



NEIGHBORHOOD NOISE

CITIZENS AGAINST AIRPORT POLLUTION, P. O. BOX 26142, SAN JOSE, CA 95159 (866) 263-4163 SPRING 2004

AIRPORT IMPROVEMENT PROGRAM COMMUNITY OUTREACH

In March 2003, San José voters approved the Airport Security and Traffic Relief Act giving the Airport the clearance to begin construction of the new facility once roadway projects were within three years of completion. Airport Neighborhood Services Group began a renewed outreach effort in partnership with the Airport's architecture firm, Gensler, and other City Departments to receive feedback on the design of the new and improved Airport.

Wednesday, March 10, 7-8pm
Bachrodt Elementary School
102 Sonora Avenue, San Jose

Tuesday, March 16, 6:30-7:30pm
Santa Clara City Council Chambers
1500 Warburton Ave, Santa Clara

Wed, March 17, 5:30-6:30pm
Camden Community Center
3369 Union Avenue, San Jose

Tuesday, March 23, 6:30-7:30pm
West Valley Branch Library
1234 San Tomas Aquino, San Jose

Wed, March 24, 6:30-7:30pm
Hoover Community Center
1677 Park Avenue, San Jose

Tuesday, March 30, 6:30-8:00pm
Vineland Branch Library
1450 Blossom Hill Road, San Jose

Tuesday, April 6, 6:30-7:30pm
Shirakawa Community Center
2072 Lucretia Avenue, San Jose

Wednesday, April 7, 6:30-8pm
Southside Community Center
5585 Cottle Road, San Jose

Wednesday, April 14, 6:30-7:30pm
Eastridge Mall Community Room
1 Eastridge Mall, San Jose

IMPORTANT CITY COUNCIL MEETING MARCH 16 REGARDING AIRPORT TRAFFIC AND TRANSIT IMPROVEMENTS RELATED TO THE NORTH TERMINAL

*Excerpts from our letter to Mayor
Gonzales and the City Council:*

"...If Council adopts a resolution finding that the Airport traffic and transit improvement conditions set forth in Part 4 of Chapter 25 of the San José Municipal Code have been met and construction begins, we want to know what happens, or if there are penalties involved, if assumptions are found to be not correct?

"...Any North Concourse Building Projects and Terminal Construction must have a BART/Light Rail station in the design. Any good design will plan for future needs and growth and to not allow space for the station would be serving the public poorly, in our opinion. Trying to add it later with impact the current design and unnecessarily add costs to San Jose's largest ever expansion project.

As eleventh largest city in the nation, and the world's high-tech hub, we deserve convenient plane-to-train service on a scale offered by cities smaller than us...It's embarrassing to us that eleven other cities have convenient rail service, especially while our airport is so close to our downtown. At the present time, JFK, Newark, Washington National, Atlanta, Cleveland, Chicago, Philadelphia, Portland, St. Louis, Boston and San Francisco all have rail links that provide users freedom from traffic congestion at a cost lower than shuttles or taxis. We should be looking at the best of what each of these cities is providing and trying to avoid the worst...such as inconvenient shuttle buses, additional transfers, stairs, and long walks with luggage.

2. CAAP urges you to include a BART/Light Rail station in the new terminal design."

LET YOUR VOICE BE HEARD AT THE COMMUNITY OUTREACH MEETINGS

Do you have concerns about airport growth? Attend one of the Community Outreach Meetings (schedule posted in this newsletter and at www.sjc.org).

CAAP representatives attended the first of these meetings on February 25, 2004.

Here are a few of CAAP's concerns.

A) The new parking structure will be 10 stories tall. As part of the design process, they should assess potential noise impacts of refraction and reflection of aircraft noise into nearby neighborhoods, as well as reflection of Hwy 87 traffic noise off the structure back into neighborhoods. They should consider design elements such as acoustic siding to minimize noise impacts.

B) The design of the terminal and the garage should allow for the addition of a BART/Light Rail station when funds are available in the future, in order to minimize costs for redesign and retrofitting.

C) The architects' vision and plans for a modern airport befitting the identity of San Jose and the Silicon Valley are very impressive and appear to integrate a number of considerations for a wide range of passenger needs. The desired result is an airport that streamlines the passenger experience. Not discussed at the meeting was the transitional phase: what the airport experience will be between now and 8 to 10 years from now when the roadway and terminal improvements are completed.

The experience of trying to get in and out of the airport as well in and out of a plane at the airport over the last few years does not bode well. One of the goals of the new airport is to help leave a favorable, lasting impression of San Jose and Silicon Valley with out-of-town visitors. This should be a goal during the construction as well.

