



Monterey Peninsula Airport

MONTEREY PENINSULA AIRPORT DISTRICT

Environmental Impact Report for
Runway Safety Area Improvements Project

REVISED FINAL

December 2012

STATE CLEARINGHOUSE

#2009071104



**Revised
FINAL ENVIRONMENTAL IMPACT REPORT**

For

**Proposed Runway Safety Area Improvements Project at
Monterey Peninsula Airport**

Prepared for:

**Monterey Peninsula Airport District
200 Fred Kane Drive, Suite 200
Monterey, CA 93940**

by

Coffman Associates

December 2012

CONTENTS

MONTEREY PENINSULA AIRPORT Monterey, California

Revised FINAL ENVIRONMENTAL IMPACT REPORT

Chapter One INTRODUCTION

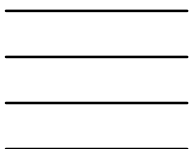
1.1	PURPOSE OF THIS DOCUMENT	1-1
1.2	DOCUMENT ORGANIZATION	1-2
	1.2.1 Incorporation by Reference	1-3
1.3	PUBLIC PARTICIPATION AND REVIEW.....	1-5
1.4	SUMMARY OF PROPOSED PROJECT.....	1-6

Chapter Two ERRATA OF REVISED DRAFT EIR

2.1	ADDITIONAL FIGURES REQUESTED BY PUBLIC COMMENT	2-1
2.2	“CORRECTED” REVISED DRAFT EIR FIGURES.....	2-2

FIGURES

2A	East Vehicle Service Road Alternatives Eliminated from Consideration	after page 2-2
2B	Proposed East Vehicle Service Road/Highway 68 Connection	after page 2-2
2C	“Areas” of Airport Discussed in Revised EIR	after page 2-2
1C	“Corrected” East Vehicle Service Road Alternatives	after page 2-2
1F	“Corrected” Proposed Action	after page 2-2



Chapter Three
COMMENTS AND RESPONSES

3.1 INTRODUCTION AND LIST OF COMMENTERS.....3-1
3.2 TOPICAL RESPONSES3-3
3.3 AGENCY LETTERS AND RESPONSES.....3-7
3.4 PROFESSIONAL ORGANIZATION LETTERS AND RESPONSES3-18
3.5 GENERAL PUBLIC LETTERS AND RESPONSES3-23
3.6 PUBLIC INFORMATION MEETING COMMENTS AND RESPONSES.....3-124
3.7 PETITION3-146

Chapter Four
REFERENCES

APPENDICES

- A STATE CLEARINGHOUSE CONFIRMATION LETTER
- B NOTICES OF AVAILABILITY PROVIDED FOR THE REVISED
DRAFT EIR AND PUBLIC INFORMATION MEETINGS
- C PUBLIC INFORMATION MEETING TRANSCRIPTS AND MEETING MATERIALS

Chapter One

INTRODUCTION

1.1 PURPOSE OF THIS DOCUMENT

This document includes all agency and public comments received on the Revised Draft Environmental Impact Report (EIR) (dated October 2012) for the proposed runway safety area (RSA) improvements and connected actions at Monterey Peninsula Airport.

The proposed RSA project previously was evaluated by Monterey Peninsula Airport District (MPAD) under the *California Environmental Quality Act* (CEQA) through preparation and circulation of a Draft, Recirculated Draft, and Final EIR (collectively, 2011 EIR) and related documents. MPAD, as the lead agency and project sponsor, certified the 2011 EIR and approved the RSA project on May 4, 2011. These actions subsequently were challenged in a lawsuit filed on behalf of the Highway 68 Coalition in the Superior Court of California, County of Monterey, Case No. M112546, on June 3, 2011. Following the Court's deliberation on the case, a Notice of Entry of Judgment and Judgment Granting Peremptory Writ of Mandate (collectively, Judgment) was entered on September 4, 2012, and a Peremptory Writ of Mandate (Writ of Mandate) was issued on September 25, 2012, which found that the CEQA review for the RSA project was inadequate because the 2011 EIR failed to:

- Provide an adequate “project description of the eastside access roadway and environmental impacts thereof” (Judgment, p. 3).
- Evaluate the “greenhouse gases associated with (i) carbon dioxide sequestration due to tree removal, and (ii) airport expansion and traffic, if any, associated with potential cumulative impacts from the north-side development of the Airport.” (Judgment, p. 3).
- Provide “sufficient analysis of potential cumulative impacts associated with the Project and the 1992 Monterey Peninsula Airport Master Plan” (Judgment, p. 2-3).

The Court denied all other challenges to the 2011 EIR.

As directed, a Revised Draft and Final EIR has been prepared in accordance with CEQA and the Court’s Amended Intended Decision, Judgment Granting Peremptory Writ of Mandate, and Peremptory Writ of Mandate, copies of which are hereby incorporated by reference, to address the above-specified issues. Copies of these Court documents are available for review at the MPAD office and the Monterey Public Library.

