

**SPECIAL MEETING OF THE
MONTEREY PENINSULA AIRPORT DISTRICT
BOARD OF DIRECTORS**

May 4, 2011 10:00 AM

Board Room, Terminal Building, Monterey Peninsula Airport

(Unless you are a public safety official, please turn off your cell phone or place it on vibrate mode during the meeting. Thank you for your compliance.)

A. CALL TO ORDER/ROLL CALL

B. PLEDGE OF ALLEGIANCE

C. COMMUNICATIONS/ANNOUNCEMENTS/INFORMATIONAL ITEMS

D. PUBLIC COMMENTS

(Any person may address the Monterey Peninsula Airport District Board at this time. Presentations should not exceed three (3) minutes, should be directed to an item **NOT** on today's agenda, and should be within the jurisdiction of the Monterey Peninsula Airport District Board. Though not required, the Monterey Peninsula Airport District Board appreciates your cooperation in completing a speaker request form available on the staff table. Please give the completed form to the Monterey Peninsula Airport District Secretary. Comments concerning matters set forth on this agenda will be heard at the time the matter is considered.)

E. REGULAR AGENDA – ACTION ITEMS

- Adopt 1. Resolution No. 1544, A Resolution Certifying the Final Environmental Impact Report for the Runway Safety Area Improvement Project; Approving Proposed Preferred Alternative Runway Safety Area Improvements Including Relocation of East Airport Access Road, and Related Improvements; Adopting Findings for Approval, and Approving the Associated Mitigation Monitoring and Reporting Program.

Representatives from Coffman & Associates and Kimley-Horn and Associates, Inc. will make a presentation at the meeting.

F. DISCUSSION OF FUTURE AGENDAS

G. ADJOURNMENT

(All items submitted by the public for inclusion on the Board Agenda and in the Board packet must be received by 5:00 P.M. on the Monday before the first Wednesday of the month. This agenda is subject to revision and may be amended prior to the scheduled meeting. A final Agenda will be posted outside the District Offices in the Terminal Building at the Monterey Peninsula Airport 24 hours prior to the meeting.

Upon request and where feasible, the Monterey Peninsula Airport District will provide written agenda materials in appropriate alternate formats, or disability-related modification or accommodation, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. In order to allow the District time within which to make appropriate arrangements, please submit a written request containing a brief description of the materials requested and preferred alternative format or auxiliary aid or service desired as far as possible in advance of the meeting. Requests should be sent to the attention of the District Secretary at 200 Fred Kane Drive, Suite 200, Monterey, California 93940.)

TO: Monterey Peninsula Airport District Board of Directors
FROM: Mark Bautista, Deputy-General Manager
BY: Benedict Stuth, Environmental Projects Manager
SUBJ: Resolution No. 1544, A Resolution **Certifying** the Final Environmental Impact Report for the Runway Safety Area Improvement Project; **Approving** Proposed Preferred Alternative Runway Safety Area Improvements Including Relocation of East Airport Access Road, and Related Improvements; **Adopting** Findings for Approval, and **Approving** the Associated Mitigation Monitoring and Reporting Program

BACKGROUND. In 2006, the Monterey Peninsula Airport District (MPAD) contracted with Kimley-Horn and Associates, Inc. (KHA) to produce a Runway Safety Area Study. The Study resulted from a congressional mandate that all Part 139 commercially certificated airports bring their Runway Safety Area's (RSAs) into compliance with national standards, to "the extent practicable." With the RSA Study finished in early 2008, the Federal Aviation Administration (FAA) directed MPAD to initiate an Environmental Assessment (EA) and Environmental Impact Report (EIR), per the National Environmental Protection Act (NEPA), and the California Environmental Quality Act (CEQA), respectively, in support of creating an RSA that meets national standards. In late 2008, the firm of Coffman and Associates was contracted by MPAD to perform the formal EA and EIR (Resolution No. 1476), for a project meeting a full 100% RSA as directed by congress.

CEQA Review Process

The legislature enacted the California Environmental Quality Act (CEQA) in 1970, one year after congress passed its predecessor statute, the National Environmental Protection Act (NEPA). Like the federal act, CEQA was conceived primarily as a means to force public agency decision makers to document and consider the environmental implications of their actions. In the more than twenty years since the enactment of CEQA, the environmental review process has also become a means by which the public interacts with decision makers in developing policies affecting the environment. Thus the California Supreme Court has recently stated that the CEQA process "protects not only the environment but also informed self-government." (*Citizens of Goleta Valley v. Board of Supervisors, 1990.*) CEQA applies to all governmental agencies at all levels in California.

