

NORMAN Y. MINETA

SAN JOSÉ INTERNATIONAL AIRPORT

MASTER PLAN UPDATE PROJECT

SAN JOSÉ, CA

SEVENTH

ADDENDUM TO THE

ENVIRONMENTAL IMPACT REPORT

City of San José Public Project File No. PP06-162

CITY OF SAN JOSÉ

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SECTION 1. INTRODUCTION

This document is an Addendum to an Environmental Impact Report (EIR) on the Master Plan Update (the "Airport Master Plan") for the Norman Y. Mineta San José International Airport (SJC), which EIR was certified in June 1997, and updated with a Supplemental EIR that was certified in January 2003.

The purpose of this Addendum is to disclose the environmental impacts related to the issue of potential terrorist attacks. This issue was not addressed in the 1997 EIR or 2003 Supplemental EIR.

Under Section 15164 of the California Environmental Quality Act (CEQA) Guidelines, an Addendum to a previously-certified EIR may be prepared by the Lead Agency when subsequent analysis concludes that there will not be a new significant effect or a significant effect being substantially more severe than shown in the previous EIR. [Note: If an analysis were to show a new significant effect or that a significant effect would be substantially more severe than shown in the previous EIR, then a Subsequent or Supplemental EIR would be required (i.e., an Addendum would not comply with CEQA).]

SECTION 2. OVERVIEW OF THE SAN JOSÉ INTERNATIONAL AIRPORT MASTER PLAN

2.1 DEVELOPMENT AND APPROVAL OF THE MASTER PLAN

SJC is one of the three primary airports that serve the San Francisco Bay Area. The Airport, which is owned and operated by the City of San José, is located on a site of approximately 1,050 acres in Santa Clara County at the southerly end of San Francisco Bay. The Airport is generally bounded by U.S. 101 on the north, the Guadalupe River and State Route 87 on the east, Interstate 880 on the south, and Coleman Avenue and De la Cruz Boulevard on the west.

In 1988, the City initiated a planning process to update its 1980 Airport Master Plan for SJC. The City's aviation consultants prepared demand forecasts for SJC and evaluated a series of alternative development scenarios which would adequately accommodate some or all of the projected growth in passenger and air cargo traffic at the Airport through a year 2010 planning horizon. Between 1988 and 1995, numerous meetings, workshops, and hearings occurred for the purpose of determining the range and scope of alternatives to be formally evaluated in an EIR. The City began the formal preparation of the Draft EIR for the Master Plan Update in 1995. The Draft EIR, which evaluated four alternatives (including the CEQA-mandated No Project Alternative), was published and circulated in October of 1996. The Final EIR was certified in June of 1997. The SJC Master Plan Update was approved by the San José City Council on June 10, 1997. A Supplemental EIR, which updated the noise analysis and addressed the effects of an Automated People Mover (APM), was certified in 2003.

The approved Airport Master Plan consists of a comprehensive and integrated package of improvements to airside and landside facilities at SJC, such improved facilities having the design capacity to fully accommodate the 2010 forecast demand for air passenger and air cargo service in a comfortable and efficient manner. Table 1 summarizes the primary improvements contained in the approved Airport Master Plan.

2.2 IMPLEMENTATION OF THE AIRPORT MASTER PLAN: 1997 - 2006

Subsequent to the approval of the Master Plan Update in 1997, construction of various capital improvement projects has been completed or is currently underway. Most of the airfield improvement projects have been completed, including the reconstruction/lengthening of Runway 12L/30R to 11,000 feet and the reconstruction/lengthening of Runway 12R/30L to 11,000 feet. Construction of various improvements to the on-Airport roadway system has also been completed, as has a new Federal Inspection Services (FIS) building for international flights. Current construction activities include the new North Concourse building.

Various amendments to the Airport Master Plan have also been approved by the San José City Council since 1997. Table 2 lists and describes those amendments that have been approved to date.

