

SILICON VALLEY'S AIRPORT



Airport Commission Meeting

November 8, 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. Business
8. Meeting Schedule and Agenda Items
9. Adjournment

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III. Consent Calendar



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

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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



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



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- **Commissioner Reports**

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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 Q3 2021

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

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

Definitions

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



City	Complaints Q3 2021	Year over Year		Quarter Over Quarter	
		Complaints Q3 2020	Difference	Complaints Q2 2021	Difference
San Jose	174	171	2%	231	-33%
Palo Alto	26	35	-26%	0	100%
Milpitas	7	0	N/A	4	43%
Morgan Hill	1	0	N/A	1	N/A
Cupertino	0	0	-100%	0	-100%
Mountain View	17	8	113%	9	47%
Sunnyvale	2,450	2,452	0%	1,912	22%
Los Gatos	307	811	-62%	489	-59%
Los Altos	71	0	N/A	32	55%
Santa Clara	153	3	5000%	11	93%
Campbell	1	0	N/A	1	N/A
Saratoga	0	0	N/A	0	N/A
Other	34	59		101	
Total Complaints	3,241	3,539	-8%	2,791	16%

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

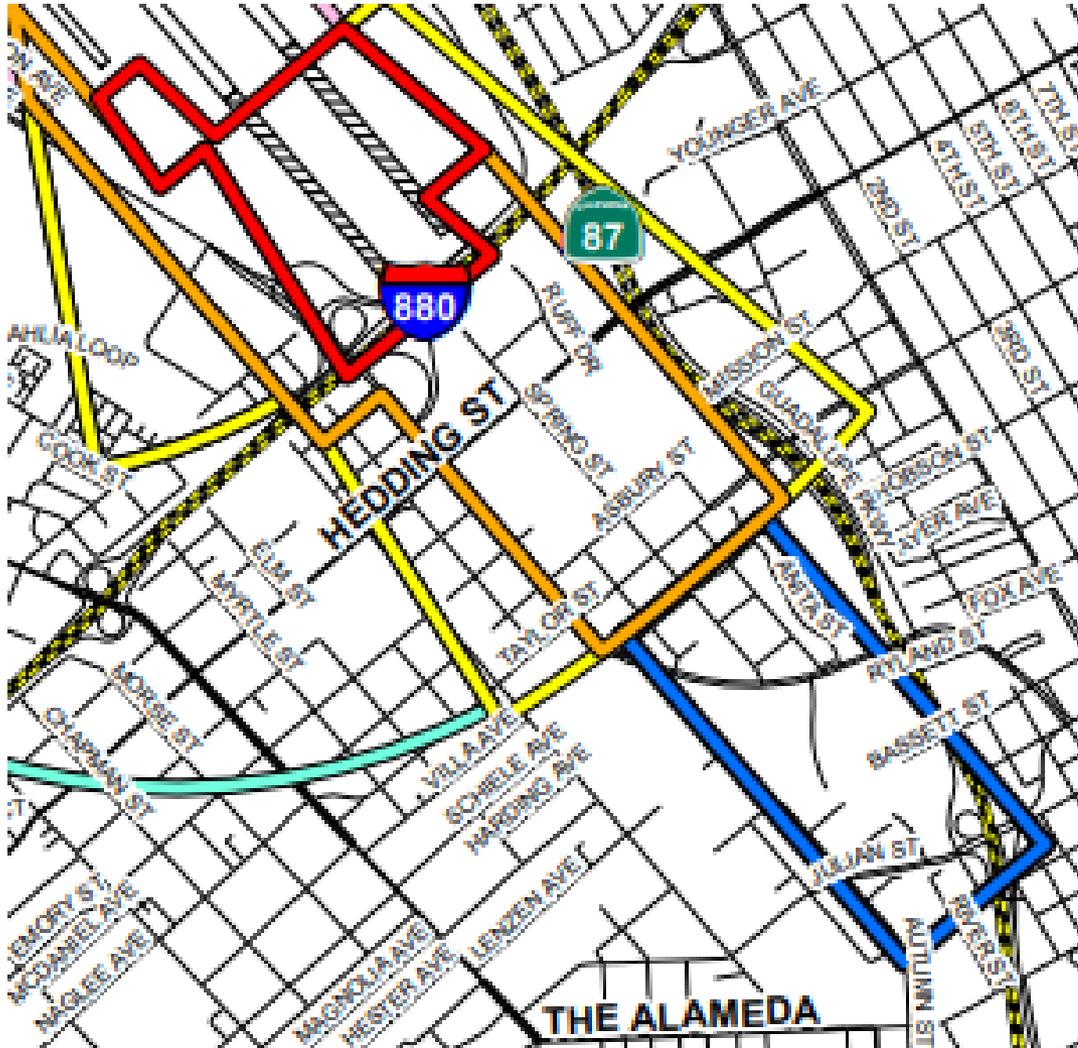
D. Legislative Update

Background



- 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.”

