SAN CARLOS MASTER PLAN UPDATE - AIRPORT MODERNIZATION PROJECT
PROPOSED IMPROVEMENTS
AUGUST 2004

Safety Improvements:

- **Construction of two 300-foot stopways, 75 feet in width for each end of the existing 2,600 foot runway**
  The proposed stopways replace the 400-foot runway extension from the earlier draft plan and will enhance safety for airport users by providing an additional stopping distance of 300 feet during an emergency condition, such as an aborted takeoff or an aircraft unable to stop within the allowed runway length. Stopways are not approved for use as a runway and are not available for normal arrivals and departures.

- **Replacement of existing runway Visual Approach Slope Indicators (VASI-2) with Precision Approach Path Indicators (PAPI-2)**
  PAPIs are updated versions of the outdated VASI systems. Both are classified as glide path indicator lights which enhance safety by providing visual descent guidance information during an approach to the runway. These aid pilots by alerting them when they are above, below, or on the recommended glide path.

- **Installation of an Automated Surface Observation System (ASOS)**
  An ASOS is an automated 24-hour weather observation system that collects and provides surface weather observations, such as temperature, wind speed and direction, visibility, cloud ceiling, and precipitation, among other weather elements. This is a valuable service to pilots, particularly in the Bay Area where fog, high winds and precipitation are common.

Modernization and Upgrade Improvements

- **Hangar and shade shelter development on existing aircraft tiedown and parking areas**
  Additional hangars are proposed (44 T-hangars, 28 T-shades and 2 conventional [box] hangars) to address the need of aircraft owners who currently park their aircraft outside and must wait many years for an available hangar. Aircraft can be costly to acquire and maintain, resulting in a desire for hangars to secure and protect them from the elements. The proposed hangars are to be constructed on existing aircraft parking areas.

- **Provide 42,000 gallons of aviation fuel storage (increase of 10,000 gallons)**
  San Carlos Airport currently has storage capacity for 32,000 gallons of aviation fuel. The airport's previous fuel storage capacity totaled 60,000 gallons. The additional 10,000 gallons of fuel storage will be implemented as demand warrants. This project will rely on the availability of private or local funding.

- **Terminal Building expansion**
  Expansion of the terminal building will be considered as future demand for additional office space warrants and as funding is available.

Maintenance Improvements

- **Pavement preservation of the runway, taxiway and aircraft aprons**
  The airport runway, taxiways and aircraft parking areas will be resurfaced and maintained as necessary to ensure the safety, serviceability and reliability of these surfaces.

