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Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: William F. Sherry, A.A.E.

SUBJECT: ANNUAL STATUS REPORT ON
THE AIRPORT MASTER PLAN

DATE: 4/2/10

Approved

Date

4-6-10

INFORMATION

This Annual Status Report on the Airport Master Plan for the year 2009 is being provided to Council pursuant to City Municipal Code Section 25.04.1210.

Background

In 1998, the City Council adopted Ordinance No. 25528 and Resolution No. 67947 which created an Implementation Program for the Airport Master Plan adopted in 1997. The Implementation Program sets forth conditions and requirements for undertaking Airport development with the intent to give additional assurance to the community that the Airport Master Plan will be implemented in an orderly manner.

One provision of the Airport Master Plan Implementation Program Ordinance (Section 25.04.1210) states: "*An annual evaluation of the 1997 Airport Master Plan shall be presented for City Council review. Such evaluation shall include the status of the capital improvement program, the status of passenger, air cargo, and general aviation demand at the Airport, and the implementation of required mitigation measures, and an assessment of the status of this Implementation Program*". The following information is presented to fulfill this Municipal Code requirement for calendar year 2009.

Status of Master Plan Capital Improvement Program

The Airport Master Plan, as amended to date, identifies approximately 70 facility improvement projects to be implemented in a phased program to adequately serve commercial aviation demand projected out to the year 2017. Most of the key airfield improvements, including two runway reconstructions/extensions, were completed several years ago, with Master Plan implementation more recently focused on major facility improvements in the terminal area.

Airport Master Plan capital projects completed, underway, or initiated during 2009 are highlighted as follows:

- Terminal Area Improvement Program (TAIP). Overall TAIP construction reached the 85% completion milestone. The 380,000 sq.ft. North Concourse portion of new Terminal B, with 9 additional airline gates, new federal-mandated security facilities, and expanded passenger amenities, was completed and opened for operation during 2009. Construction activity continued to progress on the Terminal A modifications, new Terminal B, removal of existing Terminal C, new consolidated rental car and public parking garage, and roadway improvements. Quarterly progress reports on the TAIP were presented to the Transportation & Environment Committee and will continue through the scheduled completion of all TAIP projects in late 2010.
- Airfield Improvements. With FAA grant assistance, design and construction of the first phase of the Taxiway W extension project was initiated during 2009. Under the Airport Master Plan, this taxiway (currently consisting of two short segments at each end of the airfield) will ultimately become a full-length parallel taxiway on the west side of the airfield, enhancing operational flexibility and aircraft access to existing and future facilities on the west side. An FAA grant was also received in 2009 to design and reconstruct the deteriorating airfield apron adjacent to new Terminal B. The new pavement will support aircraft parking and movement when the Terminal B gates open in mid-2010.
- New Fuel Storage Facility. Construction of the new jet fuel storage facility was completed by the airline fuel consortium pursuant to its City-approved design plans and lease and operating agreements. The facility consists of three storage tanks and associated improvements on the formerly vacant Airport parcel on the northeast side of the Airport across Highway 101, with a pipeline connection to new fuel dispensing tanks on the northeast side of the airfield. The new facility, which became operational in December, has approx. 2.0 million gallons of jet fuel, with room for further expansion if needed. The much smaller and constrained old fuel facility on the southeast side of the Airport has been closed for demolition and remediation beginning this year, and conversion to another Airport support use consistent with the Airport Master Plan.
- Environmental Mitigation. Two notable accomplishments occurred during 2009:

First, the soundproofing of an additional 80 dwelling units marked completion of the Acoustical Treatment (ACT) Program which began in the mid-1990's. A total of 2,675 homes (90% of all eligible dwellings) and four schools in the noise impact area in the cities of San Jose and Santa Clara were treated, one of the more extensive airport soundproofing programs in the nation.

Second, in its continued efforts to minimize air pollutant emissions, the City became the first airport operator in the western U.S. to be awarded a Voluntary Airport Low Emissions (VALE) grant by the FAA. The grant, applied for in 2008, has provided \$4.6 million for retrofitting the older Terminal A gates with preconditioned air (to reduce airline use of aircraft engines or auxiliary diesel-power units while aircraft are parked at the gate) and for replacing 11 older Airport service vehicles with new electric vehicles. The Airport vehicle replacements have been completed and the preconditioned air installation in Terminal A is underway as part of the Terminal Area Improvement Program.

