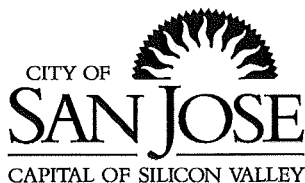


SENT TO COUNCIL:

Distributed on:
MAR 14 2012
City Manager's Office



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: William F. Sherry, A.A.E.

SUBJECT: ANNUAL STATUS REPORT ON
THE AIRPORT MASTER PLAN

DATE: March 12, 2012

Approved 

Date 3/13/12

INFORMATION

This Annual Status Report on the Airport Master Plan for the year 2011 is being provided to Council pursuant to City Municipal Code Section 25.04.1210.

BACKGROUND

In 1998, the City Council adopted Ordinance No. 25528 and Resolution No. 67947 which created an Implementation Program for the Airport Master Plan adopted in 1997. The purpose of the Implementation Program was to set forth conditions and requirements for undertaking Airport development to give additional assurance to the community that Master Plan implementation would proceed in an orderly manner.

Section 25.04.1210 of the Airport Master Plan Implementation Program Ordinance states: "*An annual evaluation of the 1997 Airport Master Plan shall be presented for City Council review. Such evaluation shall include the status of the capital improvement program, the status of passenger, air cargo, and general aviation demand at the Airport, and the implementation of required mitigation measures, and an assessment of the status of this Implementation Program.*" The following information is presented to fulfill this Municipal Code requirement for calendar year 2011.

Status of Master Plan Capital Improvement Program

The Airport Master Plan, as amended to date, identifies approximately 70 facility improvement projects to be implemented in a phased program to adequately serve aviation demand projected out to the year 2027. Most of the major projects have been completed, including runway and taxiway reconstructions or extensions, the new Terminal B/Phase 1, the Consolidated Rental Car Garage, and other terminal area improvements.

Airport Master Plan capital projects completed, underway, or initiated during 2011 are highlighted as follows:

- Terminal Area Improvement Program (TAIP). With the major elements of the TAIP completed and opened during 2010, the remaining parking facility improvements were completed during early 2011. These included the conversion of the former interim rental car parking lot back to a long-term public parking lot (“Economy Lot 1”), a new interim short-term public parking lot immediately south of Terminal B (“Hourly Lot 5”), two new mid-term public parking lots south of Terminal B (“Daily Lot 4” and “Daily Lot 6”), and associated roadway signage. With completion of these facilities, all public and terminal tenant employee parking is now located on the east side of the Airport within or adjacent to the terminal complex. In turn, the interim west side long term public parking and employee parking lots (constructed and opened in 1999 as one of the first of the Airport Master Plan projects) were closed.
- Airfield Improvements. With FAA grant assistance, the phased construction of the Taxiway W extension project to provide a full-length parallel taxiway on the west side of the airfield, along with associated cross taxiway improvements, continued. Phase 2 of the project, consisting of the reconstruction of the existing south end segment of Taxiway W, and improvements to existing cross Taxiway C, was completed in spring 2011. In late summer, construction of Phase 3 of the project, consisting of a new northern section of Taxiway W, and improvements to existing cross Taxiway J, was initiated. Design work on the remaining components of the project (Phases 4 and 5) also continued. West side Runway 11-29, which has remained closed for safety purposes since construction of the Taxiway W project began in late 2009, is intended to be used as a temporary taxiway to facilitate aircraft movement during the current and remaining phases of west side taxiway construction.
- Non-Terminal Area Improvement Program (NTAIP). Several projects or efforts affecting landside facilities outside the passenger terminal complex either continued or were initiated during 2011. These activities included: the completed clearance of the former San Jose State University leasehold improvements at the southwest corner of the Airport (for future general aviation use); the continued demolition and remediation of the former City and Chevron fuel storage facilities on the southeast side of the Airport (for future aviation support use); the initiated design of new or upgraded taxi staging, fuel truck parking/maintenance, and shuttle bus storage facilities on the northeast side of the Airport; and the initiated preparation of minimum standards for aeronautical service providers and a Request for Proposal for new general aviation development on the northwest side of the Airport.