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

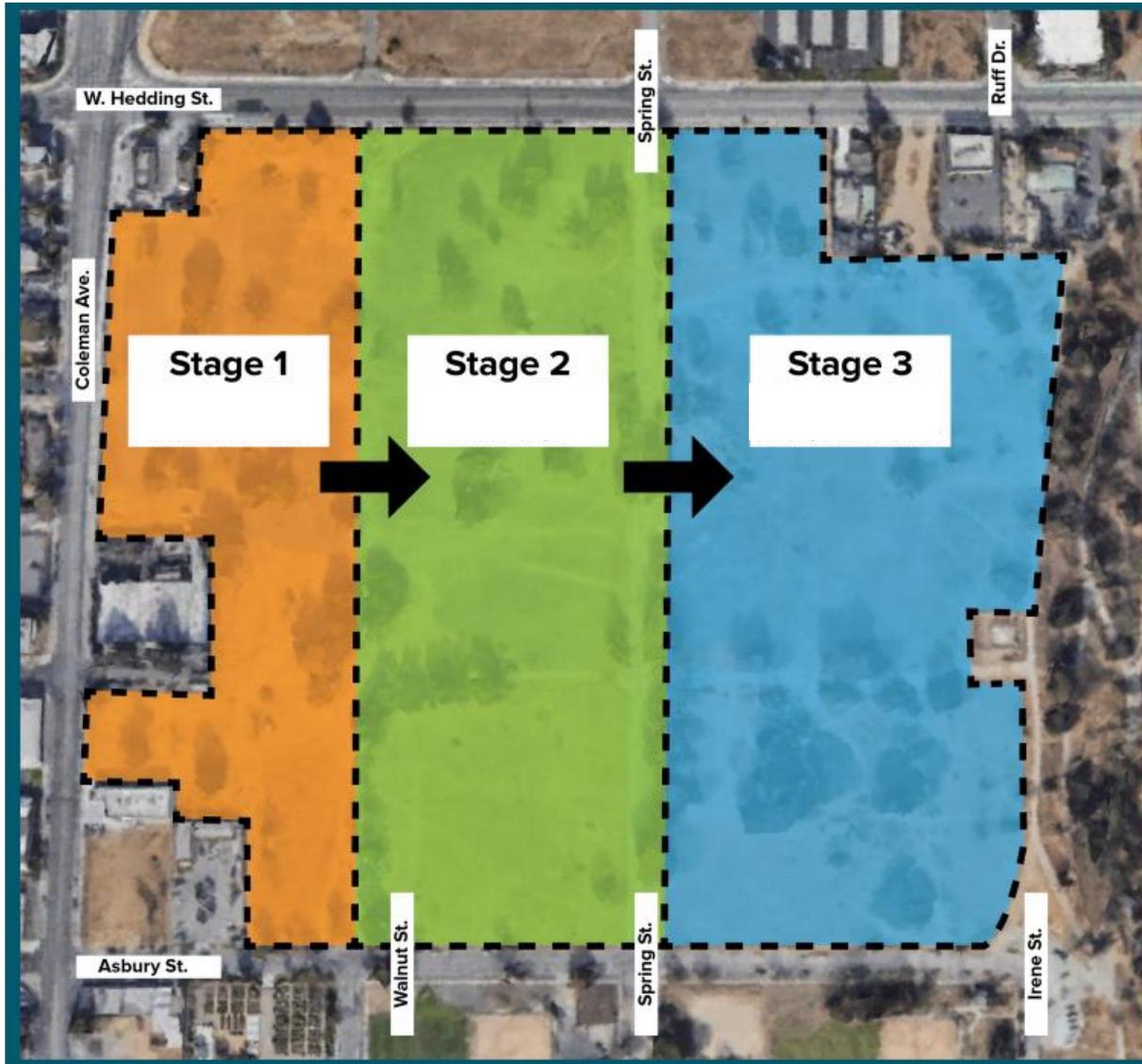


We are relentlessly focused on helping people find and keep permanent housing.

Contact Information:

- <https://www.homefirstscc.org/about>
- outreach@homefirstscc.org
- 408-510-7600

