Notice of Preparation
for an Environmental Impact Report
for the City of San José

Amendment to Mineta San José International Airport Master Plan Project

December 2018

1.0 INTRODUCTION

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

2.0 PROJECT LOCATION

The Norman Y. Mineta San José International Airport (the "Airport") is one of three primary airports that serve the San Francisco Bay Area of Northern California. The Airport is located on an approximately 1,000-acre site in Santa Clara County at the southerly end of San Francisco Bay, approximately two miles north of downtown San José. The Airport is generally bounded by U.S. 101 to the north, the Guadalupe River and State Route 87 to the east, Interstate 880 to the south, and Coleman Avenue and De la Cruz Boulevard to the west. See Figures 1 – 3.

3.0 PROJECT DESCRIPTION

3.1 BACKGROUND

The existing Airport Master Plan was adopted by the San José City Council in June 1997 following the certification of the Airport Master Plan EIR. The Airport Master Plan consists of a comprehensive and integrated package of improvements to airside and landside facilities at the Airport, such improved facilities having the design capacity to fully accommodate the 2027 forecast demand for air passenger, air cargo, and general aviation services in a comfortable and efficient manner. The 73 capital improvement projects identified in the Airport Master Plan include the reconstruction and lengthening of the Airport's two main runways, numerous taxiway improvements, new and reconstructed passenger terminals with up to 49 air carrier gates, new air cargo and general aviation facilities, several multi-story parking garages, and a new fuel storage facility.

Subsequent to the certification of the EIR and approval of the Airport Master Plan in 1997, most of the capital improvement projects have been constructed. This includes the majority of the airfield improvement projects such as the extension of the Airport's two main runways to 11,000 feet each and associated taxiway improvements. On the east side of the Airport are new and remodeled passenger terminals, a customs facility for international flights, new/expanded parking lots and garages, and a new consolidated rental car facility. A new fuel storage facility has been constructed, as have numerous upgrades to the Airport's roadway system. On the west side of the Airport, new general aviation facilities have been constructed that include over 300,000 ft^2 of aircraft hangars and associated support facilities.

The remaining Airport Master Plan capital projects include several taxiway upgrades/extensions, new air cargo facilities on the east side of the Airport, construction of the South Concourse of Terminal B, upgrades and expansion of various support facilities (e.g., maintenance, flight kitchen, etc.), and the buildout of general aviation facilities on the west side of the Airport.

3.2 DETAILED PROJECT DESCRIPTION

The City is proposing to amend the Airport Master Plan to 1) extend the horizon year and demand forecasts from 2027 to 2037, 2) incorporate the set of airfield configuration changes recommended in the 2018 Runway Incursion Mitigation/Design Standards Analysis Study, and 3) update the layout and sizing of various landside facilities[1] to adequately serve the projected 2037 demand.

3.2.1 Extend Airport Master Plan Horizon Year to 2037

The City updates the demand forecasts for the Airport from time-to-time to account for the latest changes in the aviation industry and in the economy. The updates provide critical information to the Airport with regard to planning for the types and sizes of facilities needed to accommodate the demand

[1] Airports are divided into airside facilities and landside facilities. Airside facilities are typically defined as the runways, taxiways, and aprons on which aircraft operate. Landside facilities include the passenger terminals, roadways, parking areas, fuel storage areas, rental car facilities, maintenance/aviation support buildings, air cargo buildings, and general aviation facilities.

at a reasonable level of service.[2] Consistent with this planning principle, previous forecasts were completed in 1994, 2005, and 2009, each of which affected the type, size, and timing of many of the projects contained in the Airport Master Plan (see Table 1).

The latest update to the aviation demand forecasts for the Airport was completed in 2017, which projected activity levels to a standard 20-year planning horizon of 2037. This is the reason for the proposed shift in the Airport Master Plan horizon year from 2027 to 2037.

As shown in Table 1, the 2017 aviation demand forecasts address each segment of aviation activity: air passengers, air cargo, and general aviation. The methodology used to develop the forecasts takes numerous factors into consideration, including historical activity levels, the existing and projected demographic and economic characteristics of the area, airfares, existing and likely domestic and international destinations, and the Airport's role as one of three major airports serving the San Francisco Bay Area.

