

Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: John Aitken

**SUBJECT: ANNUAL STATUS REPORT ON
THE AIRPORT MASTER PLAN**

DATE: October 20, 2022

Approved



Date

10/21/22

INFORMATION

The Annual Status Report on the Airport Master Plan for the calendar year 2021 is being provided to City Council pursuant to City of San José Municipal Code Section 25.04.1210.

BACKGROUND

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

Section 25.04.1210 of the Airport Master Plan Implementation Program Ordinance requires preparation of an annual evaluation of the Airport Master Plan, including the status of the capital improvement program, aviation activity levels and demand projections, and implementation of environmental mitigation measures and these Implementation Program Ordinance requirements. The following information fulfills this Municipal Code requirement for calendar year 2021.

Status of Master Plan Capital Improvement Program

The Airport Master Plan, as amended to date, identifies a host of facility improvement projects to be implemented in a phased program to adequately serve aviation demand projected out to the Master Plan horizon year 2037. A major amendment to the Airport Master Plan was approved in April 2020, adding and modifying approximately 20 facility improvement projects, to bring the total to 90 projects. Of the 90 facility improvement projects identified in the Airport Master Plan, approximately 51 have been completed to date.

The Airport's capital program in 2021 comprised of airfield and landside facility upgrades, several of which were funded in part by FAA grants. Noteworthy projects completed, underway, or initiated during 2021 are highlighted as follows:

Economy Lot Parking Garage. Construction was completed on the new Economy Lot 1 Parking Garage in May 2021, and the lot opened to the public in July 2021. The garage allows for a net addition of 900 parking spaces to the parking lot. In addition to the new multi-story parking facility, the project added a parking guidance system, displaying the stall counts in the garage and surface lot, two additional revenue entry lanes to handle additional vehicle loads, and new Parking Automation and Revenue Control System at all entry and exit lanes as part of a wider upgrade of Airport parking infrastructure.

Taxiway Victor (Phase 1A). The project is part one of a multi-year Taxiway Victor construction that replaces former Runway 11/29 that closed as part of the recommendations from San Jose International Airport's (SJC) Runway Incursion Mitigation study completed in 2021. Taxiway Victor will be a full-length taxiway, constructed parallel to the existing Taxiway Whiskey. Once complete, the taxiway will have six connectors: V1-V6, connecting to a future apron-edge taxi lane. Future phases of the project are dependent on the availability of FAA grant funding. (FAA grant funding for Phase 1A was awarded in September 2022, with construction planned to begin in early 2023.)

Aircraft Rescue and Fire Fighting Building (ARFF). Construction on the upgraded and expanded Fire Station 20, located on the southwest side of the Airport, included the addition of a landside unit to expand San José Fire Department coverage beyond the airport to better serve the community. Construction of Station 20 began in August 2020 and continued throughout 2021. (The Aircraft Rescue and Fire Fighting building officially opened in March 2022.)

Airfield Electrical Rehabilitation (Phase 2). Design work on Phase 2 of FAA grant-funded upgrades to the airfield signage/lighting system was initiated in 2021 to replace infrastructure that reached the end of its useful life. (Phase 2 construction began in early 2022 and is planned to be complete by the end of the year.)

Status of Airport Activity Levels

The following table presents annual aviation activity levels over the last three years along with the long-range projections contained in the 2020 amendment to the Airport Master Plan.

Airport Activity Levels and Master Plan Forecasts

	CY 2019	CY 2020	CY 2021	Projected 2037
Air Passengers	15,650,444	4,711,577	7,357,441	22,532,000
Cargo Tonnage	55,197	43,092	36,408	100,200
Based General Aviation Aircraft	139	150	153	164
Airline Passenger Operations	147,430	71,462	79,032	183,920
All-Cargo Operations	1,516	1,470	1,174	1,960
General Aviation Operations	57,962*	42,868*	53,000	51,580
Military Operations	<u>203</u>	<u>152</u>	<u>83</u>	<u>250</u>
Total Operations	207,111	115,952	133,289	237,710

*Revised to include both itinerant and local general aviation operations.