Homeless Encampment Abatement

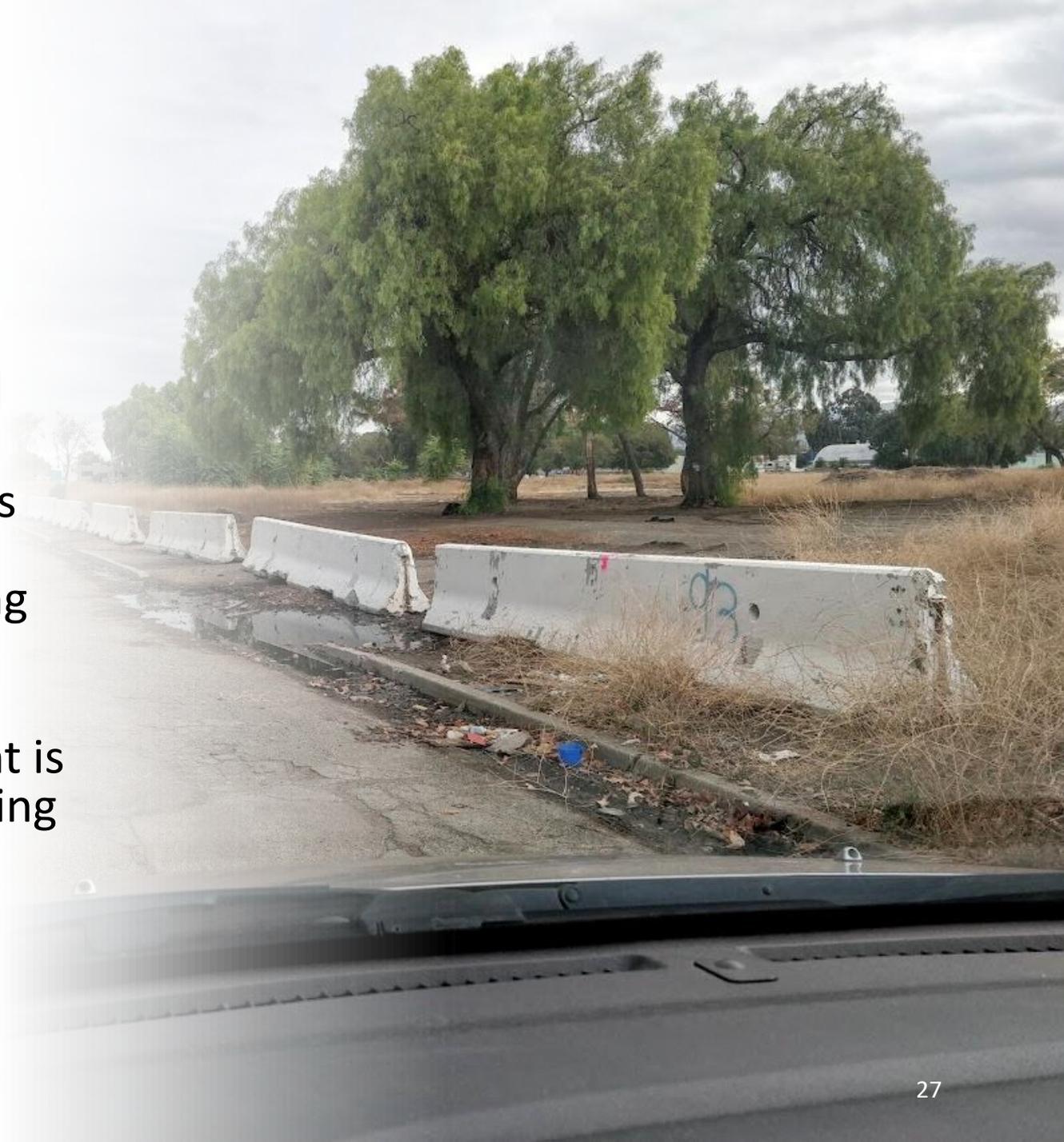


3 Stages

- 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



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

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.

Council Action



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

VIII. New Business



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- C. Capital Projects Update
- D. Legislative Update

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Clear Channel Electronic Signs November 2021

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

Norman Y. Mineta San Jose International Airport

Control Tower

Council Policy 6-4



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

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Capital Projects Update

Drew Niemeyer, Deputy Director of Planning and Development

