

*EUGENE AIRPORT
ENVIRONMENTAL
OVERVIEW AND
NEPA GUIDANCE*

DRAFT

Prepared by RS&H, Inc. at the
direction of the City of Eugene
for the Airport Master Plan
Services at Eugene Airport

RS&H

DRAFT

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CHAPTER 7

*ENVIRONMENTAL OVERVIEW
AND NEPA GUIDANCE*

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The purpose of considering environmental factors in airport master planning is to assist in evaluating current and future airport development, as well as provide information that will help expedite subsequent environmental processing. FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, are the FAA's environmental guidance for aviation projects/actions to comply with NEPA. However, it is important to note that while the environmental analysis included in this Master Plan Update is not in and of itself a NEPA document.

7.1 NEPA GUIDANCE

There are three levels of NEPA documentation depending on the scope of a proposed project and the potential environmental impacts associated with a proposed project. These include, categorical exclusion (CATEX), environmental assessment (EA), and environmental impact statement (EIS). FAA Order 1050.1F¹ lists actions that the FAA has found in the past to not normally have a significant effect on the environment. Proposed projects that fall within the list found in FAA Order 1050.1F and do not have an extraordinary circumstance² can be processed with a CATEX. For proposed projects that do not fall within the list specified as a CATEX in FAA Order 1050.1F, an EA must be prepared. At the completion of the EA, the FAA will issue a Finding of No Significant Impact (FONSI) or continue with an EIS. An EIS must be prepared if the environmental impacts associated with a proposed project are significant impacts that cannot be mitigated below the established significant threshold. At the completion of an EIS, the FAA will issue a Record of Decision (ROD).

7.2 EXISTING ENVIRONMENTAL CONDITIONS

Chapter 1, Inventory of Existing Conditions of this Master Plan Update describes the current environmental conditions at and around in the Airport in detail. The following subsections summarize the conditions described in Chapter 1 and provides the basis for determining the potential environmental effects of the Airport's Capital Improvement Plan (CIP) projects.

7.2.1 Air Quality

According to the U.S. Environmental Protection Agency (USEPA), the Eugene/Springfield area in Lane County is in a maintenance area for particulate matter-10 (PM₁₀) and carbon monoxide (CO).³ The Airport is required to conform to the National Ambient Air Quality Standards (NAAQS) as required by the USEPA, as well as local, state, and federal air quality regulations when considering future airport development.

7.2.2 Biological Resources

Habitat characteristics of the Airport include wetlands, mowed grass, bare areas (e.g., areas cleared of vegetation), trees, and developed areas (e.g., runway, hangars). The developed areas of the Airport are mostly in the central portion of the Airport property. The undeveloped land around those areas has been

¹ FAA, Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Sections 5-6.1 through 5-6.6. July 16, 2015.

² FAA, Order 1050.1F, *Environmental Impacts: Policies and Procedures*, Sections 5-6.2. July 16, 2015.

³ U.S. Environmental Protection Agency, Air Quality Green Book, Oregon.

Accessed: http://www3.epa.gov/airquality/greenbook/anayo_or.html, April 2016.

cleared of dense vegetation. There is the potential for 18 federal- and state-threatened and –endangered species at the Airport. Additionally, there is the potential for 13 migratory birds to be found at the Airport.

7.2.3 Climate

Activities that require fuel or power are the primary stationary sources of greenhouse gases (GHGs) at airports. Aircraft and ground access vehicles that are not under the control of an airport, typically generate more GHG emissions than airport controlled sources. The majority of GHG emissions at airports are generated by aircraft and ground service vehicles (GSE). For aircraft and ground access vehicles (GAV), three Kyoto pollutants (CO₂, CH₄, and N₂O) are released as emissions. Aircraft and GAV emissions are based on activity information and then multiplied by the appropriate GHG emission factors to determine quantities.

7.2.4 Coastal Resources

The Airport is not within Oregon Coastal Management Program coastal zone.⁴ Additionally, there are no Coastal Barrier Resource System (CBRS) segments within Airport property.⁵ The closest CBRS segment is over 1,400 miles east of the Airport.

7.2.5 Department of Transportation Section 4(f)

The closest Section 4(f) property to the Airport is a city park, Golden Gardens Park, about two miles southeast of the Airport. The closest National Register of Historic Places (NRHP)-listed historic site is the Fred E. Chambers House and Grounds, about three miles east of the Airport.⁶ Orchard Point Recreational Area, about five miles west of the Airport, is the closest park to the Airport where Land and Water Conservation funds have been used.⁷

7.2.6 Farmlands

The soils on Airport property are not protected by the Farmlands Protection Policy Act (FPPA). Under Section 523(10)(B) of the FPPA, land identified as urbanized areas by the U.S. Census Bureau are not subject to the provisions of the FPPA. Additionally, the FPPA does not apply to land already committed to urban development, such as airport development (Section 658.2 of the FPPA).

7.2.7 Hazardous Materials, Pollution Prevention, and Solid Waste

Aircraft fuel constitutes the largest quantity of hazardous materials stored and consumed at the Airport.

⁴ Oregon Coastal Management Program, Oregon's Coastal Zone Interactive Map. Accessed: <http://www.coastalatlas.net/czfinder/>, May 2016.

⁵ U.S. Fish and Wildlife Service, Coastal Barrier Resources System Mapper. Accessed: <http://www.fws.gov/cbra/Maps/Mapper.html>, April 2016.

⁶ U.S. Environmental Protection Agency, NEPAassist, Places, National Register of Historic Places. Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=Eugene+airport>, May 2016.

⁷ U.S. Department of the Interior, National Park Service, Land and Water Conservation Fund, *Detailed Listing of Grants Grouped by County*, Oregon, Lane. Accessed: <http://waso-lwcf.nrc.nps.gov/public/index.cfm>, May 2016.

The USEPA lists 15 hazardous wastes sites, based on the Resource Conservation and Recovery Act (RCRA), on Airport property, which are operated in accordance with applicable federal, state, and local rules and regulations.⁸

7.2.8 Historical, Architectural, Archaeological, and Cultural Resources

As described in **Section 7.2.5, Department of Transportation Section 4(f)**, the closest NRHP-listed resources is about three miles east of the Airport.

7.2.9 Land Use

Land uses in the immediate vicinity of the Airport include primarily agriculture, rural residential, low and medium residential, and industrial land uses.

7.2.10 Natural Resources and Energy Supply

Electricity to the Airport is mostly provided by Lane Electric Cooperative, Inc. Development projects and maintenance activities at the Airport require the use of consumable materials. Examples of development projects include the construction of hangars and the maintenance of airside and landside facilities.