Also related to the NTAIP, the Airport initiated studies assessing alternative configurations of airfield and landside facilities on the west side of the Airport, particularly regarding the utilization of, and constraints imposed by, existing west side Runway 11-29 and parallel Taxiway V. The results of these studies, including FAA and other stakeholder review, may lead to formulation of a recommended amendment to the Airport Master Plan to modify the configuration of west side airfield and landside facilities.

Status of Airport Activity Levels

The following table presents annual activity levels over the last three years along with the projections contained in the current Airport Master Plan.

Airport Activity Levels and Master Plan Forecasts

	2009	2010	2011	Projected 2027
Air Passengers	8,321,750	8,249,136	8,357,384	17,600,000
Cargo Tonnage	59,471	49,363	44,041	189,700
Based General Aviation Aircraft	149	136	129	209
Air Carrier Operations	102,774	90,542	88,686	183,700
<i>Major Airline</i>	80,232	73,586	73,094	151,300
<i>Commuter Airline</i>	22,542	16,956	15,592	32,400
All-Cargo Operations	2,364	1,984	1,932	6,800
General Aviation Operations	40,342	30,691	30,094	73,200
Military Operations	<u>358</u>	<u>273</u>	<u>254</u>	<u>100</u>
Total Operations	145,838	123,490	120,966	263,800

Passenger activity in 2011 (8.4 million) increased 1.3% from 2010, the first annual increase in six years. At the same time, the number of air carrier airline operations (88,700) decreased by 2% from 2010, the fourth consecutive year of decline. The combination of passenger growth and flight reduction during 2011 is an indication that flights in and out of San Jose have high load factors. In fact, the average number of passengers per airline operation during 2011 (94) was the highest in the Airport's history (the previous high of 92 passengers per flight occurred in 2000 when the Airport handled a record 13.1 million passengers and 141,900 airline operations). Region-wide in 2011, together with San Francisco and Oakland International airports, overall Bay Area air passenger traffic increased 4.0% from 2010 (mostly at San Francisco), another indication that passenger volume at San Jose would be higher if airlines provided more service.

Air cargo activity in 2011, both in terms of tonnage carried and aircraft operations by the all-cargo airlines continued its decline since the peak activity years of 2000/2001. General aviation operations declined slightly for the sixth consecutive year. Overall, total aircraft operations (approx. 121,000) in 2011, including passenger airline, cargo airline, general aviation, and military, declined 2% from 2010, and remain less than half the total volume of ten years ago.

The Airport Master Plan's demand projections had been updated in 2010 to reflect the prolonged national and local economic downturn over the last ten years and, in turn, more modest growth rates assumed for the future. Staff will continue to monitor activity levels and work with airlines on providing service that meets the air travel needs of Silicon Valley residents and businesses.

Status of Implementation Program Requirements

Attachment 1 provides a four-page itemized listing and status report on compliance with the adopted 1998 Airport Master Plan Implementation Program.

Status of EIR Mitigation Measures

Attachment 2 provides a three-page itemized listing and status report on implementation of the environmental mitigation measures identified in the 1997 Airport Master Plan Environmental Impact Report (EIR) and the 2003 Supplemental EIR.

Status of ARB Air Quality Certification Conditions

Attachment 3 provides a 3-page itemized listing and status report on compliance with the 1999 California Air Resources Board (ARB) air quality certification conditions required as part of the FAA approval of the 1997 Airport Master Plan development program.

/s/

WILLIAM F. SHERRY, A.A.E.

Director of Aviation

Airport Department

Please contact William F. Sherry, Director of Aviation, at 392-3610, with any questions.

