

ENVIRONMENTAL ASSESSMENT
Land Acquisition and Shift of Runway 4/22

DRIGGS-REED MEMORIAL AIRPORT

Driggs, Teton County, Idaho

DRAFT REPORT

June 2021

Prepared for:

Federal Aviation Administration

This Environmental Assessment becomes a federal document when evaluated,
signed, and dated by Responsible FAA Official.

Responsible Official

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1 Background and Proposed Action

1.1 Introduction

The city of Driggs, Idaho (Airport Sponsor) owns and oversees management and operation of the Driggs-Reed Memorial Airport (Airport) with guidance and direction from the Driggs Airport Board. The Airport Sponsor is proposing improvements at the Airport to address deficiencies in the Airport’s Runway 4 Runway Protection Zone (RPZ) and Runway Object Free Area (ROFA) in order to support a safe and viable Airport now and into the future.

This Environmental Assessment (EA) identifies the potential environmental impacts associated with the Proposed Action, as well as how any identified impacts could be avoided, minimized, or mitigated. This EA has been prepared pursuant to Section 102(2)(c) of the National Environmental Policy Act (NEPA), the President’s Council on Environmental Quality (CEQ) Regulations Title 40 CFR §§ 1500-1508, the implementing regulations for NEPA, and in accordance with Federal Aviation Administration (FAA) Order 1050.1F *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* and other FAA guidance.

1.2 Airport Location

The Airport is a general aviation (GA) airport located in eastern Idaho near the Wyoming state line at 6,200 feet mean sea level. It lies within the Teton Valley between the Big Hole Mountains to the west and the Teton Range to the east. Access to the Airport is via Idaho State Highway 33, which runs north/south through the city of Driggs, Idaho (**Figure 1-1**). The city of Driggs is approximately one mile south of the Airport.

Figure 1-1: Location Map



Source: Jviation



Two national parks and two popular ski areas are located near Driggs: Grand Teton National Park is approximately 40 miles east, while Yellowstone National Park is 115 miles northeast. Nearby skiing includes Grand Targhee Ski Resort, 12 miles northeast; and Jackson Hole Ski Area, approximately 34 miles southeast.

The Airport is home to a diverse aircraft fleet mix including single- and multi-engines, corporate jets, helicopters, gliders, and warbirds. Aircraft operators use the Airport for business, recreational, training, medical, and military activity, to name a few. Given its proximity to prime recreational opportunities, the Airport provides easy access for tourists. As part of its community outreach, the Airport hosts a number of events such as fly-ins, airshows, and supports local youth programs. Area visitors can take a scenic flight, visit the warbird collection at the Airport, and enjoy dining at the café. With several off-airport aviation subdivisions around the Airport, pilots can enjoy hangar ownership and adjacent living quarters with an approved through-the-fence (TTF) agreement to access the airfield and aviation services.

1.3 Background and Existing Facilities

The Airport's beginnings date back to 1947, with property acquisition and development of a grass strip (now designated as Runway 4/22) using federal funding. Initially, the runway had a total length of 3,400 feet and was 200 feet wide. Today, Runway 4/22 is 7,300 feet long and 100 feet wide with a full parallel taxiway, connecting taxiways, apron, airfield lighting, and visual and electronic navigational aids (NAVAIDs). The Airport also has an alternate grass runway located between Runway 4/22 and parallel Taxiway A, within taxiway connectors D and E. The grass runway is 3,050 feet long and 100 feet wide. **Figure 1-2** provides an overview of the Airport's airside facilities.

Figure 1-2: Airside Facilities



Source: Jviation

The majority of airport services are provided by the Fixed Base Operator (FBO), Teton Aviation, including pilot instruction, major airframe and powerplant services, hangar space, tiedowns, oxygen service, deicing (Type 1), Jet-A and 100 LL fuel, scenic flights, an on-site restaurant, pilot lounge, courtesy transportation, and rental cars. Air Idaho Rescue also operates at the Airport and provides emergency response services to the region.

On-airport landside facilities include the main FBO facility that serves as a terminal building for Airport users, nearly 40 hangars ranging from 2,000 to 16,500 square feet, auto parking, and vehicle access. **Figure 1-3** presents an aerial view of the Airport’s landside facilities.

Figure 1-3: Landside Facilities



Source: Jviation

The Airport also allows TTF operations from four different hangar lot developments located adjacent to the Airport. These development areas provide additional hangar space, help protect the Airport from undesirable development adjacent to the Airport, and help preserve the areas for aeronautical or other commercial uses. The four-platted TTF development subdivisions include Driggs Fly-In Parkway, Teton Aviation, Mustang Ranch, and Sweetwater Park. **Figure 1-4** details the TTF subdivision locations.

