



2001 Gateway Place, Suite
101E
San Jose, California 95110
(408)581-7864 svlg.org

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January 13, 2020

Honorable Mayor Sam Liccardo and Members of the City Council
City of San José
200 East Santa Clara Street, 18th Floor
San José, CA 95113

Agenda Item 6.1: Airport Master Plan Amendment and Capital Plan

To Mayor Liccardo, Vice Mayor Jones, and Honorable Councilmembers Arenas, Carrasco, Davis, Diep, Esparza, Foley, Jimenez, Khamis, and Peralez:

On behalf of the over 350 member companies of the Silicon Valley Leadership Group, **we would like to express our support for the Airport Master Plan amendments and Capital Plan.**

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 350 member companies to proactively tackle issues to improve our communities and strengthen our economy, with focuses on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation. The Leadership Group counts several airlines and aviation support companies among our membership, including: United Airlines, Southwest Airlines, Alaska Airlines, All Nippon Airways, and Signature Flight Support. Expanding availability and frequency of service to Mineta San José International Airport (SJC) has been a longstanding priority of the Leadership Group.

As you know, annual air passenger demand at SJC is projected to reach 22.5 million passengers annually in 2037, up from 15.5 million today. This growth necessitates major capital improvements, including the addition of a new concourse and 14 new gates for a net total of 42 airline gates. As the capital of Silicon Valley, San José's reach around the globe will grow substantially with the expansion at SJC, further enabling the engine of the innovation economy to the benefit of businesses and residents in our region.

Driving the expansion of SJC is the increasing demand for air travel by businesses and residents. Travelers already spend countless hours on US 101 to get to San Francisco International Airport. Increasing the number of gates and slot allocations at SJC would provide relief to air travelers using our congested roadways. With the breakneck pace of job growth in Silicon Valley, these planning efforts for supportive infrastructure and improved land use can lead the way to sustainable growth at SJC and deliver a world-class airport for a world-class economy.

The Silicon Valley Leadership Group looks forward to working with the City of San José and the Norman Y. Mineta San José International Airport on implementing much needed airport expansion projects.

Sincerely,

Jason Baker
Vice President
Transportation, Housing & Community Development
Silicon Valley Leadership Group

City of San Jose
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905

January 13th, 2020

Attention: City of San Jose Council, Planning Commission and Planning Staff

Subject: Council Agenda 1/14/20, Item 6.1, File No. PP18-103 Amendment to the San Jose International Airport Master Plan

City Council and Mayor

This letter represents high-level comments regarding the proposed amendment to the [Mineta San Jose International Airport Master Plan \(File PP18-103\)](#). To be clear, these are submitted as a private citizen and not in my role as Airport Commissioner.

The following items do not appear to be addressed in the Environmental Impact Report, are material and should be addressed prior to approving the EIR:

1. The demand forecast used in the EIR is dated. The date of the report (Appendix C of the EIR) is 6-2-2017. It only includes data from 2015 and in come categories 2016. The demand forecast should be updated. There is no mention in the EIR of the most recent OEI study and City Councils' action that was taken in February 2019 selecting Option 4 that will raise building heights over downtown and the Diridon Station areas. That decision will affect some long haul and international flights and will change the demand forecast going out to 2037.
2. What is the impact of a potential closure of *Reid-Hillview airport* on SJC, particularly as it relates to project General Aviation operations at SJC (e.g. 3.2-1, page 22)?
3. Capital improvements to the customs area/entry point for international flights into SJC appear to be missing from the EIR.
4. The emergence of Air-Taxi services that may impact both airside and landside operations is not considered
 - a. For example, table 3.2-3, page 23 does not show this type of new aircraft serving SJC.
 - b. The impacts could include new landing pads, as well as enhanced electric infrastructure to accommodate electric drivetrains.
5. The EIR does not appear to support stated policy goals IE 4.3 or IE 4.9, as there are no direct public transportation options, for example a direct connection to BART, Caltrans or VTA to the airport, are not developed in the EIR. For instance, there doesn't appear to be any mention, much less study, of a possible connection to either the Diridon or Santa Clara train stations via some sort of transit connector ([T-18 referenced on page 38 of VTA's 2040 Strategic Plan](#) and more recently asked for in the Stevens Creek-Diridon Airport RFI).
6. How does the Airport Master plan fit with San Jose's vision to reduce environmental impact by building housing closer to the workplace and reducing car-dependency as

envisioned in its plan for urban villages? Why not look at the Airport Master plan as a special case of an urban village?

For more detail regarding concerns and items that should have been addressed in the EIR, please see the attached document "*File PP18-103-Connolly-Greenlee-Hendrix-Pyle Comments on Airport Master Plan.pdf*", that was submitted January 31, 2019 as part of the Notice of Preparation for this EIR.

