

REID HILLVIEW BUSINESS PLAN

COMMUNITY MEETING

Summary of Community Meeting

Tuesday May 22, 2018

Santa Clara County Roads and Airports Department hosted a community meeting on Wednesday May 22nd, 2018 from 6:30-8:30 p.m. to discuss the proposed Reid-Hillview Business Plan. The meeting was held at the Ocala Middle School, 2800 Ocala Avenue in San Jose. Approximately one-hundred (100) people attended the meeting.

County Airport Commissioners John Carr, Ron Blake and Bud Beecham attended the meeting. Scott Strickland attended on behalf of Supervisor Cindy Chavez and Michael Donohoe attended on behalf of Supervisor Dave Cortese.

County Roads and Airports Director Harry Freitas presented and answered questions. In addition, Eric Peterson, Director of Airports and Ken Betts, Assistant Director, were in attendance and interacted with the attendees before and after the meeting. The meeting was facilitated by Eileen Goodwin, Apex Strategies.

This meeting is part of a public outreach effort Staff is employing to solicit input on the Business Plan update effort as directed by the Board of Supervisors.

The following summary of the meeting was prepared by Eileen Goodwin, Apex Strategies, who facilitated and documented the meeting.

Meeting Summary: The meeting started at approximately 6:35 p.m. In addition to the personnel there to answer questions and present information, approximately seventy (90) members of the public attended. About half of the attendees identified themselves pilots and the other half identified as neighbors/community members. Five people identified as tenants at the Airport. About 45% of the audience indicated that they had attended the previous meeting regarding the Business Plan in March 2018.

When asked about the meeting notification methods, the County's mailed flyer was mentioned by one-quarter of the audience, about twenty percent (20%) said Nextdoor was how they heard about the meeting, Facebook was also mentioned by 15% of attendees, receiving various email blasts were acknowledged by 60% of the attendees. There were Vietnamese and Spanish interpretation services offered at the meeting and both interpreters were utilized by audience members.

A brief PowerPoint presentation was given, by the Roads and Airports Director Harry Freitas, to orient the attendees to the purpose of the business plan effort, the scope of what was covered in the Draft Business Plan, recommendations from the Business Plan, options for the Board of Supervisors consideration, near term activities that would occur at the Airport regardless of the Business Plan decisions and next steps in the process. The presentation concluded with schedule and process information relating to where the Business Plan would be presented and when. A question and answer period followed the presentation.

After the presentation many questions, suggestions and opinions were offered to the staff. The comments and responses offered during the meeting are captured below in the order they were given.

Comment/Question	Response
Will you address the Airport closing? (Asked at the beginning of the meeting)	Staff was directed by the Board of Supervisors to develop an updated business plan for both airports. Closure was not part of the Board directive and not studied.
Who would pay for the ballpark rental or lions Club if Airport doesn't?	The County will be asked to pay for these items to make the Airport whole. It is not the intent to try and move or charge these community groups.
How can nine businesses be collapsed well into two? Will those two be expected to cover the revenue that the nine generated? Who are the losers? How will the County accomplish this?	It is the intent to have the two new FBOs generate at least as much revenue for the Airport as the nine do today. Some of the specialty services that make up part of the current business count could be group under one or more of the new FBO's. The County will put out a Request for Proposal (RFP). This is very common practice when soliciting businesses to enter into lease arrangements with government entities. All of the steps to accomplish this will go in front of the Board of Supervisors for a public vote and opportunity for public input.

<p>This AIP question is a big question for the County. Should the County accept grants? What exactly is the lost “flexibility?” I think this could be better explained in the draft Business Plan. Is the FAA willing to release control over the properties this Plan assumes can be developed? Is the FAA holding the properties so the County will take the grants? Please clarify.</p>	<p>If the County does not take grants then the FBOs may not be around very long at the FBOs are dependent on that decision. The FAA is assumed to be willing to work with the County. Any implication of holding the property as hostage for the grant is conjecture. The County has approached the FAA in the past and asked for the properties. It is fair to say the FAA relationship is strained, that said we do meet the criteria for the release.</p>
<p>The numbers are off. There are many more take offs and landings each day. I know I live beneath the flight path.</p>	<p>The Business Plan clarifies the situation at Reid Hillview. While the total number of based aircraft is down from previous years, the number of take offs and landings are up primarily because Reid Hillview has a lot of flight training, which includes practicing those moves.</p>
<p>The fumes are bad. Kids get sick. Lots of people don't have access to email can you email the neighborhood the test results on air quality?</p>	<p>There is a number available for people to call and make special requests. We would be happy to mail information to people who call and make those requests. We will not be mailing out test results to the neighborhood. We can also put that information on the website for people to review.</p>
<p>This airport should be closed. The pilots should be moved to San Martin.</p>	<p>Comment noted.</p>
<p>Airport Commissioner speaking as a neighbor, the Airport has been closed at night due to some construction activities. It has been very nice in our neighborhood without that extra noise. The draft Business Plan is by and large a good Plan. The Plan does not mention the neighborhood at all and that context should be added to the introduction and to some of the other</p>	<p>We can look at adding some context about the neighborhood.</p>

