



# Memorandum

**TO:** HONORABLE MAYOR  
AND CITY COUNCIL

**FROM:** Christopher Burton

**SUBJECT:** See Below

**DATE:** May 6, 2026

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**COUNCIL DISTRICT: 3**

**SUBJECT: File No. ER25-259 - Amendment to the Airport Master Plan**

## **REASON FOR SUPPLEMENTAL**

On April 22, 2026, the Planning Commission held a public hearing to consider the adequacy of the Addendum to the Airport Master Plan Final Environmental Impact Report (EIR) and to review the proposed Major Amendment to the Airport Master Plan. Following the hearing, the Planning Commission voted 9-0-2 (Nguyen and Young absent) to recommend that the City Council adopt the Addendum to the Airport Master Plan Final Environmental Impact Report and approve the Major Amendment to the Airport Master Plan. This supplemental memorandum summarizes the Planning Commission's recommendation.

## **SUMMARY AND OUTCOME**

The hearing before the City Council is to evaluate the Major Amendment to the Airport Master Plan, as well as to consider approval of the Addendum to the Airport Master Plan Integrated Final EIR.

If the City Council approves staff's recommendation, as recommended by the Planning Commission, then the Addendum to the Airport Master Plan will be adopted and the Airport Department will be allowed to proceed to update aviation demand forecasts and facility requirements, revise and refine the phased development program, and incorporate related technical and policy updates in the Airport Master Plan.

## **BACKGROUND**

On April 22, 2026, the Planning Commission held a Public Hearing to consider the adequacy of the Addendum to the Airport Master Plan Final EIR and to review the Major Amendment to the Airport Master Plan.

Vice Chair Bickford made a motion to approve the recommendation, seconded by Commissioner Casey. The motion passed 9-0-2 (Nguyen and Young absent). The Planning Commission recommended that the City Council approve the Addendum to the Airport Master Plan Final EIR and approve the Major Amendment to the Airport Master Plan.

## **ANALYSIS**

Analysis of the proposed CEQA clearance and Major Amendment to the Airport Master Plan is contained in the attached Planning Commission Staff Report (Attachment).

## **EVALUATION AND FOLLOW-UP**

The City Council is the final decision-making body for the Environmental Determination and Major Amendment to the Airport Master Plan for this project.

If the City Council accepts the Planning Commission's recommendation to adopt the resolution approving the Addendum to the Airport Master Plan Final EIR and to adopt a resolution approving the Major Amendment to the Airport Master Plan, then the Airport would be allowed to update the aviation demand projections, modify components of the long-term capital development program, include the demolition and replacement of a Federal Aviation Administration air traffic control tower, and identify vertiport(s) sites and associated support facilities in the Airport Master Plan.

If the City Council denies the Planning Commission's recommendation, then the project will not be able to proceed.

## **COORDINATION**

The preparation of this memorandum has been coordinated with the Airport Department and City Attorney's Office.

## **PUBLIC OUTREACH**

This memorandum will be posted on the City's Council Agenda website for the May 12, 2026, City Council meeting.

Staff followed City Council Policy 6-30: Public Outreach Policy<sup>1</sup> to inform the public of the proposed project. A legal notice of the public hearing was published in the San José Post Record on March 31, 2026. The hearing agenda and staff report were posted on

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<sup>1</sup> <https://www.sanjoseca.gov/home/showpublisheddocument/12813/636669915135130000>

the City's website. The Addendum to the Airport Master Plan Integrated Final EIR has been posted to the City website on April 10, 2026. Staff has been available to respond to questions from the public.

Comments e-mailed during project review are linked from the Planning Commission Staff Report (Attachment).

### **COMMISSION RECOMMENDATION AND INPUT**

At the Planning Commission meeting on April 22, 2026, the Commission considered the Addendum to the Airport Master Plan Final EIR and reviewed the Major Amendment to the Airport Master Plan. The public hearing included a staff presentation, public comments, questions, and concluded with the Planning Commission's decision to accept staff's recommendations on the project.