Sincerely,

Ken Pyle, D1 Airport Commissioner

Attachment: *File PP18-103-Connolly-Greenlee-Hendrix-Pyle Comments on Airport Master Plan.pdf*

From: Ken Pyle

Sent: Monday, January 13, 2020 4:31 PM

To: Keyon, David <david.keyon@sanjoseca.gov>; The Office of Mayor Sam Liccardo <TheOfficeofMayorSamLiccardo@sanjoseca.gov>; District1 <district1@sanjoseca.gov>; District2 <District2@sanjoseca.gov>; District3 <district3@sanjoseca.gov>; District5 <District5@sanjoseca.gov>; District4 <District4@sanjoseca.gov>; District 6 <district6@sanjoseca.gov>; District7 <District7@sanjoseca.gov>; District8 <district8@sanjoseca.gov>; District9 <district9@sanjoseca.gov>; District 10 <District10@sanjoseca.gov>; City Clerk <city.clerk@sanjoseca.gov>

Cc: Kazmierczak, Matthew

Subject: Comments regarding Item 6.1 on 1/14 Council Agenda, File No. PP18-103 Amendment to the San Jose International Airport Master Plan

[External Email]

Honorable Mayor and Council,

Attached please find my comments regarding item 6.1 on tomorrow's Council agenda, File No. PP18-103, Amendment to the San Jose International Airport Master Plan. The comments are found in the attached file called

File PP18-103- Comments on Airport Master Plan-200113 - Pyle.pdf

The second attachment represents comments submitted last January regarding the Notice of Preparation for the EIR

Sincerely,

Ken Pyle

City of San Jose
200 East Santa Clara Street, 3rd Floor Tower
San Jose, CA 95113-1905
Attention: City of San Jose Council, Planning Commission and Planning Staff

January 31st, 2019

Subject: File No. PP18-103 Amendment to the San Jose International Airport Master Plan

Messrs. Keyon and Greene

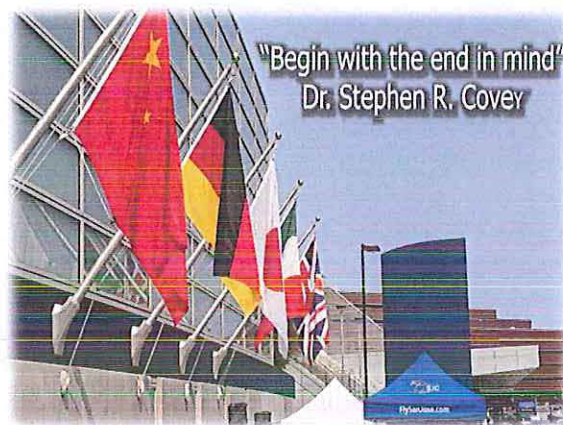
This letter represents comments from the individuals listed at the bottom of this correspondence regarding the proposed amendment to the [Mineta San Jose International Airport Master Plan \(File PP18-103\)](#). Although they are Mineta San Jose International Airport Commissioners, the views are their own. These comments are split into three sections;

- Vision, which talks about the importance of understanding the Airport's expansion plans interact with other San Jose developments.
- Premises – discusses some of the changes we can expect by the year 2037 due to technological and economic changes.
- Comments – reference the proposed changes

Vision:

"Begin with the end in mind," is the wisdom Stephen Covey taught us decades ago. It is important to have a clear and common vision that serves to align the strategies and tactics necessary to accomplish something big and bold. When we look at the proposed changes to the Airport Master Plan, we see a capacity planning exercise, not a vision.

What we don't see is how this incredible community asset ties into other nearby assets such as the adjacent Guadalupe River and its associated park, downtown and Diridon Station to the south, the Santa Clara train station to the west, BART to the East and the economic engine of North San Jose.



Watch the video at
<https://youtu.be/OoBV64h7A0Y>

It's time to reimagine the airport as more than just a place that facilitates the movement of people and goods. It can be so much more than that and can be an integral part of the community as a place to live, work, shop, and play.

The author of the blog Airport Urbanism, Professor Max Hirsch indicates that this happening today in places like the Netherlands, Finland and Singapore. He suggests that creative use of

airport land can help an airport's finances by dampening the economic volatility of the airline industry. Hirsch writes,

"Leading global hubs like Amsterdam Schiphol, for example, generate up to 20% of their overall income—and more than a third of their profits—through landside real estate. That's because the profit margins on commercial developments are considerably higher compared to aeronautical charges."

The 20-million passenger Helsinki Airport, located in the nearby city of Vantaa, Finland is creating a dense, urban walkable city center, Aviapolis, where people from bag handlers to knowledge workers will be live. It will also provide foreign visitors a first impression of Finland. Tapping the creativity of the crowds, Vantaa held an international competition to elicit ideas on how to shape this innovative urban airport district.