Status of Airport Activity Levels

All key activity levels in 2009 declined from 2008, and remained substantially less than the Airport's peak activity year of 2000 (13.1 million passengers and 287,000 total aircraft operations). The following table compares annual activity levels over the last three years with the projections contained in the current Airport Master Plan.

Airport Activity Levels vs Master Plan Forecasts

	2007	2008	2009	Projected 2017*
Air Passengers	10,658,389	9,717,717	8,321,750	17,623,700
Cargo Tonnage	91,430	81,222	59,471	315,300
Based Aircraft	166	151	149	360
Air Carrier Operations	128,154	118,366	102,774	186,400
<i>Major Airline</i>	97,702	93,270	80,232	163,800
<i>Commuter Airline</i>	30,452	25,096	22,542	22,600
All-Cargo Operations	3,242	2,884	2,364	13,100
General Aviation Operations	55,793	51,253	40,342	129,700
Military Operations	<u>78</u>	<u>73</u>	<u>358</u>	<u>800</u>
Total Operations	187,267	172,576	145,838	330,000

* Note: an update to these forecasts is part of a pending amendment to the Airport Master Plan.

Total passenger volume in 2009 (8.3 million) declined by 14% from 2008, the fourth consecutive year of negative growth and the lowest calendar year total since 1994. Reflecting the prolonged downturn in the national and local economy, and its effects on the airline industry, passenger activity has now declined 36% since 2000, and total aircraft operations (including air carrier, air cargo, and general aviation) has now declined 49% since 2000. Combined with San Francisco and Oakland International airports, overall Bay Area regional aviation activity also decreased during 2009 but less sharply, with a 6% drop in total passenger volume. San Jose Airport's share of regional air passengers in 2009 was 15%, its lowest share since the early 1990's.

As the existing Airport Master Plan anticipates activity levels to increase to 17.6 million annual passengers and 330,000 total aircraft operations by the year 2017, staff with aviation consultant assistance has recently completed a reassessment of demand and its implications on the facility development program. A proposed amendment to the Airport Master Plan, modifying the aviation demand projections, associated facility requirements, and specific facility improvement projects, has been formulated and is currently proceeding through the public review process. Council consideration of this pending Master Plan amendment will be agendaized in the May/June timeframe.

Status of Implementation Program Requirements

Attachment 1 provides a 6-page itemized listing and status report on compliance with the adopted 1998 Airport Master Plan Implementation Program.

Status of EIR Mitigation Measures

Attachment 2 provides a 3-page itemized listing and status report on implementation of the environmental mitigation measures identified in the 1997 Airport Master Plan Environmental Impact Report (EIR) and its 2003 Supplement (SEIR).

Status of ARB Air Quality Certification Conditions

Attachment 3 provides a 3-page itemized listing and status report on compliance with the 1999 California Air Resources Board (ARB) air quality certification conditions as part of the FAA approval of the Airport Master Plan's development program.

/s/ Kimberly B. Aguirre for
WILLIAM F. SHERRY
Director of Aviation
Airport Department

Please contact William F. Sherry, Director of Aviation, at 501-7669, with any questions.

Attachments

WFS:CG

Attachment 1

**Airport Master Plan: Implementation Program
Status Report for 2009**

Airport Master Plan: Implementation Program Status Report for 2009

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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: 40 air carrier gates; 12,700 public parking spaces; terminal building space and rental car ready/return spaces restricted to #s identified in current Master Plan. [SJMC Section 25.04.300 as amended]	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 as amended]	Prerequisites previously met.
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]	Prerequisite previously met.
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]	Prerequisite previously met.
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. [not applicable in 2009]
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. [not applicable in 2009]
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. [not applicable in 2009]
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 as amended]	Ongoing. [not applicable in 2009]