Table 1: Existing and Forecasted Activity Levels at the Airport

	Actual 2017	**Previous Forecasts**			**Current Forecast**
Date of Forecast →		**1994**	**2005**	**2009**	**2017**
Forecast Horizon Year →		**2010**	**2017**	**2027**	**2037**
Annual Air Passengers (millions)	12.5	17.6	17.6	17.6	22.5
Annual Air Cargo (tons)	61,365	315,300	207,600	189,700	100,200
General Aviation (based aircraft)	133	320	350	209	164
Annual Aircraft Operations					
Air Passenger	119,574	243,100	185,700	183,660	183,920
Air Cargo	1,606	13,300	6,200	6,830	1,960
General Aviation	34,518	115,300	126,000	73,200	51,580
Military	216	800	500	100	250
Total	155,914	372,500	318,400	263,790	237,710

Sources:

- 1997 Airport Master Plan EIR
- 1997 Airport Master Plan EIR Addenda #6, #8, and #10
- Summary of Aviation Demand Forecasts (Ricondo & Associates, 2009)
- Annual Status Report on the Airport Master Plan for 2017
- Summary of Aviation Demand Forecasts (Kimley Horn Associates, 2017)

[2] Designing facilities to achieve a "reasonable level of service" takes multiple factors into account including demand, delay, congestion, location, human behavior, and the capacity of facilities. This design process is utilized universally on a wide range of public and private projects, with the goal having facilities that are properly sized to accommodate projected demand.

3.2.2 Proposed Modifications to the Airfield

The project proposes to modify certain components of the airfield to reduce the potential for runway incursions and to improve compliance with current FAA design standards. A "runway incursion" is defined as the unauthorized presence of an aircraft, vehicle or person on a surface designated for the landing and take-off of aircraft. Runway incursions are a significant safety concern, the most serious of which have led to collisions, injuries, and fatalities. To reduce this hazard, the FAA funded a Runway Incursion Mitigation/Design Standards Analysis Study (typically referred to as a "RIM Study") at the Airport in 2018. The RIM Study analysis concluded with selection of a recommended airfield reconfiguration alternative that is part of the proposed amendment to the Airport Master Plan.

The proposed projects will modify or realign various taxiways, runway pavement areas, and markings. Runway 11/29, which has been closed since 2009 and used as a temporary taxiway, will be permanently converted to a taxiway. Table 2 lists each of the proposed airfield modifications and their locations are depicted on Figure 4.

3.2.3 Proposed Landside Facilities

As noted previously, the approved Airport Master Plan includes projects that would construct new or modified landside facilities. Many of those projects have been constructed since the Airport Master Plan was adopted in 1997 but a number of the projects have yet to be constructed. The proposed amendment to the Airport Master Plan would update the layout and sizing of many of the yet-to-be-constructed landside facilities to adequately serve the projected 2037 demand. These projects are listed in Table 3 and their locations are depicted on Figure 4.

4.0 POTENTIAL ENVIRONMENTAL IMPACTS OF THE PROJECT

The EIR will identify the significant environmental effects anticipated to result from development of the project as proposed. Mitigation measures will be identified for significant impacts, as warranted. The EIR will include the following specific environmental categories as related to the proposed project:

4.1 LAND USE COMPATIBILITY

The EIR will evaluate the project's compatibility with nearby land uses and various safety zones that are located on and adjacent to the Airport. The EIR will also address the project's compatibility with the Guadalupe River, which is adjacent to the Airport. The City's Riparian Corridor Policy will be used in the assessment of the project's compatibility with the River.

4.2 AESTHETICS

The EIR will describe the existing visual setting of the Airport area and the visual changes that are anticipated to occur as a result of the proposed amendment to the Airport Master Plan. The analysis will focus on the effects of proposed structures including the south concourse of Terminal B, the new parking garages, and the new hotel. Light and glare impacts will also be addressed in the section on Land Use Compatibility.

Table 2: Proposed Airfield Modifications	
Project #	**Project Description**
A-17	Extend/widen parallel Taxiway W south from Taxiway C to Runway 12R-30L (for ADG-IV aircraft between Taxiways C & B, and for ADG-III aircraft between Taxiway B & Runway 12R-30L).
A-26	Convert former Runway 11-29 to a new parallel Taxiway V (for ADG-III aircraft) and extend south to Taxiway C and north to a new cross Taxiway V7.
A-27	Construct new cross Taxiway V7 from north end of new Taxiway V to Taxiway W (for ADG-III aircraft).
A-36	Rehabilitate Taxiway C between Taxiways V & W.
A-37	Close existing Taxiway V and replace with a parallel apron-edge taxilane (for ADG-III aircraft).
A-38	Construct up to seven new taxiway connectors (V1–V7) between the expanded west side apron (Project G-9) and new Taxiway V (for ADG-III aircraft).
A-39	Mitigate direct access from west side apron to Taxiways B, C, & D through pavement marking/painting or removal.
A-40	Create up to three new taxiway connectors (W1–W3) between the southwest apron and Taxiway W (for ADG-II aircraft) through pavement marking/painting or removal.
A-41	Relocate existing general aviation run-up pad to southwest apron area.
A-42	Relocate Runway 12R-30L aircraft hold positions on all cross taxiways to current ADG-V aircraft standard.
A-43	Widen Runway 12L-30R blast pads, and lengthen blast pad at 12L end, to current ADG-V aircraft standard.
A-44	Realign existing cross Taxiways B-F, H, J, & L between Taxiways Y and Z to mitigate direct access from east side apron to Runway 12L-30R and rename realigned segments as Taxiways Z1–Z8 & Z10.
A-45	Close existing segments of cross Taxiways B-F, H, J, & L between Taxiways Y and Z through pavement marking/painting or removal (upon completion of Project A-44).
A-46	Narrow segment of existing cross Taxiway B between Taxiway Z and Runway 12L-30R through pavement marking/painting.
A-47	Narrow segment of existing cross Taxiway L between Taxiway Y and Runway 12R-30L through pavement marking/painting.
A-48	Close existing segments of cross Taxiways F and H between Runway 12R-30L and Runway 12L-30R through pavement marking/painting.
A-49	Add pavement markings to existing parallel Taxiways W and Y, lateral to the adjacent runway displaced thresholds, to visually denote their use as taxiways.

