

Memorandum

TO: HONORABLE MAYOR
AND CITY COUNCIL

FROM: John Aitken

SUBJECT: SEE BELOW

DATE: June 22, 2023

Approved



Date

6/23/23

INFORMATION

SUBJECT: ANNUAL STATUS REPORT ON THE AIRPORT MASTER PLAN FOR THE CALENDAR YEAR 2022, PURSUANT TO CITY 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 2022.

ANALYSIS

The Airport Master Plan, as amended to date, identifies a host of airport 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 52 have been completed to date.

Status of Master Plan Capital Improvement Program

The San José Mineta International Airport (Airport) capital program in 2022 was comprised of airfield and landside facility upgrades, several of which were funded in part by the Federal Aviation Administration (FAA) grants. Noteworthy projects completed, underway, or initiated during 2022 are highlighted as follows:

Taxiway Victor (Phase 1A): FAA grant funding for Phase 1A of the Taxiway project was awarded in September 2022, and construction began in April 2023. Future phases of the project are dependent on the availability of FAA grant funding.

Aircraft Rescue and Fire Fighting Building: Construction on the upgraded and expanded Fire Station 20 located on the southwest side of the Airport concluded and the building opened for operations in March 2022.

Airfield Electrical Rehabilitation (Phase 2): Phase 2 of the FAA grant-funded upgrades to the airfield signage/lighting system started construction in early 2022 and concluded in February 2023.

Airport Facilities Building: A Request for Proposal was released and awarded for design and construction of a new Facilities and Maintenance campus, adjacent to the new Aircraft Rescue and Fire Fighting building on the southwest side of the Airport. It will replace the existing 50-year-old maintenance buildings with facilities sufficient to address the Airport’s future maintenance staff and fleet vehicle requirements. The construction contract was awarded by City Council in December 2022, with construction scheduled to begin in June 2023.

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

	2020	2021	2022	Projected 2037
Air Passengers	4,711,577	7,357,441	11,333,723	22,532,000
Cargo Tonnage	43,092	36,408	36,554	100,200
Based General Aviation Aircraft	150	152	147	164
Airline Passenger Operations	71,462	79,032	108,778	183,920
All-Cargo Operations	1,470	1,174	1,366	1,960
General Aviation Operations	42,868*	53,000	54,000	51,580
Military Operations	<u>152</u>	<u>83</u>	<u>147</u>	<u>250</u>
Total Operations	115,952	133,289	164,291	237,710

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

In 2022, the aviation industry continued to recover following the global pandemic, with U.S. airlines carrying just 8% fewer passengers from their all-time high in 2019. In 2022, the Airport served 11.3 million passengers, a 54% increase from 2021. This increase reflects the airline industry continuing to restore previously suspended routes – for example the San Jose to Tokyo Narita route resumed in December 2022 with Zip Air’s inaugural flight.

San Francisco International and Oakland International airports also experienced a positive passenger growth in 2022, contributing to an overall 62% increase in passenger traffic across the Bay Area from 2021. Of this total, the Airport accounted for 18%, maintaining a similar share to 2021. Staff remains committed to monitoring activity levels and collaborating with airlines to meet the air travel needs of Silicon Valley residents and businesses.

In other segments of Airport activity in 2022, air cargo tonnage carried by both passenger airlines and all-cargo airlines remained consistent with 2021 tonnage, with a 16% increase in the number of all-cargo airline operations. General aviation (non-airline and non-military) aircraft operations increased by 2% in 2022.

Total aircraft operations at the Airport in 2022 (164,291) including passenger airlines, all-cargo airlines, general aviation, and military, increased 23% from 2021, ending the calendar year at approximately 23% below pre-pandemic operations.

Status of Implementation Program Requirements

Attachment 1 provides a 4-page itemized listing and status report on compliance with the adopted 1998 Airport Master Plan Implementation Program.

Status of Environmental Impact Report Mitigation Measures

Attachment 2 provides a 2-page 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 28th, 2020.

/s/
JOHN AITKEN, A.A.E.
Director of Aviation

For questions, please contact Matthew Kazmierczak, Division Manager for the Airport Director’s Office, at mkazmierczak@sjc.org or (408) 392-3640.

Attachment 1
Airport Master Plan Implementation Program Status Report for 2022

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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. 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. 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 5/11/2022; airline compliance & good faith effort report for 2022 submitted to Council as a separate Info Memorandum.

Attachment 1. Airport Master Plan Implementation Program Status Report for 2022

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Element	Status
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. If high power run-ups average more than 3 per month during curfew hours over any 12-month period, report to 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 2022]
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]	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 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.

Attachment 1. Airport Master Plan Implementation Program Status Report for 2022

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Element	Status
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 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.
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]

Attachment 1. Airport Master Plan Implementation Program Status Report for 2021

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Element	Status
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 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 2022
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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

Attachment 2. Airport Master Plan EIR Mitigation Program Status Report for 2021

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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 (ACI) 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 (SMP) or similar document to manage the cleanup of contaminated soils.	Ongoing