Norman Y. Mineta San Jose International DESIGN UPDATE

On March 16 the City Council is expected to adopt a resolution finding that the four airport-important road improvements are within three years of completion. Funds for a people-mover are identified...they just don't exist.

The Coleman Avenue/I880 interchange is to be redone rather than merely adding a fourth lane. State Transportation Improvement Program (STIP) funds would not be available until at least 2006. Garvee bonds, a state issued bonds program backed by federal appropriations and guaranteed by the Federal Gasoline Tax. Work on this project should begin this spring.

Ordinance No. 25528, the 1998 Implementation Plan for the airport, has important benchmarks that need to be met. Section 25.04.310 states:

A.
Any construction of a new Terminal B or the addition of air carrier gates in existing terminal buildings beyond thirty-one (31) air carrier gates shall not proceed until the year 2000 or beyond, and shall not proceed until total annual passenger volumes at the Airport exceed eleven million two hundred thousand (11,200,000) annual passengers

Airport passenger volume in 2003 was slightly above 10,300,000.

B.
The ultimate redesign and reconstruction or replacement of the existing Terminal C as contemplated in the 1997 Airport Master Plan shall not proceed until the year 2005 or beyond, and shall not proceed until total annual passenger volumes at the Airport exceed fourteen million eight hundred thousand (14,800,000) annual passengers.

Sections 25.04.330-350 outline appropriate responsibilities for air cargo, general aviation, and commercial air carriers - costs of development, maintenance and operations of facilities.

We should be aware that the City Council can modify our existing ordinance. If it does we would urge a city-wide awareness program to encourage our councilmembers to honor promises made in the past.

Global Warming

A significant contributor to global warming are high flying aircraft whose emissions go directly into the Troposphere and whose contrails cause significant cloud formations. It is possible that moratoriums will occur on airport expansions until alternative transportation can be developed and the full impact of global warming is evaluated. Is the City prepared for a moratorium on airport development?



CAAP urges you to be present at the March 16 council meeting. If you cannot, please contact any of the following decision-makers ASAP as to the time of the agenda item and request an answer to any of the items in the above information. Thanks for any help!

Mayor Ron Gonzales, 277-4237,
fax 277-3868

District 1 Linda LeZotte, 277-5438,
fax 277-5192

District 2 Forrest Williams, 277-4282,
fax 277-5192

District 3 Cindy Chavez, 277-5231,
fax 271-9692

District 4 Chuck Reed, 277-5320
fax 297-7069

District 5 Nora Campos, 277-5157/995-0827, fax 277-5192

District 6 Ken Yeager, 277 5166,
fax 292-3781

District 7 Terry Gregory, 277-5242,
fax 295-7014

District 8 David Cortese, 277-5242,
fax 998-2893

District 9 Judy Chirco, 277-5275m
fax 995-5884

District 10 Pat Dando, 277.5251m
fax 271-9807

Airport Noise Variance Up for Renewal

California airport noise regulations state that no airport shall operate a noise impact area based on the standard of 65dB CNEL unless the operator has applied for, or has received, a variance. The noise impact area within the 65dB CNEL which is incompatible land use includes residences of all types, public and private schools, hospitals, convalescent homes, churches, synagogues, temples and other places of worship. It is probable that all major airports within or close to cities in California operate under a variance.

Years ago, Richard Dyer, then head of the California Division of Aeronautics, explained the variance process. Airports conduct interstate commerce, and are constrained from state regulation by federal laws. Consequently, the state has no choice but to issue a variance to operate an airport, even if said airport is in violation of state noise regulations.

Approximately every three years, the State Aeronautic's Board asks the San Jose airport staff if they are diligently pursuing a noise insulation program for noise impacted residences, schools, and churches. They also inquire as to whether the airport is diligently pursuing a noise control program and enforcing its curfew.

In addition to this, the Airport Noise and Advisory Committee is required to meet to discuss monthly noise reports and neighborhood complaints.

The state then evaluates the answers, which are in the affirmative, and dutifully grants a variance. To our knowledge, no airport in California has been refused a variance.