7.2.11 Noise and Noise-Compatible Land Use

The 2016 day-night average sound level (DNL) 65 dBA noise contour is entirely on Airport property and no there are no incompatible land uses within this contour. The forecast DNL 65 dBA noise contour is almost entirely on Airport property, with the northern portion of the 2025 DNL 65 dBA noise contour just outside of the Airport property line. There are no incompatible land uses within this forecast noise contour.

7.2.12 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

The Airport is entirely within U.S. Census Bureau Block Group 2, Census Tract 10.01, which has a population of 2,129. Within this Tract, there is a 7.05 percent minority population, 13.0 percent of the population are living below the poverty level, 12.4 percent of the population are under the age of 18, and 11.6 percent of the population is unemployed.⁹ The closest school, Meadow View School, located about 2.5-miles south of the Airport and serves students in kindergarten through eighth grade.¹⁰

7.2.13 Visual Effects

Current Airport facilities are illuminated by various types of landside lighting for buildings, access roadways, automobile parking areas, and apron areas. There are various airfield light sources at the Airport to assist with aircraft operations (e.g., HIRL, PAPI, REIL, MALSR, and signage).

⁸ U.S. Environmental Protection Agency, NEPAAssist, EPA Facilities, Hazardous Waste. Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=amarillo+airport>, July 2016.

⁹ U.S. Census Bureau, American Community Survey 2010-2014, American Fact Finder. Accessed: <http://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>, May 2016.

¹⁰ U.S. Environmental Protection Agency, NEPAAssist, Places, Schools. Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=EUG>, June 2016.

The Airport is zoned as a light industrial land use, and is developed in a manner that is consistent with this zoning. Structures at the Airport include, but are not limited to, the terminal building, FBO, hangars, and maintenance buildings. The majority of the land adjacent to the Airport property is agricultural land, which allows for a direct view to the Airport from the nearby residential areas.

7.2.14 Water Resources

The following sections provide a brief description of existing water resources at the Airport. FAA Order 1050.1F has grouped the following resource categories under Water Resources; wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers.

7.2.14.1 Wetlands

Wetlands were identified during the site survey and mapped for future development considerations (see **Figure 1-20**), but no jurisdiction determinations were made for the identified wetlands.

7.2.14.2 Floodplains

According to current Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps for the Airport area, there are floodplains within the Airport property.¹¹ The floodplains are located in the western, northeastern, and southern portions of the Airport property boundary (see **Figure 1-21**).

7.2.14.3 Surface Waters

Various surface waters have been identified on Airport property (see **Figure 1-22**): Amazon Creek/Clear Lake Stream, two unnamed streams, and three unnamed water bodies (i.e., pond/lake).

7.2.14.4 Groundwater

The Airport is within two hydrologic units: Amazon Creek Watershed and Flat Creek Watershed.¹² The northeastern portion of the Airport is within the Flat Creek watershed (HUC 12 ID: 170900030603). The Eugene Water and Electric Board (EWEB), which receives its water supply from the McKenzie River, provides water services to the Airport.

7.2.14.5 Wild and Scenic Rivers

The closest wild and scenic river, the North Fork Middle Fork Willamette River, is over 40 miles southeast of the Airport.

7.3 ENVIRONMENTAL ANALYSIS OF THE AIRPORT DEVELOPMENT PLAN

For purposes of this Master Plan Update, the level of analysis outlined in this section is to advise the Airport of potential environmental impacts associated with the Implementation Plan. The following

¹¹ Federal Emergency Management Agency, Flood Map Service Center, Flood Insurance Rate Maps 48375C0555C, Effective on June 4, 2010; Flood Insurance Rate Map 48375C0556C, Effective on June 4, 2010; Flood Insurance Rate Map 48375C0558C, Effective on June 4, 2010, Flood Insurance Rate Map 48375C0554C, Effective on June 4, 2010, and Flood Insurance Rate Map 48375C0553C, Effective June 4, 2010. Accessed: <https://msc.fema.gov/portal/search>, July 2016

¹² U.S. Environmental Protection Agency, NEPAAssist, Water Features, Watersheds (HUC 12). Accessed: <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=EUG>, June 2016.

sections identify the key and applicable environmental impact categories as described in FAA Order 1050.1F for the Implementation Plan for Eugene Airport and the surrounding area. This includes:

- » Air Quality
- » Biological Resources
- » Climate
- » Department of Transportation Section 4(f)
- » Farmland
- » Hazardous Materials, Pollution Prevention, and Solid Waste
- » Historical, Architectural, Archaeological, and Cultural Resources
- » Land Use
- » Natural Resources and Energy Supply
- » Noise and Noise-Compatible Land Use
- » Socioeconomics, Environmental Justice, and Children’s Health and Safety Risks
- » Visual Effects
- » Water Resources (includes Wetlands, Floodplains, Surface Waters, and Groundwater,)

Coastal resources and Wild and Scenic Rivers are not included in this discussion because, as **Chapter 1, Inventory of Existing Conditions** describes and **Section 7.2, Existing Environmental Conditions** summarizes, those resources are not within or near the Airport property and would not be affected by the Implementation Plan projects.

The information provided in the following sections should be used where appropriate when NEPA documentation is required. Prior to starting NEPA documentation for a Implementation Plan project at the Airport, the City or its contractor should coordinate with the FAA Seattle Airports District Office (ADO) Environmental Specialist to officially determine the appropriate level NEPA documentation (e.g., CATEX, EA, EIS). It is recommended that projects connected in function, place, and/or time be evaluated in the same NEPA documentation in an effort to save time and money. Connected actions (projects that do not have independent utility from another project) must be considered in the same NEPA document to avoid segmentation.

7.3.1 Short-Term CIP Projects

Short-term CIP projects include the projects planned between 2018 and 2022 (see **Chapter 5, Implementation and Financing Plan**). The suggested NEPA documentation for those projects and/or grouping of projects is provided below, along with a preliminary analysis of the potential environmental effects associated with those projects. The stormwater master plan and advanced terminal planning study would not require NEPA documentation as those projects do not involve implementation of federally-funded projects or projects that can change the FAA “conditionally approved” Airport Layout Plan (ALP). The outcome of those plans/studies may include measures that would require NEPA documentation prior to implementation; however, those measures are not known at this time.

7.3.1.1 ARFF Vehicle and SRE Vehicle

The Airport intends to purchase an ARFF vehicle and SRE vehicle with AIP Entitlement Funds; therefore, NEPA documentation is required. The purchase of these vehicles would have minimal environmental effects as these are replacement vehicles and would not increase the number of vehicles operating on Airport property. In addition, the new vehicles would operate more efficiently than the current vehicles (e.g., require less maintenance and repair, fewer emissions).