The best known aspect of the CEQA process is its requirement that public agencies must prepare an environmental impact report (EIR) whenever a proposed project may cause adverse effects on the environment. The procedural devices used in CEQA EIR review are: an initial study, a notice of preparation of an EIR issued as part of the scoping process, formulation of a draft EIR, public review of the draft EIR, response to comments on the draft EIR, recirculation of the draft EIR if appropriate, preparation of findings based on the draft EIR, and possibly the inclusion of a statement of overriding considerations if the project is shown to have an overall net benefit to the environment despite any adverse environmental impacts that cannot be totally mitigated to a level of insignificance.

MPAD CEQA Review Process

In November 2006, Kimley-Horn and Associates commenced the assessment of the Airport's RSAs. This assessment found that the airport's longest runway, Runway 10R-28L, does not meet FAA RSA standards for the types of aircraft which utilize the runway on a regular basis. Based on these findings Kimley-Horn undertook an evaluation to identify and assess potential alternatives which the airport could implement to meet with FAA RSA standards.

At the direction of the FAA, in order to comply with the congressional mandate, the District contracted with Coffman Associates to evaluate these alternatives in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The FAA is the lead federal agency for the NEPA process and the District is the lead agency for the CEQA process.

In October 2008, Coffman Associates began the preparation of an EIR. The lead agency for this EIR, the MPAD, determined that the preparation of an EIR was warranted due to the presence of numerous environmental resources in the airport environs. The EIR for the RSA project was tasked to document the potential environmental impacts resulting from the proposed runway safety improvements at the MPAD. In conformance with CEQA, this EIR includes evaluation of the potential individual and cumulative impacts of the proposed project.

During the period between October 2008 and November 2010, the MPAD had held three public workshops in support of the RSA EIR. Each workshop was publically noticed on the airports public information board, in the MPAD eBlast, on the MPAD website, on an independent EIR website created specifically for the EIR, and in the Monterey Herald. The purpose of these publically noticed workshops was to invite the public to view and comment on the project alternatives as the EIR was being developed. Each public workshop was held on the same day as a Board meeting and Coffman Associates updated the Board of the progression of the EIR with each new workshop.

The draft EIR for proposed RSA improvements at the MPAD was made available for public comment beginning on October 17, 2010 and ending in December 2, 2010. The MPAD received five comment letters: two from the U.S. Navy requesting an extension to the review period, one from the City of Monterey affirming the project, one from the California Department of Transportation requesting further detailed looks into traffic concerns, and one from a private citizen/organization which raised questions about impacts to Highway 68 and the effected environment due to the project. After the close of the public comment period and review of the comment letters, in addition to new information concerning the proposed east access road, MPAD staff determined it was necessary to complete additional project design to fully assess potential impact to visual resources and traffic/transportation.

Under CEQA, a lead agency is required to recirculate an EIR, or portions of an EIR, when significant new information is added to the EIR after notice is given of the availability of the draft EIR for public review but before certification. To this effect, a recirculated draft EIR was prepared in accordance with CEQA. The recirculated draft EIR, in conjunction with other environmental documentation, enabled interested parties to evaluate the environmental impacts associated with the proposed project and review the proposed mitigation measures identified to decrease the level of project

impact. The recirculated draft EIR, which supplements analysis in the draft EIR, is incorporated in the Final EIR (FEIR).

Thus far, the MPAD has followed each step in the EIR review and preparation process, including a recirculation of the draft EIR to assess additional information as it relates to the project and the EIR.

The MPAD Board must complete the following steps under the CEQA. It must first certify the FEIR, adopt the findings for approval, and then subsequently approve both the proposed preferred alternative as proposed in addition to the associated Mitigation Monitoring and Reporting Program in support of the RSA project.

Proposed Preferred Alternative/Runway Safety Area Project

The proposed RSA Project outlined in the Final Environmental Impact Report (FEIR) consists of improvements to Monterey Peninsula Airport that meet Federal Aviation Administration RSA design standards and related improvements, including: 1) Construction on the east end of a terraced retaining wall approximately 250 feet beyond the existing Runway 28L end, placement of earthen fill behind the retaining wall to meet RSA slope requirements, and a 390-foot Engineered Materials Arresting System (EMAS) bed at the eastern end of the level surface; 2) Relocation of the airport access road to the eastern end of airport property with a new connection to Highway 68, installation of tiered and vegetated retaining walls, connection of the relocated east access road to Tarpy's Roadhouse Restaurant, and closure of the existing west access to Tarpy's Roadhouse Restaurant; 3) Construction of a retaining wall approximately 650 feet in length and approximately 20 feet in height located approximately 180 feet from the existing west end of Runway 10R/28, installation of EMAS, and relocation of the airport's existing access road beyond the RSA; 4) Relocation of the landing threshold for Runway 10R approximately 425 feet east to allow for the placement of the 390-foot EMAS bed; and 5) Construction of two new connector taxiways to provide access from the north and south sides of the airfield to the west runway end.