Attachments

Attachment 1

**Airport Master Plan: Implementation Program
Status Report for 2011**

Airport Master Plan: Implementation Program Status Report for 2011

(Page 1 of 4)

Element	Status
1. All Airport capital projects to be consistent with the Master Plan. [SJMC Section 25.04.210]	Ongoing.
2. Facility limitations: 40 air carrier gates; 12,700 public parking spaces; terminal building space and rental car ready/return spaces restricted to #s identified in current Master Plan. [SJMC Section 25.04.300]	Ongoing.
3. No additional gates until at least year 2000, annual passenger volume exceeds 11.2 million, and transportation prerequisites specified in #10 below are met. [SJMC Section 25.04.310]	Completed.
4. Construction of Route 87 must be underway prior to new terminal, parking garage, or west side cargo facility construction. [SJMC Section 25.04.330-A]	Completed.
5. All Stage 3 aircraft to be operating at Airport prior to new terminal, public parking garage, or west side cargo facility construction. [SJMC Section 25.04.330-B]	Completed.
6. Council to review tenant/airline compliance with Noise Control Program prior to proceeding with new landside facilities for those tenants/airlines. [SJMC Section 25.04.330-C]	Ongoing. [not applicable in 2011]
7. Council to review Airport activity levels with forecasts and EIR adequacy prior to proceeding with new terminal, west side cargo, or general aviation facilities. [SJMC Section 25.04.330-D]	Ongoing. [not applicable in 2011]
8. Prior to proceeding with new cargo or general aviation facilities, demonstrate need for such facilities and funding commitment by prospective tenants. [SJMC Section 25.04.330-E]	Ongoing. [not applicable in 2011]
9. Prior to proceeding with new terminal buildings, conduct review of airline leases and financial commitments in accordance with established City policies. [SJMC Section 25.04.350]	Ongoing. [not applicable in 2011]
10. Prior to proceeding with construction of Central Terminal or additional gates, the following transportation projects must be within three years of completion and all funding identified: Route 87 Freeway; additional southbound lane on Coleman Ave. at I-880 interchange; and improvement of capacity at 3 Airport entrances to specified levels of service. Funding source for a rail or fixed guideway connection between the Airport and light rail or Caltrain station also must be identified. Voter approval required to modify these requirements. [SJMC Section 25.04.410]	Completed.

Airport Master Plan: Implementation Program Status Report for 2011

(Page 2 of 4)

Element	Status
11. City Manager and Director to meet at least annually with all tenant airlines to seek compliance with the Noise Control Program, including voluntary minimization of curfew-compliant operations, avoidance of published departure/arrival times within curfew hours, complete and accurate reporting of reasons for curfew period operations, and adherence to FAA-designated approach paths. Airport to prepare an annual report on airline compliance and good faith efforts. [SJMC Section 25.04.510]	Ongoing. [general meeting with airlines on Noise Control Program occurred 1/27/11; airline compliance/good faith effort report for 2011 to be submitted to Council as a separate Information Memorandum]
12. City to continue to require Noise Control Program compliance in airline agreements and seek enforcement provisions in agreements for new facilities. [SJMC Section 25.04.530]	Ongoing.
13. Any proposed modification to the Noise Control Program requires appropriate CEQA, Master Plan, public and FAA review. [SJMC Section 25.04.550]	Ongoing.
14. Airport to continue engine run-up monitoring and reporting. Report to Council if high power run-ups average more than 3 per month during curfew hours over any 12-month period and, if so, initiate a run-up enclosure facility project. [SJMC Section 25.04.570]	Ongoing. [only 4 high power run-ups occurred in 2011 during curfew hours]
15. Airport to institute and maintain procedures for substantiating the reasons for curfew intrusions. [SJMC Section 25.04.590]	Completed/ongoing.
16. City to establish a monitoring committee to review curfew intrusions on a quarterly basis, issue a report to Council, and make referrals to City Attorney if non-compliant operations by a single operator are deemed excessive. [SJMC Section 25.04.610]	Ongoing. [Airport Noise Advisory Committee report for 2011 to be submitted to Council as a separate Information Memorandum]
17. Acoustical treatment of homes in projected 2010 65 CNEL to be completed prior to development of a new terminal, west side cargo, or public parking garage facility. [SJMC Section 25.04.710-A]	Completed.
18. Acoustical treatment of homes in the 1994 65 CNEL to be completed in 2000. [SJMC Section 25.04.710-B]	Completed.
19. Complete acoustical treatment of homes in the projected 60-65 CNEL areas identified in Master Plan EIR as significantly impacted, if determined to be eligible for treatment, by 2005. [SJMC Section 25.04.710-C]	Completed.