Figure 1-4: TTF Subdivision Locations



Source: Jviation

1.4 Airport Planning

As a general industry rule-of-thumb, an airport master plan (AMP) should be completed or updated every five to ten years or when an airport experiences unexpected, rapid growth. The most recent planning effort for the Airport was completed in 2020 and focused on evaluating the current facilities at the Airport and identifying, and then planning for, future facility needs well in advance of the actual demand for those future facilities.

1.4.1 Master Plan Update

Within an AMP, the FAA recommends that “unique issues at each airport” be addressed. Thus, the goal of the most recently completed AMP (2020 AMP) was to provide a carefully considered, systematic approach to the Airport’s overall maintenance, development, and operation over a 20-year period. The result was a comprehensive planning guide for the continued development of a safe, efficient, and environmentally compatible aviation facility that meets the goals of Teton County, the city of Driggs, Airport users and tenants, and the surrounding Airport service area.

The 2020 AMP specifically analyzed the Airport’s existing airfield, landside, and support facilities and their ability to meet existing and future standards. **Table 1-1** provides a summary and brief justification for the airside, landside, and support facility development needs identified in the 2020 AMP.



Table 1-1: 2020 AMP Facility Recommendations

Facility	Future Requirement	Justification
Runway Development	– Property acquisition/crosswind runway	– Airport’s current wind coverage does not meet FAA 95% coverage requirement for 10.5 knots
Runway Protection	– RPZ/Threshold relocation – ROFA	– Major road and residential properties with Runway 4 RPZ – FAA Design Criteria, FBO in ROFA
Taxiway Improvements	– Correct direct ramp to runway access at Taxiway C – Install medium intensity lighting for Taxiways	– FAA taxiway design criteria – Taxiway visibility via edge lighting
Taxiway Improvements	– Install full-length or partial parallel taxiway along south side of Runway 4/22	– Future hangar development – Prevent direct ramp to runway connections – Prevent unnecessary runway crossings – FAA design standards
Terminal Development	– Construct pilots lounge (separate from FBO)	– Tenant and user requests
Gates, Security Systems	– 7-ft controlled access gates	– Restrict access and protect aircraft and airfield assets
Auto Parking and Roadway Access	– Increase the number of parking spaces as additional facilities are developed – Improve entry roadway	– Provide a better level of service and convenience to visitors and based aircraft owners
Hangar Development	– Increase the number of small, medium, and large hangars	– As demand warrants. Meet demand for the increasing number of based aircraft
Fuel Storage and Dispensing	– Self-serve 100LL pump – Jet-A fuel storage expansion	– User requests and customer service – Meet demand
Maintenance Equipment Storage	– Acquire rotary snow-removal broom – Expand SRE/maintenance storage capacity	– More effective snow removal – Enclosed equipment storage/protection
Perimeter Fencing	– Install 7-ft wildlife fence around Airport property	– Security and wildlife management