Overall, it is not expected that there would be noticeable effects to any environmental resource category from the purchase and operation of the ARFF vehicle and SRE vehicle. The purchase of these vehicles can be categorically excluded under FAA Order 1050.1F, paragraph 5-6.3(h). Given the minimal environmental effects and that there would be no extraordinary circumstances, it is anticipated that a CATEX would be the appropriate NEPA documentation for this project.

7.3.1.2 Taxiway A1-A5

The Airport plans to rehabilitate Taxiways A1-A2 and relocate/reconfigure Taxiways A3-A5. The following environmental resource categories may be affected:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase would be temporary and minor. A construction emissions inventory may be necessary for the NEPA documentation associated with this project.

Biological Resources. The area is regularly mowed and maintained and located in an active area of the airfield; therefore, it is unlikely that wildlife regularly utilize the area. However, a federally-threatened species, the Streaked horned lark (*Eremophila alpestris strigata*) is known to be present throughout portions of the Airport. It is recommended that a biological survey be conducted for the presence-absence of this species. Ground disturbing activities associated with the project would primarily affect grassland and potential habitat for the Streaked horned lark.

Climate. The project would temporarily increase emissions from construction vehicles and equipment, including GHG emissions. The increase would be temporary and minor. An estimate of GHG emissions could be calculated in the construction emissions inventory.

Hazardous Materials, Pollution Prevention, and Solid Waste. Construction associated with the project could generate solid waste. Waste would be handled and disposed according to federal, state, and local rules and regulations.

Water Resources. The project has the potential to affect water resources, specifically wetlands and surface water. The rehabilitation and relocation/reconfiguration of the taxiways has the potential to affect wetlands. As **Chapter 1, Inventory of Existing Conditions** describes, these wetlands have not been officially delineated. Prior to the start of ground disturbing activities, the Airport would be responsible for having these wetlands officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects. Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a

nationwide permit or individual permit, depending on the extent of the potential impacts. With regards to surface waters, the project would increase impervious surface at the Airport. The increase in impervious surface would increase the volume of stormwater runoff; however, the existing stormwater drainage system is anticipated to be able to accommodate the increase in stormwater runoff. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit.

The project would not affect Section 4(f) resources; farmlands; historical, architectural, archaeological, or cultural resources; land use; noise and noise-compatible land use; socioeconomic, environmental justice, and children's health and environmental safety; or floodplains because it would occur entirely on Airport property, would not increase the number of aircraft operating at the Airport, and would not change the airfield configuration in a manner that would affect noise. Additionally, the project would not require the relocation of residences or businesses or include land acquisition.

The construction, repair, reconstruction, resurfacing, extension, strengthening, or widening of a taxiway can be categorically excluded under FAA Order 1050.1F, paragraph 5-6.4(e), provided that the project would not cause significant erosion or sedimentation, would not cause a significant noise increase over noise sensitive area, or cause significant impacts to air quality. Because the project would not increase the number of aircraft operating at the Airport or significantly change the airfield configuration (e.g., runway use), the project would not change the Airport's noise contours. In addition, based on a preliminary analysis, the potential air quality effects are not expected to be significant, and adherence to NPDES permit provisions would minimize erosion and sedimentation effects.

For those reasons, a CATEX is anticipated to be the appropriate NEPA documentation for this project.

7.3.1.3 Land Acquisition for Green Hill Road Realignment

Four parcels are recommended for purchase in order for the Airport to control the land adjacent to Runway 35R RPZ and to relocate Green Hill Road. While the purchase of land does not directly involve environmental effects, the subsequent development of that land would have potential environmental effects. The NEPA documentation for this project would analyze the connected action of developing the land (e.g., the realignment Green Hill Road). The following environmental resource categories may be affected:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase associated with construction would likely be temporary and minor. Depending on the development of the land, the operation of the project may increase emissions in the area. For example, if a new hangar were constructed, there may be an increase in the number of aircraft and surface vehicles accessing the Airport, which would increase emissions. Aside from construction, the relocation of Green Hill Road would not increase emissions associated with surface vehicles because the vehicular traffic would not be expected to change. A construction emissions inventory would be necessary for the NEPA documentation associated with this project.

Biological Resources. The area proposed for acquisition is used for farming purposes. As such, it is heavily disturbed and is unlikely that wildlife regularly utilize the area. However, because the Airport does not currently own this land, it is suggested that a biological survey of the area be completed before the acquisition of the land.

Climate. Similar to the potential air quality effects, the construction and operation (dependent on the type of development) has the potential to increase GHG emissions. An estimate of GHG emissions could be included with the emission inventory.

Farmland. The area proposed for acquisition is currently farmland. The Airport would need to coordinate with the Natural Resource Conservation Service regarding the conversion of farmland to another use, and would need to complete Form AD-1006, Farmland Conversion Impact Rating.

Hazardous Materials, Pollution Prevention, and Solid Waste. In order for the Airport to acquire land, the Airport must complete an Environmental Due Diligence Audit (EDDA) or other similar environmental site assessment. The EDDA provides information regarding the presence or absence of hazardous materials and potential contamination. The EDDA also determines the scope, nature, and extent of the contamination, and its possible impacts on the proposed project. If hazardous materials or contamination are identified during the EDDA, a remediation plan would be required. While the acquisition of land would not directly affect hazardous materials, pollution prevention, or solid waste, there is the potential for associated projects in that area (e.g., roadway relocation) to increase the use of hazardous materials and generation of solid waste during construction and operation of that project.

Historical, Architectural, Archaeological, and Cultural Resources. While not required, it is recommended that the Airport complete a historic resources survey of the four parcels to identify the potential presence of historical, archaeological, and/or cultural resources. The purchase of land would not directly affect historical, architectural, archaeological, and cultural resources, but the development of that land may have potential effects. Prior to the start of any ground disturbing activities, the State Historic Preservation Officer (SHPO) and Tribal Historic Preservation Officer (THPO) for any tribes with potential interest in the area should be consulted in accordance with Section 106 of the National Historic Preservation Act. If there is the potential for a project to affect historical, architectural, archaeological, or cultural resources, mitigation efforts would need to be determined and approved by the SHPO/THPO.

Land Use. The acquisition of land would change the use of the land (e.g., from agricultural/farming to airport operations/industrial). However, it is unlikely that the acquisition of this land would change regional growth patterns, or land development patterns.

Natural Resources and Energy Supply. The acquisition of land itself would not change the natural resources and energy use at the Airport. Subsequent development of that land may increase the energy use at the Airport.