Airport Master Plan: Implementation Program Status Report for 2011

(Page 3 of 4)

Element	Status
20. Establish a supplemental noise attenuation program, on a request basis, for homes in projected 60-65 CNEL areas not identified in Master Plan EIR as significantly impacted, and complete program for homes determined to be eligible by 2005, with program available through 2010. [SJMC Section 25.04.730]	Completed.
21. Conduct a supplemental noise attenuation program, on a request basis, for schools in projected 60 CNEL. [SJMC Section 25.04.750]	Completed.
22. Monitor 60 and 65 CNEL after 2000 for comparison with EIR projections and apply noise attenuation programs to the larger of the impact areas. [SJMC Section 25.04.770]	Completed.
23. Director authorized to issue certain contracts and change orders for the noise attenuation program, and to accept or amend aviation easements. [SJMC Sections 25.04.790, 25.04.810, 25.04.830]	Completed/ongoing.
24. If peak hour aircraft operations exceed 130 operations, prepare report to Council for consideration of operational restrictions. [SJMC Section 25.04.900]	Ongoing.
25. 2/3 Council approval required for any airfield expansion allowing for simultaneous instrument operations. [SJMC Section 25.04.910]	Ongoing.
26. Develop an Airport Transit Access Master Plan in cooperation with VTA, including a goal of 15% of Airport trips by transit by 2005 and with a convenient connection to light rail and Caltrain. [SJMC Section 25.04.1100]	Completed. [Automated People Mover (APM) included in 2000 VTA Measure A program]
27. City to participate with other agencies in developing solutions to Airport area intersection and freeway traffic deficiencies. [SJMC Section 25.04.1110-A]	Completed/ongoing.
28. City Manager to report to Council on road improvement plans prior to approval of new terminal or west side cargo facilities. [SJMC Section 25.04.1110-B]	Ongoing.
29. Prepare an annual Master Plan evaluation report for Council. [SJMC Section 25.04.1210]	Ongoing.
30. Establish FAA Tower Order requiring jet departures to begin from end of extended runways except for emergencies. [Resolution 67947, Section 1]	Completed/ongoing.
31. City Manager and Director to discuss with the County and FAA the use of Airport funds to assist in relocation of general aviation aircraft to Reid-Hillview, including construction of hangars and an acoustical treatment program. [Resolution 67947, Section 2]	Not pursued.

Airport Master Plan: Implementation Program Status Report for 2011

(Page 4 of 4)

Element	Status
32. Mayor, City Manager, and Director to begin working with other agencies within 90 days to formulate a County-wide aviation plan including Reid-Hillview and Moffett. [Resolution 67947, Section 3]	Not pursued.
33. City Manager and City Attorney to negotiate a master project labor agreement with the Building & Construction Trades Council for specified Phase 2 projects. [Resolution 67947, Section 4]	Completed.
34. City to encourage federal legislation to phase out noisier Stage 3 aircraft between the years 2000 and 2005, and encourage airlines to use the quietest Stage 3 aircraft at the Airport, particularly in the time period surrounding the curfew hours. [Resolution 67947, Section 5]	Completed/ongoing.
35. Director to pursue a funding eligibility determination from the FAA for acoustical treatment of homes within projected 60-65 CNEL without regard to interior noise level standards. If not eligible, Director to consider and report to City Manager on use of local Airport funds for a loan program for the same purposes. [Resolution 67947, Section 6]	Completed.
36. Airport to complete monthly noise reports within 60 days of reporting month, and to complete quarterly noise reports in a timely manner (objective of 60 days of reporting quarter). [Resolution 67947, Section 7-A]	Ongoing. [monthly noise report replaced by monthly summary website posting per Resolution 75781 (4/19/11)]
37. City Manager or Director to notify and discuss non-compliant curfew operations under the Noise Control Program with aircraft operators after the first occurrence. [Resolution 67947, Section 7-B]	Ongoing. [curfew ordinance]
38. Director and City Attorney to develop guidelines for referral of non-compliant curfew operations under the Noise Control Program for legal action. City Attorney authorized to file actions seeking compliance with the Noise Control Program. [Resolution 67947, Section 7-C/D]	Ongoing. [curfew ordinance]
39. Airport to prepare an analysis of noise monitoring system locations and report to Council within one year with a recommended plan for additional noise monitors. [Resolution 67947, Section 8]	Completed.