Note: The Airplane Design Group (ADG) is a FAA-defined grouping of aircraft types which has six groups based on wingspan and tail height. ADGs range from I (small aircraft) to VI (largest aircraft such as Boeing 747 or Airbus 380). ADGs have a direct effect on the required minimum design standards for runways, taxiways, and aprons. These include criteria for pavement strength, width, and horizontal separation from parallel taxiways and runways.

For consistency, the project numbers shown in this table are based on the project numbering system used in the approved Airport Master Plan.

Table 3: To-be-Completed Landside Projects		
#	**Description Under Existing Airport Master Plan**	**Description Under Proposed Amendment to Airport Master Plan**
Terminal Projects		
T-4	Construct new public **short-term parking garage** (up to 3,000 spaces) on existing "Red" Hourly Parking lot site opposite new Terminal B.	Construct new public **short-term parking garage** (up to 5,000 spaces) and associated roadway improvements south of existing Rental Car Garage and opposite new Terminal B South Concourse (Project T-13).
T-6	Remove former temporary **FIS facility** from ramp south of Terminal C and remove City office structures at 1311 Airport Blvd.	FIS removal already completed. Remaining phase of T-6 to be completed as described in the existing Airport Master Plan.
T-8	Construct new public **long-term parking garage** (up to approx. 9,000 spaces) on existing interim rental car ready/return parking lot site, including interim surface parking at site prior to garage construction, second 2-lane bridge accessing site from Airport Blvd. and, upon completion, removal of public parking from interim west side lot.	Construction of interim surface parking and removal of interim parking from west side already completed. Remaining phase of T-8 will remove the interim surface lot and construct a new public **long-term parking garage** (up to 6,000 spaces) with access from Airport Blvd. using the existing 2-lane bridge.
T-13	Expand **Terminal B (South Concourse)** to south onto remainder of demolished Terminal C site, consisting of up to 700,000 ft^2 and 10 air carrier gates (ultimate total of 40 gates and 1.70 million ft^2).	Expand **Terminal B (South Concourse)** to south, including up to an additional 14 air carrier gates and 750,000 ft^2 of building space, and associated passenger processing facilities (ultimate terminal complex total of up to 42 gates and 1.80 million ft^2).
T-16	Proposed new project → → → →	Construct new multi-story **business hotel** south of and adjacent to new public short-term parking garage (Project T-4), up to 300,000 ft^2 in size including up to 330 guest rooms and 300 parking spaces.
Air Cargo Projects		
C-2	Construct new **cargo airline facilities** at or adjacent to existing east side cargo airline areas, including up to 1.2 million ft^2 of ramp, building, and vehicle parking/movement space.	Expand **cargo airline facilities** at or adjacent to existing east side cargo airline areas, with up to 200,000 ft^2 of additional ramp, building, and vehicle parking and movement space (cargo airline facility total of up to 500,000 ft^2).
C-3	Relocate **belly-freight facilities** to new site(s) on east side of Airport, including up to 93,000 ft^2 building and vehicle parking/movement space.	Relocate **belly-freight facilities** to new site(s) on east side of Airport, including up to 150,000 ft^2 of ramp, building, and vehicle parking and movement space.
C-4	Remove existing **Air Freight Building** and vehicle parking/movement area (displaced by Project T-13 and T-15).	No change from the description in the existing Airport Master Plan.
General Aviation Projects		
G-5	Remove **San José State University facilities** at southwest side upon lease expiration in 2010 and convert site to aviation support or general aviation facility use.	Removal of SJSU facilities already completed. Remaining phase of G-5 to be completed as described in the existing Airport Master Plan.