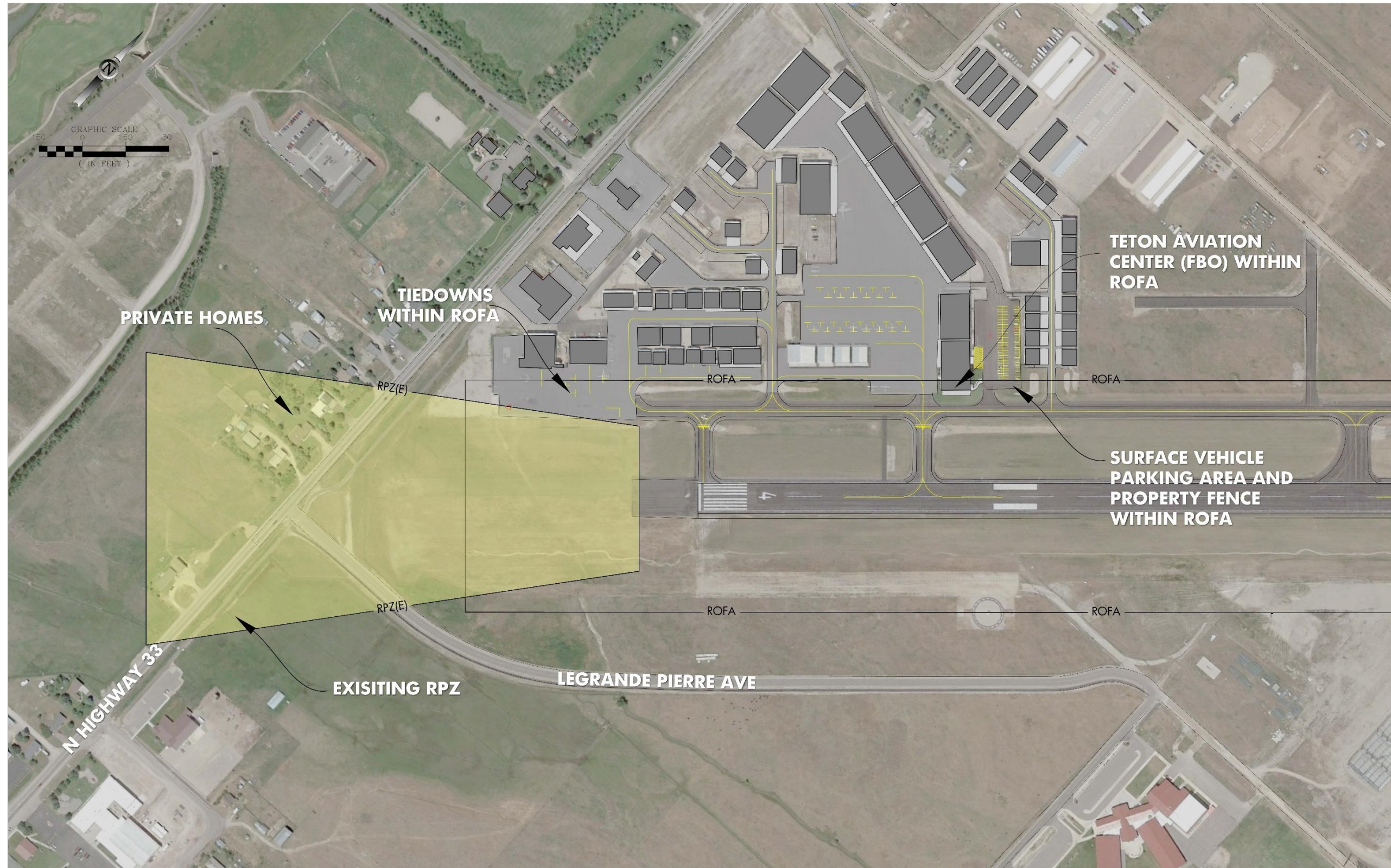
Source: 2020 DIJ Master Plan (2020 AMP)

As shown in **Table 1-1**, the 2020 AMP identified deficiencies in the Runway 4 RPZ and ROFA, and recommended that Runway 4/22 be modified to meet FAA design criteria.

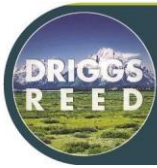
The RPZ is an area off the end of the runway intended to enhance the protection of people and property on the ground. Sponsor control over RPZ land is emphasized by the FAA to achieve the desired protection of people and property on the ground, and the lack of control of an RPZ creates the potential for the introduction of safety hazards and land use compatibility issues. The existing Runway 4 RPZ includes incompatible land uses in the form of N Highway 33, several private residences, and a small portion of an aircraft parking area as shown in **Figure 1-5**.

The ROFA is a two-dimensional area on the ground surrounding the runway that should be clear of objects except for items fixed by their function (e.g. airfield lighting). The ROFA associated with Runway 4/22 includes aircraft parking positions, a portion of the FBO building, and surface vehicle parking. **Figure 1-5** depicts the location of the FBO, tie-down, parking area, and apron within the RPZ and ROFA.

Figure 1-5: Existing RPZ and ROFA



Source: Jviation



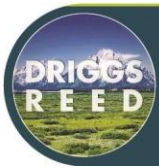
The 2020 AMP also analyzed runway length requirements at the Airport. Due to the large number of variables associated with aircraft performance, operating conditions, and site characteristics at airports, the FAA has not established specific standards for runway length. However, the FAA’s AC 150/5325-4B, *Runway Length Requirements for Airport Design*, provides guidance and a multi-step procedure for determining recommended runway lengths. The AC notes various factors that govern the suitability of available runway length including: the airport’s elevation, temperature, wind velocity, aircraft operating weights, the performance characteristics of the critical aircraft regularly using the facility, runway surface condition, effective runway gradient (slope), and airspace obstructions. The 2020 AMP performed a runway analysis in accordance with FAA AC 150/5325-4B, and the results are shown in **Table 1-2**.