Capital Improvement Plans



Larger Projects in the Pipeline & Status

Project	Planning	Design	Procurement	Construction	Completed
Economy Lot Parking Garage					✈
ARFF * & Landside Bldg.				✈	
SW Quadrant Apron & GA Run-Up Area *			✈	✈	
Runway Incursion Mitigation (RIM) *	✈	✈			
Terminal B Aprons Ph. 4-6 *	✈				
ADA Ph. 1 Roadways & Parking			✈		
New Facilities Bldg.	✈				

*FAA Grant Funded

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



FLIGHT PATH - C1 - LANDSIDE ENTRY A

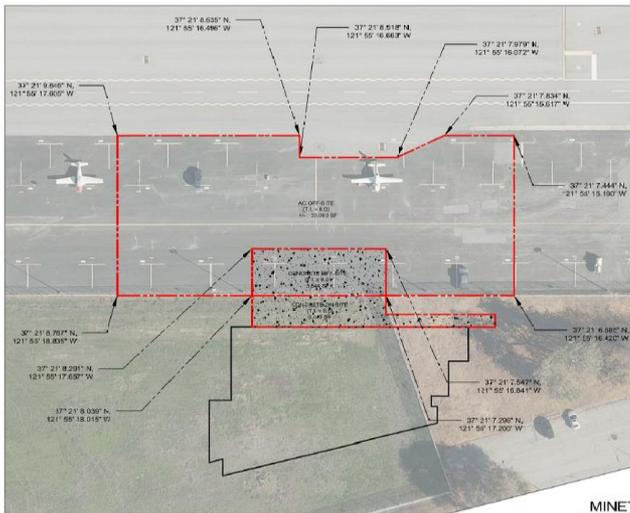
SW Quadrant & GA Aprons



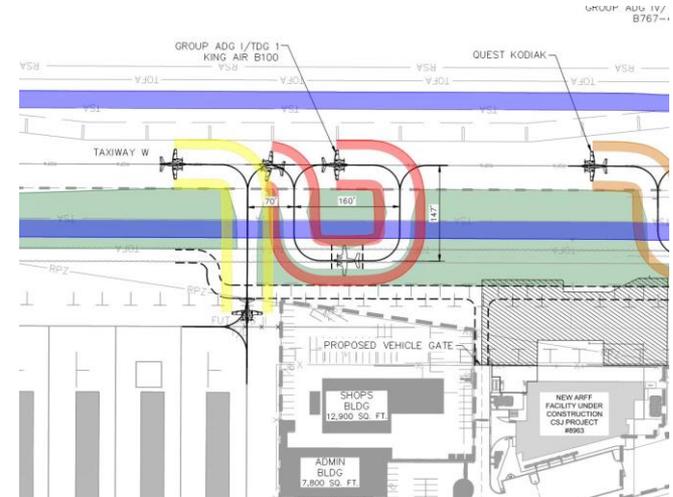
- SW Quadrant Apron Size: +/- 42,000 SF
- Grant: Awaiting Grant
- Construction Start Date: 09/27/2021
- Substantial Completion: 12/4/2021
- GA Run-Up Area Size: +/- 34,000. SF
- Grant: Awaiting Grant
- Construction Start Date: Oct. 2022 *
- Substantial Completion: Feb. 2023 *