Table 3: To-be-Completed Landside Projects		
#	**Description Under Existing Airport Master Plan**	**Description Under Proposed Amendment to Airport Master Plan**
G-6	Establish new **FBO leaseholds** on west side for reconfiguration of general aviation facilities.	Partially complete. Remaining phase of G-6 to be completed as described in the existing Airport Master Plan.
G-8	Expand **general aviation facilities** onto northwest side of Airport (44 acres, upon implementation of Project T-7 and T-8).	Partially complete. Remaining phase of G-8 to be completed as described in the existing Airport Master Plan.
G-9	Proposed new project → → → →	Expand west side **general aviation apron** out to edge of new parallel taxilane (Project A-37).
G-10	Proposed new project → → → →	Reconfigure **southwest apron tiedown** storage facilities (to accommodate Projects A-40, A-41, and G-5).
Aviation Support Projects		
S-1	Construct approx. 7-acre **fuel storage facility** (up to 8 tanks, 4.0 million gallons capacity) on vacant parcel north of Hwy. 101, two-acre fuel dispensing facility between Terminal A and north end of airfield, and pipeline connecting storage and dispensing.	Construction of first phase (3 tanks with 2.0-million gallons capacity) & fuel dispensing facility already completed. Remaining phase of S-1 to be completed as described in the existing Airport Master Plan.
S-3	Relocate/expand **airport maintenance facilities** at existing or new sites on east side of Airport.	Relocate/expand **airport maintenance facilities** at new site(s) on east or west sides of Airport.
S-4	Expand **flight kitchen facilities** at existing or new sites on east side of Airport or relocate/expand off-airport.	No change from the description in the existing Airport Master Plan.
S-5	Relocate/expand **airline maintenance-storage facilities** at various or new sites on east side of Airport.	Relocate/expand **airline maintenance-storage facilities** at various existing or new sites on east or west sides of Airport.
S-6	Remove, relocate, or upgrade existing **aviation support facilities** on southeast side of Airport (1239-1311 Airport Blvd.) to or at various existing or new eastside sites.	Remove, relocate, or upgrade existing **aviation support facilities** on southeast side of Airport (1239-1311 Airport Blvd.) at various existing or new sites on east or west sides of Airport.

4.3 HYDROLOGY AND WATER QUALITY

The EIR will address any potential flooding issues on the Airport as well as the effectiveness of the storm drainage system and the project's effect on stormwater quality consistent with the requirements of the Regional Water Quality Control Board and the City of San José. Construction-related and post-construction stormwater treatment measures will also be described.

4.4 BIOLOGICAL RESOURCES

As shown on Figure 3, much of the 1,000-acre Airport has been developed with runways, taxiways, buildings, aircraft and automobile parking areas, and roadways. The areas that are not covered by impervious surfaces are primarily limited to portions of the airfield between the runways and taxiways

where the vegetation consists of disturbed non-native grasses. These areas do, however, provide habitat for the Burrowing Owl, a California Species of Concern, and there is a population of owls at the Airport. In addition, the Guadalupe River, which is adjacent to the Airport, is a high-value riparian corridor that provides habitat for a variety of species.

The EIR will describe the effects of the project on the existing biological resources, focusing on the Burrowing Owl and the ongoing implementation of the Airport's Burrowing Owl Management Plan that was adopted in 1997.

The analysis of the effects of the project on the Guadalupe River will be based on the degree to which the project complies with the City's *Riparian Corridor Protection Policy*. [3]

4.5 HAZARDS AND HAZARDOUS MATERIALS

The EIR will describe the existing uses and storage of hazardous materials at the Airport, including a discussion of whether the project would change those conditions. The EIR will also describe locations on the Airport where there is known or suspected contamination, the status of the remediation of that contamination, and whether such contamination would affect the implementation of the capital improvement projects identified in the Airport Master Plan. Finally, the EIR will discuss the potential effects of the proposed expansion of the Airport's fuel storage facility on the adjacent Guadalupe River.

4.6 CULTURAL RESOURCES

The EIR will describe any archaeological and historical resources that are present at the Airport and/or in the immediate vicinity. The presence of Native American resources, if any, will also be described. Both the direct and indirect (e.g., noise) effects of the project on those resources will be disclosed.

4.7 TRANSPORTATION AND CIRCULATION

The EIR will describe the existing traffic and transit conditions in the immediate vicinity of the Airport and the regional transportation system. A transportation analysis (TA) will be prepared for the proposed project in order to identify the transportation impacts of the proposed project on the existing local and regional transportation system and the planned long-range transportation network. The TA will comply with the requirements of the City's Transportation Analysis Handbook (April 2018) and will include a Local Transportation Analysis (LTA) to address circulation. The EIR will summarize the results of the TA, including mitigation measures for significant impacts (if any).