This Final EIR document has been prepared in accordance with CEQA and, together with the Revised Draft EIR (2012), the Draft EIR, Recirculated Draft EIR, and Final EIR (collectively known as the 2011 EIR), and all associated appendices, constitutes the complete EIR for the proposed project.

1.2 DOCUMENT ORGANIZATION

This Final EIR is organized as follows:

Chapter 1 – Introduction: This chapter summarizes the purpose of this Final EIR document, the document’s organization, documentation of the public participation and review process, and a summary of the project under consideration.

Chapter 2 – Errata of Revised Draft EIR: No changes to the EIR documents are required as a result of comments received other than those provided in this chapter.

Chapter 3 – Comments and Responses: This chapter contains a list of all commenters on the Revised Draft EIR, including those received during the public information meetings. It then provides general topical responses to reoccurring questions before presenting copies of the actual comments and responses. This chapter also contains a copy of a petition related to the project and responses to the comments contained therein.

Chapter 4 – References: This chapter contains additional references used in formulating responses to comments presented in Chapter Three.

1.2.1 Incorporation by Reference

In addition to the various federal regulations, advisories and orders, state regulations, and other reports included in the appendices of the Revised Draft EIR, the following resources are hereby incorporated by reference into this Final EIR. Any, and all, documents incorporated by reference in this chapter of this Final EIR, pursuant to *California Environmental Quality Act* (CEQA) (Public Resources Code [PRC] §21000 et seq.), and State CEQA Guidelines (California Code of Regulations [CCR] Title 14, §15150), are available for public review and inspection at MPAD's office, located at 200 Fred Kane Drive, Suite 200, Monterey, CA 93940.

Monterey Peninsula Airport District documents:

- Draft EIR for Proposed Runway Safety Area Improvements at Monterey Peninsula Airport (October 2010);
- Recirculated Draft EIR for Proposed Runway Safety Area Improvements at Monterey Peninsula Airport (March 2011);
- Final EIR for Proposed Runway Safety Area Improvements at Monterey Peninsula Airport (May 2011);
- *Five-year Strategic Plan* (September 2011);
- *Form of Contract Agreement Runway 10R-28L Safety Area Improvements Partially Funded by A.I.P. 03-06-0159-58* (October 3, 2011);
- *Plans Runway 10R-28L Safety Area Improvements Partially Funded by A.I.P. 03-06-0159-58* (May 2011);
- *Specifications Runway 10R-28L Safety Area Improvements Partially Funded by A.I.P. 03-06-0159-58* (May 2011);
- Airport Emergency Plan (approved by FAA on October 29, 2012; signed by MPAD, September 4, 2012);
- *East VSR: Engineers' Design Report* (May 2011), prepared by Kimley-Horn and Associates, Inc.;
- *Monterey Peninsula Preliminary Design Report* (2011), prepared by Engineered Arresting Systems Corp.;
- *Habitat Conservation and Enhancement Program for the Monterey Airport Safety Area Improvement Project* (July 20, 2011), prepared by SWCA.

Local Jurisdictional documents:

- County of Monterey, Department of Public Works, *Roadway Design Standards* (October 1977);
- County of Monterey, *2010 Monterey County General Plan*, Chapter 3.0, Conservation and Open Space Element (October 26, 2012);
- County of Monterey, Zoning Ordinance, Title 21, Chapter 21.64.260, *Preservation of Oak and Other Protected Trees*;
- City of Del Rey Oaks, *General Plan Update for the City of Del Rey Oaks*, Circulation Element (January 1997).

State of California resources:

- California Department of Transportation (Caltrans), *Guide to the Preparation of Traffic Impact Studies* (December 2002);
- Caltrans, *Transportation Concept Report: State Route 68* (2012);
- Caltrans, Highway Design Manual, 6th Edition;
- Caltrans, Standard Environmental Reference (SER), Volume 3, Chapter 5;
- Transportation Research Board (TRB) of the National Academies, *Highway Capacity Manual 2010*, 5th Edition, (2010).

Additional federal resources:

- FAA AC 150/5220-22B. *Engineered Materials Arresting Systems (EMAS) for Aircraft Overruns* (September 27, 2012);
- FAA AC 150/5300-13A, *Airport Design* (September 28, 2012);
- FAA AC 150/5370-10F, *Standards for Specifying Construction of Airports* (September 30, 2011);
- FAA Order 5200.9, *Financial Feasibility and Equivalency of Runway Safety Area Improvements and Engineered Arresting Movement Systems* (March 15, 2004);
- FAA Fact Sheet – Runway Safety (October 8, 2009);
- FAA Accident and Incident Data;
- FAA Runway Incursion Totals by quarter FY2013 vs. FY2012;
- FAA *Annual Runway Safety Report* (2010);
- TRB, Airport Cooperative Research Program (ACRP), Report 3, "Analysis of Aircraft Overruns and Undershoots for Runway Safety Areas," sponsored by FAA.