SOURCE OF FUNDS. The expenses of meeting the NEPA requirements were borne by the FAA and the District utilizing AIP and PFC funds. The initial expense of meeting the CEQA requirements was borne by the District, itself; however, the RSA construction grant from the FAA will reimburse the District for the CEQA expenses. The FEIR certification and approval is the final step in the District becoming eligible for FAA grant funding for the RSA project.

IMPACT ON OPERATIONS. If the FEIR is certified and approved, impacts on operations are anticipated to be temporarily strenuous. Eventually impacts will decrease to moderate as the project approaches completion. The proposed project will shift Runway 10R/28L to the east approximately 425 feet, will install two EMAS beds, one at the end of each runway, will relocate the eastern and western access roads, shift certain taxiways, and shift all FAA operated, owned, and maintained NAVAIDS.

SEQUENCE OF AGENDA ITEMS AT MEETING.

1. Introduction of Item by Chair Searle,
2. Chair Searle will refer Item to District Counsel David Prentice,

3. Presentation of Project, FEIR, and Findings by Staff, and James Harris and Molly Waller of Coffman Associates, and David Sweigert of Fenton and Keller,
4. Questions of Staff by the Board,
5. Item to be Moved and Seconded,
6. Board Comments and Discussion,
7. Open Item to Public Comment
 - a. Limit Public Comments to 3 Minutes/Person,
8. Close Item to Public Comment,
9. Board Discussion, and
10. Board Action by Roll Call Vote.

RECOMMENDATION. Adopt proposed Resolution No. 1544:

- **Certify** the Final Environmental Impact Report for the Runway Safety Area Improvement Project;
- **Approve** proposed preferred alternative Runway Safety Area Improvements including relocation of east airport access road, and related improvements;
- **Adopt** findings for approval; and
- **Approve** the associated Mitigation Monitoring and Reporting Program in support of the RSA project.

**CEQA FINDINGS
FOR THE APPROVAL OF
RUNWAY SAFETY AREA IMPROVEMENTS
AT MONTEREY PENINSULA AIRPORT**

1.0 INTRODUCTION

The Monterey Peninsula Airport District (MPAD), as lead agency, has completed the Final Environmental Impact Report (Final EIR) in compliance with CEQA and the CEQA Guidelines, for runway safety area (RSA) and related improvements at Monterey Peninsula Airport. The Final EIR comprises a project-level analysis of the project and has been assigned State Clearinghouse Number 200907114. The Final EIR reflects MPAD's independent judgment and analysis. Prior to approving the project, the Final EIR was presented to the MPAD Board, which reviewed and considered the Final EIR before it approved the project.

A Draft Environmental Impact Report (Draft EIR) was released on October 19, 2010, for review by public agencies, organizations, and members of the public. The Draft EIR assessed the potentially significant environmental effects resulting from the RSA improvements, identified means to mitigate those potentially significant adverse impacts, and evaluated a reasonable range of alternatives to the project. Based on comments received regarding the Draft EIR, changes to the project were made and the decision was made to revise and recirculate the Draft EIR. The Recirculated Draft EIR was released on March 10, 2011 for review by public agencies, organizations, and members of the public. Only the portions of the Draft EIR that were revised were recirculated for comment.

The Final EIR consists of the Draft EIR, the Recirculated Draft EIR, comments received on the Draft and Recirculated Draft EIR, written responses to the issues raised in the comments, and revision to the text of the draft EIR reflecting document changes in response to comments.

These findings are made pursuant to the California Environmental Quality Act (Public Resources Code section 21000 et seq.; "CEQA") and its implementing guidelines (CEQA Guidelines) (Cal. Code Regs., tit. 14, § 15000 et seq.).

2.0 PROJECT DESCRIPTION

The project described below reflects the various changes to the project made to address comments received during the Draft EIR comment period. Implementation of the project will result in Monterey Peninsula Airport fully complying with RSA requirements established by the FAA. The burden on the Airport to meet RSA requirements is in response to H.R.3058, *Transportation, Treasury, Housing and Urban Development, the Judiciary, the District of Columbia, and Independent Agencies*

Appropriations Act, 2006 which states: "That not later than December 31, 2015, the owner or operator of an airport certificated under 49 United States Code (U.S.C.) 44706 shall improve the airport's runway safety areas to comply with the Federal Aviation Administration design standards required by 14 CFR Part 139."