4.8 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

The EIR will describe the regional air quality conditions in the Bay Area and discuss the proposed project's construction and operational impacts to local and regional air quality according to 2010 Bay Area Air Quality Management District (BAAQMD) guidelines and thresholds. To evaluate health risk thresholds under the BAAQMD CEQA Guidelines, the analysis in the EIR will include dispersion modeling of toxic air contaminants (TACs) and $PM_{2.5}$ concentrations. A Health Risk Assessment will

[3] The project is not a "covered activity" under the Santa Clara Valley Habitat Plan (VHP) because the Airport is excluded from the VHP.

be prepared consistent with the 2015 Office of Environmental Health Hazard Assessment (OEHHA) Hot Spots Guidance, the 2016 BAAQMD Air Toxics New Source Review Program HRA Guidelines, and the BAAQMD CEQA Guidelines. The EIR will also evaluate cumulative air quality analyses with respect to health risk, incorporating health risk results from nearby sources of TACs and $PM_{2.5}$.

The EIR will include a greenhouse gas (GHG) emissions inventory for the construction and operational sources included in the project (i.e., aircraft, airside equipment, landside sources, stationary sources). In addition to the sources in the air quality analysis, the EIR will also calculate GHG emissions from electricity, water, and waste using standard methodologies.

Mitigation for significant air quality and GHG emission impacts, if any, will be described.

4.9 NOISE

The EIR will quantify existing and future noise levels, focusing on the two major sources of noise: aircraft and ground traffic. The discussion of existing conditions will include an overview of the Airport's Noise Control Program, which includes time-of-day restrictions on certain aircraft operations (commonly referred to as the Airport's curfew).

Aircraft-generated noise will be quantified using the current version of the FAA's noise model known as the Aviation Evaluation Design Tool (AEDT). The results of the modeling will be presented in the EIR using noise contours and tables showing noise levels at noise-sensitive land uses in the vicinity of the Airport. Future/predicted noise levels will be compared to existing noise levels to determine if significant impacts will occur.

If significant aircraft-generated noise impacts are identified, mitigation measures will be identified. The discussion of mitigation will include a description of the Airport's Acoustical Treatment Program and an assessment as to whether changes to that program are warranted.

For ground traffic, noise impacts along roadways in the vicinity of the Airport will be quantified using the FHWA Traffic Noise Model (TNM). Future noise levels will be compared to existing noise levels to determine if any project-related increases would be significant. The results of this analysis and comparison will be presented in the EIR, including a discussion of mitigation measures if warranted.

4.10 ENERGY

As activity levels at the Airport increase over the next 20 years (see Table 1), there will be an increased demand for energy on-site. The EIR will address the increase in energy usage on-site and proposed design measures to reduce energy consumption.

4.11 ALTERNATIVES

The EIR will examine alternatives to the proposed project including two "No Project" alternatives. The first "No Project" alternative will consist of no new facilities or improvements at the Airport beyond existing conditions. The second "No Project" alternative will consist of the buildout of the facilities contemplated under the existing Airport Master Plan (i.e., the new and modified projects described above in Section 3 would not be constructed).

Other alternatives to be evaluated in the EIR will be the following:

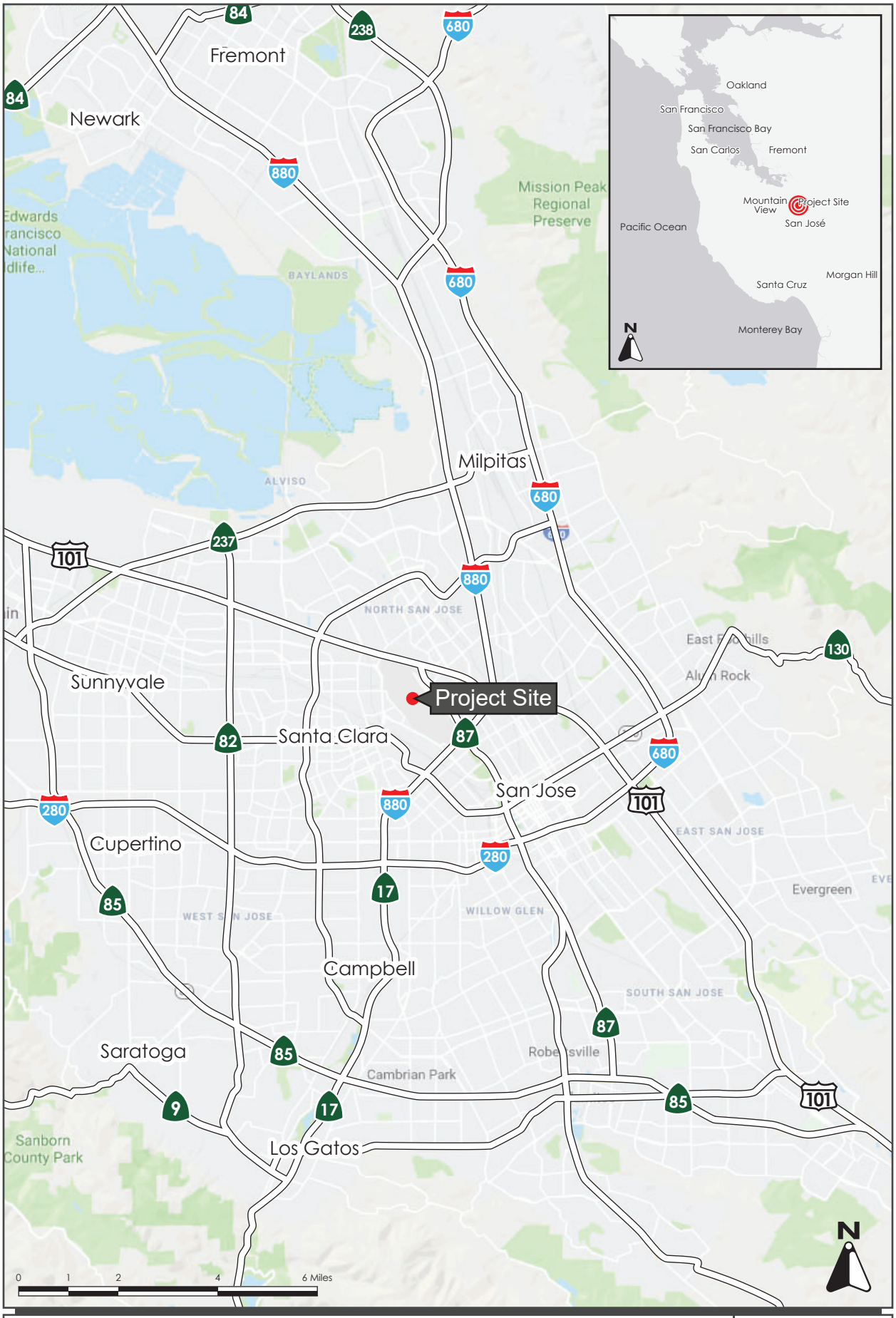
- Relocate San Jose International Airport or Construct New Airport
- Accommodate Air Transportation Demand at Other Bay Area Airports.

4.12 CUMULATIVE IMPACTS

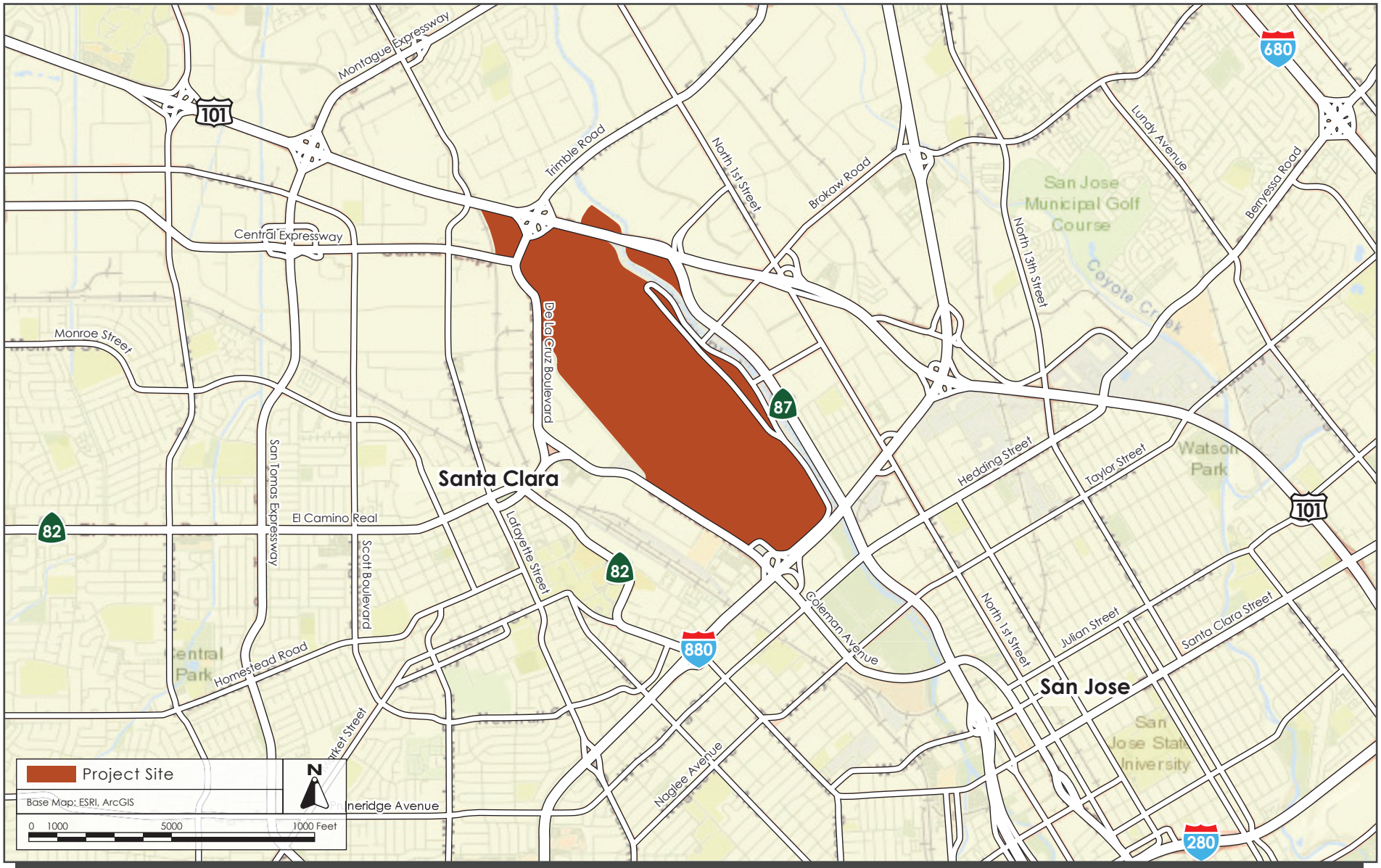
The EIR will include a Cumulative Impacts section that will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the vicinity of the Airport.