Two commenters spoke during the public comment period in opposition to the closure of Ewert Road as an access point for bicycles. These commenters spoke about how Ewert Road is an important bicycle connection around the Airport and should remain open for bicycle use. Chair Rosario asked City Attorney Yu to explain why Ewert Road is being closed for bicycle use and the options that the public has to engage with the City regarding the closure. City Attorney Yu clarified that the closure of Ewert Road for bicycle use is not contemplated as part of the Major Amendment to the Airport Master Plan and instead was contemplated at a previous City Council Hearing, which would have been the appropriate channel for public comments. Since the closure of Ewert Road for bicycle access was not agendaized as part of the Planning Commission meeting on April 22, 2026, the Planning Commission cannot act on the topic. Chair Rosario and City Attorney Yu advised the public commenters to continue working with individual Councilmembers and the City's Department of Transportation.

After the public comment period, the Commission asked questions to City staff regarding the updated aviation forecast and its impact on the Airport's development, the decreased passenger demand and related fiscal implications, and the planning of the vertical take-off and landing sites.

With regard to the updated aviation forecast and its impact on the development of the Airport, commissioners asked questions pertaining to how the forecast was developed, if there are any uncertainties in the forecast assumptions and how the Airport is planning for those uncertainties, and impacts to capital improvement projects at the Airport. Staff answered that the updated aviation forecast was developed by a third-party consultant and is included as an appendix in the Addendum to the Airport Master Plan EIR. Staff identified uncertainty in the forecasted passenger volume assumption because passenger recovery at the Airport has been slow since the COVID-19 pandemic. Staff explained that the Airport would assess and pursue capital improvement projects in the Airport Master Plan that best fit their fiscal scenario when planning for future developments. More specifically, the expansion of Terminal C and

the Short-term Parking Garage in Lot 4 are two capital improvements that could potentially be delayed if there is not enough passenger volume.

Regarding decreasing passenger demand and related fiscal implications, questions were asked about possible factors contributing to lower forecasted passenger volume at the Airport, how the lower forecasted passenger volume affects Airport revenue and debt coverage, and whether the Airport is looking at ways to create more passenger demand. Staff answered that the lower forecasted passenger volume can be attributed to several factors, such as economic uncertainties affecting passenger decision and lack of business travel. In comparison to the years when the Airport experienced the highest passenger volumes (2018 and 2019; before the COVID-19 pandemic), the conditions for higher air travel demand (such as regional economic growth and competition between mainline carriers) are not currently present. However, the Airport has agreements with its largest airlines to act as financial guarantors and cover debt if passenger volumes are low. In response to opportunities to increase passenger demand at the Airport, Staff explained that the Airport is a facility to serve airlines and cannot generate passenger volume; however, there is an Air Service Development staff member in contact with current and future airlines to plan for routes that would best benefit the members of the community. Staff noted that more flights may get pushed back to the Airport once the region experiences an increase in passenger volume and San Francisco International Airport reaches capacity.

Commissioners also asked about the plan for the identified vertical take-off and landing sites on Airport property. Staff responded that the Airport plans to first conduct feasibility assessments on those identified sites to prepare ahead for future demand.

Commissioners then voted on Vice Chair Bickford's motion to approve the staff recommendation and recommend that City Council approve the project. The motion passed 9-0-2 (Nguyen and Young absent).

## **CEQA**

The City of San José, as the Lead Agency, prepared an Addendum to the Airport Master Plan Integrated Final EIR (Planning File No. PP18-103) (SCH# 2018122051), and addenda thereto. The proposed project is eligible for an addendum pursuant to CEQA Guidelines Section 15164, which states that a lead agency or responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration if some changes or additions are necessary, but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or Negative Declaration have occurred.

