



24-5018

DATE: April 16, 2024 (Item No. {{item.number}})
TO: Board of Supervisors
FROM: Sylvia Gallegos, Deputy County Executive
SUBJECT: Report Back on Reid-Hillview Future Planning

RECOMMENDED ACTION

Held from March 12, 2024 (Item No. 15): Receive report from the Office of the County Executive relating to the status of Reid-Hillview Airport, unleaded fuel advocacy, support for Eastridge Little League, community-serving transportation options, and possible planning and community engagement for future uses of the airport site.

FISCAL IMPLICATIONS

There is no impact to the General Fund resulting from the recommended action.

REASONS FOR RECOMMENDATION AND BACKGROUND

At the December 12, 2023 Board of Supervisors meeting (Item No. 14), the Board approved a referral at the request of Supervisor Chavez directing staff to prepare a report relating to Reid-Hillview Airport (RHV):

- Provide an update on the status of Reid-Hillview Airport;
- Provide an update on federal and statewide legislation addressing leaded aviation fuel and a report to the Board through the Federal Affairs Advocacy Task Force relating to efforts to protect the County's ability to exclusively supply unleaded aviation gasoline;
- Provide options for identifying permanent space at a redeveloped RHV site for new or renovated Little League fields, associated infrastructure, and options for field access for Eastridge Little League (ELL). Additionally, consider possible partnerships with the City of San José, philanthropic organizations, public entities, and school districts for development of longer-term, interim ballfield access for ELL;
- Partner with the Santa Clara Valley Transportation Authority in developing immediate and long-term public transportation services to serve RHV, the surrounding community, and the to-be-determined future land uses of the airport site. Provide options relating to allocating future public transportation funding; and

- Present options relating to potential uses of the RHV site including undertaking a comprehensive master planning process with a multi-year workplan and report on the design of a community engagement process.

Executive Summary

On December 4, 2018 (Item No. 19), the Board directed staff to study whether there was any link between leaded aviation gasoline (avgas) emissions from aircraft operating at County airports and blood lead levels of children living nearby. The Board also voted to stop accepting federal Airport Improvement Program grants for Reid-Hillview Airport.

On August 17, 2021 (Item No. 18), the Board received a report relating to a County-sponsored, peer-reviewed study that found elevated blood lead levels in children living near RHV attributable to aircraft operations. The Board directed staff to secure a supply of unleaded avgas for County airports and to petition the U.S. Environmental Protection Agency (EPA) to make an endangerment finding that lead emissions from aircraft contribute to air pollution that may endanger public health and welfare.

The County joined other interested parties in petitioning the EPA for an endangerment finding and County staff secured a supply of 94-octane unleaded avgas, which has been approved for use in most piston engine aircraft. As of January 1, 2022, the County only supplies and distributes unleaded avgas at County airports.

On October 18, 2023, the EPA finalized the first step in the rulemaking process, which was to find that emissions from leaded avgas endanger public health and welfare. The EPA and the Federal Aviation Administration (FAA) are now required to propose new standards relating to emissions and fuel composition but have not yet issued a timeline for the draft standards.

This report back provides information about the current status of Reid-Hillview Airport, specifically as it relates to our legislative efforts to preserve our ability to exclusively supply 94-octane unleaded avgas as well as our efforts to secure 100-octane unleaded avgas when it becomes commercially available. This report also provides options and associated costs for the Board's consideration with respect to longer-term, interim ballfield access for Eastridge Little League, information about the opportunity to implement micro transit to serve the communities near RHV, and a discussion concerning planning for future uses at the Reid-Hillview Airport site.

Reid-Hillview Airport Status

County staff and Counsel are continuing efforts to protect our ability to exclusively supply unleaded avgas to avoid lead emissions from aircraft operations at County airports. As background, in October 2023, the EPA finalized its determination that lead emissions from aircraft engines cause or contribute to lead air pollution, which may reasonably be anticipated to endanger public health and welfare. The EPA must now set emissions standards applicable

to lead air pollution from aircraft emissions in consultation with the FAA, which is required to develop standards for aircraft fuel to control or eliminate aircraft lead emissions.