Please also note that as stated in the Revised Draft EIR, "As directed, this revision has been prepared in accordance with CEQA and the Court's Amended Intended Decision, Judgment Granting Peremptory Writ of Mandate, and Peremptory Writ of Mandate, copies of which are hereby incorporated by reference, to address the above-specified issues." (page ES-2), and "The air-

port's RSA Study, in its entirety, can be reviewed at the MPAD office and website and is hereby incorporated by reference." (page 1-3), these documents have also been incorporated by reference into the Revised Draft EIR.

1.3 PUBLIC PARTICIPATION AND REVIEW

The Revised Draft EIR was available for public comment beginning on October 11, 2012 and ending on November 26, 2012. Two public information meetings were also held on the project, one on October 29, 2012, and one on November 8, 2012. The public was allowed to comment at both meetings following an airport-provided site visit and a power point presentation.

MPAD received numerous comments from public agencies, professional organizations, and the general public. A list of the commenters as well as responses to each comment is contained in Chapter Three of this Final EIR.

MPAD notified responsible and trustee agencies, interested groups, organizations, and individuals regarding the public information meetings and the availability of the Revised Draft EIR for review. The following list of actions took place during the preparation, distribution, and review of the Revised Draft EIR:

- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on October 10, 2012 (**Appendix A**). An official 45-day public review period for the Revised Draft EIR was established by the State Clearinghouse, ending on November 26, and a Notice of Availability (NOA) was distributed to interested groups, organizations, and individuals.
- A Press Release was published on October 18, 2012, and newspaper ads notifying the public of the public review period and the public information meetings were published in the following papers: The Monterey County Herald and the Salinas Californian on Wednesday, October 24, 2012; The Monterey County Weekly on Thursday, October 25, 2012; and The Carmel Pine Cone on Friday, October 26, 2012 (**Appendix B**).
- Two public information meetings to present information and to receive comments on the Revised Draft EIR were held on October 29, 2012, and November 8, 2012. **Appendix C** contains transcripts of these meetings as well as the meeting materials.
- Copies of the Revised Draft EIR were available for review at the following locations: Monterey Peninsula Airport, 200 Fred Kane Drive, Suite 200, Monterey, CA 93940; Monterey Public Library, 625 Pacific Street, Monterey, CA 93940-2821; and online at: www.montereyairportenvironmental.airportstudy.com.

1.4 SUMMARY OF PROPOSED PROJECT

No substantive changes have been made to the RSA project analyzed in this document, as compared to the project previously considered and approved by MPAD. Nonetheless, a brief summary of the project description is provided below in order to facilitate CEQA's informational disclosure objectives.

MPAD is proposing improvements to Monterey Peninsula Airport that fully meet the Federal Aviation Administration's (FAA) RSA design standards. Achievement of FAA's RSA design standards, which are intended to enhance airport safety, is the ultimate objective of the proposed RSA project. The overall objective of the relocated east vehicle service road is to meet all applicable FAA safety guidelines and mandates for vehicles on the airport. Such roads provide access to critical operating areas on a daily basis for airport operations staff, security, and aircraft rescue and firefighting teams. Vehicle service roads also provide a means for unimpeded access to potential accident areas on the airfield without the possibility of a runway incursion.

By FAA standards, Runway 10R-28L requires an RSA that is 500 feet wide and extends 1,000 feet beyond the runway end for departures and 600 feet prior to the landing threshold for arrivals. However, in lieu of a traditional graded RSA surface, an engineered materials arresting system (EMAS) has been used at numerous airports across the United States (U.S.) that are constrained by development, terrain, rivers, or other environmental features. The resistance provided by the EMAS system slows aircraft and allows them to come to a stop in a shorter distance.

Therefore, to bring Runway 10R-28L into compliance with FAA's RSA standards, the following improvements are planned:

East Runway End

- A retaining wall would be constructed approximately 250 feet beyond the existing Runway 28L end. Earthen fill would be placed behind the retaining wall to create a level surface that meets RSA slope requirements.
- A 390-foot EMAS bed with a 35-foot lead-in would be installed at the eastern end of the level surface. The EMAS bed is located 35 feet from the Runway 28L departure point to protect the EMAS bed from jet blast. This EMAS bed length is considered equivalent to a 1,000-foot RSA when considering the types of aircraft that utilize Monterey Peninsula Airport.
- The existing east airport vehicle service road would be relocated outside of the RSA as required by FAA standards. Since the relocated east vehicle service road requires a connec-

tion to Highway 68, an encroachment permit from California Department of Transportation (Caltrans) would be necessary.

West Runway End

- A retaining wall would be constructed approximately 180 feet west of the existing runway end.
- A 390-foot EMAS bed with a 35-foot lead-in would be placed within the surface provided by installation of the retaining wall.
- The existing west airport vehicle service road would be relocated outside of the RSA as required by FAA standards.