Exhibit 1A

PROPOSED IMPROVEMENTS

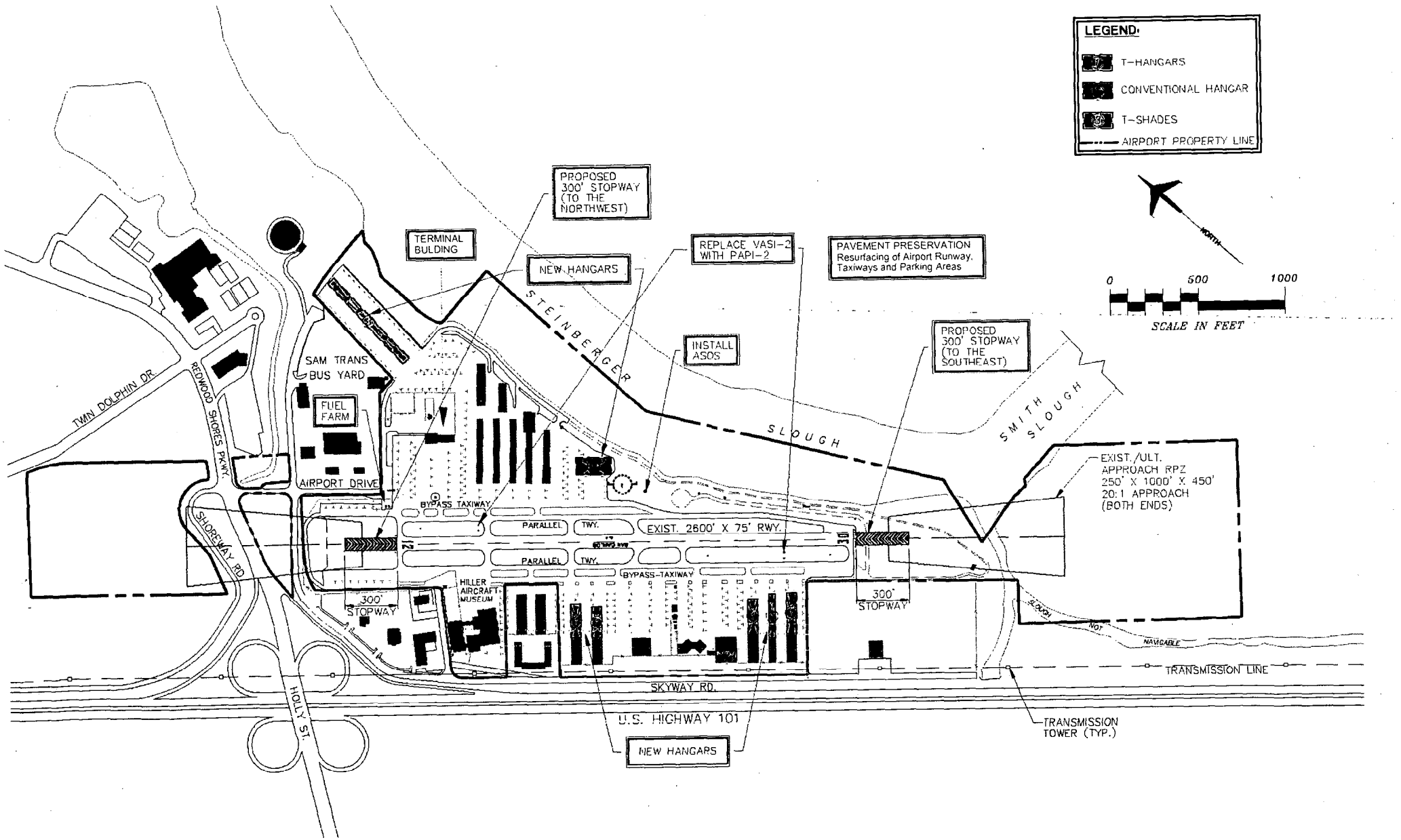
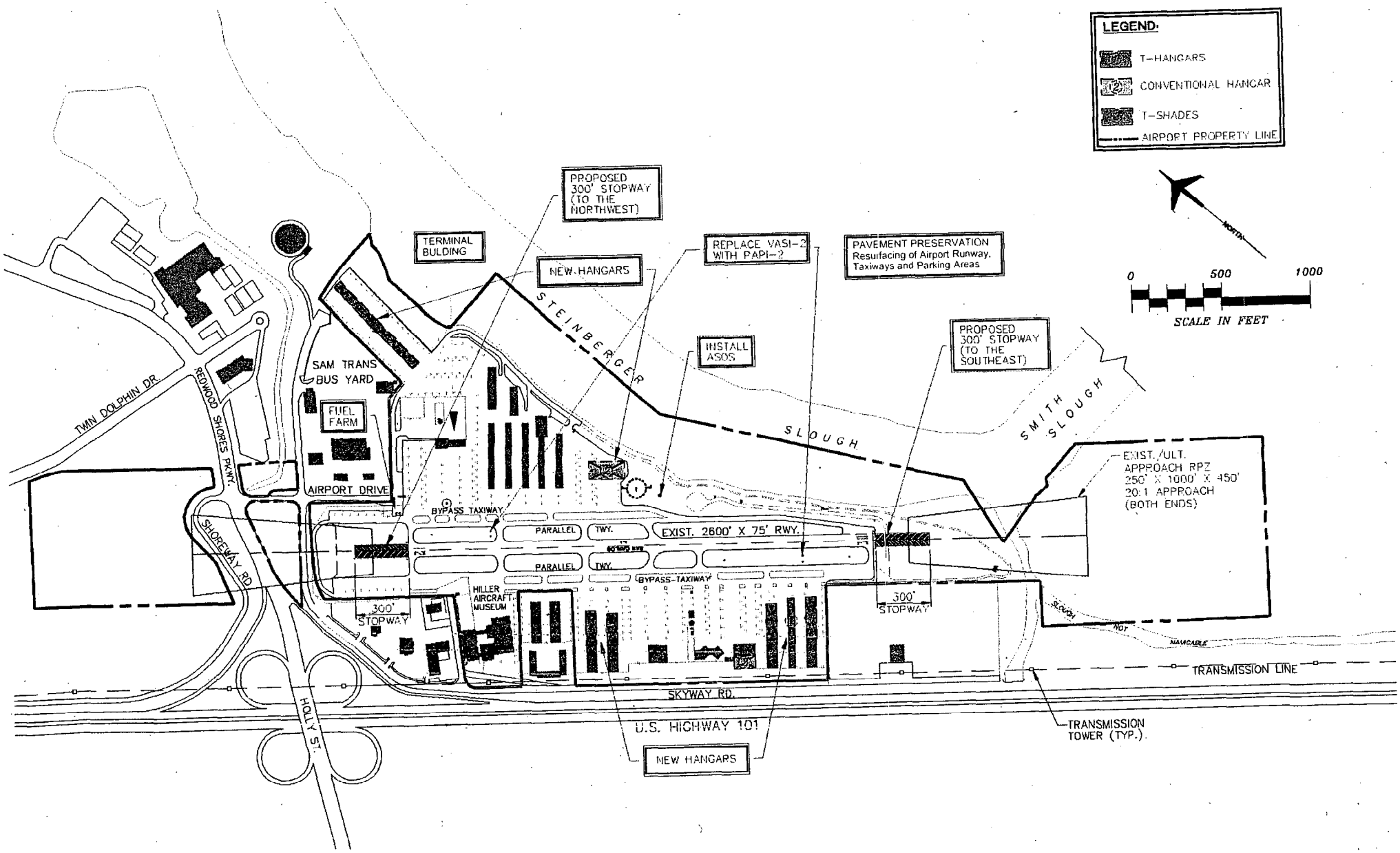