Airport Master Plan: Implementation Program Status Report for 2009

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Element	Status
<p>10. Prior to proceeding with construction of Central Terminal or additional gates, the following transportation projects must be within three years of completion and all funding identified: Route 87 Freeway; additional southbound lane on Coleman Ave. at I-880 interchange; and improvement of capacity at 3 Airport entrances to specified levels of service. Funding source for a rail or fixed guideway connection between the Airport and light rail or BART also must be identified. Voter approval required to modify these requirements. [SJMC Section 25.04.410 as amended]</p>	<p>Prerequisites previously met.</p>
<p>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, avoidance of published departure/arrival times within curfew hours, complete and accurate reporting of reasons for curfew period operations, and adherence to FAA-designated approach paths. Airport to prepare an annual report on airline compliance and good faith efforts. [SJMC Section 25.04.510]</p>	<p>General meeting with airlines on Noise Control Program occurred 3/11/09. Discussions with individual airlines ongoing.</p> <p>2009 airline compliance and good faith effort report to be submitted to Council as an Information Memorandum.</p>
<p>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]</p>	<p>Previously completed/ongoing.</p>
<p>13. Any proposed modification to the Noise Control Program requires appropriate CEQA, Master Plan, public and FAA review. [SJMC Section 25.04.550]</p>	<p>Ongoing. [not applicable in 2009]</p>
<p>14. Airport to continue engine run-up monitoring and reporting. Report to Council if high power run-ups average more than 3 per month during curfew hours over any 12-month period and, if so, initiate a run-up enclosure facility project. [SJMC Section 25.04.570]</p>	<p>No high power run-ups occurred during curfew hours in all of 2009.</p>
<p>15. Airport to institute and maintain procedures for substantiating the reasons for curfew intrusions. [SJMC Section 25.04.590]</p>	<p>Completed/ongoing. [curfew ordinance]</p>

Airport Master Plan: Implementation Program Status Report for 2009

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Element	Status
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]	Ongoing through Airport Noise Advisory Committee. Committee report for 2009 to be submitted to Council as an Information Memorandum.
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]	Prerequisite previously met.
18. Acoustical treatment of homes in the 1994 65 CNEL to be completed in 2000. [SJMC Section 25.04.710-B]	Previously completed.
19. Complete acoustical treatment of homes in the 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. [per updated contours in 2003 Master Plan SEIR, these areas were added to either ACT Program Category 1 (full treatment in 65 CNEL), Category 2 (full treatment in 63.5-65 CNEL if federally eligible), or Category 3 (testing upon request and treatment if eligible)]
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/ongoing. [per updated contours in 2003 Master Plan SEIR, portions of these areas were added to ACT Program Category 1 or 2; homes in updated 60-63.5 CNEL comprise Category 3 (testing upon request to determine treatment eligibility)]
21. Conduct a supplemental noise attenuation program, on a request basis, for schools in projected 60 CNEL. [SJMC Section 25.04.750]	Previously completed. [Washington Elementary, Montague Elementary, Sacred Heart, & Center for Employment Training all treated; Bachrodt Elementary, Mayne Elementary, and Notre Dame High tested w/no treatment required]

Airport Master Plan: Implementation Program Status Report for 2009

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Element	Status
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. [ACT Program expanded/revised in 2003 per Master Plan SEIR]
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]	Not applicable in 2009.
25. 2/3 Council approval required for any airfield expansion allowing for simultaneous instrument operations. [SJMC Section 25.04.910]	Not applicable in 2009.
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]	Previously completed. [Automated People Mover (APM) between Airport and Metro light rail station and/or Santa Clara Caltrain/ future BART station added to Master Plan and included in 2000 VTA Measure A program]
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. [includes completed 87 Freeway w/Skyport and 101 interchanges, upgraded 880/Coleman interchange, and upgraded Central/De La Cruz intersection; design of upgraded 101/Trimble interchange underway]
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. [not applicable in 2009]
29. Prepare an annual Master Plan evaluation report for Council. [SJMC Section 25.04.1210]	This document comprises report for 2009.

Airport Master Plan: Implementation Program Status Report for 2009

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Element	Status
30. Establish FAA Tower Order requiring jet departures to begin from end of extended runways except for emergencies. [Resolution 67947, Section 1]	Previously 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]	No activity.
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]	No activity.
33. City Manager & City Attorney to negotiate a master project labor agreement with the Building & Construction Trades Council for specified Phase 2 projects. [Resolution 67947, Section 4]	Previously completed.
34. City to encourage federal legislation to phase out noisier Stage 3 aircraft between the years 2000 and 2005, and encourage airlines to use the quietest Stage 3 aircraft at the Airport, particularly in the time period surrounding the curfew hours. [Resolution 67947, Section 5]	Previously 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]	Previously 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]	All monthly noise reports and all quarterly noise reports for 2009 issued within 60 days.