Socioeconomics, Environmental Justice, and Children's Health and Safety Risks. The acquisition of land would require the relocation of the current resident. The relocation would be conducted in accordance

with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970. Aside from the relocation of the current resident, the subsequent development of the land is unlikely to affect socioeconomics, environmental justice, and children's health and safety risks in the area.

Visual Effects. Clearing and road relocation would change the visual characteristics of the land. However, these changes would be consistent with the current setting of the Airport. Depending on the development of the land, there could be an increase in light emissions from the area.

Water Resources. The project has the potential to affect water resources, specifically wetlands, surface water and groundwater. The land that would be acquired has not been surveyed for wetlands. It is recommended that the Airport have a wetlands delineation survey completed within the four parcels in order to determine the presence or absence of wetlands. The acquisition of land would not directly affect water resources. The subsequent road realignment has the potential to increase impervious surface, which could have wetland, floodplain, surface water, and groundwater effects. The Airport would be responsible for obtaining the required permits and approvals associated with development. In addition to permits required for potential wetland impacts, the Airport would be responsible for obtaining a National Pollutant Discharge Elimination System (NPDES) permit for construction and operation activities. The Airport would also be required to update the Stormwater Pollution Prevention Plan (SWPPP) and Spill Prevention, Control, and Countermeasures (SPCC) Plan. The adherence to the provisions in the required permits and plans would minimize potential effects to surface water and groundwater.

The project would not affect Section 4(f) resources, floodplains, or noise and noise-compatible land use because it would not increase the number of aircraft operating at the Airport, or change the airfield configuration.

Provided there are no extraordinary circumstances associated with the project, the land acquisition can be categorically excluded under FAA Order 1050.1F, paragraph 5-6.4(b), provided that the acquisition is associated with a categorically excluded development action. Site investigation and coordination with the FAA Seattle ADO is highly recommended prior to the start of this project in order to determine if a CATEX would be the appropriate NEPA documentation for this project.

7.3.1.4 Fuel Storage Facility

The Airport is planning to relocate and expand the current fuel storage facility, including above-ground storage tanks, a catchment basin, controlled access, lighting, and underground utilities. The following environmental resource categories may be affected:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase would be temporary and minor. A construction emissions inventory may be necessary for the NEPA documentation associated with this project.

Biological Resources. The area is regularly mowed and maintained and located in an active area of the airfield; therefore, it is unlikely that wildlife regularly utilize the area. However, a federally-threatened species, the Streaked horned lark (*Eremophila alpestris strigata*) is known to be present throughout

portions of the Airport. It is recommended that a biological survey be conducted for the presence-absence of this species. Ground disturbing activities associated with the project would primarily affect grassland and potential habitat for the Streaked horned lark.

Climate. Similar to the potential air quality effects, the construction has the potential to increase GHG emissions. An estimate of GHG emissions could be included with the construction emission inventory.

Hazardous Materials, Pollution Prevention, and Solid Waste. Construction associated with the project could generate solid waste. Waste would be handled and disposed according to federal, state, and local rules and regulations. The project would increase the amount of hazardous materials stored at the Airport. The Airport would be responsible for updating its SPCC plan.

Water Resources. The project has the potential to affect water resources, specifically wetlands and surface water. As **Chapter 1, Inventory of Existing Conditions** describes, on-airport wetlands have not been officially delineated. Prior to the start of ground disturbing activities, the Airport would be responsible for having these wetlands officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects. Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a nationwide permit or individual permit, depending on the extent of the potential impacts. With regards to surface waters, the project would increase impervious surface, but would change the grading of the area. The change in grading would change the flow rate of stormwater runoff in the area. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit.

The project would not affect Section 4(f) resources; farmlands; historical, architectural, archaeological, and cultural resources; land use, noise and noise-compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects; or floodplains because it would occur entirely on Airport property, would not increase the number of aircraft operating at the Airport, would not change the airfield configuration, and would not relocate residences or business, or involve land acquisition.

An EA is anticipated to be the appropriate NEPA documentation for this project.

7.3.1.5 Terminal Roof Replacement

The Airport intends to use federal funding for the replacement of the terminal roof, thereby requiring NEPA documentation. The roof replacement would not expand the terminal building or change the number of enplanements or operations at the Airport. The work required for the roof replacement would include construction equipment and construction workers. The following environmental resource categories may be affected:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase would be temporary and minor. A construction emissions inventory may be necessary for the NEPA documentation associated with this project.

Climate. The project would temporarily increase emissions from construction vehicles and equipment, including GHG emissions. The increase would be temporary and minor. An estimate of GHG emissions could be included in the construction emission inventory.

Hazardous Materials, Pollution Prevention, and Solid Waste. The project would require the removal of the current roof material. The waste produced from this project is not anticipated to contain hazardous materials, and would be disposed of in accordance with federal, state, and local rules and regulations.

The project would not affect biological resources; Section 4(f) resources; farmlands; historical, architectural, archaeological, and cultural resources; land use; natural resources and energy supplies; noise and noise-compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects; or water resources because it would not change the footprint of the terminal building (i.e., increase impervious surface), increase the number of aircraft operating at the Airport, or change the airfield configuration.

The roof replacement can be categorically excluded under FAA Order 1050.1F, paragraph 5-6.4(v). Given the minimal environmental effects and that there would be no extraordinary circumstances, it is anticipated that a CATEX would be the appropriate NEPA documentation for this project.

7.3.1.6 Runway 34R Wetland Fill for Wildlife Hazard (EA)

The wetlands area at the end of Runway 34R poses a potential wildlife hazard to the Airport and has been identified as a critical short-term project. The project would include regrading the area to remove the presence of standing water and wetland characteristics. The following environmental resource categories may be affected:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase would be temporary and minor. A construction emissions inventory may be necessary for the NEPA documentation associated with this project.

Biological Resources. Wildlife may utilize the area given the presence of standing water and wetland characteristics. The regrading of the area and removal of the existing habitat characteristic could affect habitat utilized by wildlife. Given the location of the area (on Airport property at the end of an active runway), it is unlikely that species utilizing the area are non-mobile. It is expected the species would leave the area during disturbance and utilize similar habitat found elsewhere in the area.

Climate. Similar to the potential air quality effects, the construction has the potential to increase GHG emissions. An estimate of GHG emissions could be included with the construction emissions inventory.

Natural Resources and Energy Supply. The project would remove standing water and wetland characteristics from the area, which may be considered natural resources. However, the project itself would not increase the consumption of natural resources or energy supply at the Airport.