Both the EPA and FAA will propose new regulations including regulatory standards through the federal rulemaking process, which includes periods for public comment and can last multiple years. On February 2, 2024, the four Congressmembers representing Santa Clara County as well as 42 of their colleagues representing other parts of the state and country wrote to the Administrators of the EPA and FAA urging swift progress in setting federal standards and regulations to quickly and safely phase out the use of leaded avgas. Neither agency has issued a timeline to propose regulatory standards.

Meanwhile, there have been two proceedings before the FAA related to the elimination of leaded avgas at County airports. Both allege violations of agreements made when the County accepted federal Airport Improvement Program grants.

The first proceeding involves the availability of leaded avgas at the County's airports and other allegations including the County's leasing practices and runway conditions. The FAA started an informal investigation into these issues in December 2021 but suspended the investigation in February 2023 as part of an agreement between the County and FAA that sets forth responsibilities for both parties.

As part of the agreement suspending the investigation in 2023, the FAA invited the County to participate in a demonstration project to study best practices for transitioning airports nationwide to unleaded avgas. The study is administered by the Airport Cooperative Research Program (ACRP), which is an "industry-driven, applied research program that develops near-term, practical solutions to problems faced by airport operators. ACRP is managed by the Transportation Research Board of the National Academies and sponsored by the Federal Aviation Administration." Research on the project is under way. The ACRP and the County are working on scheduling an initial interview.

The second proceeding involves a formal complaint filed by the Aircraft Owners and Pilots Association and others in October 2022. This complaint focuses on the availability of leaded avgas at the County's airports. The FAA recently extended its deadline to issue a decision in this matter to May 6, 2024.

Additionally, a separate proceeding involves a new FAA formal investigation initiated in March 2023, and is focused on airfield conditions only. It does not include the availability of leaded avgas at the County's airports. The County and FAA are presently engaged in discussions to resolve the FAA's concerns.

On December 12, 2023, the Board of Supervisors awarded the RHV Airfield Signage Replacement and Electrical Upgrade Project to St. Francis Electric. This project satisfies a term in the now-expired agreement between the County and the FAA related to the first proceeding identified above. The project will bring the RHV runways and taxiways into

compliance with current FAA regulations. The Notice to Proceed was issued on April 1, 2024, and the project is scheduled for completion on September 11, 2024.

Status of Supply of 100-Octane Unleaded Avgas to County Airports

In addition to the activities identified above, Airports staff have continued to monitor the development of new 100-octane unleaded aviation gasolines that would serve as fleetwide general aviation (GA) drop-in solutions. The currently available 94-octane unleaded avgas cannot be used by all GA aircrafts. Airports staff have been in regular communication with the two leading vendors in this emerging field over the past two years to ensure that the County airports would be among the first airports in the nation to receive these fuels as soon as they become commercially available.

Swift Unleaded Fuel

Swift Fuels has been working on its “100R” fuel, a 100-octane unleaded avgas, and has completed most testing with the FAA reviewing those test results. Swift 100R is also undergoing review by ASTM International (ASTM; formerly known as the American Society of Testing and Materials) to achieve an ASTM-approved standard, which is highly desirable by the aviation fuels distribution network, pilots, and GA interest groups nationwide. The ASTM panel has received a subset of the reports necessary to issue a standard for 100R. Once the FAA has completed its review of Swift’s reports, those reports will be forwarded to the ASTM board for approval.

Based on the current agreement between the County and Swift, and Swift’s distribution network, staff do not anticipate significant obstacles to obtaining 100R when it becomes available. Swift had indicated to staff that it expected to have Supplemental Type Certificate (STC) approval in the first quarter of 2024, but due to delays with FAA processing, this may not occur until late in the calendar year.

GAMI Unleaded Fuel

In addition to Swift, General Aviation Modifications, Inc. (GAMI) has received STC approval for almost all aircraft in the GA fleet for its 100-octane unleaded avgas, G100UL. There is current testing under way for some helicopters that were not included in the initial STC.

GAMI has an agreement with Vitol, an energy and commodities trading company, to produce G100UL. Vitol has secured a tank for production of the fuel in Baton Rouge, Louisiana. The tank has multi-modal access to allow for multiple modes of transportation. In March 2024, Vitol indicated to staff a timeframe of late-April 2024 as a potential first sale date.