In 2021 passenger levels began to recover following the global pandemic that impacted the entire aviation industry, although they remained approximately 50% below pre-pandemic levels.

SJC served 7.4 million passengers in 2021, a 56% increase from 2020, reflecting continued growth in passenger levels coming out of the global pandemic. The number of passenger airline operations in 2021 increased by 11% from 2020 as the airline industry began to restore flight routes dropped in 2020. Southwest has remained the leading airline at SJC, accounting for 54% of all passenger enplanements.

San Francisco International and Oakland International airports saw similar passenger recoveries in 2021. Combining the three airports, overall Bay Area air passenger traffic increased by 55% from 2020, with SJC accounting for 18% of the regional total. Staff continues to monitor activity levels and work with airlines on providing service that meets the air travel needs of Silicon Valley residents and businesses.

In other segments of Airport activity in 2021, air cargo tonnage carried by both passenger airlines and all-cargo airlines decreased (16%) from 2020 along with the number of all-cargo airline operations (20%). General aviation (non-airline and non-military) aircraft operations increased by 21% in 2021.

Total aircraft operations at the Airport in 2021 (133,289) including passenger airlines, all-cargo airlines, general aviation, and military, increased 13% from 2020, but remained 55% below 2019 operations.

Status of Implementation Program Requirements

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

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Status of Environmental Impact Report Mitigation Measures

Attachment 2 provides an itemized listing and status report on implementation of the environmental mitigation measures identified in the April 2020 Airport Master Plan Amendment Environmental Impact Report (EIR), applicable starting April 28, 2020.

/s/

JOHN AITKEN, A.A.E.

Director of Aviation

Please contact John Aitken, Director of Aviation, at 408-392-3610, with any questions.

Attachments

Attachment 1
Airport Master Plan Implementation Program Status Report for 2021

Element	Status
1. All Airport capital projects to be consistent with the Master Plan. [SJMC Section 25.04.210]	Ongoing
2. Facility limitations: 42 air carrier gates; 12,700 public parking spaces; terminal building space and rental car ready/return spaces restricted to #s 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. City 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
7. City 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
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
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
10. Prior to proceeding with construction of a Central Terminal or additional gates, the following transportation projects to be within 3 years of completion with funding identified: Route 87 Freeway; added southbound lane on Coleman Ave. at I-880; and improvement at 3 Airport entrances to specified levels of service. Funding source for a rail or fixed guideway connection between Airport and light rail or Caltrain station also to be identified. Voter approval required to modify these requirements. [SJMC Section 25.04.410]	Completed
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, avoiding published departure/arrival times within curfew hours, complete/accurate reporting of reasons for curfew period operations, and adhering 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 airline meeting on Noise Control Program held 5/26/2021; airline compliance & good faith effort report for 2021 submitted to City Council as a separate Info Memorandum on 4/7/2022]
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

Element	Status
14. Airport to continue engine run-up monitoring and reporting. If high power run-ups average more than 3 per month during curfew hours over any 12-month period, report to City Council and initiate a run-up enclosure facility project. [SJMC Section 25.04.570]	Ongoing [0 high power run-ups occurred during curfew hours in 2021]
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 City Council, and make referrals to City Attorney if non-compliant operations by a single operator are deemed excessive. [SJMC Section 25.04.610]	Completed [requirement repealed in 2013 by Ordinance 29250]
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 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
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 City Council for consideration of operational restrictions. [SJMC Section 25.04.900]	Ongoing
25. A 2/3 City 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
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 City 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 City Council. [SJMC Section 25.04.1210]	Ongoing

Element	Status
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
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/ongoing
34. City to encourage federal legislation to phase out noisier Stage 3 aircraft between the years 2000 and 2005, and encourage airlines to use 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 reports replaced in 2011 by monthly website summaries per Resolution 75781]
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. Attorney authorized to file actions seeking compliance with 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 City 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 2021