Water Resources. The project has the potential to affect water resources, specifically wetlands and surface water. As stated in **Chapter 1, Inventory of Existing Conditions**, these wetlands have not been officially delineated. Prior to the start of ground disturbing activities, the Airport would be responsible for having these wetlands officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects. Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a nationwide permit or individual permit, depending on the extent of the potential impacts. With regards to surface waters, the project would not increase impervious surface, but would change the grading of the area. The change in grading would change the flow rate of stormwater runoff in the area. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit.

The project would not affect Section 4(f) resources; farmlands; historical, architectural, archaeological, and cultural resources, land use, noise and noise-compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects; or floodplains because it would not involve the development of the land, increase the number of aircraft operating at the Airport, or change the airfield configuration.

An EA is anticipated to be the appropriate NEPA documentation for this project.

7.3.1.7 Terminal Taxiway Reconstruction

The Airport plans to reconstruct the terminal taxiway system. The following environmental resource categories may be affected:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase would be temporary and minor. A construction emissions inventory may be necessary for the NEPA documentation associated with this project.

Biological Resources. The area is regularly mowed and maintained and located in an active area of the airfield; therefore, it is unlikely that wildlife regularly utilize the area. However, a federally-threatened species, the Streaked horned lark (*Eremophila alpestris strigata*) is known to be present throughout portions of the Airport. It is recommended that a biological survey be conducted for the presence-absence of this species. Ground disturbing activities associated with the project would primarily affect grassland and potential habitat for the Streaked horned lark.

Climate. The project would temporarily increase emissions from construction vehicles and equipment, including GHG emissions. The increase would be temporary and minor. An estimate of GHG emissions could be included in the construction emission inventory.

Hazardous Materials, Pollution Prevention, and Solid Waste. Construction associated with the project could generate solid waste. Waste would be handled and disposed according to federal, state, and local rules and regulations.

Water Resources. The project has the potential to affect water resources, specifically wetlands, surface water, and groundwater. The rehabilitation and relocation/reconfiguration of the taxiways has the potential to affect wetlands. The Airport would be responsible for having these wetlands officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects. Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a nationwide permit or individual permit, depending on the extent of the potential impacts. With regards to surface water and groundwater, the project would increase impervious surface. The increase in impervious surface would increase the volume of stormwater runoff; however, the existing stormwater drainage system is anticipated to be able to accommodate the increase in stormwater runoff. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit.

The project would not affect Section 4(f) resources; farmlands; historical, architectural, archaeological, and cultural resources, land use, noise and noise-compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects; or floodplains because it would not increase the number of aircraft operating at the Airport, change current runway use, relocate residences or businesses, or require land acquisition.

The construction, repair, reconstruction, resurfacing, extension, strengthening, or widening of a taxiway can be categorically excluded under FAA Order 1050.1F, paragraph 5-6.4(e), provided that the project would not cause significant erosion or sedimentation, would not cause a significant noise increase over noise sensitive area, or cause significant impacts to air quality. Because the project would not increase the number of aircraft operating at the Airport or significantly change the airfield configuration (e.g., runway use), the project would not change the Airport's noise contours. In addition, based on a preliminary analysis, the potential air quality effects are not expected to be significant, and adherence to NPDES permit provisions would minimize erosion and sedimentation effects. For those reasons, a CATEX is anticipated to be the appropriate NEPA documentation for this project.

7.3.1.8 Terminal Area and Landside Facility Improvements

It is recommended that the Airport group the following projects in a single NEPA document:

- » New Rotating Beacon and Removal of Old Beacon
- » Landside Roadway, Parking, and Rental Car Improvements
- » New Landside Equipment and Materials Storage Facility
- » Mitigate Asbestos in Old Terminal ATCT
- » Demolish Old ATCT, Old Landside Equipment/Materials Storage, and Friendly Hangar

- » Employee Parking Lot Construction and Reconfiguration
- » TSA Office Relocation and Demolition
- » Ticketing, Airline Ticket Offices, and Outbound Baggage Area Expansion
- » New Terminal Concourse (Includes PBBs, Charter, and Administrations)
- » New Terminal Concourse Apron

Grouping multiple projects into one NEPA document allows the Airport to maintain maximum project construction flexibility based on when federal funding for CIP projects become available. The project, as grouped above, may affect the following resource categories:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase would be temporary and minor. A construction emissions inventory may be necessary for the NEPA documentation associated with this project.

Biological Resources. The majority of the area that would be disturbed is paved; areas that are not paved are mowed and maintained grassland, with some areas identified as wetlands. Given the location of the area (on Airport property in an active area), it is unlikely that species utilizing the area are non-mobile. It is expected the species would leave the area during disturbance and utilize similar habitat found elsewhere in the area. However, a federally-threatened species, the Streaked horned lark (*Eremophila alpestris strigata*) is known to be present throughout portions of the Airport. It is recommended that a biological survey be conducted for the presence-absence of this species.

Climate. The project would temporarily increase emissions from construction vehicles and equipment, including GHG emissions. The increase would be temporary and minor. An estimate of GHG emissions could be included in the construction emission inventory.

Hazardous Materials, Pollution Prevention, and Solid Waste. The project would include the demolition of the existing buildings, which involves asbestos mitigation prior to the demolition of the old terminal ATCT. The waste produced from asbestos mitigation would be handled and disposed in accordance with federal, state, and local rules and regulations pertaining to hazardous materials. The remaining project-associated waste is not anticipated to contain hazardous materials, and would be disposed of in accordance with federal, state, and local rules and regulations.

Natural Resources and Energy Supply. The project would increase the use of energy at the Airport. However, based on the preliminary scope of each individual project, the increase in energy use would be minor as the lighting associated with the project is likely to be more energy efficient than existing lighting. It is anticipated that the minor increase in energy use would be within the service capacity of the local utility supplier.

Visual Effects. The project includes the demolition of existing buildings and construction of new buildings, which changes the viewshed of the Airport. However, these changes are consistent with airport-related development and are not expected to have visual or aesthetic effects to the surrounding area. Lighting

associated with the various projects is not expected to cause a noticeable increase in light emissions from the Airport.

Water Resources. The project has the potential to affect water resources, specifically wetlands, surface water, and groundwater. Prior to the start of ground disturbing activities, the Airport would be responsible for having wetlands in the area of planned ground disturbing activities officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects. Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a nationwide permit or individual permit, depending on the extent of the potential impacts. With regards to surface water and groundwater, the project would increase impervious surface. The increase in impervious surface would increase the volume of stormwater runoff; however, the existing stormwater drainage system is anticipated to be able to accommodate the increase in stormwater runoff. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit.

The project would not affect Section 4(f) resources; farmlands; historical, architectural, archaeological, and cultural resources, land use, noise and noise-compatible land use; socioeconomic, environmental justice, and children's environmental health and safety risks; or floodplains because it would occur entirely on Airport property, would not increase the number of aircraft operating at the Airport, would not change the airfield configuration, would not require the relocation of residences or business, or involve land acquisition.