A typical fuel purchase agreement includes an exclusive agreement between the retailer and contracted supplier. The County’s agreement with Swift does not include an exclusive relationship, and staff have contacted distributors to gain insight into the distribution market for G100UL. There are multiple distributors who may be willing to provide G100UL to the County without an exclusive agreement, and staff are actively exploring all potential options.

However, circumstances concerning distribution of G100UL rapidly change so staff cannot at this time provide any reliable estimate on delivery of this fuel. That said, staff are working with the Procurement Department on the necessary steps to execute agreements with two suppliers. Staff recommends agreements with two suppliers to provide redundancy and, potentially, lower overall costs.

FAA Reauthorization

Congress periodically adopts legislation to extend the authority for and provide funding to the FAA. Since early 2023, Congress has been working on a new FAA Reauthorization Bill to extend the previous 2018 FAA Reauthorization Act, which expired in October 2023. The legislation also serves as an omnibus bill for aviation-related issues, and this time aviation interest groups inserted language into both the House and Senate versions of the pending bill that would mandate the continued availability of 100-octane leaded avgas at certain airports. The County has been one of the leaders of a nationwide coalition of more than 100 community groups and organizations to oppose this language.

In July, the House adopted its version of the FAA Reauthorization Act (HR 3935). The County worked with Representative Lofgren to propose an amendment to the House bill that was ultimately rejected, although the House adopted another amendment that would limit the effect of the mandate on airports with limited fuel storage capacity. The Senate also considered a version of the FAA Reauthorization Act in July but was unable to reach consensus due to disagreements on issues unrelated to leaded avgas. As a result, Congress extended the 2018 FAA Reauthorization Act until March 8, 2024. Subsequently, with the passage of the Airport and Airway Extension Act 2024, which was signed by President Biden on March 8, 2024, the FAA's authority was extended, yet again, until May 10, 2024.

In the interim, the coalition worked with Senator Padilla and other sympathetic senators to revise the language of the Senate bill. On February 8, 2024, the Senate Commerce Committee adopted an amended bill (S 1939). The amendments incorporated the County's proposed approach of removing the mandate to sell leaded avgas and replacing it with a prohibition on restricting or prohibiting the sale or use of or self-fueling with leaded avgas until a 100-octane unleaded fuel is available at the airport. The proposed language also would not limit the County's ability to restrict the sale of leaded fuel at its airports.

If approved by the full Senate, the Senate bill will need to be reconciled with the House bill, which has a stronger mandate to continue making leaded avgas available. The reconciled bill will need to be adopted by both chambers and signed by President Biden to become law. Due to competing legislative priorities, the timeline for its further consideration is currently unknown. Intergovernmental Relations staff and Counsel will continue to monitor the progress of the bill and advocate for more favorable language where possible as the reconciliation process proceeds.

State Legislation Relating to Leaded Avgas

The Board referral, as amended at the December 12, 2023 Board meeting, included a request to provide the status of state legislation pertaining to leaded avgas. On February 14, 2024, Senate Bill 1193 was introduced in the California Senate by State Senators Caroline Menjivar and Henry Stern. The bill, as introduced, would set a timeline for phasing out the sale of leaded avgas.

If signed into law, Senate Bill 1193 would:

- Ban the sale of leaded aviation fuel in disadvantaged communities by January 1, 2026.
- Ban the sale of leaded aviation fuel in urban growth areas by January 1, 2028.
- Ban the sale of leaded fuel throughout the rest of California by January 1, 2030.
- Instruct the California Department of Transportation to publish guidance for airport operators to minimize the environmental and public health impacts of lead exposure.

At the time of the preparation of this report, no amendments to SB 1193 had been adopted.

The Bill was referred to the Senate Committees on Transportation and Judiciary on February 21, 2024. A County representative was invited to provide testimony at a Senate Transportation Committee hearing on April 9. Intergovernmental relations staff will continue to monitor the status and support of the legislation, and staff will update and engage the Board as appropriate.

Eastridge Little League

The Board referral directed staff to present longer-term, interim options to support the ballfield needs of Eastridge Little League (ELL) until a permanent facility could be developed on the RHV site. This report also presents the status of the prior allocation of resources to ELL and proposes longer-term interim options for the Board's consideration.

