

## September 25th, 2021, Airport Commission Report Submission for D1LG Meeting

Highlights from the 8/9/21 Airport Commission meeting include the opening of the Economy Lot 1 Garage (July 1<sup>st</sup>), a transition to a new “smart parking system” (e.g., online reservations, customer loyalty, dynamic pricing), and the intent of SJC to join with SFO and SAN regarding collaboration on the advancement of sustainable aviation fuel.

Also presented was the crane policy plan, which, in a nutshell, charges downtown developers whose cranes reach into the protected airspace. These fees are then available to compensate airlines for Denied Boarding (i.e., they need to remove passengers/weight to enable southern take-offs). This analysis was one of the outcomes of the decision a few years ago by council to raise the heights of buildings in the downtown and Diridon Station Area.

### Digital Billboards at SJC:

The proposal for erecting four “Clear Channel Electronic Signs” (digital billboards) in two locations at SJC generated over 150 written public comments in opposition prior to and a spirited discussion at the 8/9 meeting.<sup>1</sup> Several of the Commissioners, including this one, submitted questions at the meeting regarding the potential environmental impacts, as well as around quality of life and business implications, as documented here<sup>2</sup>:

[https://drive.google.com/file/d/1CDIDRuYyqiMXYJ\\_DEqZv6iJY32Cfd2Ar/view?usp=sharing](https://drive.google.com/file/d/1CDIDRuYyqiMXYJ_DEqZv6iJY32Cfd2Ar/view?usp=sharing)

The comment period for the EIR Addendum to the Airport Master Plan was from 7/26/21 – 8/25/21.<sup>3</sup> It is slated to go to Council in the Fall/Winter of 2021. The Airport Commission requested a follow-up meeting to address its outstanding questions.

### Encampments at Guadalupe Gardens:

My comments on the proposal to remove the encampments and build fencing around a portion of Guadalupe Gardens is at the link below. As summarized in that submission seen at the link below, why was this safety hazard allowed to develop in the first place?<sup>4</sup>

<https://www.flysanjose.com/sites/default/files/commission/Public%20Comments%204%20%28from%20Pyle-%20Guadalupe%20Gardens%20Comment%29.pdf>

The reason that this letter was submitted in the public record is that earlier email conversations with Airport staff never addressed questions about whether SJC was violating FAA rules by allowing

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<sup>1</sup> There were no comments in favor of the proposal. Each location has two signs in a V-shape. For more detail, please see the Airport presentation (pages 19-32) at <https://d1leadershipgroup.com/wp-content/uploads/2021/09/2021-08-09-Airport-Commission.pdf>. The “No on Digital Billboards” presentations are here <https://drive.google.com/drive/folders/1RhLLA4aZfQKcviAmkYRdT2X-uk5eeEjc?usp=sharing>

<sup>2</sup> Page 7 of this document has a suggestion, which have been made previously, about using road marking to improve wayfinding at SJC.

<sup>3</sup> It is important to note that the billboard policy, which was revised by Council in September 2018. <https://www.sanjoseca.gov/home/showpublisheddocument/50829/637153744794670000>. It was never brought to the Airport Commission nor considered in the latest Airport Master Plan, which was approved finalized in April 2020 <https://www.sanjoseca.gov/home/showpublisheddocument/50829/637153744794670000>.

<sup>4</sup> An example of a potential safety hazard are the recent fires that created black plumes of smoke seen as far away as Campbell <https://www.ktvu.com/news/multiple-fires-under-investigation-at-san-jose-homeless-encampment>

congregation of people under the flight path. Reports in the press suggested that indeed the FAA had expressed this concern to the Airport Administration prior to my queries.

**Airport to Diridon Connector:**

Although an Airport Connector falls under the purview of the Airport Commission, the Pre-Development Agreement for creating an RFP was not brought before the Airport Commission either before or after going to the Council for approval. My recommendation and suggestions were included in this 6/29/21 memo sent to the Mayor and Council.

[https://drive.google.com/file/d/1KclEqI52pLbchbMM6nLLUDVKGrOtpj\\_-/view?usp=sharing](https://drive.google.com/file/d/1KclEqI52pLbchbMM6nLLUDVKGrOtpj_-/view?usp=sharing)

It was sent using my Airport Commissioner email address since it was directly related to the business of the Airport Commission. None of the Councilmembers or Mayor responded to my input.

**Final Comments/Opinion:**

“The City of San Jose Airport Commission is an advisory body to the San Jose City Council,” according to the [airport website](#). It’s impossible to fulfill that role when information is withheld and when the Council doesn’t respond to Commission input or reach out for input. Airport Commissioners are volunteers who spend considerable time reviewing issues affecting SJ Airport and develop reports to the Council on these issues. The Airport Commission has submitted several reports to the Council on issues including Digital Billboards at SJC, Encampments at Guadalupe Gardens, and the Airport to Diridon Connector with little or no acknowledgement for their submission. The Airport Commissioners serve because they want the Commission to be effective and want to make their city a better place to live.

**Next Regularly Scheduled Airport Commission Meeting**

11/08/21 at 6 PM.

And remember, spread the word #FlySJC

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Submitted by Ken Pyle, Airport Commission Vice Chair.

To be clear, the above represent Ken Pyle’s interpretation and opinions and does not represent SJC, its administration, or the City of San Jose.