Airport Master Plan: Implementation Program Status Report for 2009

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Element	Status
37. City Manager or Director to notify and discuss non-compliant curfew operations under the Noise Control Program with aircraft operators after the first occurrence. [Resolution 67947, Section 7-B]	Ongoing. [curfew ordinance]
38. Director and City Attorney to develop guidelines for referral of non-compliant curfew operations under the Noise Control Program for legal action. City Attorney authorized to file actions seeking compliance with the Noise Control Program. [Resolution 67947, Section 7-C/D]	Completed/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]	Previously completed.

Attachment 2

**Airport Master Plan: EIR Mitigation Program
Status Report for 2009**

Airport Master Plan: EIR Mitigation Program Status Report for 2009

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Mitigation Measure	Status
1. [Traffic] Prohibit left turns from Martin Ave. into interim west side public/employee parking lot.	Previously completed but dropped at request of City of Santa Clara after review of traffic conditions.
2. [Traffic] Restripe westbound Brokaw Rd. at Coleman Ave. to allow one exclusive left turn lane and one shared left/through/right turn lane.	Previously completed.
3. [Traffic] Add third left turn lane from southbound Central Expressway at De La Cruz Blvd.	Previously completed.
4. [Traffic] Add second left turn lane from southbound Coleman Ave. at Airport Blvd.	Previously completed.
5. [Traffic] Add third through lane on westbound Brokaw Rd. at N. First St.	Not applicable in 2009.
6. [Traffic] Add additional northbound and southbound through lanes on Airport Blvd. at Airport Pkwy.	Impact eliminated in 2003 with completion of one-way Airport Blvd./Terminal Dr. loop. Further improvements under construction as part of Terminal Area Improvement Program.
7. [Traffic] Add third left turn lane on northbound Airport Blvd. at north Terminal Dr. connection.	Impact to be eliminated by Terminal A bypass roadway under construction as part of Terminal Area Improvement Program.
8. [Traffic] Add third through lane on eastbound Old Bayshore Hwy. at N. First St.	Not applicable in 2009.
9. [Traffic] Restripe southbound N. First St. at Skyport Dr. to allow two through lanes and one exclusive right turn lane.	Not applicable in 2009.
10. [Traffic/Air Quality] Develop and implement a Transportation System Management (TSM) Program as described in EIR.	Previously completed/ongoing.
11. [Air Quality] Develop/implement a pollutant emissions abatement program during construction.	Ongoing.
12. [Air Quality] Comply, and ensure tenant compliance, with all BAAQMD requirements for stationary emissions facilities.	Ongoing.

Airport Master Plan: EIR Mitigation Program Status Report for 2009

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Mitigation Measure	Status
13. [Air Quality] Inform van/shuttle, rental car, and air cargo truck fleet operators that regularly serve SJC of City policy encouraging conversion of on-road vehicles to alternative fuels.	Previously completed/ongoing.
14. [Air Quality] Inform airlines that City supports single or reduced engine taxiing to the extent that it would provide air quality benefits and is determined by the FAA and the airlines to be a safe and efficient procedure.	Previously completed.
15. [Noise] Continue implementation of existing Noise Control Program, Acoustical Treatment Program, aviation easement requirements, and noise monitoring system improvements as described in EIR.	Ongoing.
16. [Noise] Subject to FAA concurrence, impose the existing restrictions on Rwy. 12R-30L jet takeoffs to Rwy. 12L-30R.	Previously completed/ongoing.
17. [Noise] If high power engine run-ups during curfew hours average more than 4 per month over a 12-month period, City to re-consider a noise attenuation facility.	No high power run-ups occurred during curfew hours in all of 2009.
18. [Noise] Conduct engine run-up noise measurements upon completion of blast fences at ends of Rwy. 12L-30R to determine best location for minimizing run-up noise.	Previously completed.
19. [Noise] Request County ALUC to update its land use plan consistent with Master Plan and current FAA land use compatibility guidelines.	Previously completed.
20. [Noise] Offer acoustical testing/treatment to Bachrodt Elementary School to meet interior noise level standard of 45 dB Leq.	Previously completed.
21. [Noise] Monitor noise levels in Rosemary Gardens area after construction of Route 87 soundwall to determine eligibility for adding homes to the ACT Program.	Completed. [portions of Rosemary Gardens added to ACT Program in 2003 per updated contours in Master Plan SEIR]
22. [Noise] Offer acoustical testing/treatment to Agnews State Hospital (Santa Clara campus) to meet interior noise level standard of 45 dB CNEL.	Impact eliminated in 1998 with conversion of hospital campus to compatible land use.