The environmental impacts of the proposed Project were addressed by the 2020 Final EIR certified by City Council Resolution No. 79497 on April 28, 2020. No substantive revisions to the 2020 Final EIR are needed because the proposed project would not result in new or significant effects to resources beyond those previously studied and

HONORABLE MAYOR AND CITY COUNCIL

May 6, 2026

**Subject: File No. ER25-259 - Amendment to the Airport Master Plan**

Page 5

disclosed. All mitigation measures identified in the 2020 FEIR will be implemented and no new mitigation is required. Since approval of the 2020 Final EIR, there have been no significant changes to the circumstances under which the project would be undertaken, and no new significant environmental effects have been identified.

Additional analysis of the proposed CEQA clearance is contained in the attached Planning Commission staff report (Exhibit A). The Addendum to the FEIR and other related environmental documents are available on the Planning website at: <https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/environmental-planning/environmental-review/active-eirs/2026-major-amendment-to-the-san-jose-mineta-international-airport-master-plan>.

### **PUBLIC SUBSIDY REPORTING**

This item does not include a public subsidy as defined in section 53083 or 53083.1 of the California Government Code or the City's Open Government Resolution.

/s/

CHRISTOPHER BURTON  
Planning Commission Secretary

For questions on the Major Amendment to the Airport Master Plan, please contact Matthew Kazmierczak, Division Manager, Airport Department, at [mkazmierczak@sjc.org](mailto:mkazmierczak@sjc.org) or (408) 392-3640. For questions on the environmental determination, please contact David Keyon, Principal Planner, Planning, Building, and Code Enforcement at [david.keyon@sanjoseca.gov](mailto:david.keyon@sanjoseca.gov) or (408) 535-7898.

### **ATTACHMENT:**

Attachment – Planning Commission Staff Report



# Memorandum

**TO:** Planning Commission

**FROM:** Christopher Burton, Director of the Planning, Building, and Code Enforcement Department

**SUBJECT:** Major Amendment to the Airport Master Plan (Planning File No. ER25-259)

**DATE:** April 22, 2026

**COUNCIL DISTRICT: 3**

Type of Permit	Public Project (Major Amendment to the Airport Master Plan)
Demolition	<p>The Major Amendment to the Airport Master Plan includes removal of several airside facilities including closure and/or narrowing of various taxiways and the replacement of a Federal Aviation Administration (FAA) air traffic control tower (ATCT).</p> <p>For a full list of projects in the Airport Master Plan, refer to Section 2.3 (pages 11 through 15) of the Addendum to the Airport Master Plan Integrated Final Environmental Impact Report (Final EIR).</p>
Proposed Land Uses	N/A
New Residential Units	N/A
New Square Footage	N/A
Additional Policy Review Items	N/A
Tree Removals	N/A
<b>Project Planner</b>	John Wilson
<b>CEQA Clearance</b>	Addendum to the San Jose Mineta International Airport Master Plan Integrated Final EIR
<b>CEQA Planner</b>	Nhu Nguyen

## RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council take all of the following actions:

1. Adopt a Resolution approving the Addendum to the San Jose Mineta International Airport Master Plan Integrated Final EIR in accordance with the California Environmental Quality Act; and
2. Adopt a resolution approving the Major Amendment to the Airport Master Plan for the San Jose Mineta International Airport.

## PROPERTY INFORMATION

<b>Location</b>	San José Mineta International Airport, generally bounded by U.S. Route 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.
<b>Assessor Parcel No.</b>	Various
<b>General Plan</b>	Public/Quasi-Public
<b>Growth Area</b>	N/A
<b>Zoning</b>	Public/Quasi-Public
<b>Historic Resource</b>	No existing buildings at the Airport are eligible for or listed on the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), or the City of San Jose Inventory of Historical Resources.
<b>Annexation Date</b>	Various
<b>Council District</b>	3
<b>Acreage</b>	1,000 acres
<b>Proposed Density</b>	N/A

## PROJECT BACKGROUND

As shown on the attached Vicinity Map (Exhibit A), the project site is located on a site of approximately 1,000 acres in Santa Clara County at the southerly end of San Francisco Bay, approximately two miles north of Downtown San José.