T A B L E 1

SUMMARY OF KEY PROJECTS IN THE APPROVED SJC MASTER PLAN ^a

Project Type	Description of Project
Airfield Improvements	- Reconstruct/lengthen Runway 12L/30R to 11,000 feet - Reconstruct/lengthen Runway 12R/30L to 11,000 feet
Passenger Terminals	- Modify existing terminals to create centralized passenger terminal with 49 air carrier gates and 1,700,000 square feet ^b
Public Parking Facilities	- Construct parking garages with 16,200 spaces ^c
Rental Car Facilities	- Construct consolidated parking garage with 6,000 spaces, including 2,000 ready/return spaces
Air Cargo Facilities	- Construct new all-cargo facilities totaling 1,897,900 square feet - Construct new belly freight facilities totaling 460,500 square feet
Aviation Support Facilities	- Construct new fuel storage facility with capacity of 4,000,000 gallons
General Aviation Facilities	- Limit general aviation facilities to the southwest side of the Airport and reduce aircraft storage capacity to 360 based aircraft
Transportation and Access	- Construct on-Airport APM - Upgrade/widen Terminal Drive - Construct grade separations on Airport Boulevard at Skyport Drive and Airport Boulevard - Construct APM between Airport and Metro/Airport LRT Station

^a Section 2.3.1 (beginning on page 2-5) of the Final EIR contains a listing and description of all SJC Master Plan projects.

^b Number of air carrier gates limited to 40 by Section 25.04.300(B)(1) of the San José Municipal Code.

^c Number of public parking spaces limited to 12,700 by Section 25.04.300(B)(3) of the San José Municipal Code.

Source: SJC Master Plan, as amended through 6/13/06.

TABLE 2**APPROVED AMENDMENTS TO THE 1997 SJC MASTER PLAN ^a**

Number	Description of Amendment	Type	Approval Date	CEQA Clearance
1	Interim off-Airport Office Space and Reuse of Vacated On-Airport Space for Air Carrier-related Uses	Minor	June 1998	Airport Master Plan EIR Reuse
2	Expanded Fixed Base Operator (FBO) Leasehold for ACM Aviation	Minor	June 1999	Airport Master Plan EIR Reuse
3	Interim Relocation of Federal Inspection Services (FIS) Facility	Minor	June 1999	Airport Master Plan EIR Reuse
4	Interim Rental Car Ready/Return Facility Consolidation	Minor	April 2000	Airport Master Plan EIR Reuse
5	Terminal Area Development Program Modifications (including terminal, parking garage, and roadway project revisions, as well as associated interim facility changes)	Minor	November 2001	Airport Master Plan EIR Addendum #1
6	94th Aero Squadron Early Lease Termination/Removal and Interim Reuse for Runway Project Cement Plant	Minor	December 2001	Airport Master Plan EIR Reuse
7	Relocation of Remote Transmitter/Receiver Facility to North Side of Control Tower & Reuse of Site for General Aviation	Minor	February 2002	Airport Master Plan EIR Reuse
8	Automated People Mover (APM) between Airport and Metro/Airport LRT Station	Minor	March 2003	Airport Master Plan Supplemental EIR
9	Additional General Aviation Facilities on west side of Airport & Designate Employee Parking as ultimate use in Terminal A Parking Garage	Major	April 2003	Airport Master Plan EIR Addendum #2
10	Off-Airport Construction Staging & Change in Designated Location of Future Airline Maintenance/Equipment Storage Facilities	Minor	June 2003	Airport Master Plan EIR Reuse
11	Lease of 52-acre off-Airport Site for the Temporary Relocation of Rental Cars & Employee Parking	Minor	November 2004	Airport Master Plan EIR Addendum #4
12	Square Footage of Centralized Passenger Terminal increased to 1,700,000 square feet	Minor	March 2005	Airport Master Plan EIR Addendum #4
13	Shifted the Master Plan Horizon Year from 2010 to 2017; Modified designs of Terminal Area Facilities; Modified range of interim uses on former-FMC Site	Major	June 2006	Airport Master Plan EIR Addendum #6

^a Per Section 25.02.300 of the San José Municipal Code, amendments to the Master Plan Update are classified as "minor" or "major". The criteria for defining minor and major amendments are set forth in that same section of the Municipal Code.

Note: EIR Addendum #3 addressed a modification to the Airport Noise Control Program that was approved on October 21, 2003. EIR Addendum #5 addressed the Airport's Gate Management Plan that was approved on November 15, 2005. No Master Plan Amendment was involved with either of these actions.