Attachment 2

**Airport Master Plan: EIR Mitigation Program
Status Report for 2011**

Airport Master Plan: EIR Mitigation Program Status Report for 2011

(Page 1 of 3)

Mitigation Measure	Status
1. [Traffic] Prohibit left turns from Martin Ave. into interim west side public/employee parking lot.	Completed but dropped at City of Santa Clara request.
2. [Traffic] Restripe westbound Brokaw Rd. at Coleman Ave. to allow one exclusive left turn lane and one shared left/through/right turn lane.	Completed.
3. [Traffic] Add third left turn lane from southbound Central Expressway at De La Cruz Blvd.	Completed.
4. [Traffic] Add second left turn lane from southbound Coleman Ave. at Airport Blvd.	Completed.
5. [Traffic] Add third through lane on westbound Brokaw Rd. at N. First St.	Not applicable through 2011.
6. [Traffic] Add additional northbound and southbound through lanes on Airport Blvd. at Airport Pkwy.	Impact eliminated by completion of one-way Airport Blvd./Terminal Dr. loop in 2003.
7. [Traffic] Add third left turn lane on northbound Airport Blvd. at north Terminal Dr. connection.	Impact eliminated by completion of TAIP Terminal A bypass in 2010.
8. [Traffic] Add third through lane on eastbound Old Bayshore Hwy. at N. First St.	Not applicable through 2011.
9. [Traffic] Restripe southbound N. First St. at Skyport Dr. to allow two through lanes and one exclusive right turn lane.	Not applicable through 2011.
10. [Traffic/Air Quality] Develop and implement a Transportation System Management (TSM) Program as described in EIR.	Completed/ongoing.
11. [Air Quality] Develop/implement a pollutant emissions abatement program during construction.	Ongoing.
12. [Air Quality] Comply, and ensure tenant compliance, with all BAAQMD requirements for stationary emissions facilities.	Ongoing.
13. [Air Quality] Inform van/shuttle, rental car, and air cargo truck fleet operators that regularly serve SJC of City policy encouraging conversion of on-road vehicles to alternative fuels.	Completed/ongoing.
14. [Air Quality] Inform airlines that City supports single or reduced engine taxiing to the extent that it would provide air quality benefits and is determined by the FAA and the airlines to be a safe and efficient procedure.	Completed.

Airport Master Plan: EIR Mitigation Program Status Report for 2011

(Page 2 of 3)