*Pending receipt of FAA Grant

*Pending receipt of FAA Grant



SW Quadrant Apron

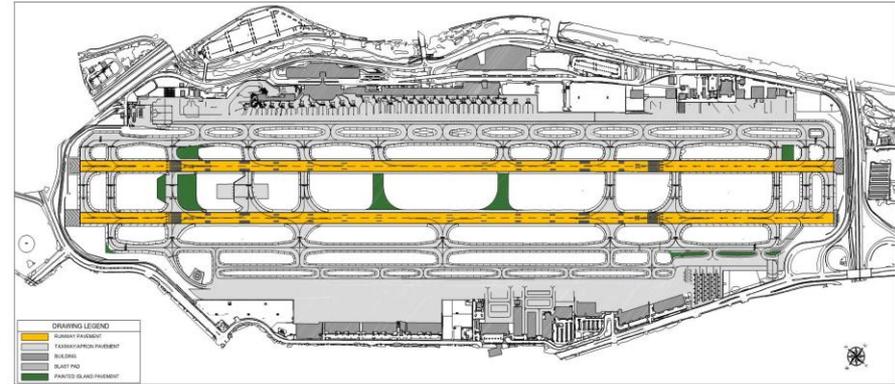


GA Run-Up Area

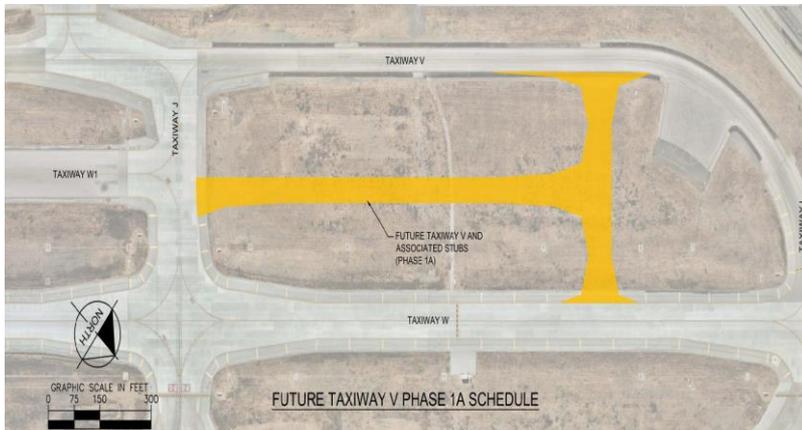
Runway Incursion Mitigation (RIM) – Taxiway (TWY) ‘V’