2.1 Project Location

Monterey Peninsula Airport (Airport) is a commercial service aviation facility located in the Monterey Bay Area approximately three miles east/southeast of downtown Monterey. The Airport is located in Monterey County, approximately 100 miles south of San Francisco. The Airport is contained within a stand-alone district and is not incorporated into a city or a county, nor is it a public utility. The Airport is bounded by the cities of Monterey and Del Rey Oaks as well as Monterey County.

2.2 Project Details

The MPAD is proposing improvements to Monterey Peninsula Airport that fully meet FAA RSA design standards. The Project takes into account the various development constraints located beyond the existing runway ends and provides needed RSA while maximizing runway length. Development constraints beyond the existing runway ends include steep slopes off each runway end, numerous federal and state protected plant and animal species, and a Section 4(f) property (the U.S. Navy's Monterey Pines Golf Course). Property acquisition in the vicinity of the Airport is not feasible due to high acquisition costs. Taking into account these constraints, the sponsor-proposed action minimizes environmental impacts while maximizing the runway/RSA development area through the construction of a retaining wall at the west end and a series of terraced retaining walls at the east end. Construction of the retaining walls maximizes the runway/RSA development platform.

Improvements on the east end of the runway include the construction of a retaining wall approximately 250 feet beyond the existing Runway 28L end. Construction of the retaining wall in this location will balance RSA needs with cost and environmental impact. Pushing the wall further east would dramatically increase the cost and visual impact of the retaining wall and result in additional impacts to federal and state listed plant species. The retaining walls will be staggered due to the height and geologic conditions in the area. Earthen fill will be placed behind the retaining wall to create a level surface that meets RSA slope requirements. A 390-foot engineered materials arresting system (EMAS) bed will be installed at the eastern end of the level surface. This EMAS bed length is considered equivalent to a 1,000-foot RSA when considering the types of aircraft which utilize Monterey Peninsula Airport. In lieu of a traditional graded RSA surface, EMAS has been used at numerous airports across the 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. The

EMAS bed is located 35 feet from the Runway 28L departure point to protect the EMAS bed from jet blast.

Additional improvements on the east end of the runway relate to the relocation of the Airport access road to the eastern end of Airport property, outside of the RSA. The relocated access road will require the use of retaining walls that will be tiered and vegetated. The relocation of the access road provides added safety benefits as it removes the access road from the RSA and reduces the potential for runway incursions. FAA AC 50/5210-20, *Ground Vehicle Operations on Airports*, supports the segregation of vehicle and aircraft operations at an airport. To address the concerns of the California Department of Transportation (CalTrans) regarding additional connections to Highway 68, the relocated east access road will also provide a connection to Tarpy's Restaurant. This connection will replace the restaurant's existing west access, which will be closed.

Improvements on the west end of the runway also include the construction of a retaining wall, installation of EMAS, and the relocation of the Airport's existing access road beyond the RSA. The retaining wall would be of a much smaller scale than the east end retaining wall and would be constructed approximately 180 feet from the existing runway end. The length of the west end retaining wall is approximately 650 feet and will be a vertical structure approximately 20 feet tall. Placement of the retaining wall in this location allows improvements to remain on Airport property. The area inside the retaining wall will be graded and filled and will contain the relocated access road as well as the EMAS. The landing threshold for Runway 10R is shifted approximately 425 feet east to allow for the placement of the 390-foot EMAS bed. Two new connector taxiways will provide access from the north and south sides of the airfield to the new runway end. The Project results in the Airport maximizing the remaining runway length while providing an RSA that meets FAA RSA standards.

3.0 ENVIRONMENTAL REVIEW OF THE PROJECT

Pursuant to CEQA and CEQA Guidelines, the MPAD determined that an EIR would be prepared for the RSA improvements. On July 20, 2009, the MPAD issued a Notice of Preparation for the Draft EIR and a public information workshop was held to receive input on the analysis to be included in the Draft EIR. The workshop and scoping session was held in the MPAD boardroom. A copy of the NOP is contained within Appendix B of the Draft EIR.

The Draft EIR, prepared to analyze the environmental impacts of the RSA improvements, was circulated for a 45-day review period from October 18 to December 2, 2010. A public workshop was held on November 10, 2010 to allow interested parties the opportunity to comment on the RSA improvement project.

