FINAL.pdf), ICAO 2017.

# Alignment With Sustainability Management Plan (SMP) & City Goals



- Signing onto the SAF Agreement aligns with the goal to promote sustainable aviation fuels outlined in the Airport's Sustainability Management Plan
- Also aligns with the City of San Jose's Climate Smart San Jose Plan to reduce GHG emissions

## MAJOR PROJECTS

-  **1. Explore alternative energy supply including fuel cells and battery storage**  
Research costs and benefits of onsite renewable energy supply including fuel cells and battery storage to meet SJC's energy and emissions and resilience objectives.
-  **2. Achieve carbon neutrality for existing buildings**  
Develop incremental plan to improve efficiency of existing buildings and supply or offset all energy needs with renewable energy.
-  **3. Phase out the use of natural gas by Central Plant**  
Explore conversion of Central Plant to use electricity over natural gas.
-  **4. Install common use charging infrastructure**  
Install airside charging infrastructure that is accessible to both airlines and airside operations.
-  **5. Transition to 100% low-emission Airport-owned fleet and GSE**  
Target 100% low-emission fleet for both Airport-owned vehicles and GSE, using best available technology for specialized equipment when feasible.
-  **6. Consider direct VTA bus connection to/from Airport as part of San José BART opening**  
Work with BART and VTA to develop timed bus connection from San José BART station upon its opening to enable seamless, high-quality transit options.
-  **7. Promote sustainable aviation fuels**  
Explore opportunities to promote the use of sustainable aviation fuels, and best practices for working with airlines on this transition.
-  **8. Participate in ACI/ICAO working groups on high priority airport partner initiatives related to transport**  
Provide staff and policy support to ACI and ICAO working groups focused on key industry initiatives, including sustainable aviation fuels development, funding and financial resources for industry climate action, and related topics.

# Questions?



Patrick Hansen  
Environmental Program Manager  
Mineta San José International Airport

408-392-3626 / [phansen@sjc.org](mailto:phansen@sjc.org)

# VIII. New Business



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# Legislative Update



**TO:** AIRPORT COMMISSION

**FROM:** Matthew Kazmierczak  
Manager of Strategy and Policy

**SUBJECT:** Legislative Update

**DATE:** July 21, 2021

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## **FEDERAL**

### **American Rescue Plan Act of 2021**

President Biden signed the American Rescue Plan Act of 2021, H.R. 1319, on March 11, 2021. The bill provided \$8 billion to airports around the country. In late June, the FAA released the grants amounts available for each airport. The Norman Y. Mineta San José International Airport is eligible for \$48.9 million as part of its primary airport allocation and another \$6.6 million to assist with concession relief.

### **House Appropriations for Transportation**

On July 16, 2021, the House Appropriations Committee today approved a Fiscal Year 2022 spending bill for the Departments of Transportation that proposes \$3.35 billion for AIP, an additional \$400 million for supplemental discretionary grants, and a \$5.2 million increase for the FAA Contract Tower Program.

The Airport Improvement Program details include:

# Agenda



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. Old Business
8. New Business
- 9. Meeting Schedule and Agenda Items**
10. Adjournment

# Meeting Schedule and Agenda Items



- Next meeting:
  - November 8, 2021
- Select Topics from the Workplan
  - Capital Projects Update
  - Legislative Update
  - Quarterly Noise Report Noise

# Agenda



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