4.13 OTHER EIR SECTIONS

In conformance with the CEQA Guidelines, the EIR will also include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) significant unavoidable impacts, 5) references and organizations/persons consulted, and 6) EIR authors.

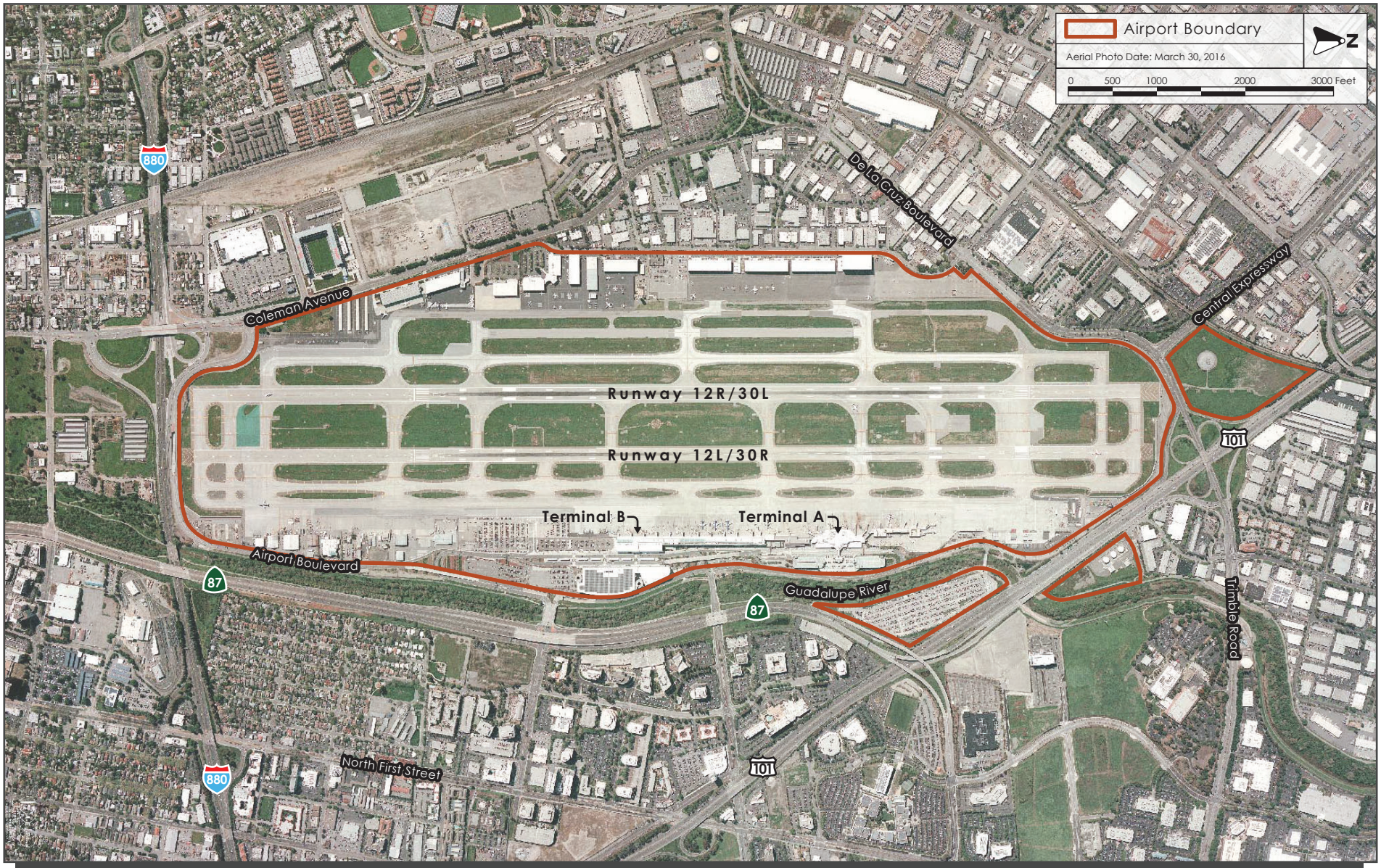


REGIONAL MAP | FIGURE 1

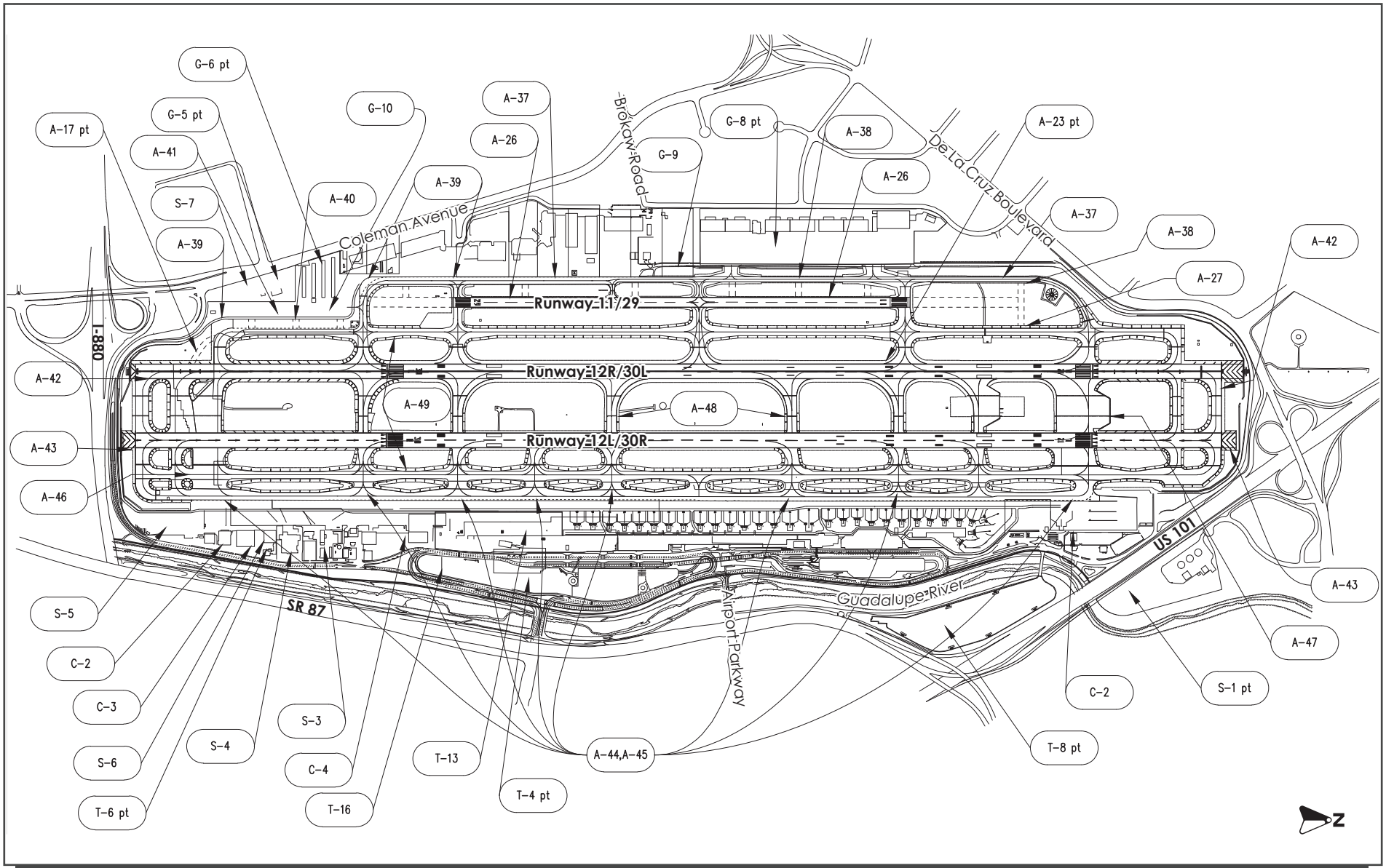


VICINITY MAP

FIGURE 2



AERIAL PHOTO OF AIRPORT | FIGURE 3



LOCATIONS OF FUTURE AIRPORT MASTER PLAN PROJECTS

FIGURE 4