An EA is anticipated to be the appropriate NEPA documentation for this project.

7.3.1.9 Taxiway C/M Rehabilitation

The Airport plans to rehabilitate Taxiways C and M. The following environmental resource categories may be affected:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase would be temporary and minor. A construction emissions inventory may be necessary for the NEPA documentation associated with this project.

Biological Resources. The area is currently paved and the area surrounding the taxiway is mowed and maintained grassland. However, a federally-threatened species, the Streaked horned lark (*Eremophila alpestris strigata*) is known to be present throughout portions of the Airport. It is recommended that a biological survey be conducted for the presence-absence of this species. Ground disturbing activities associated with the project would primarily affect grassland and potential habitat for the Streaked horned lark.

Climate. The project would temporarily increase emissions from construction vehicles and equipment, including GHG emissions. The increase would be temporary and minor. An estimate of GHG emissions could be included in the construction emission inventory.

Hazardous Materials, Pollution Prevention, and Solid Waste. Construction associated with the project could generate solid waste. Waste would be handled according to federal, state, and local rules and regulations.

Water Resources. The project has the potential to affect water resources, specifically wetlands and surface water. Prior to the start of ground disturbing activities, the Airport would be responsible for having these wetlands officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects. Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a nationwide permit or individual permit, depending on the extent of the potential impacts. With regards to surface waters, the project would increase impervious surface. The increase in impervious surface would increase the volume of stormwater runoff; however, the existing stormwater drainage system is anticipated to be able to accommodate the increase in stormwater runoff. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit.

The project would not affect Section 4(f) resources; farmlands; historical, architectural, archaeological, and cultural resources, land use, noise and noise-compatible land use; socioeconomics, environmental justice, and children's environmental health and safety risks; visual effects; or floodplains because it would not increase the number of aircraft operating at the Airport, change current runway use, relocate residences or businesses, or require land acquisition.

The construction, repair, reconstruction, resurfacing, extension, strengthening, or widening of a taxiway can be categorically excluded under FAA Order 1050.1F, paragraph 5-6.4(e), provided that the project would not cause significant erosion or sedimentation, would not cause a significant noise increase over noise sensitive area, or cause significant impacts to air quality. Because the project would not increase the number of aircraft operating at the Airport or significantly change the runway use, the project would not change the Airport's noise contours. In addition, based on a preliminary analysis, the potential air quality effects are not expected to be significant, and adherence to NPDES permit provisions would minimize erosion and sedimentation effects. For those reasons, a CATEX is anticipated to be the appropriate NEPA documentation for this project.

7.3.2 Mid-Term CIP Projects

Mid-term CIP projects include projects planned between 2023 and 2027 (see **Chapter 5, Implementation and Financing Plan**). The suggested NEPA documentation for those projects and/or grouping of projects is provided below, along with a preliminary analysis of the potential environmental effects associated with those projects.

7.3.2.1 Airfield and Support Facilities

It is recommended that the Airport group the following mid-term CIP projects into a single NEPA document for analysis:

- » Relocation of Taxiway B2 and Taxiway R
- » Acquire Land for Runway 16R RPZ (5 acres)
- » Runway Designation Change – All Runways
- » New North General Aviation/Corporate Area (Hollis Lane)
- » Terminal Curb Road Widening and Commercial Vehicle Staging Lot Expansion
- » Runup Pad – Taxiway A/Runway 34L End

Grouping multiple projects into one NEPA document allows the Airport to maintain maximum project construction flexibility based on when federal funding for CIP projects become available. The project, as grouped above, may affect the following resource categories:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase associated with construction would likely be temporary and minor. Given the proposed general aviation/corporate area, there may be an increase in the number of aircraft and surface vehicles accessing the Airport, which would increase emissions. An operational and construction emissions inventory would be necessary for the NEPA documentation associated with this project.

Biological Resources. Portions of on-airport property that the project would affect include areas identified as wetlands, with the remaining areas consisting of paved land and mowed and maintained grassland. However, a federally-threatened species, the Streaked horned lark (*Eremophila alpestris strigata*) is known to be present throughout portions of the Airport. It is recommended that a biological survey be conducted for the presence-absence of this species. In addition, the project would include the acquisition of land, which has not been previously surveyed. It is suggested that a biological survey of the area be completed before the acquisition of the land.

Climate. Similar to the potential air quality effects, the construction and operation of the project has the potential to increase GHG emissions. An estimate of GHG emissions could be included with the construction emissions inventory.

Farmland. The area proposed for acquisition is currently farmland. The Airport would need to coordinate with the Natural Resource Conservation Service regarding the conversion of farmland to another use, and would need to complete Form AD-1006, Farmland Conversion Impact Rating.

Hazardous Materials, Pollution Prevention, and Solid Waste. In order for the Airport to acquire land, the Airport must complete an EDDA or other similar environmental site assessment. The EDDA provides information regarding the presence or absence of hazardous materials and potential contamination. If hazardous materials or contamination are identified during the EDDA, a remediation plan would be required. Construction associated with the project could generate solid waste. Waste would be handled and disposed according to federal, state, and local rules and regulations.

Historical, Architectural, Archaeological, and Cultural Resources. While not required, it is recommended that the Airport complete a historic resources survey to identify the potential presence of historical,

archaeological, and/or cultural resources on the land proposed for acquisition. The purchase of land would not directly affect historical, architectural, archaeological, and cultural resources, and because the land is being purchased as part of the RPZ, it would not be developed and would not cause potential effects to resources that may be present. However, it would be in the Airport's best interest to be aware of any such resources that could be acquired as part of Airport property. The projects that would occur on existing Airport property are not anticipated to affect historical, architectural, archaeological, or cultural resources.

Land Use. The acquisition of land would change the use of the land. However, it is unlikely that the acquisition of this land would change regional growth patterns, or land development patterns. The projects that would occur on Airport property would not change land use.

Natural Resources and Energy Supply. The project would increase the use of energy at the Airport. However, based on the preliminary scope of each individual project, the increase in energy use would be within the service capacity of the local utility supplier. In addition, the lighting associated with each project is likely to be more energy efficient than existing lighting.

Noise and Noise Compatible Land Use. The construction and operation of the North General Aviation/Corporate Area has the potential to increase the number of aircraft operating at the Airport. It is recommended that the Airport perform a preliminary noise analysis with the Area Equivalent Method (AEM) in order to determine if there would be an increase in the aviation noise contours. If the DNL 65 dBA contour increases by 17%, the NEPA documentation would need to include a full noise analysis using the FAA's Aviation Environmental Design Tool (AEDT).