Exhibit 1A

PROPOSED IMPROVEMENTS



SAN CARLOS AIRPORT MASTER PLAN – AIRPORT MODERNIZATION PROJECT EIR SUMMARY

Overview of Draft EIR

1. Environmental Impact Analysis

The Draft EIR examines the incremental effects of the project and its cumulative effect in the context of the ongoing operation of the Airport and projected changes in its environment.

The project adds no capacity to the Airport and thus produces no net increase in projected airport operations. Although there is projected to be an overall increase in operations in the future reflecting increased demand for general aviation, the project itself is not designed to stimulate or accommodate that increase in use.

The following is a summary of the detailed impact analysis contained in the DEIR:

a. Land Use – Continued operation of the Airport and the proposed improvements will not have a significant effect on surrounding land uses. The project would not physically divide an established community. The project would not conflict with applicable land use plans of San Carlos or surrounding cities.

b. Noise – The specific airport improvements contemplated in the proposed plan will not provide additional capacity beyond what is now available at the Airport, will not appreciably increase airport activity, and will not change the type of aircraft or the flight paths used. The improvements themselves will not result in an appreciable change in community noise exposure, so that project is considered to have a less than significant impact. Projected increased activity in the Airport independent of the proposed improvements, however, will result in increased community noise exposure as measured by an increase in average sound level at sites around the Airport and by an increase in the extent of the 55 dB CNEL contour.