<p>sections. Recently the County was quoted as having a “public Health and Safety Mission.” That should be considered in this context as well.</p>	
<p>You should approach the FAA PRIOR to the presentation of this Plan to the Board of Supervisors. That way you will know more about whether the property can be made available for development, which is a cornerstone of this Plan.</p>	<p>Good idea. We will do that. We have written to the FAA in the past with that request. We can make that correspondence available on the website.</p>
<p>Reid-Hillview plays a critical role in training military pilots and future commercial airline pilots. One of the pilot heroes killed on September 11th was trained at Reid-Hillview. First responders use the airport regularly for their work. FBO’s have agreements with SJSU. Will that be impacted?</p>	<p>SJSU Aviation program is an important part of Reid Hillview operations. Yes, SJSU would have to be considered and the RFP process would lay out how all elements of the operations would be accommodated. The RFP would require tangible economic results.</p>
<p>There has to be a middle ground here. The neighbors don’t want to hurt SJSU students. We want to find a solution. Living underneath the noise of the airport is frustrating. The Report should consider the neighborhood. The report should consider the closing of the Airport as an option. We want to keep the capacity somewhere in the County.</p>	<p>Comment noted.</p>
<p>Will comments we send to the email be considered?</p> <p>There is a legal person on the Team why is there no publicly available report from them?</p>	<p>Yes. Comments sent in become part of the record and the Airport Team do review them.</p> <p>The legal resource works directly for County Counsel and that work is confidential at this time.</p>
<p>We need more specifics about the grant issues.</p>	<p>We will add more specifics to the Draft Business Plan.</p>
<p>How will the Airport operate during the time that FBO’s go from nine to two? Won’t there</p>	<p>This transition can be planned for and executed with a minimum of</p>

<p>be disruption?</p>	<p>disruption. This type of work has been accommodated at Mineta and other airports.</p>
<p>Coexistence it has worked. It can work. Why are we so worried about a few airplanes when the cars and their disruptions and emissions are far greater than what is coming out of the airport yet no one is addressing that. Planes use a different fuel. Cars are much worse.</p>	<p>Comment noted.</p>
<p>AIP obligations need to be spelled out.</p>	<p>We will add more to that section of the Plan.</p>
<p>How is the count taken on operations numbers? With a person pressing a button? How can we know the count is accurate?</p> <p>This Airport was much smaller 54 years ago.</p>	<p>Yes. Air traffic controllers in the tower use a counter to keep track of the different types of operations. This is a standard procedure used at airports all over the United States.</p>
<p>The Airport should not take grant money and tie up the Airport for twenty years.</p>	<p>Comment noted.</p>
<p>If County has no FAA money, what would the County control be?</p>	<p>We can add that information to the Draft Business Plan.</p>
<p>There is nothing in the current draft about privatizing certain aspects of the operations at the Airport. Can you look into having local , minority firms perform some of the maintenance and repair functions?</p>	<p>The County does contract out some of the work at the Airport and can look to continue to do so.</p>
<p>There seems to be a bias against AIP. Is this a hold over from previous staff leadership? I cannot find Board direction to be biased in this way.</p> <p>Can you add something about the expense side of the equation into the Plan.</p>	<p>Yes, we can add a discussion about the expenses at the airport.</p>
<p>I am an organizer for tenant rights and affordable housing. I am wondering why the Plan assumes the parcels to be developed must be developed as commercial? I think with the housing crisis here there would be</p>	<p>We can research that.</p>

a big demand for multifamily housing and that should be looked into as well.	
Going to two FBO's is nonsense like choosing between Burger king and McDonalds. This report seems biased. The County has been trying to shut down the Airport since the 1980's	Comment noted.

County committed to continue to notify attendees through email and postcards where possible about future opportunities to provide input.

Meeting Summary by Apex Strategies.