Visual Effects. The project includes construction of new buildings, which changes the viewshed of the Airport. However, these changes are consistent with airport-related development and are not expected to have visual or aesthetic effects to the surrounding area. Lighting associated with the various projects is not expected to cause a noticeable increase in light emissions from the Airport.

Water Resources. The project has the potential to affect water resources, specifically wetlands, surface water, and groundwater. Prior to the start of ground disturbing activities, the Airport would be responsible for having these wetlands officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects (note that the acquisition of land for the Runway 16R RPZ would not affect wetlands or floodplains because there would be no development on that land). Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a nationwide permit or individual permit, depending on the number of acres affected. With regards to surface water and groundwater, the project would increase impervious surface. The increase in impervious surface would increase the volume of stormwater runoff; however, the existing stormwater drainage system is anticipated to be able to accommodate the increase in stormwater runoff. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit. The Airport would also be required to update the SWPPP and SPCC Plan. The

adherence to the provisions in the required permits and plans would minimize potential effects to surface water and groundwater.

The project would not affect Section 4(f) resources (unless historical resources are identified in ground disturbing areas); socioeconomic, environmental justice, and children's environmental health and safety risks (unless relocation is associated with the land acquisition); or floodplains.

An EA is anticipated to be the appropriate NEPA documentation for this project.

7.3.3 Long-Term CIP Projects

Long-term CIP projects include the projects planned between 2028 and 2037 (see **Chapter 5, Implementation and Financing Plan**). The suggested NEPA documentation for those projects and/or grouping of projects is provided below, along with a preliminary analysis of the potential environmental effects associated with those projects.

7.3.3.1 Terminal Area, Airfield, and Landside Facilities

It is recommended that the Airport group the following long-term CIP projects into a single NEPA document for analysis:

- » Deicing Facilities and Segmented Circle Relocation
- » Runway 16R-34L Rehabilitation
- » Replace Runway 34L VASI with PAPI (LED) Approach Guidance System
- » Landside Vehicle Parking Expansion
- » Construction Vehicle Access Tunnel Under Taxiways C and M

Grouping multiple projects into one NEPA document allows the Airport to maintain maximum project construction flexibility based on when federal funding for CIP projects become available. The project, as grouped above, may affect the following resource categories:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase would be temporary and minor. A construction emissions inventory may be necessary for the NEPA documentation associated with this project.

Biological Resources. The area is currently paved and the area surrounding the taxiway is mowed and maintained grassland and includes previously identified wetlands. Given the location of the area (on Airport property in an active portion of the airfield), it is unlikely that species utilizing the area are non-mobile. It is expected the species would leave the area during disturbance and utilize similar habitat found elsewhere in the area. However, a federally-threatened species, the Streaked horned lark (*Eremophila alpestris strigata*) is known to be present throughout portions of the Airport. It is recommended that a biological survey be conducted for the presence-absence of this species. In addition, the project would include the acquisition of land, which has not been previously surveyed. It is suggested that a biological survey of the area be completed before the acquisition of the land.

Climate. Similar to the potential air quality effects, the construction and operation of the project has the potential to increase GHG emissions. An estimate of GHG emissions could be included with the construction emissions inventory.

Hazardous Materials, Pollution Prevention, and Solid Waste. Construction associated with the project could generate solid waste. Waste would be handled and disposed according to federal, state, and local rules and regulations. The relocation of the deicing facility would require the Airport to update the SPCC Plan accordingly.

Natural Resources and Energy Supply. The project would increase the use of energy at the Airport. However, based on the preliminary scope of each individual project, the increase in energy use would be within the service capacity of the local utility supplier. In addition, the lighting associated with each project is likely to be more energy efficient than existing lighting.

Noise and Noise Compatible Land Use. The rehabilitation of the runway would require the temporary closure of the runway. Depending on the phasing of the project, aircraft operations may be shifted to the alternate runway, which could temporarily affect noise. It is recommended that the Airport perform a preliminary noise analysis with AEM in order to determine if there would be an increase in the aviation noise contours. If the DNL 65 dBA contour increases by 17%, the NEPA documentation would need to include a full noise analysis using the AEDT.

Visual Effects. The projects would be consistent with airport-related development and are not expected to have visual or aesthetic effects to the surrounding area. Lighting associated with the various projects is not expected to cause a noticeable increase in light emissions from the Airport.

Water Resources. The project has the potential to affect water resources, specifically wetlands, surface water, and groundwater. Prior to the start of ground disturbing activities, the Airport would be responsible for having these wetlands officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects. Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a nationwide permit or individual permit, depending on the number of acres affected. With regards to surface water and groundwater, the project would increase impervious surface. The increase in impervious surface would increase the volume of stormwater runoff; however, the existing stormwater drainage system is anticipated to be able to accommodate the increase in stormwater runoff. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit. The Airport would also be required to update the SWPPP and SPCC. The adherence to the provisions in the required permits and plans would minimize potential effects to surface water and groundwater.

The project would not affect Section 4(f) resources; farmlands; historical, architectural, archaeological, and cultural resources; land use; socioeconomics, environmental justice, and children's environmental health and safety risks; or floodplains because it would occur entirely on Airport property, would not increase the

number of aircraft operating at the Airport, would not change the airfield configuration, and would not require the relocation of residences or businesses.

An EA is anticipated to be the appropriate NEPA documentation for this project.

7.3.3.2 Terminal Area

It is recommended that the Airport group the following long-term CIP projects into a single NEPA document for analysis:

- » North Ramp General Aviation Hangar Removal
- » New Terminal Concourse Expansion (including PBBs)
- » New Terminal Concourse Apron Expansion
- » Runway 16L RPZ Land Acquisition

The project, as grouped above, may affect the following resource categories:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase associated with construction would likely be temporary and minor. Given the proposed terminal concourse expansion, there may be an increase in the number of aircraft and surface vehicles accessing the Airport, which would increase emissions. An operational and construction emissions inventory would be necessary for the NEPA documentation associated with this project.

Biological Resources. Portions of on-airport property that the project would affect include areas identified as wetlands, with the remaining areas consisting of paved land and mowed and maintained grassland. A federally-threatened species, the Streaked horned lark (*Eremophila alpestris strigata*) is known to be present throughout portions of the Airport. It is recommended that a biological survey be conducted for the presence-absence of this species. In addition, the project would include the acquisition of land, which has not been previously surveyed. It is suggested that a biological survey of the area be completed before the acquisition of the land.

Climate. Similar to the potential air quality effects, the construction and operation of the project has the potential to increase GHG emissions. An estimate of GHG emissions could be included with the construction emissions inventory.