Mitigation Measure	Status
15. [Noise] Continue implementation of existing Noise Control Program, Acoustical Treatment Program, aviation easement requirements, and noise monitoring system improvements as described in EIR.	Completed/ongoing.
16. [Noise] Subject to FAA concurrence, impose the existing restrictions on Rwy. 12R-30L jet takeoffs to Rwy. 12L-30R.	Completed/ongoing.
17. [Noise] If high power engine run-ups during curfew hours average more than 4 per month over a 12-month period, City to re-consider a noise attenuation facility.	Ongoing. [only 4 high power run-ups occurred in 2011 during curfew hours]
18. [Noise] Conduct engine run-up noise measurements upon completion of blast fences at ends of Rwy. 12L-30R to determine best location for minimizing run-up noise.	Completed.
19. [Noise] Request County ALUC to update its land use plan consistent with Master Plan and current FAA land use compatibility guidelines.	Completed.
20. [Noise] Offer acoustical testing/treatment to Bachrodt Elementary School to meet interior noise level standard of 45 dB Leq.	Completed.
21. [Noise] Monitor noise levels in Rosemary Gardens area after construction of the Route 87 soundwall to determine eligibility for adding homes to the ACT Program.	Completed.
22. [Noise] Offer acoustical testing/treatment to Agnews State Hospital (Santa Clara campus) to meet interior noise level standard of 45 dB CNEL.	Impact eliminated by conversion of property to compatible land use in 1998.
23. [Cultural Resources] Continue existing archaeological monitoring program as described in EIR for all construction projects within designated sensitive areas.	Ongoing.
24. [Hydrology/Water Quality] Increase storm runoff ponding or pumping capacity at north end of Airport.	Completed.
25. [Hydrology/Water Quality] Construct a retention wall around north end of Airport to prevent runoff onto Hwy. 101.	Completed.
26. [Hydrology/Water Quality] Continue implementation of Storm Water Pollution Prevention Program and update as needed.	Ongoing.

Airport Master Plan: EIR Mitigation Program Status Report for 2011

(Page 3 of 3)

Mitigation Measure	Status
27. [Hydrology/Water Quality, Geology/Seismicity, and Hazmat] Design new jet fuel storage tanks to meet current requirements, and amend storm water and applicable emergency plans for fuel storage facility.	Completed.
28. [Geology/Seismicity] Design and construction of all facilities to comply with applicable City building codes and other safety standards.	Ongoing.
29. [Biological Resources] Implement Burrowing Owl Management Plan as described in EIR.	Ongoing.
30. [Biological Resources] Prior to construction of rental car facility bridge, conduct surveys of special status species along the Guadalupe River and consult with permitting agencies on any mitigation.	Not applicable through 2011.
31. [Biological Resources and Aesthetics] Design new jet fuel storage facility to comply with 100-foot setback from bank of Guadalupe River and screen tanks from Hwy. 101 and adjacent land uses.	Completed.
32. [Hazmat] Investigate potentially contaminated sites prior to project construction and, if applicable, implement safety precautions for site workers.	Ongoing.

Attachment 3

**Airport Master Plan: ARB Certification
Status Report for 2011**

Airport Master Plan: ARB Certification Status Report for 2011

(Page 1 of 3)

Condition	Status
1. Provide free public transit passes to Airport tenant and Airport Department employees.	Ongoing. [VTA EcoPass program]
2. Provide free transportation connecting Airport terminals/parking lots and Caltrain/VTA train stations.	Ongoing. [VTA Airport Flyer bus route]
3. Provide public transit information in terminals and on the Airport website.	Ongoing.
4. Require all taxis to have permits which require them to park in queues near the terminals and advance on an as-needed basis when dispatched to do so.	Ongoing.
5. Operate the Automated Vehicle Identification System charging shuttle van operators a fee for each trip.	Ongoing.
6. To the extent feasible and consistent with City policies and labor agreements, provide flexible work hours for Airport employees to reduce emissions from employee commuting, and assist Airport tenants in encouraging flexible and non-peak work trips.	Ongoing.
7. To the extent feasible and consistent with City policies and labor agreements, provide Airport employees access to a carpool/vanpool matching system, and provide assistance and support to Airport tenants in carpool/vanpool matching for employees.	Ongoing.
8. Install an electric vehicle charging station in the Terminal A parking garage in 1999.	Completed.
9. Advise airline tenants in writing by June 2000 to implement reduced and/or single-engine taxiing to the extent that it would provide air quality benefits and is determined by the FAA and the airlines to be a safe and efficient procedure.	Completed.
10. Replace in 2000 the existing 17 diesel buses used to shuttle passengers between terminals and parking lots by leasing buses with engines meeting applicable ARB 2004 emission standards. The lease for the replacement buses shall not exceed 7 years. If an Automated People Mover is not fully operational in 2007, Airport shall use shuttle buses certified to meet ARB's cleanest low-emission vehicle standards in effect in 2007 until the APM becomes operational.	Completed.
11. Establish an Airport policy by 2000, consistent with City procurement policies/procedures, to purchase lowest emitting vehicles feasible for the intended use.	Completed/ongoing. [34 CNG buses and 25 alternate-fuel service vehicles acquired since 2000]