Mitigation Measure	Status
1. [Air] All off-road equipment greater than 25 horsepower shall have engines that meet Tier 4 Final off-road emissions standards.	Ongoing
2. [Air] Diesel engines, whether for off-road or on-road equipment, shall not be left idling for more than two minutes, at any location, except as described in the EIR.	Ongoing
3. [Air] Contractor shall maintain and tune equipment in accordance with manufacturer specifications.	Ongoing
4. [Air] Before starting onsite ground disturbance, demolition, or construction activities, the contractor shall prepare and submit a Construction Emissions Minimization Plan (CEMP).	Ongoing
5. [Air] A minimum of 10 percent of the total number of spaces provided in the proposed short-and long-term parking garages will be designed and constructed for electric vehicle (EV) charging capability.	Ongoing
6. [Biological Resources] Pre-Activity Surveys required for Congdon's Tarplant no more than five years prior to initial ground disturbance for any projects that impacts ruderal grassland.	Ongoing
7. [Biological Resources] Avoidance Buffers. City to design and construct the Project to completely avoid impacts on all populations of Congdon's Tarplant.	Ongoing
8. [Biological Resources] Preserve and Manage Mitigation Populations. If avoidance of Congdon's Tarplant is not feasible and more than 10% of the population would be impacted, compensatory mitigation will be required.	Ongoing
9. [Biological Resources] Avoidance and Inhibition of Nesting. Construction and tree removal/pruning shall be scheduled to avoid the nesting season (February 1 to August 31).	Ongoing
10. [Biological Resources] Preconstruction Survey(s). If it is not possible to schedule construction activities during the period of September 1 through January 31, then preconstruction survey required.	Ongoing
11. [Biological Resources] After preconstruction survey, submit a final report on nesting birds and raptors.	Ongoing
12. [Biological Resources] Conduct Pre-Activity Surveys for Roosting Bats	Ongoing
13. [Biological Resources] Avoid Disturbance of Active Bat Roosts during construction activities.	Ongoing
14. [Biological Resources] Avoid Disturbance of Bat Maternity Roosts (March 15 to August 31) during construction activities.	Ongoing
15. [Biological Resources] Exclude Bats Prior to Disturbance during construction activities.	Ongoing
16. [Biological Resources] Provide Compensatory Mitigation to the Santa Clara Valley Habitat Agency for permanent impacts on Burrowing Owl Nesting Habitat for projects identified in EIR.	Ongoing
17. [Biological Resources] Update and implement Burrowing Owl Management Plan as described in EIR.	Ongoing

Mitigation Measure	Status
18. [Biological Resources] Pay nitrogen deposition fees for covered activities under the Santa Clara Valley Habitat Agency Plan, based on net new daily vehicle trips, for specific projects identified in EIR.	Ongoing
19. [Biological Resources] Ensure all new development is outside of the 100-foot riparian buffer along the Guadalupe River.	Ongoing
20. [Biological Resources] If development must encroach into the 100-foot riparian buffer along the Guadalupe River, provide compensatory mitigation as specific in the EIR.	Ongoing
21. [Biological Resources] Implement Bird-Safe Building Design for all buildings constructed or modified within 300 feet of the Guadalupe River:	Ongoing
22. [Cultural Resources] Continue existing archaeological monitoring program as described in EIR for all construction projects within designated sensitive areas.	Ongoing
23. [Cultural Resources] In the event that human remains are discovered during excavation and/or grading of a site, all activity within a 100-foot radius of the find shall be stopped and the Santa Clara County Coroner shall be notified.	Ongoing
24. [Greenhouse Gas Emissions] Develop and implement a phased carbon management program that is consistent with the standards of Airports Council International ³ Level 3+ Carbon Accreditation Program, or equivalent.	Ongoing
25. [Hazmat] EIR projects shall be designed, constructed, and maintained in compliance with all applicable regulatory standards and policies.	Ongoing
26. [Hazmat] Prior to beginning construction activities, the City shall investigate construction work areas to characterize soil and groundwater quality at potentially contaminated sites by completing a limited soil and groundwater investigation.	Ongoing
27. [Hazmat] The City will require the construction contractor for each Project to develop and implement a Site Management Plan or similar document to manage the cleanup of contaminated soils.	Ongoing