**Contact CAAP
Tollfree
866-263-4163**

**E-mail Us at
info@caap.org**

**Visit our website at
http://www.caap.org**



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CAAP's Steering Committee:

Dr. Kenneth Hayes, M. D.	Chair	janetgrayhayes@sbcglobal.net
Robert Harmssen	Co-Chair	
Lenora Porcella	Vice Chair	lenora@computvl.com
Lilian Dennis	Secretary	
Jim Lynch	Treasurer	jim44@jlynch.com
Mark Wheeler	Environmental Advisor	mark.wheeler@mindspring.com
Janet Gray Hayes	Political Advisor	janetgrayhayes@sbcglobal.net
Ed Blackmond	Technical Advisor	ed@blackmond.com

**Airport Noise
Complaint Line
408-452-0707 or**

**24 Hour Airport
Customer Service Line
501-0979**

Task Force Members:

Sandy Bauer	Web Mistress	webmistress@caap.org
Ed Hodges	Historian	

YES! I want to fight Airport Pollution!

Please apply the enclosed donation _____ \$1,000 _____ \$500
toward the **Neighborhood Defense Fund***: _____ \$ 750 _____ \$250
I Pledge a monthly donation of \$ _____ \$ 35 Dues _____ \$Other

Name: _____

Address: _____

Phone: _____ E-mail: _____

Employer: _____ Occupation: _____

_____ I have also included my annual support of \$35.00

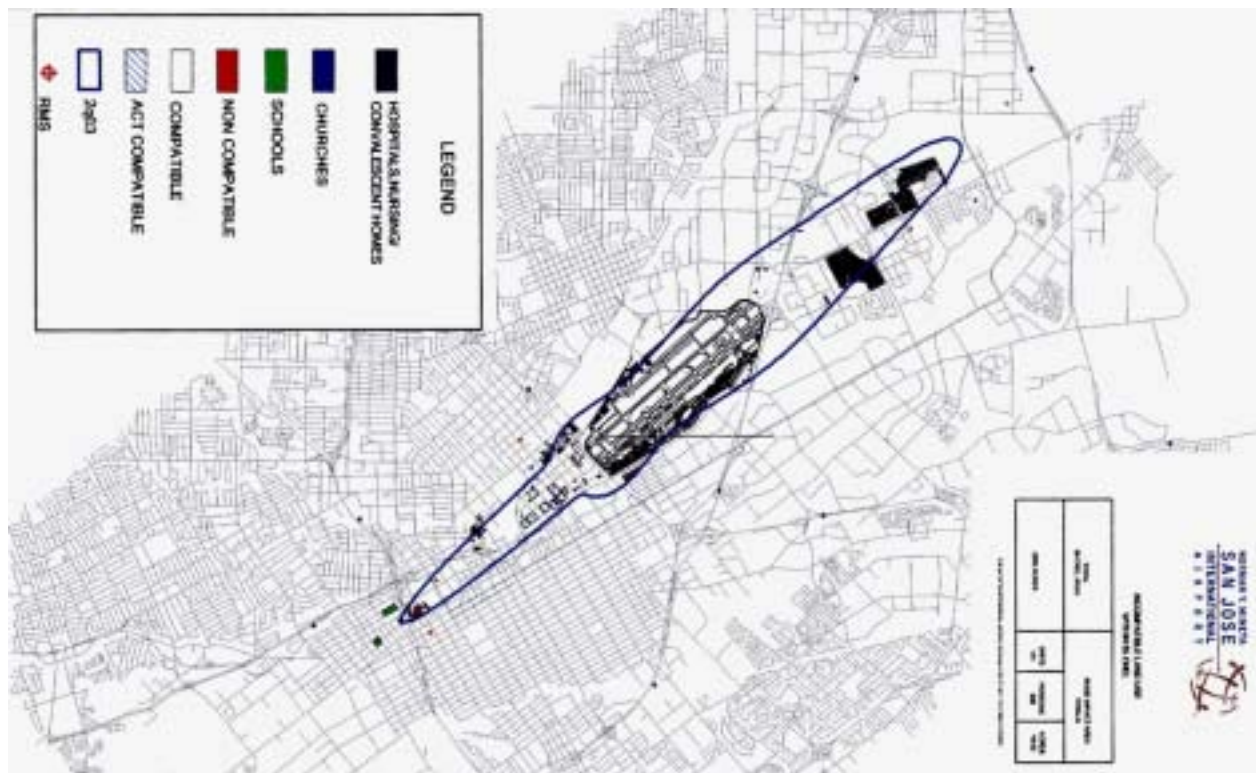
* CAAP is required by law to disclose the occupation and employer of those who contribute more than \$99.

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Check our website at: <http://www.caap.org>



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**TOLL FREE
 TELEPHONE!
 866-263-4163**

ADDRESS CORRECTION REQUESTED