c. Transportation and Traffic – Ground traffic in and around the Airport would increase by about 300 total trips per day by the year 2015, with or without the proposed facility improvements in the project. The increase is 20 additional trips during the morning or evening peak hour. The added trips are not significant because they represent substantially less than a 1% increase in overall trips that would affect local streets and freeway segments.

d. Public Safety – Most Airport accidents or incidents have been on the airport itself and resulted in damage to the aircraft, but usually not in significant injury or death. Overall, the San Carlos Airport has a significantly better-than-average safety record compared to other general aviation airports, nationwide. The roughly 25% increase in operations expected in the next 15 years would increase the annual accident rate from about 2.7 to about 3.4 per year. This is not a significant increase in risk to the public because the vast majority of the accidents occur on airport property. The modernization project includes the stopways, and other safety improvements which may reduce risk of accident.

e. Hazards and Hazardous Materials – The Project would add 10,000 gallons of aircraft fuel storage on-site next to the two existing underground fuel storage tanks. This storage volume is equivalent to the amount of fuel stored in a single storage tank at a typical gasoline filling station. Airport staff and pilots are trained to use best management practices to assure that fuel spills are minimized and abated if they occur.

f. Biological Resources – The Project would not have significant biological impacts nor have a substantial adverse effect, either directly or through habitat modifications, on any endangered, threatened, or rare species. Occasionally, when aircraft are operating close to the ground, as at airports, they collide with birds. The increase in operations with or without the proposed project will increase the number of potential bird strikes by roughly one-quarter. At this location, the overall number of bird strikes has been low, and the increase is not a significant impact. None of the species reported involved are listed endangered or threatened species so the increase in operations is not likely to have any effect on such species.

g. Air Quality – Local air quality in the Airport vicinity is generally good; the San Francisco Bay Area as a whole has occasional ozone and fine particulate matter violations, due largely to emissions from internal combustion engine exhaust. Although highway motor vehicles vastly outnumber aircraft, aircraft have higher unit emissions. The proposed project will not appreciably increase emissions because it does not itself increase Airport capacity and the fuel storage tank will meet applicable air pollutant emissions control standards.

The DEIR concludes that the project will not have a significant adverse impact on the environment with regard to the above topics, or with regard to aesthetics, hydrology and water quality, geology and soils, cultural resources, minerals, population and housing, recreation, utilities and service systems, and agriculture. Because there is no increase in Airport capacity, there is no cumulative impact from the proposed project. Since the proposed project does not have a significant adverse impact on the environment, no mitigating measures are needed and a Mitigation Monitoring and Reporting Program is not required.

2. Alternatives Analysis

CEQA requires that an EIR describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project (CEQA Guidelines, Section 15126.6).

Consistent with Section 15126.6, a range of alternatives (including all of the alternatives identified in the Master Plan Update) was considered during the preparation of the Draft EIR. A number of alternatives (e.g. increase in runway length, relocation of aviation services and closing of the airport) were not carried forward for detailed analysis because: (1) they are not consistent with the safety, reliability, and service goals and objectives or the planning principles for the Airport that have been established by the Board of Supervisors, (2) they are not responsive to concerns expressed by the public, (3) they do not reduce the potential environmental impact of

the project, or (4) they are infeasible. Because the proposed project has been modified to eliminate all potentially significant direct or cumulative environmental impacts, the EIR considers only the Proposed Project and the CEQA required No Project Alternative.

3. Distribution/Public Review of Draft EIR

The Draft EIR was published on July 2, 2002, with a CEQA-mandated 45-day review period extending from July 9, 2002 to August 22, 2002. The Draft EIR was distributed to local, State and Federal agencies, and the general public was informed of the availability of the Draft through public notice in the San Mateo County Times, the Independent Newspapers, the Foster City Islander, the Almanac, and by direct mail to interested parties. The Board of Supervisors also held a public meeting on July 30, 2002.