The San Jose Mineta International Airport (“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. The vicinity of the Airport and the general San José area is predominantly urban in character. The Airport vicinity includes industrial, commercial, and residential land uses, as well as certain special purpose noise sensitive uses, such as churches and schools.

The Airport is one of three primary airports serving the San Francisco Bay Area. The Airport primarily serves Santa Clara, Alameda, Santa Cruz, Monterey, and San Benito counties. In 2025, the Airport served 10.2 million passengers.

As shown on the attached aerial photo (Exhibit B), the Airport has two passenger Terminals, Terminal A with 16 gates and Terminal B with 20 gates (including eight (8) temporary gates at the south end of Terminal B). There are two 11,000 feet-long runways at the Airport, noted as Runway 12R/30L and Runway 12L/30R. The Airport serves most major commercial airlines with statewide, national, and international destinations, as well as air cargo airlines. The Airport also serves 154 based general aviation aircrafts, which are privately owned, non-commercial aircrafts (ranging from small propellers to jets) that are permanently stored or stationed at the Airport.

### *1997 Airport Master Plan Development through 2020*

In 1988, the City initiated a planning process to update its 1980 Master Plan for San Jose International Airport. Aviation consultants prepared demand forecasts for the Airport 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.

The City began the formal preparation of the Draft EIR for the update of the Airport Master Plan in 1995, with the Final EIR for the updated 1997 Airport Master Plan being certificated by the San Jose City Council in June 1997. A supplemental EIR to the 1997 Airport Master Plan EIR, which updated the noise analysis and addressed the effects of a proposed Automated People Mover was certified in 2003. Thirteen EIR Addenda were also prepared to address changes to the environmental setting and/or various amendments to the Airport Master Plan that have been approved since 1997.

The 1997 Airport Master Plan consisted of several improvements to airside and landside facilities at the Airport, such as improved facilities with the design capacity to fully accommodate the forecast demand for air passengers, air cargo, and general aviation services. The original 73 capital improvement projects identified in the 1997 Airport Master Plan included 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 (subsequently limited to 42 air carrier gates), new air cargo and general aviation facilities, several multistory parking garages, and a new fuel storage facility.

From 1997 to 2020, a total of 3 major amendments and 14 minor amendments were adopted, responding to the changing capacity and operational needs of the Airport. These amendments included projects to expand Fixed-Base Operator leaseholds, addressed terminal facility redesigns, allowing for temporary re-use of land for construction projects, and shifting the forecast horizon year forward. In 2020, the City Council adopted a Major Amendment to the Airport Master Plan to extend the horizon year and demand forecasts from 2027 to 2037, and bringing the total number of capital improvement projects to 90, including a set of airfield configuration changes recommended in the Runway Incursion Mitigation/Design Standards Analysis ("RIM") Study, and updates to the layout and sizing of various landside facilities to adequately serve the projected 2037 demand.

### *City of San Jose's Role in Regulating Activity Levels at the Airport*

The City of San Jose is the owner and operator of the Airport. However, the Federal Airline Deregulation Act of 1978 prohibits a state or local government's regulation of an airline's rates, routes, or services. The City cannot regulate the number of flights or the types of aircraft utilizing the Airport, as long as those flights and aircraft can be reasonably accommodated. In

practical terms, this means that the level of activity at the Airport will be directly related to two primary factors:

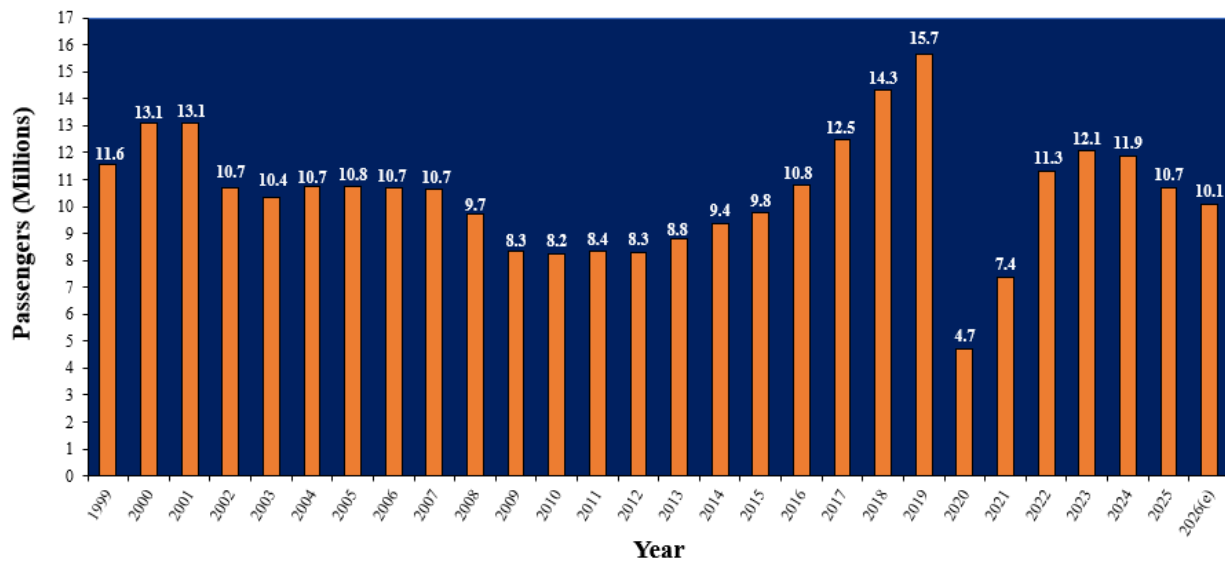
1. The demand for air transportation services that is largely based on the regional economy and jobs/housing land uses, and
2. Whether there are facilities at the Airport that can accommodate the demand.

As an example, if an airline determines that there is a market for adding flights to a given destination from San Jose and the existing facilities (i.e., runways, taxiways, gates, etc.) can accommodate the desired aircraft, the City has no approval authority over the airline’s decision to add the flights.

Unlike its ability to directly control activity levels (e.g., population, employees, traffic, noise, etc.) associated with most land use decisions, the City can only indirectly control activity at the Airport by limiting the size and type of facilities. In other words, the City is not deciding whether to increase general aviation/corporate aircraft operations from 51,000 to 73,000 annually; those are outside the City’s direct control. Rather, the City in developing the Airport Master Plan, is deciding how to accommodate future air passenger, air cargo, and general aviation demand by making improvements to the Airport.

Since the previous set of aviation demand forecasts were adopted in 2020, the Airport has experienced material and sustained changes in commercial passenger demand. Shifts in regional travel patterns, changes to airline network decisions, and delays in aircraft deliveries and fleet replacements have prompted the Airport to revisit prior forecast assumptions. As presented in the figure below, the Airport’s post-pandemic passenger recovery peaked in 2023, even as corporate/air taxi and general aviation operations have continued to recover and grow beyond previously forecasted activity.

**Comparison of Annual Air Passenger Activity Levels at SJC**



## PROJECT DESCRIPTION

Pursuant to Section 25.02.300 of the San Jose Municipal Code, the project consists of a Major Amendment to the San José Mineta International Airport Master Plan (Project). This Section defines a Major Amendment to the Airport Master Plan as one “which, if adopted, would alter or revise the development goals, policies, principles or objectives applicable to the airport, or would potentially increase the design capacity of airport facilities to accommodate the total projected numbers of passengers, or the projected numbers of aircraft operations for any segment of aircraft activity, upon which projections the plan is based.”

The proposed amendment to the Airport Master Plan incorporates new aviation demand forecasts for the current horizon year 2037 and modifies specific components of the long-term capital development program.

An Addendum to the 2020 Airport Master Plan Environmental Impact Report (EIR) was prepared to evaluate the potential environmental impacts of the proposed project, which would modify the Airport Master Plan in the following primary categories:

1. Adopt new aviation demand forecasts:

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 at a reasonable level of service. Consistent with this planning principal, previous forecasts were completed in 1994, 2005, 2009, and 2017, each of which affected the type, size, and timing of many of the projects contained in the Airport Master Plan.