SECTION 3. SCOPE OF THIS ADDENDUM

The City is preparing this EIR Addendum to address the subject of potential terrorist attacks. This issue was not analyzed in the 1997 EIR or 2003 Supplemental EIR. However, given the events of September 11, 2001, as well as other acts of terrorism worldwide, there is increased awareness of the potential for terrorist acts at places of public assembly such as airports. From an environmental impact perspective, the potential effects of acts of terrorism can be substantial, including injury or death to humans, significant property loss, air pollution, water pollution, contamination/fallout from the release of hazardous substances, etc.

SECTION 4. ENVIRONMENTAL ANALYSIS ASSOCIATED WITH TERRORISM THREAT

Introductory Notes:

- *Consistent with the analysis of all environmental impacts under CEQA, the discussion below has three main components:*
 1. *Description of the existing environmental setting*
 2. *Description of the project's impact(s) on the existing setting*
 3. *Description of mitigation measures to avoid or reduce the impact **if** the impact(s) are determined to be significant.*

- *Due to the nature of this subject, much of the information associated with existing threat levels, specific security and prevention measures, etc. is confidential. Therefore, the discussion below is, by necessity, general in nature.*

4.1 EXISTING SETTING

Generally speaking, terrorists choose targets to maximize publicity, and consequently they seem to prefer targets where substantial injury, fear, and/or damage can be inflicted. Such targets are often places of public assembly and can include symbolic targets, as were the cases on September 11th and the Oklahoma City bombing.

Terrorism involving aviation has historically involved the hijacking of aircraft, as opposed to attacks on airport facilities themselves. There have been no successful terrorist attacks on airport facilities, although reportedly Los Angeles International Airport (LAX) was the intended target of a foiled “millennium” bombing plot on or about December 31, 1999.

There is no publicly-available information as to whether SJC is a likely terrorist target. SJC is one of approximately 500 U.S. airports with commercial passenger service. The fact, however, that SJC is an important transportation facility, is a public gathering place, and is a location where terrorists could attempt to board or seize an aircraft, means that the Airport can be considered as a potential target. Beyond this general assumption, there is no publicly-available information regarding the probability that SJC (or any other airport) will be the site of a terrorist attack.

In response to this potential threat, SJC employs a multifaceted program to prevent such attacks. The program involves numerous agencies including the Federal Department of Homeland Security (DHS), Federal Transportation Security Administration (TSA), Federal Aviation Administration (FAA), and the City of San José, as well as private entities such as the airlines. In response to threat assessments provided by the DHS, the TSA issues Security Directives that specify preventative measures to be undertaken at each airport. At SJC, such measures are implemented and coordinated by the FAA, TSA,

the City, and Airport tenants (e.g., the airlines). City personnel include staff from the Airport Department and the Airport Division of the San José Police Department.

Security measures include those that are highly visible such as the screening of passengers and baggage, restrictions on vehicle access/parking, security fencing and gates, etc. There are also numerous other measures in place, the details of which are confidential.

SJC also maintains, and regularly updates, an Emergency Response Plan. The Plan specifies measures to be undertaken in the event of an emergency at the Airport, whether it is accidental (e.g., aircraft crash) or intentional. “First responders” would include not only the personnel listed above, but also the San José Fire Department. The Fire Department maintains a station at SJC that is staffed 24 hours per day with six firefighters per shift, and houses three firefighting and rescue vehicles. Disaster drills are regularly conducted with all SJC personnel, as well as personnel from off-Airport locations.

To summarize, under existing conditions SJC, like all airports, can be considered a potential terrorist target due to the nature of the facility. This potential threat is not new and is not unique to SJC. Pursuant to Federal law, SJC - like all commercial airports - employs numerous measures to prevent such attacks, as well as to minimize the effects of an attack should one occur.

4.2 PROJECT IMPACTS

The CEQA-related questions to be answered with regard to potential terrorist attacks are as follows:

- When compared to existing conditions, would the continued implementation of the Airport Master Plan increase the likelihood that SJC will be the site of a terrorist attack, and/or
- Would the continued implementation of the Airport Master Plan increase the magnitude of environmental impacts that would otherwise occur if SJC were the site of a terrorist attack?