According to County permit records, ELL has used the fields at the RHV site since at least November 1974, the date of the earliest permit found in an archival search. At that time, ELL was given a two-year permit for \$1 per year in exchange for field maintenance. Since then, the County has had varying arrangements with ELL for use of the fields up to the cancellation of the permit in March 2022 due to two factors: 1) While the County began on January 1, 2022 exclusively supplying 94-octane unleaded avgas at County airports, pilots could continue to self-fuel or fly to another airport to fuel with leaded avgas thereby continuing to expose children to airborne lead; and 2) the FAA identified the ELL ballfields as one of several unauthorized and inappropriate non-aeronautical uses on airport property in letters to the County and suggested that removal of the ballfields was necessary to comply with federal grant assurances.

On March 8, 2022 (Item No. 10), the Board of Supervisors approved \$250,000 in funding to assist ELL with costs associated with displacement from fields at RHV. As directed by the Board, The Health Trust was designated as the fiscal agent for ELL to assist in management

of the grant funds and in re-establishing ELL's charitable status with the state, which had lapsed. The Health Trust agreed to perform the fiscal agent work for \$25,000 leaving \$225,000 for support of ELL's expenses.

On April 12, 2023, the grant agreement was executed by ELL. The grant agreement sets forth that The Health Trust is the fiscal agent, and all grant funds will flow through its fiscal controls as set forth in a separate agreement that the County executed with The Health Trust on May 12, 2023.

The funding allows for the full payment of costs to configure and rent fields for ELL's use, and to-date those rentals have been principally with the City of San José (City). The agreement does not preclude ELL from renting from another entity. Additionally, as ELL generated revenue from concessions sales, sponsorship, and advertising at the RHV site, the agreement provides for reimbursement of expenditures that would have been made with those revenues (defined in the agreement as facilities-based income (FBI)), such as, uniforms or other regular expenses. As ELL was unable to substantiate its claim that it generated \$25,000 per year in FBI, the agreement allowed for a cap of \$25,000 for expenses normally covered by FBI (FBI Expenses) until a budget or other records substantiating the amount could be provided. Further, FBI Expenses that exceeded \$25,000 would require written approval of the County before reimbursement would be approved.

Expenditure of Grant Funds To-Date

ELL has incurred expenses for the rental of ballfields from the City and other associated expenses. Allowable expenses are set forth in the agreement between the County and The Health Trust. ELL rented fields at Arcadia, Welch, Hillview, and Capitol Parks, as well as at Fischer Middle School. Since the execution of the agreement with The Health Trust, the County has received three expenditure reports reflecting a total amount of \$51,050 through March 14, 2024, approximately \$23,226 of which was for FBI Expenses.

The expenses were for the following items:

- Field Rentals
- Player Uniforms
- Umpire Services
- Event Catering
- Trophies

These expenses represent approximately 22.7% of the \$225,000 grant. At the current rate of expenditure, the grant funds are currently meeting ELL's needs, and would be expected to pay for several more seasons. One of the notable ongoing challenges of the current arrangement is the administrative burden for City staff to arrange for ELL's use of various City parks over an entire season.

Charitable Status of Eastridge Little League

Nonprofit organizations in California are required to register as charities with the California Department of Justice (DOJ) and make regular filings, including a biennial Statement of Information, an annual Registration Renewal Fee Report, and an annual return reporting income.

Eastridge Little League registered as a charity with the DOJ in 2006. The organization last renewed its registration on July 3, 2013, and the registration was subsequently revoked, effective May 15, 2014 (Attachment A). However, ELL has held Federal tax-exempt status as a 501(c)(3) nonprofit since 1967 and has filed the most recent required Form 990-N with the Internal Revenue Service for tax year 2022 (the most recent tax year on record; Attachment B). Form 990-N is an annual electronic notice submitted by small organizations that receive less than \$50,000 in the tax year.

The Health Trust is under contract to assist ELL with securing exemptions from taxation on the basis of a nonprofit or charitable status. An application for re-registration with the state DOJ requires submission of financial records and documentation covering the years since ELL's registration had lapsed. Such an application is like that of a new registrant. Reconstructed financial documents have been filed with the Franchise Tax Board, and the consultant working with ELL is expected to complete the remedial filings with the DOJ by mid-April. Review and approval by the Franchise Tax Board and Attorney General is expected to be completed up to 120 days thereafter (i.e., mid- to late-summer 2024).