Airport Master Plan: EIR Mitigation Program Status Report for 2009

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Mitigation Measure	Status
23. [Cultural Resources] Continue existing archaeological monitoring program as described in EIR for all construction projects within designated sensitive areas.	Ongoing.
24. [Hydrology/Water Quality] Increase storm runoff ponding or pumping capacity at north end of Airport.	Previously completed.
25. [Hydrology/Water Quality] Construct a retention wall around north end of Airport to prevent runoff onto Hwy. 101.	Previously completed.
26. [Hydrology/Water Quality] Continue implementation of Storm Water Pollution Prevention Program and update as needed.	Ongoing.
27. [Hydrology/Water Quality, Geology/Seismicity, and Hazmat] Design new jet fuel storage tanks to meet current requirements, and amend storm water and applicable emergency plans for fuel storage facility.	Completed.
28. [Geology/Seismicity] Design and construction of all facilities to comply with applicable City building codes and other safety standards.	Ongoing.
29. [Biological Resources] Implement Burrowing Owl Management Plan as described in EIR.	Ongoing.
30. [Biological Resources] Prior to construction of rental car facility bridge, conduct surveys of special status species along the Guadalupe River and consult with permitting agencies on any mitigation.	Not applicable in 2009.
31. [Biological Resources and Aesthetics] Design new jet fuel storage facility to comply with 100-foot setback from bank of Guadalupe River and screen tanks from Hwy. 101 and adjacent land uses.	Completed
32. [Hazmat] Investigate potentially contaminated sites prior to project construction and, if applicable, implement safety precautions for site workers.	Ongoing as needed.

Attachment 3

**Airport Master Plan: ARB Certification
Status Report for 2009**

Airport Master Plan: ARB Certification Status Report for 2009

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Requirement	Status
1. Provide free public transit passes to Airport tenant and Airport Department employees.	Previously completed/ongoing. [VTA EcoPass program]
2. Provide free transportation connecting Airport terminals/parking lots and Caltrain/VTA train stations.	Previously completed/ongoing. [VTA Airport Flyer bus route]
3. Provide public transit information in terminals and on the Airport website.	Previously completed/ongoing.
4. Require all taxis to have permits which require them to park in queues near the terminals and advance on an as-needed basis when dispatched to do so.	Previously completed/ongoing.
5. Operate the Automated Vehicle Identification System charging shuttle van operators a fee for each trip.	Previously completed/ongoing. [fee discount instituted for alternate-fuel vehicles in 2009]
6. To the extent feasible and consistent with City policies and labor agreements, provide flexible work hours for Airport employees to reduce emissions from employee commuting, and assist Airport tenants in encouraging flexible and non-peak work trips.	Previously completed/ongoing.
7. To the extent feasible and consistent with City policies and labor agreements, provide Airport employees access to a carpool/vanpool matching system, and provide assistance and support to Airport tenants in carpool/vanpool matching for employees.	Previously completed/ongoing.
8. Install an electric vehicle charging station in the Terminal A parking garage in 1999.	Previously completed.
9. Advise airline tenants in writing by June 2000 to implement reduced and/or single-engine taxiing to the extent that it would provide air quality benefits and is determined by the FAA and the airlines to be a safe and efficient procedure.	Previously completed.
10. Replace in 2000 the existing 17 diesel buses used to shuttle passengers between terminals and parking lots by leasing buses with engines meeting applicable ARB 2004 emission standards. The lease for the replacement buses shall not exceed 7 years. If an Automated People Mover is not fully operational in 2007, Airport shall use shuttle buses certified to meet ARB's cleanest low-emission vehicle standards in effect in 2007 until the APM becomes operational.	Previously completed.