- 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 *



RIM Overall



TWY ‘V’ Ph. 1

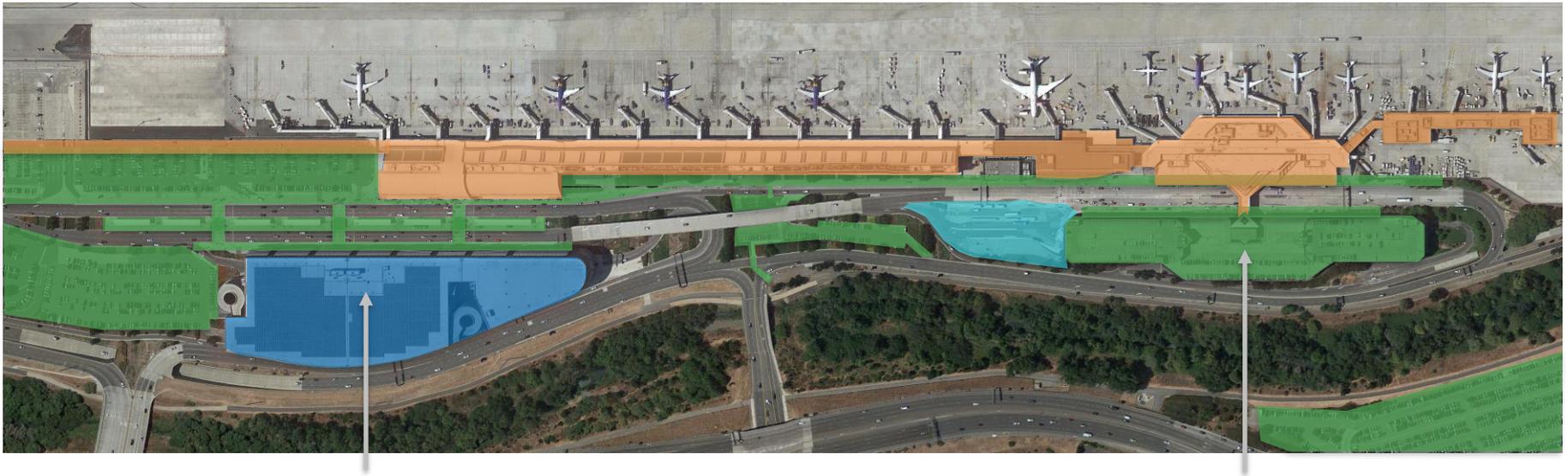


TWY ‘V’ Overall

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

ADA - Forecasted Project Schedule



Design & Construction Schedule

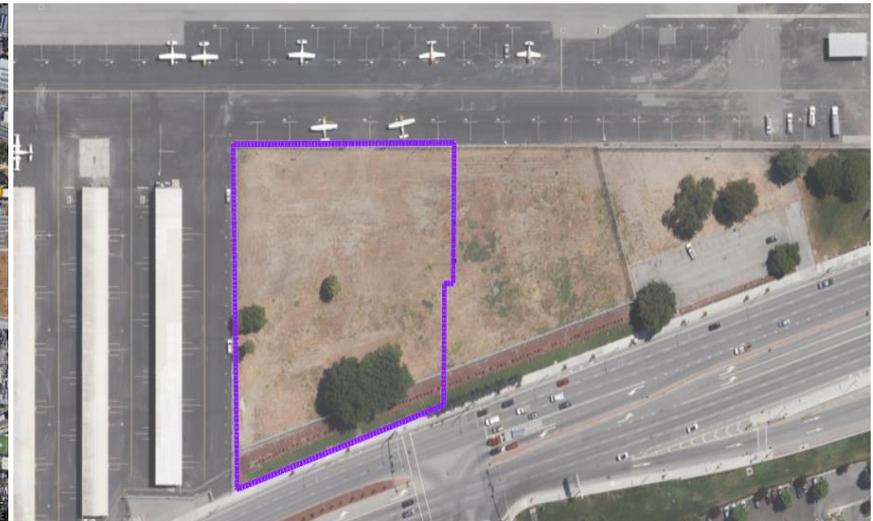
Phase	Design Start	Design Finish	Construction Start	Construction Finish
Phase 1 – Parking and Roadways Package	6/28/2019	12/31/2020	4/1/2022 *	4/1/2023 *
Phase 2 – Terminal A Ground Transportation Island Package	7/1/2021	6/22/2022	11/3/2022	11/3/2023
Phase 3a – Terminal Package 100% Drawings	7/1/2022	11/16/2022	4/20/2023	10/9/2024
Phase 3b – ConRAC Package 100% Drawings	7/1/2022	11/16/2022	4/20/2023	1/18/2024

*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



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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.

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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

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