Table 1-2: Runway Length Calculation

Airport and Runway Data	Input
Airport Elevation	6,231'
Mean Daily Maximum Temperature of the Hottest Month	85.4°F
Maximum Difference in Runway Centerline Elevation	83.9'
Runway Lengths Recommended for Airport Design	
Small Airplanes with Approach Speeds <30 Knots	490'
Small Airplanes with Approach Speeds >30 Knots, <50 Knots	1,300'
Small Airplanes with <10 Passenger Seats	
75% of these Small Airplanes	5,230'
95% of these Small Airplanes	7,370'
100% of these Small Airplanes	7,370'
Small Airplanes with 10 or More Passenger Seats	7,370'
Large Airplanes weighing less than or equal to 60,000 pounds	
75% of these Large Airplanes at 60% Useful Load	7,750'
75% of these Large Airplanes at 90% Useful Load	9,440'
100% of these Large Airplanes at 60% Useful Load	11,840'
100% of these Large Airplanes at 90% Useful Load	11,840'
Airplanes of more than 60,000 pounds	At least 8,550*

Source: 2020 DIJ Master Plan (2020 AMP)

At 7,300 feet long and 100 feet wide, Runway 4/22 can accommodate most of its current users without aircraft weight limitations. The Airport’s higher altitude and current runway length does limit larger aircraft from operating at the Airport with high loads because as elevation increases, aircraft performance decreases. The runway still easily accommodates most general aviation corporate aircraft, which represent a large share of users at the Airport.



1.5 Current and Forecasted Aviation Activity

Per the 2020 AMP, the Airport estimated that in 2018 (the base year used in the 2020 AMP) they had 15,000 operations including air taxi, general aviation, and military. **Table 1-3** provides a summary of current (as of 2018) operations at the Airport.

Table 1-3: Existing Aircraft Operations

Category	Operations
Air Taxi	500
General Aviation Itinerant	5,908
Military	20
Total Itinerant	6,428
General Aviation Local	8,572
Total Local	8,572
TOTAL	15,000

Source: 2020 DIJ Master Plan (2020 AMP)

As part of the 2020 AMP, an operational forecast was prepared for the years 2018 (base) through 2038. Combining air taxi, general aviation, and military operations resulted in a forecast of 23,288 annual operations within the 20-year planning period. Local and itinerant operations were also calculated. Itinerant operations include air taxi, a portion of general aviation, and military activity, which represent 43 percent of total annual operations. Local operations, which are all general aviation, represent the remaining 57 percent.

A summary of the Airport’s current and forecasted operations are presented in **Table 1-4**. It should be noted that these tables include TTF aircraft as they represent a significant portion of operations at the Airport.

Table 1-4: Operations Forecast and Fleet Mix

Operations	2018 (current)	2023	2028	2038
SE	10,425	11,128	11,957	14,322
ME	975	1,004	1,028	1,281
Turboprop	600	753	934	1,164
Jet	1,500	1,841	2,242	3,027
Helicopter	1,050	1,339	1,681	2,329
Other	450	669	841	1,164
Total Ops	15,000	16,734	18,683	23,288

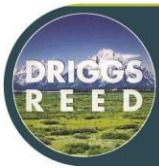
Source: 2020 DIJ Master Plan (2020 AMP)

Note: SE = Single-engine Piston; ME = Multi-engine Piston

1.6 Proposed Action

The Proposed Action will support a safe and viable Airport now and into the future by correcting deficiencies to FAA’s design standards and guidance to address deficiencies in the Airport’s Runway 4 RPZ and ROFA as identified in the 2020 AMP. The Proposed Action (shown on **Figure 1-6**) involves shifting Runway 4/22 to the northeast by 1,945 feet along with associated projects:

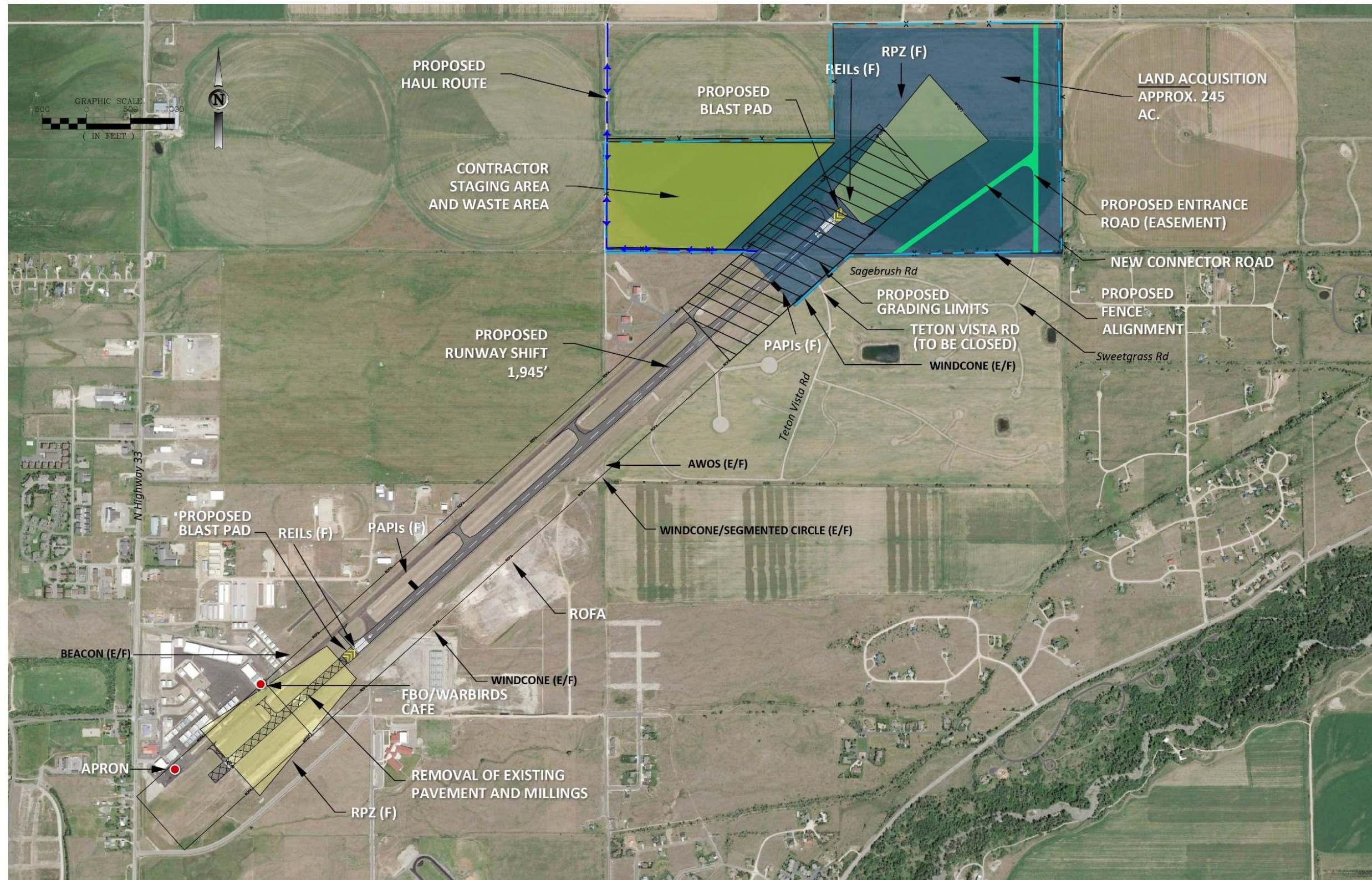
1. Acquisition of 245 acres of agriculture land to support the runway shift, relocated RPZ, and runway approach/departure surface.



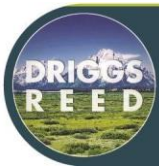
2. Shift Runway 4/22 to the northeast by 1,945 feet:
 - a. Extension of runway pavement by 1,945 feet on the northeast end of the runway (Runway 22).
 - b. Relocation of the Runway 4 threshold by 1,945 feet.
 - i. Removal of existing pavement south of the relocated Runway 4 end.
 - c. Relocation of associated NAVAIDs including the Runway 4 and 22 Precision Approach Path Indicators (PAPIs), and Runway 22 Runway End Identifier Lights (REILs), and runway/taxiway lighting and marking.
 - d. Extension of existing west partial parallel taxiway by 1,945 feet and new connecting taxiway at relocated Runway 22.
 - e. Closure of Teton Vista Road, extension of Sweetgrass Road, and construction of new connector road between Sagebrush and Sweetgrass Roads.
 - f. Amending flight procedures to accommodate the shift in runway location.
3. Construction of paved blast pads off ends of each runway.
4. Surface vehicle parking area re-striped to remove parking within ROFA.
5. Relocate the property fence near FBO and parking area outside of ROFA.
6. Remove the existing property fence and construct a new wildlife fence on new property line.

The shift of Runway 4/22 to the northeast would result in the closure of Teton Vista road and would require the construction of a new access road to properties located southeast of the runway. The land southeast of the new runway is divided into two parcels, each requiring separate access. The new access road would connect into the existing Sweetgrass Road and provide access to the development south of Sweetgrass Road. A connector road would also be constructed to provide access to the parcel currently accessed by Teton Vista road.