Longer-Term, Interim Ballfields for ELL

County staff have worked with City staff to discuss options for longer-term, interim ballfields for ELL.

Little League of America provides specifications for playing fields that vary according to league division, as follows:

Field Type	Divisions/Age Group	Pitching Distance	Base Path Distance	Distance from Home Base to Nearest Fence
Standard Little League Field	Minor League (5-12 yrs.); Major League (9-12 yrs.)	46 feet	60 feet	200 feet
Modified 50/70 Field	Intermediate (11-13 yrs.)	50 feet	70 feet	200 feet
Conventional Baseball Diamond	Jr. League (12-14 yrs.); Sr. League (13-16 yrs.)	60.5 feet	90 feet	300 feet

County staff have sought a location with facilities equivalent to those that were in place at the RHV site, which included three standard Little League fields that were used for Minor League, Major League, and Intermediate Divisions as well as softball. ELL had previously been responsible for securing locations with a conventional baseball diamond for its older players prior to the RHV site being unavailable.

As requested by the Board, City and County staff have identified three potential longer-term, interim options for ELL:

Option 1: Equivalent Fields to RHV Site

The City has a ballfield complex (Tully Fields) currently in use by another little league (requiring coordination to ensure access) that would meet most of ELL's needs. However, the location is outside of ELL's boundaries and may require an exemption from Little League of America for ELL to use the site. Staff anticipate that such an exemption would be granted by Little League of America for a temporary period until ELL has a permanent location on the RHV site.

This site has five fields, a concessions stand, restrooms, and parking. However, this location does not have a conventional baseball diamond, and ELL would need to secure a location for Junior and Senior League games for older players. This option would be like its circumstance at the RHV site, as there was no conventional baseball diamond at RHV.

To use the Tully Fields, City staff have indicated that a capital investment for field repair, fencing installation, security cameras and alarm systems for the concessions stand/bathrooms and maintenance building, restroom renovation, irrigation system repair, and related improvements would be necessary. Following consultation with the City Department of Public Works, staff determined that a rough order of magnitude estimate for one-time capital investment could range from \$1.3 to 1.8 million.

The County and/or ELL would need to enter into an agreement with the City for the proportional maintenance costs associated with ELL's use of the fields. Maintenance costs can vary widely, but typically a natural grass baseball field can be maintained for up to \$30,000 per year. County staff would propose that ELL's share of the ongoing maintenance costs associated with ELL's use of three fields should be \$10-20,000 per year in light of the County's capital investment.

Option 2: City Fields and a Conventional Baseball Diamond

This option would include the ballfields identified in Option 1 as well as a conventional baseball diamond at Overfelt High School. Preliminary discussions have occurred with the Superintendent of the East Side Union High School District. The baseball diamond would require renovation but could be available for use by the older ELL players. This combined approach would meet all of ELL's needs, and renovation costs for the existing diamond would be significantly less than the construction of a new baseball diamond.

In addition to the boundary exemption from Little League of America and an agreement with the City for use of the fields described in Option 1, this option would also require a joint use agreement with the East Side Union High School District to set forth the County's capital investment and share of maintenance costs. Staff determined that a rough order of magnitude estimate for the one-time capital investment would be \$300,000 for field renovation, and

maintenance costs of \$10-20,000 per year. This is in addition to the capital and maintenance costs for use of the City ballfields.

Option 3: Other City of San José Parks and High School Baseball Diamond

Alternatively, the County may enter into the agreement for renovation and use of the high school field as described above for Junior and Senior League games, and work with the City for use of City parks for Major and Minor League games. ELL has used the top-tier Arcadia Ballpark on Quimby Road under a special arrangement with the City, but to accommodate ELL, the City had to turn away or cancel reservations for other organizations. Access to City parks other than Tully Fields may be possible, but the fields in other City parks are in very poor condition. Rotating parks over a number of years is also suboptimal because it contributes to an ongoing administrative burden for the City to identify and reserve fields for a whole season and for ELL to provide coordination relating to the location of upcoming games and travel arrangements for ELL players and transportation of equipment. In addition, other City parks do not have concessions stands available for use, which would affect a source of revenue for ELL.