The Monterey Peninsula Airport District (MPAD) received five comment letters regarding the contents of the Draft EIR: two from the U.S. Navy, one from the City of Monterey, one from the California Department of Transportation (CalTrans), and one from a private citizen/organization. After the close of the public comment period, MPAD determined it was necessary to complete additional project design and refinements to fully assess potential impacts to visual and biological resources and traffic/transportation.

To disclose the project refinements and to further evaluate the project's potential impacts on the environment, a Recirculated Draft EIR was prepared in accordance with the *California Environmental Quality Act*, Public Resources Code §21000, et seq. (CEQA) and the State CEQA Guidelines, California Code of Regulations, Title 14, §15000, et seq. (CEQA Guidelines). The Recirculated Draft EIR was used, in conjunction with other environmental documentation, to enable MPAD and interested parties to evaluate the environmental impacts associated with the proposed project and mitigation measures established to decrease the level of project impact. The Recirculated Draft EIR, which supplements analysis in the Draft EIR, will be incorporated into the Final EIR. The comment period for the Recirculated Draft EIR began on March 10, 2011 and closed on April 23, 2011. During the comment period on the Recirculated Draft EIR, MPAD received one letter from the U.S. Navy and one from a private citizen/organization. MPAD received a letter from a private individual after the close of the comment period on the Recirculated Draft EIR.

The Draft EIR, the Recirculated Draft EIR, responses to comments on both the Draft EIR and Recirculated Draft EIR, and any revisions to the Draft EIR and the Recirculated Draft EIR comprise the Final EIR for the project.

4.0 ADMINISTRATIVE RECORD

The Administrative Record, which all findings and determinations related to the approval of the RSA project are based, includes the following:

- The Final EIR and all documents referenced in or relied upon by the Final EIR.
- All information (including written evidence) presented to the MPAD Board by the environmental consultant and subconsultants that prepared the Final EIR or incorporated into the EIR or other reports presented to the MPAD or otherwise relied upon in connection with the EIR.
- The Mitigation Monitoring and Reporting Program for the RSA project included in the Final EIR

- All other documents composing the record pursuant to Public Resources Code Section 21167.6(e).

The custodian of the documents and other materials that constitute the record of proceedings upon which the MPAD's decision is based is Mr. Benedict Stuth, Project Manager Planning and Environment, Monterey Peninsula Airport, 200 Fred Kane Drive #200, Monterey, CA 93940.

5.0 FINDINGS REGARDING IMPACTS

In accordance with Public Resources Code, Section 21081 and CEQA Guidelines Sections 15091 and 15092, the MPAD adopts the findings and conclusions regarding impacts and mitigation measures set forth in the EIR and summarized within the Mitigation Monitoring Plan. These findings do not repeat the full discussions of environmental impacts contained within the EIR. By these findings, the MPAD ratifies, adopts, and incorporates herein by this reference the analysis, explanation, findings, responses to comments, and conclusions of the EIR. The MPAD adopts the reasoning of the EIR, staff reports, and presentations by the staff and consultants charged with the analysis and documentation of the EIR.

6.0 SIGNIFICANT BUT MITIGATABLE IMPACTS

Under Public Resources Code Section 21081(a)(1) and CEQA Guidelines Sections 15091(a)(1) and 15092(b), and as more fully described in the EIR and Mitigation Monitoring Plan, the MPAD Board finds that project changes or alterations required to lessen or avoid significant effects on the environment have been incorporated into the RSA project and that these changes or alterations will reduce all potentially significant effects on the environment to a less-than-significant level. A Mitigation Monitoring and Reporting Plan has been prepared in accordance with CEQA and is designed to ensure compliance during project implementation and is hereby incorporated herein by reference. The MPAD Board hereby finds, where feasible, all significant effects on the environment have been eliminated or substantially lessened to a less-than-significant level, as specified in CEQA Guidelines Section 15092(b)(2)(A). Each of the following potentially significant impacts identified in the EIR will be reduced to a less-than-significant level through the implementation of mitigation measures. As specified in CEQA Guidelines 15091(a)(1), a brief explanation of the rationale for the finding that impacts will be substantially lessened or avoided with respect to each of these impacts is provided as follows:

Aesthetics

The EIR identifies that:

- (1) The east end retaining walls required for the RSA improvements and relocated access road will change the view shed of Highway 68, a State Scenic Highway. This aesthetic impact will be reduced to a less-than-significant

level through the use of attractive, natural appearing materials for the retaining walls themselves as set forth more fully in the Final EIR (Mitigation Measure AE/mm-1). The retaining walls will be staggered and vegetated with a mixture of trees, shrubs, and grasses to further reduce the visual impacts.