Figure 1-6: Proposed Action



Source: Jviation



2 Purpose and Need

2.1 Purpose and Need

The statement of Purpose and Need describes the FAA's statutory objectives related to the approval of the Proposed Action and describes the reasons why the Sponsor seeks the Proposed Action.

2.1.1 Purpose of the Proposed Action

The purpose of the Proposed Action is to improve safety by addressing deficiencies of Runway 4/22 safety areas, bringing the southwest end of the Runway into compliance with FAA standards. To accomplish this, improvements and modifications must be made to facilities at the Airport to address deficiencies identified in the 2020 AMP.

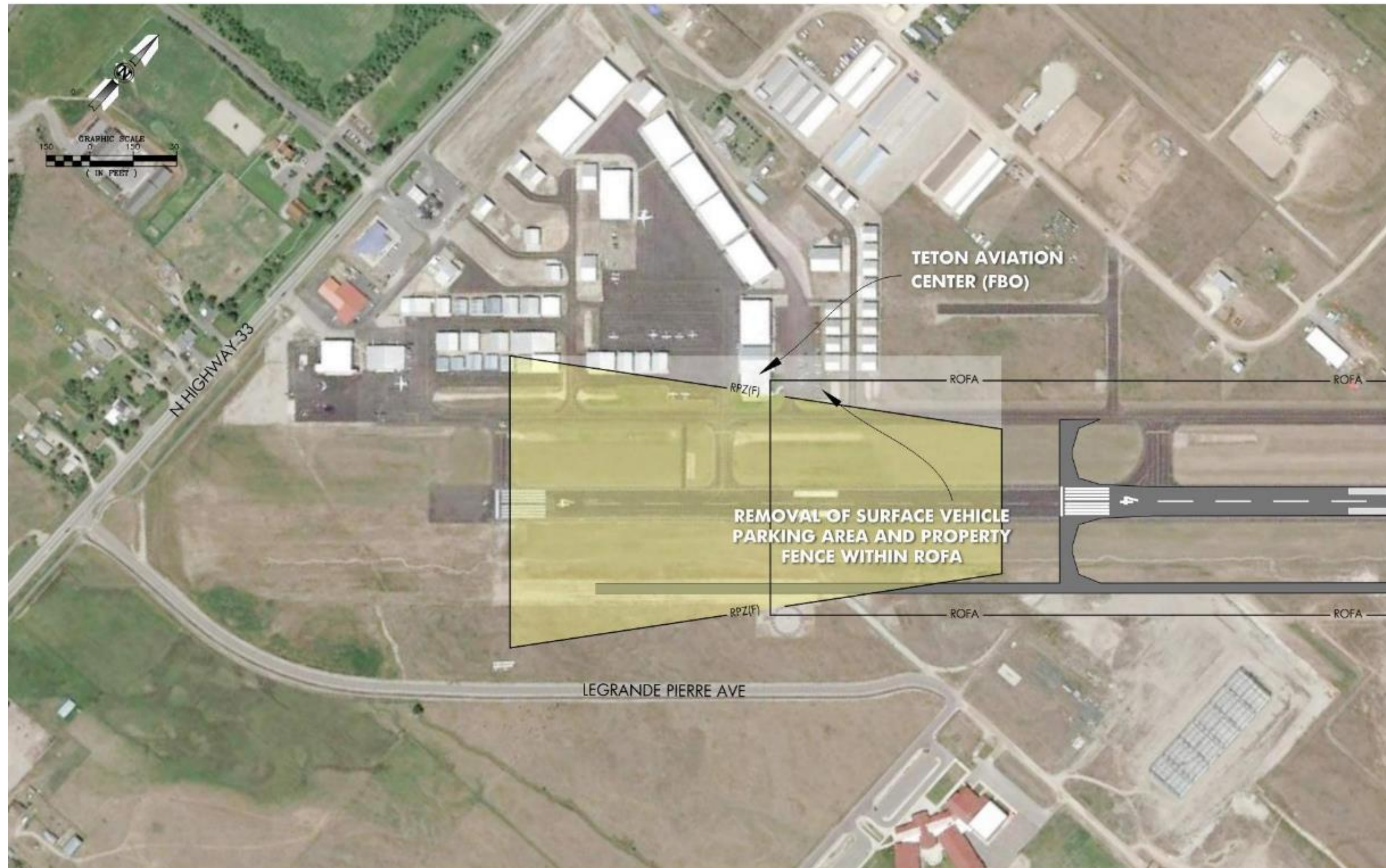
2.1.2 Need for the Proposed Action

The Proposed Action is needed because the 2020 AMP completed for the Airport determined that the current RPZ for the Runway 4 approach end extends over N Highway 33, encompasses five residential dwellings, and includes a small portion of an aircraft parking area. Airport control over the land in the RPZ is encouraged by the FAA to achieve the desired protection of people and property on the ground. Although the FAA recognizes that in certain situations the Sponsor may not fully control land within the RPZ, the FAA encourages Sponsors to take all possible measures to protect against, remove, or mitigate incompatible land uses. The shift of Runway 4/22 and associated facilities 1,945 feet to the northeast is proposed in order to remove N Highway 33, residences, and the aircraft parking area from the Runway 4 RPZ, and would allow for a Sponsor-controlled RPZ. As a result of the shifting of Runway 4/22, property would be acquired, the existing property fence would be removed, a new wildlife fence installed (as shown in **Figure 2-1**), and flight procedures would require amendments.

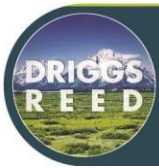
Additionally, the ROFA associated with Runway 4/22 includes aircraft parking positions, a portion of the FBO building, and surface vehicle parking as discussed in **Section 1.4** and shown in **Figure 1-5**. FAA AC 150/5300-13A, *Airport Design*, indicates, "objects non-essential for air navigation or aircraft ground maneuvering purposes are not to be placed in the OFA." As such, the 2020 AMP recommends that the Runway 4 threshold should be relocated to bring the Airport into compliance with FAA guidelines and standards.

The Proposed Action would bring the Airport into compliance with FAA requirements for the Runway 4 RPZ and ROFA and ultimately increase the safety of the Airport, the community, and those operating and living within them.

Figure 2-1: Future RPZ and ROFA



Source: Jviation