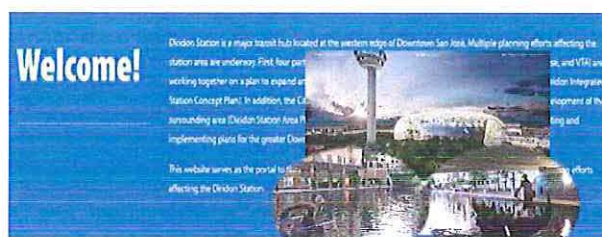
When you look at SJC's strategic location on a river next to a park - really the Central Park of San Jose - near transportation hubs, it is in a good position to help alleviate some of San Jose's housing, commercial office space, transportation, and limited parkland issues.

We have several activities going on that should be considered as inputs to the master plan, including the one engine inoperative study, the upcoming community meetings for the Diridon Station Area - aka the Google village - the airline lease negotiations. All these things will impact each other, and they are especially going to impact the Master Plan's projections for future growth.

As the community and city participate in these activities, it is important to have a mindset of what will be in 2037 and beyond, not what is today. From air taxis to shared electric, autonomous vehicles to the standardization of modularized, car-free, micro-housing, both mobility, and the built environment are going to be significantly different in 20 years.

Whether this means reduced parking demands or new feeder routes from on-demand air taxis, technology and operational improvements will have impacts on both the landside and airside operations of the airport. None of these potential changes are addressed in the master plan.

It's time we tie those things together with a vision; a vision that will align seemingly disparate projects into a cohesive community; making for a better San Jose and a better Silicon Valley.



Diridon Integrated Station
Concept Plan

Diridon Station Area Plan +
Google Project



Premises:

The proposed changes to the SJC Airport Master Plan extend the plan to the year 2037. Before we look forward, let's look back 18 years ago. In 2001, there was no smartphone, Facebook's Mark Zuckerberg was still in high school, AOL was the World Wide Web for many people, and GE was the world's most valuable company as measured by market capitalization.

Fast-forward two decades from now and we are sure to see similar changes in mobility and the built-environment based on the technological developments occurring today.

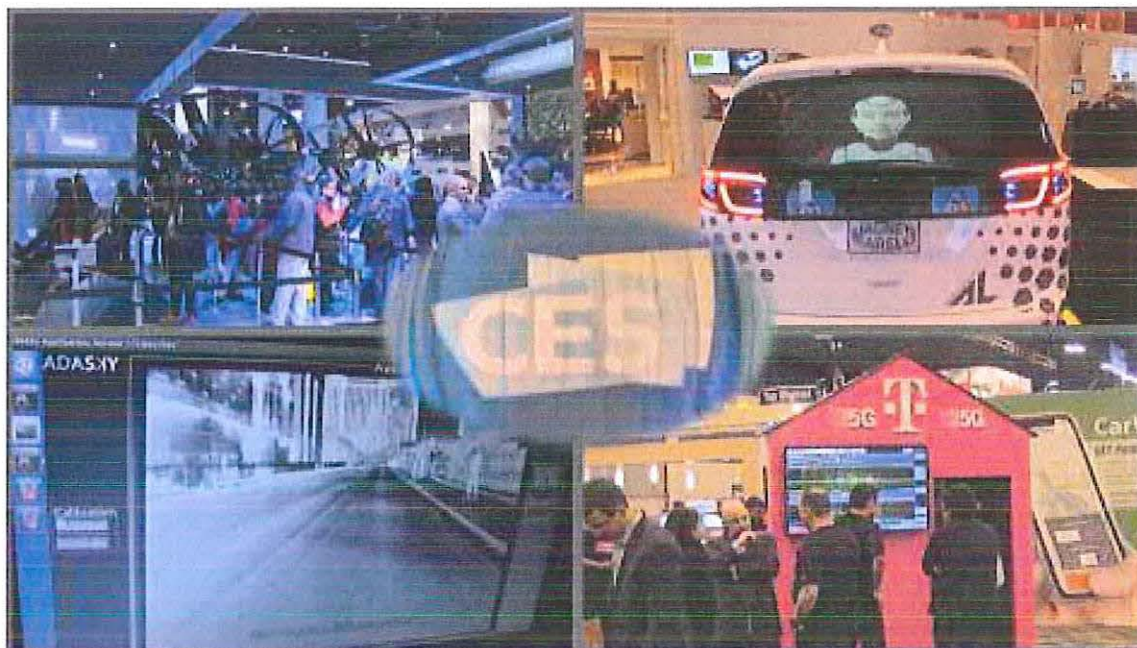


Figure 1, The Future at CES2019

Some of these developments include:

- **Autonomous Electric Air Taxis** are likely to be mainstream at some level, given the interest from major companies, such as [Airbus](#), [Bell Helicopter](#), [Uber \(PDF\)](#) and start-ups like [Airspace Experience Technologies](#), [Joby Aviation](#), and [Lilium](#). [Bye Aerospace is projecting operating costs for its electric trainer plane](#), slated for 2020 delivery, of approximately **\$3 per hour or 2 cents per mile**. This promises cleaner transportation at a tenth of the current operating cost. The Air Taxi services will most like be intercity transit (e.g. San Jose to San Francisco) as alternatives to traditional transit and/or vehicles, as envisioned, may be as likely to be from building to building, as it is airport to airport.
- **Autonomous Vehicles** – The industry may currently be in the so-called “deflated expectations”, just as the broadband ecosystem was with the demise of Webvan, Pets.com, and others at the turn of the century. In the meantime, start-ups and established companies are working on solutions for the operational issues that will be

required for autonomous driving to scale. Policy at the local, state and national will be critical to determining whether the future is shared autonomous or zombie cars; the so-called heaven or hell scenarios. In either scenario, there is likely going to be less demand for parking on a per passenger basis in 2037 as compared in 2019.

- **Boring** – [Elon Musk's December 2018 unveiling of his 1+ mile tunnel in Hawthorne, CA](#) was widely derided by transportation experts as being unfeasible as a potential subway alternative. The real break-through was an order of magnitude reduction in cost for boring, compared to traditional methods. The techniques he employed for boring, along with low-cost, autonomous electric shuttles, which will become common by 2037, could make point-to-point transit projects financially viable, such as a connector between the Santa Clara train station and SJC. For a high-level analysis of one such scenario, please [click here](#).
- **Solar, Energy Storage & Microgrids** – The cost of electricity from alternative energy sources and associated storage continues to drop and is already close to parity with electricity from fossil fuel powered generators (see [this article as a recent example](#)). By combining power generation and storage, it is possible to create a microgrid, independent from the larger grid, providing resilience in the event of an outage from a manmade or natural disaster.



Example of solar panels on/next to a fence

- **Land will Become More Valuable** – Unless there is an economic Armageddon, Silicon Valley land will continue to become more precious and will be reflected in the cost of housing. If we want to have a middle class, we will need to more efficiently utilize the land already devoted to housing, mix-use to reduce vehicle miles traveled and look at ways to better use land now dedicated to automobiles. [Patrick Kennedy of Panoramic Interests](#) puts it well with his statement that we need high-quality designs that are micro, modular and car-free if we are going to begin to tackle the high cost of housing.

Comments on the EIR

The following comments are made in the context of the above premises for how things will be different in 2037.

1. Do the air traffic growth projections account for possible reduction in international and transcontinental service that will likely result, if the City of San Jose adopts the Airport's recommendation in its January 10th, 2019 memo?
2. What is the plan to accommodate electric vertical take-off & landing (VTOL) and other air taxis that may become both an airport connector (e.g. SJC-SFO, like the helicopter shuttles that flew between those airports in the 1960s), as well as an alternative shuttle to get to the airport (air taxi, such as what Uber proposes)? Specifically,
 1. What will be the impact on the airside operations (e.g. new pads to accommodate electric VTOL shuttle take-off and landings for inter-airport flights)?
 2. What will be the impact on the landside operations? For instance, will the airport need to build new pads, say, on top of a parking lot, to accommodate electric VTOL air taxi take-off and landings for air taxi service (e.g. building to-airport flights, where the passengers check-in and pass through screening after being dropped off by an Air Taxi)?
3. Could **T-8** be more generalized to include other types of buildings, such as hotel, workforce housing, offices, etc.? This might require zoning that isn't possible in today's code (e.g. housing on airport property).
4. Could the scope of **T16** (hotel) include the flexibility to include things such as building above a parking lot? Could it also include a bridge over the road that separates it from the terminal? This bridge might also be part of the building, effectively using the space above the road for offices (e.g. SJC admin offices), hotel rooms and, potentially, workforce housing.
5. Is a connector between the SJC and the Santa Clara train station included in the General Plan changes? A transit connector is part of VTA's 2040 plan (T-18, referenced on page 38 in the VTA plan), but it doesn't seem to be in this plan? Does the terminal need to be included in the General Plan change? See this post for a fresh look at this challenge and how to potentially create a connector that pays for itself.
6. What about the property that is just north of De LaCruz/Trimble that had the Radar field. That should be looked at for some activity, such a solar power field.
7. Regarding solar power and energy storage, what opportunities are there to integrate solar power (e.g. ring the fences with solar collectors, as an example) and does this need to be mentioned in the General Plan?

Sincerely,

Dan Connolly, D10 Airport Commissioner
Raymond Greenlee, D6 Airport Commissioner
Catherine Hendrix, D9 Airport Commissioner
Ken Pyle, D1 Airport Commissioner