- (2) Construction of the relocated east access road will result in removal of trees and other shrubs along Highway 68. This aesthetic impact will be reduced to a less-than-significant level through the planting of replacement trees and other vegetation as set forth more fully in the Final EIR (Mitigation Measure AE/mm-2).
- (3) Construction of the proposed east Airport improvements could conflict with policies stated within the *City of Monterey General Plan* which state that vegetation and trees along scenic corridors should not be removed. This aesthetic impact will be reduced to a less-than-significant level through the planting of replacement trees and other vegetation as set forth more fully in the Final EIR (Mitigation Measure AE/mm-3).

Biological Resources

The EIR identifies that:

- (1) The RSA project will result in indirect effects on coast live oak woodland and maritime chaparral. Indirect effects include erosion and spread of non-native species that may negatively affect the natural processes that support the communities. This impact will be reduced to a less-than-significant level through the use of an environmental monitor during construction to ensure compliance with all biologic mitigation measures as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-1 through BIO/mm-5). The environmental monitor will be responsible for fencing sensitive plant communities to ensure they are not disturbed during construction. The monitor will also conduct an environmental awareness training for all construction personnel. Furthermore, the erosion control plan will include the installation of silt fence to limit the amount of sediment leaving the construction site.
- (2) The RSA project will permanently remove 7.61 acres of coast live oak woodland and 1.97 acres of central maritime chaparral. Grading activities would require the removal of approximately 362 coast live oak trees and several special-status plant species that exist in the communities. This impact will be reduced to a less-than-significant level through the planting of replacement trees and establishment of coast live oak and maritime chaparral conservation areas within portions of Airport property not planned for future development or aviation use as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-6 through BIO/mm-12). Additionally, MPAD will contribute \$103,000 to the Oak Woodlands Conservation Fund to mitigate the physical loss of coast live oak trees.
- (3) Construction of the RSA project could impact approximately 4 to 8 Toro manzanita individuals and 560 sandmat manzanita individuals. This impact will be reduced to a less-than-significant level through the collection of a

sufficient amount of toro and sandmat manzanita cuttings from the disturbance areas to propagate a minimum of -sixteen (16) toro manzanita clones and 1,120 sandmat manzanita clones as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-13). The propagated manzanita materials shall be planted in the established conservation areas and included in the retaining wall landscape plan.

- (4) Construction of the RSA project could impact approximately 23 Monterey ceanothus and 10 Eastwood's goldenbush individuals. This impact will be reduced to a less-than-significant level through the collection of a sufficient amount of Monterey ceanothus seed and Eastwood's goldenbush seed from individuals on the Airport property to propagate a minimum of forty-six (46) Monterey ceanothus and —twenty (20) Eastwood's goldenbush container plants as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-14). The propagated materials shall be planted in the designated conservation area and included in the retaining wall landscape plan.
- (5) Construction of the RSA project will impact populations of Lewis's clarkia and San Francisco collinsia. This impact will be reduced to a less-than-significant level through the collection of seed from the Lewis's clarkia and San Francisco collinsia populations located in the proposed project area as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-15). The seed will be stored until it can be sown among the planted coast live oak trees located between the EMAS and access road retaining walls.
- (6) Construction of the proposed project will impact approximately 1.79 acres of occupied Monterey spineflower habitat. This impact will be reduced to a less-than-significant level through the collection and storage of soil and Monterey spineflower seeds within the project area as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-16). After construction the stored soil and collected seed shall be applied in temporarily disturbed areas located within the EMAS retaining walls on the eastern end of Runway 28L, within the designated conservation area, and within the wall landscape design for the relocated access road.
- (7) Construction of the RSA project will impact approximately two Yadon's rein orchid and/or Michael's Orchid. This impact will be reduced to a less-than-significant level through implementation of mitigation measures discussed above and through the extension of the monitoring and invasive species removal efforts for the existing 10-acre restoration area that was established as a result of the Monterey Hi-way Self Storage Biological Opinion as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-6, BIO/mm-7, BIO/mm-17, and BIO/mm-18).
- (8) Construction of the RSA project will remove 31 Monterey pine trees. This impact will be reduced to a less-than-significant level through the planting of replacement trees within the north access road retaining walls and surrounding area as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-19).
- (9) Construction activities conducted during the nesting season (March through September) could directly or indirectly impact nesting birds. This impact

will be reduced to a less-than-significant level through preconstruction surveys and implementation of the measures required through the Migratory Bird Treaty Act as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-20).

- (10) The proposed project could result in direct take of the black legless lizard. To reduce this impact to a less-than-significant level, preconstruction surveys will be conducted and any identified lizards will be captured and relocated as set forth more fully in the Final EIR (Mitigation Measure BIO/mm-21).