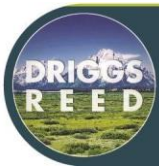
2.2 Requested Federal Action

The federal action requested of the FAA includes the following:

- Unconditional approval of the Airport Layout Plan (ALP) to depict those portions of the Proposed Action subject to FAA review and approval pursuant to 49 USC 47107(a)(16)(B).
- Determination that Environmental Analysis Prerequisites associated with any future Airport Improvement Program (AIP) funding application have been fulfilled pursuant to 49 United States Code § 47101.
- Amendments to existing instrument approach and departure procedures at the Airport.

2.3 Time Frame of the Proposed Action

Acquisition of land included in the Proposed Action would occur immediately after the FAA has issued a NEPA finding for the Proposed Action described in this EA. Construction of the Proposed Action is dependent on funding; it is anticipated that construction would begin in 2027 and continue through the year 2029.



3 Alternatives

3.1 Introduction

The consideration of alternatives allows for an objective decision-making process and is crucial for the completion of the NEPA process. This chapter describes the alternatives considered and their ability to meet the purpose and need as described in **Chapter 2**.

This chapter also summarizes the process used to identify the alternative(s) analyzed in detail and provides a description of those alternatives. In accordance with FAA Orders 1050.1F and 5050.4B, alternatives can be eliminated from further consideration if the alternatives do not fulfill the purpose and need for the Proposed Action or cannot be reasonably implemented.

3.2 Alternative Screening

There is no requirement on the number of alternatives that must be considered in an EA. The range of alternatives may be limited to the Proposed Action alternative and No Action alternative when there are no unresolved conflicts concerning alternative uses of available resources. Alternatives considered may also relate to the number of environmental issues involved.

The 2020 AMP identified four alternatives addressing the ROFA and Runway 4 RPZ issues:

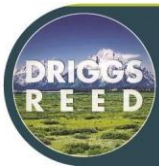
- Alternative 1—Runway 4 Displacement: 1,120-foot displaced threshold of Runway 4 end, no extension of Runway 22 end.
- Alternative 2—Runway 4/22 Shift of 1,120 feet: Runway 4 threshold relocated 1,120 feet down the runway and an extension of 1,120 feet on the Runway 22 approach end.
- Alternative 3—Lateral Shift: lateral shift of Runway 4/22 by 52 feet to the southeast.
- Alternative 4 (Proposed Action) —Runway 4/22 Shift of 1,945 feet: relocates the Runway 4 threshold by 1,945 feet and extends the Runway by 1,945 feet on the Runway 22 approach end.