Farmland. The area proposed for acquisition is currently farmland. The Airport would need to coordinate with the Natural Resource Conservation Service regarding the conversion of farmland to another use, and would need to complete Form AD-1006, Farmland Conversion Impact Rating.

Hazardous Materials, Pollution Prevention, and Solid Waste. In order for the Airport to acquire land, the Airport must complete an EDDA or other similar environmental site assessment. The EDDA provides information regarding the presence or absence of hazardous materials and potential contamination. If hazardous materials or contamination are identified during the EDDA, a remediation plan would be

required. Construction associated with the project could generate solid waste. Waste would be handled and disposed according to federal, state, and local rules and regulations.

Historical, Architectural, Archaeological, and Cultural Resources. While not required, it is recommended that the Airport complete a historic resources survey to identify the potential presence of historical, archaeological, and/or cultural resources on the land proposed for acquisition. The purchase of land would not directly affect historical, architectural, archaeological, and cultural resources, and because the land is being purchased as part of the RPZ, it would not be developed and would not cause potential effects to resources that may be present. However, it would be in the Airport's best interest to be aware of any such resources that could be acquired as part of Airport property. The projects that would occur on existing Airport property are not anticipated to affect historical, architectural, archaeological, or cultural resources.

Land Use. The acquisition of land would change the use of the land. However, it is unlikely that the acquisition of this land would change regional growth patterns, or land development patterns. The projects that would occur on Airport property would not change land use.

Natural Resources and Energy Supply. The project would increase the use of energy at the Airport. However, based on the preliminary scope of each individual project, the increase in energy use would be within the service capacity of the local utility supplier. In addition, the lighting associated with each project is likely to be more energy efficient than existing lighting.

Noise and Noise Compatible Land Use. The construction and operation of the terminal concourse expansion has the potential to increase the number of aircraft operating at the Airport. It is recommended that the Airport perform a preliminary noise analysis with the AEM in order to determine if there would be an increase in the aviation noise contours. If the DNL 65 dBA contour increases by 17%, the NEPA documentation would need to include a full noise analysis using AEDT.

Visual Effects. The project includes construction of new buildings, which changes the viewshed of the Airport. However, these changes are consistent with airport-related development and are not expected to have visual or aesthetic effects to the surrounding area. Lighting associated with the various projects is not expected to cause a noticeable increase in light emissions from the Airport.

Water Resources. The project has the potential to affect water resources, specifically wetlands, surface water, and groundwater. With regards to wetlands, the Airport would be responsible for having these wetlands officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects (note that the acquisition of land for the Runway 16R RPZ would not affect wetlands or floodplains because there would be no development on that land). Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a nationwide permit or individual permit, depending on the number of acres affected. With regards to surface water and groundwater, the project would increase impervious surface. The increase in impervious surface would increase the volume of stormwater runoff. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES

construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit. The Airport would also be required to update the SWPPP and SPCC Plan. The adherence to the provisions in the required permits and plans would minimize potential effects to surface water and groundwater.

The project would not affect Section 4(f) resources (unless historical resources are identified in ground disturbing areas); socioeconomics, environmental justice, and children's environmental health and safety risks (unless relocation is associated with the land acquisition); or floodplains.

An EA is anticipated to be the appropriate NEPA documentation for this project.

7.3.3.3 Primary Airfield and Landside Support Facilities

It is recommended that the Airport group the following long-term CIP projects into a single NEPA document for analysis:

- » Taxiway L and Taxiway J Connection
- » Rental Car Maintenance Garage
- » Taxiway B Reconstruction and Shoulder Paving

The project, as grouped above, may affect the following resource categories:

Air Quality. The project would temporarily increase emissions from construction vehicles and equipment. The increase would be temporary and minor. A construction emissions inventory may be necessary for the NEPA documentation associated with this project.

Biological Resources. The area is currently paved and the area surrounding the taxiway is mowed and maintained grassland and includes previously identified wetlands. Given the location of the area (on Airport property in an active portion of the airfield), it is unlikely that species utilizing the area are non-mobile. It is expected the species would leave the area during disturbance and utilize similar habitat found elsewhere in the area. However, a federally-threatened species, the Streaked horned lark (*Eremophila alpestris strigata*) is known to be present throughout portions of the Airport. It is recommended that a biological survey be conducted for the presence-absence of this species.

Climate. Similar to the potential air quality effects, the construction and operation of the project has the potential to increase GHG emissions. An estimate of GHG emissions could be included with the construction emissions inventory.

Hazardous Materials, Pollution Prevention, and Solid Waste. Construction associated with the project could generate solid waste. Waste would be handled and disposed according to federal, state, and local rules and regulations. Depending on the activities performed in the rental car maintenance garage, there is the potential for an increase in hazardous materials, such as fuel and cleaning materials. The Airport would be responsible for updating the SPCC Plan.

Natural Resources and Energy Supply. The project would increase the use of energy at the Airport. However, based on the preliminary scope of each individual project, the increase in energy use would be within the service capacity of the local utility supplier. In addition, the lighting associated with each project is likely to be more energy efficient than existing lighting.

Visual Effects. The projects would be consistent with airport-related development and are not expected to have visual or aesthetic effects to the surrounding area. Lighting associated with the various projects is not expected to cause a noticeable increase in light emissions from the Airport.

Water Resources. The project has the potential to affect water resources, specifically wetlands, surface water, and groundwater. Prior to the start of ground disturbing activities, the Airport would be responsible for having these wetlands officially delineated in order to determine the regulatory agency with jurisdiction over the wetlands, and the appropriate mitigation for potential effects. Assuming that the wetlands are regulated by the U.S. Army Corps of Engineers, the Airport would be responsible for obtaining a nationwide permit or individual permit, depending on the number of acres affected. With regards to surface water and groundwater, the project would increase impervious surface. The increase in impervious surface would increase the volume of stormwater runoff. Because the project would disturb over one acre of land, the Airport would be responsible for obtaining a NPDES construction permit prior to the start of ground disturbing activities, and all construction activities would be required to comply with the provisions set forth in that permit. The Airport would also be required to update the SWPPP and SPCC. The adherence to the provisions in the required permits and plans would minimize potential effects to surface water and groundwater.

The project would not affect Section 4(f) resources; farmlands; historical, architectural, archaeological, and cultural resources; land use; noise and noise-compatible land use; or socioeconomics, environmental justice, children's environmental health and safety risks; or floodplains because it would occur entirely on Airport property, would not increase the number of aircraft operating at the Airport, would not change the airfield configuration, and would not require the relocation of residences or businesses.

An EA is anticipated to be the appropriate NEPA documentation for this project.