Geology and Soils

The EIR identifies that:

- (1) The soils and geology present in the project area are very loose and sandy. To reduce erosion and slope stability concerns to a less-than-significant level appropriate retaining wall construction methods and materials were identified during project design and will be used and exposed surfaces will be vegetated or otherwise protected from erosion as set forth more fully in the Final EIR (Mitigation Measure GEO/mm-1, GEO/mm-2, and GEO/mm-3).

Hydrology and Water Quality

The EIR identifies that:

- (1) Construction of the RSA project will result in changes to drainage patterns will increase impermeable surfaces, and will have limited, short-term effects on water quality, particularly an increase in suspended sediments during and shortly after rain events. To reduce these impacts to a less-than-significant level, the project will be designed to capture all drainage on site, MPAD's General storm water permit will be appropriately modified, and proper best management practices (BMPs) will be employed and appropriate construction permits will be obtained as set forth more fully in the Final EIR (Mitigation Measure WQ/mm-1, WQ/mm-2, WQ/mm-3, and WQ/mm-4).

Noise/Land Use

The EIR identifies that:

- (1) The noise analysis presented within the EIR results in noise contours which are not reflective of the Airport's existing Airport Comprehensive Land Use Plan. To mitigate this discrepancy and reduce existing and cumulative impacts to a less-than-significant level, the MPAD will continue to work with Monterey County to update the plan to reflect current and anticipated future noise contours as set forth more fully in the Final EIR (Mitigation Measure N/mm-1).

Transportation/Traffic

The EIR identifies that:

- (1) To provide emergency, operational, maintenance, and user access to the east and northern portions of Airport property, the relocated Airport access road

will need to tie into Highway 68. An on-airport connection is not feasible due to terrain in the project area. The level of service for Highway 68 in this area is compromised. To reduce impacts to a less-than-significant level existing access points to the highway will be consolidated as set forth more fully in the Final EIR (Mitigation Measure T/mm-1, T/mm-2, and T/mm-3). The access points to be closed include the existing, gated, gravel access point west of the proposed highway connection as well as the westernmost access to Tarpy's Restaurant.

- (2) An Airport tenant, Tarpy's Restaurant, is impacted by the need to close the westernmost access point to the restaurant. To reduce impacts to a less-than-significant level access to the restaurant will be provided via a connection to the relocated east access road as set forth more fully in the Final EIR (Mitigation Measure T/mm-4).

7.0 FINDINGS REGARDING ALTERNATIVES

The Final EIR considered alternatives to the proposed project in compliance with CEQA Guidelines section 15126.6. The Draft EIR evaluated a broad range of alternatives to the project. The Draft EIR presented seven runway alternatives and two east access road alternatives. The Recirculated Draft EIR introduced an additional access road alternative that became part of the proposed action alternative. MPAD hereby adopts the Final EIR's analysis and conclusions regarding alternatives eliminated from study. The MPAD finds that the Final EIR evaluated a reasonable range of alternatives in light of the project objectives of enhancing safety at the Airport and complying with RSA design standards established by the FAA and in light of geography, topography, soil suitability, and other constraints. Per the CEQA Guidelines, Section 15126.6 (f)(2), an alternative project location need only be analyzed if the significant effects of the proposed project would be avoided or substantially lessened by putting the project in another location. No alternative project location was analyzed in the Final EIR as all significant impacts of the project have been mitigated to a level of insignificance. Moreover, because the proposed improvements are necessary to ensure compliance of this Airport with FAA RSA standards, moving the project to another location would not meet the objective of the project.

8.0 MITIGATION MONITORING

The monitoring and reporting of CEQA mitigation will be conducted in accordance with the Mitigation Monitoring Plan. All of the mitigation measures included within the Draft EIR and Recirculated Draft EIR have been incorporated into the Mitigation Monitoring Plan. Adoption of the final Mitigation Monitoring Plan will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA. All proposed mitigation measures are capable of being fully implemented by Monterey Peninsula Airport.