Estimated Costs

The table below depicts the estimated one-time and ongoing costs for each option. There is no currently identified or budgeted source of funds for any of these options.

Options		One-Time Cost	Ongoing Costs
1	(City Tully Fields – Equivalent Set Up to RHV Site)	\$1.3-1.8 million	\$10-20,000/year
2	(City Tully Fields and a High School Baseball Diamond)	\$1.6-2.1 million	\$20-40,000/year
3	(Other City Parks and High School Baseball Diamond)	\$300,000*	\$10-20,000/year*

*One-time and ongoing costs for Option 3 are dependent on the physical condition of fields at other City Parks, and the figures above for Option 3 represent only the High School Baseball Diamond.

Partnership for Near- and Long-Term Transportation Services

The Board referral sought to understand partnership opportunities to meet the transit needs of East San José residents and initiate coordination with the VTA and City to jointly plan for future needs. This report provides initial information about the current status of transit in East San José and opportunities to implement micro transit in the area. The VTA and City acknowledge that East San José is one of the poorest and most transit-dependent areas of Santa Clara County. In meetings with VTA and City staff, there was general agreement and support of the need to jointly plan land use development and transit strategies and a commitment to collaboratively plan for the future.

The neighborhoods surrounding RHV are characterized predominantly by single-family housing with a significant commercial presence on Tully Road, which is anchored by Eastridge Mall. There is untapped redevelopment potential in the area when considering possible reuse of RHV, redevelopment of Eastridge Mall, and development of the Pleasant Hills Golf Course site. These parcels alone comprise 400 combined acres of urban land within San José.

Current Transit Environment

The VTA is responsible for providing public bus and transit services for Santa Clara County including in the neighborhoods surrounding RHV. The transit hub for the area is the Eastridge Mall Transit Center owned by the VTA. The Transit Center has a parking lot, bike lockers, and passenger drop-off.

For regional service, the Transit Center is served by the 22, 26, 70, 77 Frequent Bus and 522 Rapid Bus lines. In addition, the 25 Frequent Line serves Story, Alum Rock, and White roads north of RHV. A Local Bus system for mobility around the East Valley is also anchored at the Transit Center. The Local Bus system consists of the 31, 39, and 71 lines.

Planned Transit Projects

The Eastridge-to-BART Regional Connector (EBRC) is a funded Light Rail Transit (LRT) project to connect the Eastridge Transit Center to the terminus of the existing light rail system on Capitol Avenue at Alum Rock Avenue. The original conception for this LRT line was for it to serve as a local line, not a regional connector. As a regional connector, this extension of the Orange Line will be unlike the existing LRT in that it will be constructed almost entirely on bridges in the median of Capitol Expressway. It will only have two stops, Eastridge Transit Center and Story Road. The system was designed to provide faster service between destinations than typical LRT by eliminating intersections with local streets and minimizing stops. The disadvantage of the limited number of stops is the lack of last-mile connectivity for a community that has one of the most significant needs for multi-modal public transportation.

Possible Service Enhancements

A possible transit service enhancement for the RHV neighborhood, both now and in the future, would be a first- and last-mile individual, demand-based service that could connect to the existing and planned transit system. These systems are commonly referred to as “micro transit.” This could help vulnerable populations to more easily access the existing Frequent, Local, and Rapid Lines and the planned LRT by allowing a rider to simply summon a vehicle on demand for a ride to the appropriate stop for connection to the larger system.

In a meeting with VTA staff, County staff learned that VTA will not operate micro transit services despite the fact that it operates other public transportation services and the gap in last mile connectivity for RHV neighborhoods is due to VTA’s decision to change the project from a local serving LRT to a regional connector. Instead, the VTA offers a Measure B program that has an “Innovative Transit Service” program category that is funded on a

competitive basis. This program has been used by local cities to fund start-up costs to provide micro transit in their communities. To-date, the cities of Milpitas, Palo Alto, and Morgan Hill have implemented programs using VTA funding. These programs are app-based, on-demand systems. In addition, the County Social Services Agency (SSA) uses VTA funding for a “dial-a-ride” system targeted toward seniors and disabled patrons needing rides to County services that require pre-booking. The SSA service is not app-based.