The latest update to the aviation demand forecasts for the Airport was completed in 2025, based on aviation activity in 2024, and projects activity levels to the existing horizon year of 2037. As shown in the table below, the new aviation demand forecasts address each segment of aviation activity: air passengers, air cargo, air taxi (commuter), and general aviation. The methodology used to develop the forecasts takes numerous factors into consideration, including historical activity levels, the existing and project demographic and economic characteristics of the area, airfares, existing and likely domestic and international destinations, and the Airport’s role as one of the three major airports serving the San Francisco Bay Area.

The new forecasts indicate projected increases to air taxi (commuter) operations, general aviation operations, and the number of based general aviation aircraft. The updated forecasts allow the Airport to plan for potential future developments intending to serve these segments of aviation activity and evaluate them for consistency with the Airport Master Plan.

Airport Activity Forecasts						
	Actual 2024	Previous Forecasts				Current Forecast
Date of Forecast		1994	2005	2009	2017	2024
Forecast Horizon Year		2010	2017	2027	2037	2037
Annual Air Passengers (millions)	11.4	17.6	17.6	17.6	22.5	16.75

Annual Air Cargo (tons)	30,837	315,300	207,600	189,700	100,200	40,698
General Aviation (based aircraft)	154	320	350	209	164	183
Annual Aircraft Operations						
Air Passenger	106,245	243,100	185,700	183,660	183,920	147,071
Air Cargo	1,202	13,300	6,200	6,830	1,960	1,729
Air Taxi "Commuter"	24,217	N/A	N/A	N/A	22,168	33,052
General Aviation	31,946	226,800	129,700	73,200	29,412	40,073
Military	125	800	500	100	250	125
Total	163,735	372,500	318,400	263,790	237,710	222,150

- 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)
  - 2025 Aviation Activity Forecast (HNTB Corporation, 2025)

2. Modify specific components of the long-term capital development program:

Proposed Modifications to Airfield Improvement Projects		
#	Description in Approved Airport Master Plan	Proposed Modifications
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.	Rename Taxiway V7 to Taxiway V6 to reflect that only six taxiway connectors will be constructed.
A-27	Construct new cross Taxiway V7 from north end of new Taxiway V to Taxiway W (for ADG-III aircraft).	Rename Taxiway V7 to Taxiway V6 to reflect that only six taxiway connectors will be constructed.
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).	Change "up to seven new taxiway connectors (V1-V7)" to "up to six new taxiway connectors (V1-V6)" to reflect that only six taxiway connectors will be constructed.
A-46	Narrow segment of existing cross Taxiway B between Taxiway Z and Runway 12L-30R through pavement marking/painting.	Change "pavement marking/painting" to "pavement removal."
A-47	Narrow segment of existing cross Taxiway L between Taxiway Y and Runway 12R-30L through pavement marking/painting.	Change "pavement marking/painting" to "pavement removal."
A-48	Close existing segments of cross Taxiways F and H between Runway 12R-30L and Runway 12L-30R through pavement marking/painting.	Change "pavement marking/painting" to "pavement removal."
A-50	n/a	<b>New project:</b> Close existing segments of cross Taxiways E, F, and H between Runway 12L/30R and Taxiway Y through pavement removal.
Proposed Modifications to Aviation Support Projects		
#	Description in Approved Airport Master Plan	Proposed Modification

S-10	n/a	<b>New Project:</b> Demolish existing air traffic control tower (ATCT) and remote transmitter/receiver (RTR) and construct replacement ATCT and RTR adjacent to existing ATCT location on the west side of the Airport.
<b>Proposed Modifications to General Aviation Projects</b>		
#	Description in Approved Airport Master Plan	Proposed Modification
G-11	n/a	<b>New Project:</b> Identify vertiport(s) and associated support facilities at various existing facilities or new sites on the east or west sides of the Airport.