9.0 STATEMENT AND FINDING OF OVERRIDING CONSIDERATION

All of the mitigation measures recommended in the Final EIR to avoid or reduce the potential significant environmental effects of the project to a less-than-significant level have been required in or are incorporated into the project or otherwise provided for as explained in these Findings. Further feasible mitigation measures or alternatives which would be consistent with most of the basic objectives of the project and which would completely avoid or substantially lessen any remaining adverse environmental effects have not been identified in the Final EIR or other materials in the record available to MPAD. On the evidence, the incorporation of the mitigation measures as explained in these findings reduces all remaining unavoidable adverse environmental effects to an acceptable level, and there is no reasonable basis or support for finding any remaining environmental effects to be significant. Therefore no Statement of Overriding Consideration is required for approval of this project. However, if for any reason any such environmental effects were or are found to be significant, the MPAD Board finds them to be acceptable and approves the Project because the economic, legal, social, technological, or other benefits of the Project expressly outweigh any such remaining unavoidable adverse environmental effects. Each of the considerations listed below is sufficient independent of any other to override all such effects. The specific economic, legal, social, technological, or other benefits of the Project that outweigh any adverse environmental effects include ensuring compliance with FAA RSA standards, maximizing the remaining runway length while providing an RSA that meets FAA RSA standards, enhancing safety at the Airport, removal of the access road from the RSA and reduction in the potential for runway incursions, avoidance of adverse consequences of MPAD's failure to comply with FAA's RSA design standards, and employment opportunities that will be provided to area residents during and after construction.

RESOLUTION NO. 1544

A RESOLUTION CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE RUNWAY SAFETY AREA IMPROVEMENT PROJECT; APPROVING PROPOSED PREFERRED ALTERNATIVE RUNWAY SAFETY AREA IMPROVEMENTS INCLUDING RELOCATION OF EAST AIRPORT ACCESS ROAD, AND RELATED IMPROVEMENTS; ADOPTING FINDINGS FOR APPROVAL, AND APPROVING THE ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM

WHEREAS, the Monterey Peninsula Airport District (MPAD) has prepared a draft Environmental Impact Report (DEIR), a recirculated Environmental Impact Report (RDEIR), and a Final Environmental Impact report (FEIR) incorporating by reference the DEIR and the RDEIR for the Runway Safety Area Improvement Project (the Project); and

WHEREAS, the MPAD has held three public workshops inviting the public to review and comment on the Project on December 4, 2008, June 25, 2009, and November 10, 2010, and

WHEREAS, the DEIR and the RDEIR were circulated for public comment, comments thereon were received, and responses to said comments were made and incorporated in the FEIR, and

WHEREAS, the FEIR has found that either no significant impact exists or impacts have been mitigated to a level of no significance for the proposed improvements pertaining as a result of pursuing the preferred alternative outlined in the report; and

WHEREAS, the proposed preferred alternative consists of improvements to Monterey Peninsula Airport that meet Federal Aviation Administration (FAA) Runway Safety Area (RSA) design standards and related improvements, including: 1) Construction on the east end of a terraced retaining wall approximately 250 feet beyond the existing Runway 28L end, placement of earthen fill behind the retaining wall to meet RSA slope requirements, and a 390-foot engineered materials arresting system (EMAS) bed at the eastern end of the level surface; 2) Relocation of the airport access road to the eastern end of airport property with a new connection to Highway 68, installation of tiered and vegetated retaining walls, connection of the relocated east access road to Tarpy's Restaurant, and closure of the existing west access to Tarpy's Restaurant; 3) Construction on the west end of the runway of a retaining wall approximately 650 feet in length and approximately 20 feet in height located approximately 180 feet from the existing runway end, installation of EMAS, and the relocation of the airport's existing access road beyond the RSA; 4) Relocation of the landing threshold for Runway 10R approximately 425 feet east to allow for the placement of the 390-foot EMAS bed; and 5) Construction of two new connector taxiways to provide access from the north and south sides of the airfield to the new runway end; and

WHEREAS, the MPAD has prepared findings for certification of the FEIR and approval of the Project as set forth in the "CEQA Findings for the Approval of Runway Safety Area

Improvements at Monterey Peninsula Airport" incorporated herein by reference as though set forth in full.

NOW THEREFORE BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT THAT: The FEIR is hereby certified, and the RSA improvements, relocation of the east airport access road, and related improvements as outlined in the preferred alternative of the FEIR in support of the Runway Safety Area Improvement Project are hereby approved.

BE IT FURTHER RESOLVED, THAT: The Board adopts the "CEQA Findings for the Approval of Runway Safety Area Improvements at Monterey Peninsula Airport" incorporated herein by reference as though set forth in full and approves the Mitigation Monitoring and Reporting Program included in the FEIR.

PASSED AND ADOPTED BY THE BOARD OF DIRECTORS OF THE MONTEREY PENINSULA AIRPORT DISTRICT: This 4th day of May 2011, by the following roll call vote:

AYES:	DIRECTORS:
NOES:	DIRECTORS:
ABSTAIN:	DIRECTORS:
ABSENT:	DIRECTORS:

Signed this 4th day of May 2011

Richard Searle, Chairman

ATTEST

Charles R. Hayes, Secretary