Airport Master Plan: ARB Certification Status Report for 2011

(Page 2 of 3)

Condition	Status
12. Study the feasibility of encouraging taxi permit holders and shuttle van operators to reduce emissions, and submit the results of the study to the City Manager, City Council, and ARB by 2002. The study should consider: (a) requiring a certain percentage of the taxi and shuttle fleet to meet ARB's cleanest low-emission vehicle standards, (b) prohibiting taxis and vans of older than a certain age and do not meet the cleanest low-emission standards, and (c) instituting a differential fee structure under which lower-emitting taxis and vans pay lower access fees.	Completed. [taxi and door-to-door shuttle van companies required to provide a minimum of 25% of trips by lowest-emission vehicles (SULEV or CNG), with access incentives also included in taxi permits]
13. By 2002, as a pilot program, purchase two new alternate-fuel buses that are lower-emitting than required by ARB's 2004 emission standards for heavy-duty buses.	Completed.
14. By 2002, install battery recharge stations at Gates 1-5 in Terminal A, and encourage and promote the use of electric ground support equipment to the maximum extent feasible in discussions and negotiations with airlines.	Completed/ongoing.
15. In conjunction with the installation of battery recharge stations at Gates 6-15 in Terminal A, encourage and promote the use of electric ground support equipment to the maximum extent feasible in discussions and negotiations with airlines.	Completed/ongoing.
16. In conjunction with the installation of 400 Hertz power at all 15 gates in Terminal A, encourage and promote the use of gate-based power to the maximum extent feasible in discussions and negotiations with airlines, and investigate the feasibility of installing preconditioned air in Terminal A.	Completed/ongoing. [all new jet bridges installed as part of TAIP have preconditioned air]
17. Install 400 Hertz power, preconditioned air, and battery recharge stations at all gates in Terminal B when constructed, and in Terminal C when reconstructed, and encourage and promote the use of 400 Hertz power, preconditioned air, and electric ground support equipment to the maximum extent feasible in discussions and negotiations with airlines.	Completed/ongoing.
18. If the Airport constructs an alternative fueling facility for departmental vehicles, make that facility accessible to the public.	Completed/ongoing.

Airport Master Plan: ARB Certification Status Report for 2011

(Page 3 of 3)

Condition	Status
19. By 2005, consolidate the rental car operations by constructing a centralized on-airport facility and creating a shuttle system to reduce the number of trips made by rental car vehicles.	Completed.
20. By 2005, use alternate-fuel buses that are lower-emitting than required by ARB's 2004 emission standards for heavy-duty buses in the shuttle system for the new rental car facility.	Completed.
21. Install compressed natural gas and battery recharge stations when new airline maintenance and equipment facilities are constructed to support use of alternative fuel equipment.	Completed/ongoing.
22. By 2010, construct and operate an on-airport, electric-powered Automated People Mover to replace the existing shuttle bus systems between each terminal and between the terminals and the new rental car facilities.	Completed TAIP eliminated need for on-Airport APM. CNG shuttle buses connect Terminal A and Rental Car center.
23. Upon request from the BAAQMD, provide data on activity levels needed to calculate air pollutant emissions from aircraft operations, ground support equipment, and ground transportation vehicles.	Ongoing.
24. Submit an annual report to the City Council, ARB, and BAAQMD on the Master Plan, including mitigation measures and certification conditions.	Ongoing.