

Sacramento County Airport System
John Wheat
Director of Airports



County Executive
Bradley J. Hudson

County of Sacramento

May 8, 2013

Mr. Peter Mauer, Principal Planner
County of El Dorado
Planning Services
2850 Fairlane Court, Building C
Placerville, CA 95667

Dear Mr. Mauer:

Mather Airport (Airport or Mather) provides an important role for both the Sacramento Region and the national aviation system. In 2001, the Sacramento County Board of Supervisors approved the System Plan which identifies the role of each airport within the Sacramento County Department of Airports. The exact role of Mather Airport was left to be defined by the Master Plan (Plan).

BACKGROUND

After a proud history as a United States Air Force base, Mather Airport was reopened in 1995, as a civilian airport by the County of Sacramento. The Mather Airport Master Plan is intended to guide the development of the Airport over the next 20 years, prepare for the challenges and opportunities associated with changes in the aviation industry.

On December 9, 2003, the Board was presented the Draft Final Master Plan with the staff recommendation to transmit the Draft Final Master Plan to the Department of Environmental Review and Assessment (DERA) with the direction to undertake environmental review pursuant to the requirements of the California Environmental Quality Act (CEQA). The Board approved this recommendation on February 17, 2004. When the Mather Airport Master Plan Draft Environmental Impact Report (DEIR) was completed and circulated for public review and comment in September 2012, comments were received concerning the validity of the airport activity trends that have occurred since the DEIR was initiated. Consideration of these concerns led to the determination that a completely new airport activity forecast, with a baseline year of 2012 and a planning horizon year of 2035.

REVISED MASTER PLAN

In response to the issues brought forward during the DEIR process, an entirely new forecast has been prepared with a 2012 baseline year, along with resulting updates to the land use and project concepts. Additionally, the Plan has been generally revised to reflect current conditions at the Airport.

The revised Master Plan is presented in two draft forms, one with changes from the 2004 draft annotated and the other "clean" with all changes incorporated. The same revised information is presented in both versions. The annotated version includes the historic version of the Plan, with deleted items stricken through and new text in bold and italic font. The second version shows the Plan in its revised final draft form. Again, the Plan presented is the same in both documents; the annotated version is presented for complete transparency, so the reader can clearly see all of the changes made to the Plan.

- o Chapter 1 INTRODUCTION: Has been revised to reflect current conditions and presents a revised role for the airport, reducing the air cargo footprint while increasing the general aviation presence.
- o Chapter 2 EXISTING CONDITIONS: Has been revised to reflect current conditions.
- o Chapter 3 HISTORICAL AND FORECAST AVIATION DEMAND: Has been completely revised with a new draft forecast.
- o Chapter 4 AIRPORT REQUIREMENTS: Has been revised to reflect the new draft forecast in Chapter 3.
- o Chapter 5 AIRFIELD ALTERNATIVES: Presents a new recommended alternative 3
- o Chapter 6 LANDSIDE, ACCESS, AND CIRCULATION ALTERNATIVES: Presents a new recommended alternative 6.
- o Chapter 7 RECOMMENDED DEVELOPMENT CONCEPT: Revised to reflect changes presented in the previous Chapters.
- o Chapter 8 FINANCIAL PLAN: Revised to reflect existing conditions and methodologies.

It should be noted that the aircraft noise analysis was not revised for the revision of the draft. The analysis is quite complex and will be done as part of the new EIR. The EIR will have a separate public review and comment period, and the EIR findings will be incorporated into the Final Master Plan when it is presented to the Board for approval.

SCHEDULE

On May 21st, at 2:00 PM in the Board Chambers at the Sacramento County Administration Building (700 H St., Sacramento) this revised plan will be presented to the Sacramento County Board of Supervisors in open session and will include opportunity for public comment. Subsequent to that, a new Notice of Preparation (NOP) for the new DEIR will be issued, corresponding to the revised project description as presented in this Revised Master Plan. It is anticipated that the new Mather Master Plan DEIR will be released for public review and comment in the 4th Quarter of 2013, with final EIR certification and Master Plan adoption to occur in the 1st Quarter of 2014.

The revised Mather Master Plan documentation is provided for your advance review and is also available via our website at: http://www.sacramento.aero/scas/about/planning_design/ under the "Mather" tab under "Projects Plans and Studies".

Sincerely,



John Wheat, Director
Sacramento County Airport System