County staff met with both VTA and City of San José staff to discuss the viability of micro transit in the RHV area. Both organizations agree that this community would be well-suited for micro transit service. The next round of funding for the Innovative Transit Service Program is scheduled through a Call for Proposals in the fall of 2024. The City has indicated interest in applying for this grant but desires a longer-term source of funding to provide a sustainable service model. As the VTA program is currently structured, the grant support is generally limited to capital acquisition of vehicles, development of the software application, and a short period of subsidized service.

Typically, a year of VTA funding is available for service, depending on size and demand of the service. After the initial grant-funded service is exhausted, the sponsor is responsible for the cost of the program either through subsidy or additional grants. City staff have indicated the need for at least three years of guaranteed funding for the City to consider initiating such a service. The City had previously applied for a Sustainable Transportation Equity Project grant from the California Air Resources Board but did not receive an award.

Reid-Hillview Vision Plan

In December 2018, the Board voted to stop accepting federal grants for RHV in order to create the opportunity for future community-serving development options for the site. Continuing to receive federal grants would obligate the County to continue to use the land as an airport and thus could limit the County’s ability to use the land for purposes that can vitalize and better meet the needs of the surrounding communities that are disproportionately poor and predominately communities of color. The Board further directed staff to invite the City of San José to engage in a joint planning process related to use of the RHV and Eastridge properties, including possible alternative uses for the RHV site.

The County engaged a consultant for architectural-engineering and related design services for RHV land use planning, later called the Reid-Hillview Vision Plan (Vision Plan), which was received by the Board at its November 17, 2020 meeting (Item No. 12).

The Plan identified the aspirations expressed at community workshops and set forth strategies to address the improvement of physical conditions in the area, strengthen social connections, and foster success and wellbeing, both environmentally and economically.

The December 12, 2023 Board referral sought to understand potential options for the next phase of the RHV Vision Plan including setting forth a comprehensive planning process with extensive community engagement. The Referral requested that the plan incorporate

permanent ballfields for Eastridge Little League as well as fire and public safety facilities; staff will incorporate these elements in any future planning discussions.

County staff proposes a process that would incorporate the following elements:

- Hire a master planning design team.
- Define the master planning scope including a culturally competent community engagement process and strategies.
- Establish clear goals and outcomes for a master planning process.
- Solidify a project equity framework.
- Review any further community vision that emerged from the visioning process.
- Create group agreements around a decision-making process for master planning.
- Review case studies and best practices around collaborative, community-centered land use efforts.
- Keep apprised of any federal or local actions related to Reid Hillview Airport that would impact the project plan.

Staff proposes to issue a Request for Statement of Qualifications (RFSQ) to enlist consultants who will form a consultant team with specialized skills in planning and community engagement and demonstrated cultural competency. These consultants would facilitate and support staff's planning work and engagement of community and key stakeholders ensuring a comprehensive and culturally competent approach and deliverables.

At the February 6, 2024 Board meeting (Item No. 18), staff requested a funding allocation for consultant services as part of the FY 2023-2024 Mid-Year Budget. The request of \$300,000 is a rough order of magnitude estimate to fund planning and community engagement for potential future uses of the RHV site and continuing the work proposed as part of the Vision Plan. If additional resources are necessary for the next phase of planning and community engagement, staff would submit a request to the Board for additional one-time resources.

A multi-year master planning process and associated environmental clearance through an environmental impact report would likely cost more than several million dollars.

The funding request that was part of the Mid-Year Budget was held to a date uncertain. This report back was scheduled to be presented to the Board on February 27, 2024, at which time the report was held to March 12, and subsequently held a second time to April 16, 2024.

CHILD IMPACT

The recommended action would have no/neutral impact on children and youth.

SENIOR IMPACT

The recommended action would have no/neutral impact on seniors.

SUSTAINABILITY IMPLICATIONS

The recommended action would have no/neutral sustainability implications.

ATTACHMENTS:

- Attachment A ELL CA DOJ Tax Exempt Organization Record
- Attachment B ELL IRS Tax Exempt Organization Record