The locations of the proposed modifications to the airfield improvement projects are shown in Exhibit C. A full list of the Airport Master Plan projects and their status (completed/underway/future) is found in Section 2.3 (pages 11-15) of the Addendum to the Airport Master Plan Integrated Final EIR.

### CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The City of San José, as the Lead Agency, prepared an Addendum to the Airport Master Plan Integrated Final EIR (Planning File No. PP18-103) (SCH# 2018122051), and addenda thereto. The proposed project is eligible for an addendum pursuant to CEQA Guidelines Section 15164, which states that a lead agency or responsible agency shall prepare an addendum to a previously certified EIR or Negative Declaration if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or Negative Declaration have occurred.

The environmental impacts of the proposed Project were addressed by the 2020 Final EIR certified by City Council Resolution No. 79497 on April 28, 2020. Physical impacts resulting from the proposed major amendment to the Airport Master Plan would involve the pavement removal on the existing airfield due to the modification of several existing taxiways and the elimination of a planned taxiway connector in accordance with FAA airfield design standards. The major amendment also includes the replacement of an existing federal ATCT, which is owned and operated by the FAA. The ATCT replacement project is subject to separate environmental review in compliance with the National Environmental Policy Act. In 2025, the FAA prepared and circulated a Final Environmental Assessment for the ATCT replacement project. Based on the conclusions reached in the Environmental Assessment, the FAA subsequently adopted a Finding of No Significant Impact and approved the project on 12/09/2025 in a Record of Decision. The adoption of the new 2025 aviation demand forecasts is part of the Project and does not directly result in any changes to the environment. However, operational activity level at the Airport directly correlates with transportation, air quality, greenhouse gas, noise, and energy impacts. Overall aircraft operations from all sectors combined are forecasted to be 7 percent lower when compared from the previously adopted forecast for the planning horizon year of 2037. Due to the overall lower forecasted activity levels at the Airport, the operational impacts of the project are lower than that shown in the 2020 Final EIR for the aforementioned resources.

No substantive revisions to the 2020 Final EIR are needed because the proposed project would not result in new or significant effects to resources beyond those previously studied and disclosed. All mitigation measures identified in the 2020 FEIR will be implemented and no new mitigation is required. Since approval of the 2020 Final EIR, there have been no significant changes to the circumstances under which the project would be undertaken, and no new significant environmental effects have been identified.

**PUBLIC OUTREACH**

Public Utilities Commission Section 21676(c) mandates that each public agency shall, prior to modification of its Airport Master Plan, refer such change to the Santa Clara County Airport Land Use Commission (ALUC) for a Determination of Consistency with the Airport Land Use Compatibility Plan (ALUCP).

On March 25, 2026, the proposed Airport Master Plan Amendment was heard by the ALUC. The Airport Master Plan Amendment (ER25-259) was found to be consistent with the ALUCP for the San José Mineta International Airport.

Staff followed Council Policy 6-30: Public Outreach Policy in order to inform the public of the proposed project. A legal notice of the public hearing was published to the San Jose Post Record on March 31, 2026. The hearing agenda and staff report were posted on the City website. The Addendum to the Airport Master Plan Integrated Final EIR has been posted to the City website on April 10, 2026. Staff has been available to respond to questions from the public.

**Project Managers:** John Wilson (Airport) and Nhu Nguyen (PBCE)

**Approved by:** /s/ Manira Sandhir, Deputy Director, for Christopher Burton, Director of Planning, Build & Code Enforcement

<b>ATTACHMENTS:</b>
<a href="#">Exhibit A: Vicinity Map</a>
<a href="#">Exhibit B: Aerial Map</a>
<a href="#">Exhibit C: Location of Changes to Airfield Improvements</a>
<a href="#">Exhibit D: Draft Addendum Resolution</a>
<a href="#">Exhibit E: Addendum Document and Appendices</a>
<a href="#">Exhibit F: Public Comment Received After 4-15-26</a>

<b>Owner:</b>	<b>Applicant:</b>	<b>Applicant’s Representative:</b>
City of San Jose – Airport	City of San Jose - Airport	N/A