Overview of Final EIR (Public Comments/Responses to Comments)

The Final EIR is comprised of the Draft EIR, the public comments received on the Draft EIR and the responses to comments. The Final EIR was completed in December 2002, but was not released at that time, in order to coordinate with the Federal Environmental Assessment (EA) process required pursuant to the National Environmental Policy Act (NEPA).

1. Public Comments/Responses

As mentioned above, the 45-day CEQA-mandated comment period on the Draft EIR ran from July 9 to August 22, 2002. Sixteen letters containing 37 comments were received, along with 3 comments from speakers at the July 30 public meeting. Key comments and responses are summarized below.

a. Stopways/Noise

Many of the comments received expressed concern that the proposed stopways would encourage larger aircraft to use the airport, thereby resulting in significant noise impacts. In response, a safety stopway is an area beyond the takeoff runway designated for use in decelerating an airplane during an aborted takeoff. By FAA regulation, safety overruns are not considered part of the runway and cannot be used to calculate takeoff or landing weights of aircraft. Use of a stopway by an aircraft will trigger a report to and investigation by the FAA. It is not reasonably foreseeable that aircraft operators will ignore this consequence and intentionally violate the Federal Aviation Regulations. It is also unlikely that the FAA will fail to take action against pilots that violate FAA regulations on this issue. Any reduced risk associated with the addition of paved stopways is unlikely to materially affect the aircraft fleet and level of operations at the San Carlos Airport. The specific changes to be made are not expected to appreciably change the noise exposure to the surrounding area and hence are found to have no significant incremental noise impacts.

b. Aviation Demand Forecast

Some comments questioned the accuracy or the assumptions used in the Aviation Demand Forecast. The aviation demand forecast used as the basis of airport activity projections in the EIR was prepared by Coffman Associates, airport planners, using methodologies approved

by the FAA. The EIR also goes into a fair amount of detail discussing the importance of the demand estimate and the factors on which it relies. Future aviation demand is generally held to be more a function of overall national or regional economic activity and the physical size of the fleet based at the airport rather than a function of the specific facilities that have been made available. Aircraft parking (and hence based aircraft) is the fundamental local determinant of overall airport activity and the demand forecasts based on this are used in the EIR. The Board of Supervisors specifically directed the Department of Public Works to avoid any substantial increase in airport capacity; the proposed project reflects that directive by providing no net increase in aircraft parking. Since there will be no net change to based aircraft, the project does not have a significant impact on future airport activity.

The aviation forecasts, which used a base year of 2000, projected that aircraft operations would increase at an average annual rate of 1.67 percent. At the end of calendar year 2003, the actual operations, as reported by the Airport Traffic Control Tower (ATCT), were 171,105, or 3413 operations greater than the forecasted 167,692 operations. This represents a difference of approximately 2 percent, which is well below the 10 to 15 percent that the Federal Aviation Administration (FAA) would consider as a significant difference. Also, based on the first six months of 2004, aircraft operations are down by approximately 8.7 percent when compared to the same period in 2003. Assuming that this trend continues, the airport could end this calendar year at approximately 156,230 operations. This would mean that aircraft operations for calendar year 2004 would be well below the level that was forecast (170,346). As a result, the environmental analysis has used forecasted aircraft operational levels that are currently greater than actual operational levels, and therefore presented a worst case analysis. The proposed project has not changed since the DEIR was issued. Staff is not aware of any change in circumstances that would affect the baseline information and analysis in the DEIR.

2. Distribution/Public Review of Final EIR

As required by CEQA, responses to comments received from public agencies are being provided to the public agencies at least 10 days prior to certification of the EIR (Public Resources Code Section 21092.5). Also, consistent with CEQA Guidelines Section 15089(b), the County is providing the opportunity for review of the final EIR by the public and by commenting agencies before approving the project. Specifically, copies of the Final EIR and notice of the August 31st Board hearing were mailed to local libraries and all who commented on the draft EIR on August 18, 2004. Notice of the August 31st meeting was also published in the San Mateo County Times on August 21, 2004.