Airport Master Plan: ARB Certification Status Report for 2009

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Requirement	Status
11. Establish an Airport policy by 2000, consistent with City procurement policies/procedures, to purchase lowest emitting vehicles feasible for the intended use.	Previously completed/ongoing. [10 CNG vehicles, 15 electric vehicles, and 34 CNG buses acquired since 2000]
12. Study the feasibility of encouraging taxi permit holders and shuttle van operators to reduce emissions, and submit the results of the study to the City Manager, City Council, and ARB by 2002. The study should consider: (a) requiring a certain percentage of the taxi and shuttle fleet to meet ARB's cleanest low-emission vehicle standards, (b) prohibiting taxis and vans of older than a certain age and do not meet the cleanest low-emission standards, and (c) instituting a differential fee structure under which lower-emitting taxis and vans pay lower access fees.	Previously completed. [on-demand dispatch service contracts require taxi and door-to-door shuttle van companies to provide a minimum of 25% of trips by lowest-emission vehicles (SULEV or CNG), with access incentives also included in taxi permits; in addition, 27 taxis and shuttle vans replaced with grant-funded CNG vehicles in 2008]
13. By 2002, as a pilot program, purchase two new alternate-fuel buses that are lower-emitting than required by ARB's 2004 emission standards for heavy-duty buses.	Previously completed.
14. By 2002, install battery recharge stations at Gates 1-5 in Terminal A, and encourage and promote the use of electric ground support equipment to the maximum extent feasible in discussions and negotiations with airlines.	Previously completed/ongoing.
15. In conjunction with the installation of battery recharge stations at Gates 6-15 in Terminal A, encourage and promote the use of electric ground support equipment to the maximum extent feasible in discussions and negotiations with airlines.	Previously completed/ongoing.
16. In conjunction with the installation of 400 Hertz power at all 15 gates in Terminal A, encourage and promote the use of gate-based power to the maximum extent feasible in discussions and negotiations with airlines, and investigate the feasibility of installing preconditioned air in Terminal A.	Previously completed/ongoing. [all new jet bridges being installed at Terminal A gates as part of Terminal Area Improvement Program include preconditioned air]

Airport Master Plan: ARB Certification Status Report for 2009

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Requirement	Status
17. Install 400 Hertz power, preconditioned air, and battery recharge stations at all gates in Terminal B when constructed, and in Terminal C when reconstructed, and encourage and promote the use of 400 Hertz power, preconditioned air, and electric ground support equipment to the maximum extent feasible in discussions and negotiations with airlines.	Ongoing. [included in construction of North Concourse and Terminal Area Improvement Program]
18. If the Airport constructs an alternative fueling facility for departmental vehicles, make that facility accessible to the public.	Previously completed/ongoing.
19. By 2005, consolidate the rental car operations by constructing a centralized on-airport facility and creating a shuttle system to reduce the number of trips made by rental car vehicles.	Previously completed/ongoing. [construction of new Rental Car facility in terminal area underway as part of Terminal Area Improvement Program]
20. By 2005, use alternate-fuel buses that are lower-emitting than required by ARB's 2004 emission standards for heavy-duty buses in the shuttle system for the new rental car facility.	Previously completed.
21. Install compressed natural gas and battery recharge stations when new airline maintenance and equipment facilities are constructed to support use of alternative fuel equipment.	Airport CNG fuel station previously completed. Battery recharge infrastructure included in construction of North Concourse and Terminal Area Improvement Program underway.
22. By 2010, construct and operate an on-airport, electric-powered Automated People Mover to replace the existing shuttle bus systems between each terminal and between the terminals and the new rental car facilities.	Revisions to Airport Master Plan in 2006 (connected terminals with adjacent rental car facility) reduce need for on-Airport APM. CNG shuttle buses to be used for transport between Terminal A and new Rental Car center.
23. Upon request from the BAAQMD, provide data on activity levels needed to calculate air pollutant emissions from aircraft operations, ground support equipment, and ground transportation vehicles.	Ongoing as needed.
24. Submit an annual report to the City Council, ARB, and BAAQMD on the Master Plan, including mitigation measures and certification conditions.	This document comprises report for 2009.