Potential for an Increase in Likelihood of Terrorist Attack

All of the factors that could make SJC the target of a terrorist attack are part of the existing conditions. As stated above, these factors include SJC being an important transportation facility, a public gathering place, and a location where terrorists could attempt to board or seize an aircraft. For the following reasons, the continued implementation of the Airport Master Plan would not increase this likelihood:

- None of the remaining Master Plan projects involves new or lengthened runways and therefore, when compared to existing conditions, flight patterns will not change, larger aircraft will not be using the Airport, and existing safety zones will not be modified.

- Future terminal and parking facilities will replace and expand existing facilities at the same locations. The new facilities will not be closer to the airfield than those that exist today.
- Although future facilities will be larger than existing facilities, they will not introduce new hazardous substances to the Airport. For example, the new jet fuel storage tanks will replace the existing tanks. Therefore, there would be no new toxic substances, the presence of which might raise the Airport's profile as a potential terrorist target.
- With or without the Master Plan, aircraft and passengers will continue to use SJC. While the new terminal facilities will increase the total number of air carrier gates at SJC, the gates will be spread out over a relatively large area. Therefore, there would not be a concentration of large numbers of people at any one location.

Potential for Increase in Magnitude of Terrorist-Related Impacts

This section addresses the question of whether the magnitude of the impacts that would occur if SJC were to be the site of a terrorist attack would be increased due to the continued implementation of the Master Plan. For the following reasons, the continued implementation of the Master Plan can reasonably be assumed to *reduce* the magnitude of these impacts:

- When compared to the existing facilities, the new facilities will have improved security and antiterrorism features incorporated into their designs. For example, in accordance with FAA and TSA directives, new facilities will include greater protection from events such as bomb explosions, both in terms of their structural strength and increased separations between likely bomb concealment locations (e.g., baggage, vehicles, etc.) and the public.
- When compared to the existing on-Airport fuel storage tanks, the new fuel storage facilities will have increased protection from leaks, explosions, and/or direct impact. Even if a catastrophic tank failure were to occur, secondary containment facilities would confine the fuel onsite, which would be an improvement over existing conditions.
- The new main jet fuel storage facility that will be built as part of the Master Plan will be located farther from residential areas than the existing facility. The new facility will be located approximately 4,500 feet from the closest residential neighborhood, whereas the existing facility is located approximately 500 feet from the nearest neighborhood.
- Existing buildings contain both asbestos and lead-based paint, which would likely be released into the environment if an explosion were to occur. These substances would not be used for paint and insulation in the new buildings.

Conclusion: Based on the above analysis, it is concluded that the continued implementation of the Airport Master Plan would not expose people or structures to an increased risk of loss, injury or death involving acts of terrorism, beyond that which has historically existed. In the event that SJC were to be the site of a terrorist attack, the new facilities that will be constructed will include features that will reduce the magnitude of impacts that would otherwise occur.

SECTION 5. CONCLUSION

Based upon the factual information contained in the above analyses, the City has reached the following conclusion:

When compared to existing conditions, the continued implementation of the Airport Master Plan would not expose people or structures to an increased risk of loss, injury or death involving acts of terrorism. In the event that SJC were to be the site of a terrorist attack, the new facilities that will be constructed will include features that will reduce the magnitude of impacts that would otherwise occur. Therefore, no subsequent or supplemental EIR is warranted or required.

SECTION 6. REFERENCES

San José, City of, **Final EIR for the San José International Airport Master Plan Update**, 1997.

San José, City of, **Final Supplemental EIR for the San José International Airport Master Plan Update**, January 2003.

San José, City of, **Revised First Addendum to the EIR for the San José International Airport Master Plan Update**, September 2001.

San José, City of, **Second Addendum to the EIR for the San José International Airport Master Plan Update**, April 2003.

San José, City of, **Third Addendum to the EIR for the San José International Airport Master Plan Update**, October 2003.

San José, City of, **Fourth Addendum to the EIR for the San José International Airport Master Plan Update**, November 2004.

San José, City of, **Fifth Addendum to the EIR for the San José International Airport Master Plan Update**, April 2005.

San José, City of, **Sixth Addendum to the EIR for the San José International Airport Master Plan Update**, April 2006.

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