The 2020 AMP screened the four alternatives against the following planning criteria:

- Safety and Operational Factors
- Economic Factors
- Environmental Factors
- Implementation Feasibility

Through this screening process, the 2020 AMP determined Alternative 4 was the preferred alternative. These same four alternatives were brought forward into this EA for initial consideration. Only those development alternatives that meet the purpose and need as stated in **Chapter 2** will be carried forward for environmental evaluation.

Any alternative to simply shorten Runway 4/22 by 1,945 feet in order to address the identified issues with the Runway 4 RPZ and ROFA was not a prudent alternative, nor were other alternatives that substantially reduced the usable length of the runway. As discussed in **Section 1.4.1**, Runway 4/22 can accommodate most of its current users without aircraft weight limitations at its current length of 7,300 feet. The Airport's higher altitude and current runway length does limit larger aircraft from operating at the Airport with high loads; however, the runway accommodates most general aviation corporate aircraft, which represent a large share of users at the Airport. The length of the runway was concluded to be adequate for the Airport in the 2020 AMP, and neither a reduction in length nor an extension was encouraged.



3.2.1 Alternative 1—Runway 4 Displacement

Alternative 1 allows for a 1,120-foot displaced threshold on the Runway 4 end of Runway 4/22 with no extension on the Runway 22 end, as shown in **Figure 3-1**. A displaced threshold is a threshold located at a point on the runway other than the designated beginning of the runway. The displaced area can be used for taxiing, takeoff, and landing rollout, but not for touchdown. This alternative brings the Runway 4 RPZ fully onto airport property to meet FAA RPZ standards. The RPZ shift also creates a potential area for small non-aeronautical development along Highway 33, if it is below the Runway 4 approach surface.

The use of a displaced threshold under Alternative 1 would also result in raising the approach slope above properties in the approach path to Runway 4. There are currently existing and planned unit development areas within a half-mile of the current threshold to Runway 4. By displacing the threshold of Runway 4/22, Alternative 1 would lessen the noise impact on the Runway 4 end by shifting the approach slope higher over these properties. This may help mitigate any current and future noise issues.

Alternative 1 maintains the existing available takeoff distance for Runway 4 but shortens the available landing length to 6,180 feet. This option also reduces the takeoff run available (TORA) distance for Runway 22 to 6,180 feet in order to meet departure RPZ requirements. This alternative does not resolve the issue of the FBO building and airplane parking positions within the ROFA.

In addition to reducing the TORA of Runway 22, Alternative 1 does not address the deficiencies identified for the ROFA to meet the purpose and need as described in Chapter 2; therefore, it is not carried forward for further analysis in this EA.

3.2.2 Alternative 2—Runway 4/22 Shift of 1,120 Feet

Alternative 2 shows the Runway 4 threshold relocated 1,120 feet down the runway and an extension of 1,120 feet on the Runway 22 end, effectively shifting the Runway 1,120 feet to the northeast, as shown in **Figure 3-2**. This would require property acquisition for the extension and the associated Runway 22 RPZ. Like Alternative 1, this option brings the Runway 4 RPZ fully onto airport property and creates the potential for the same non-aeronautical development along Highway 33, off the Runway 4 approach end. As with Alternative 1, the relocated Runway 4 threshold would raise the approach slope over the residential development in the approach path.

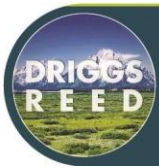
The benefit of this option is that it maintains the current runway length of 7,300 feet for both runway directions. However, this option does not resolve the ROFA conflict with the FBO building and airplane parking positions. Taxiway A would also need to be extended along with the runway to provide safe and efficient access to the Runway 22 end.

Alternative 2 does not address the deficiencies identified for the ROFA to meet the purpose and need as described in Chapter 2; therefore, it is not carried forward for further analysis in this EA.

3.2.3 Alternative 3 Lateral Shift

Alternative 3 proposes a lateral shift of Runway 4/22 by 52 feet to the southeast (see **Figure 3-3**). The new runway would be built to the current length of 7,300 feet to prevent any operational limitations. This shift would correct the ROFA issue with respect to the FBO building but would not address the Runway 4 RPZ issues or create the non-aeronautical development areas that Alternatives 1 and 2 present.

This shift would, however, require property acquisition to the southeast of the runway, significant dirt fill, grading, and paving work and a long-term closure of Runway 4/22 at a significant cost. This lateral shift would move the



approach surface over by 52 feet but will not raise or lower the approach surface in relation to the residential development off the runway end. This shift additionally decreases the amount of aeronautical property on the southeast side of the Runway.

Alternative 3 does not address the deficiencies identified for the Runway 4 RPZ to meet the purpose and need as described in Chapter 2; therefore, it is not carried forward for further analysis in this EA.

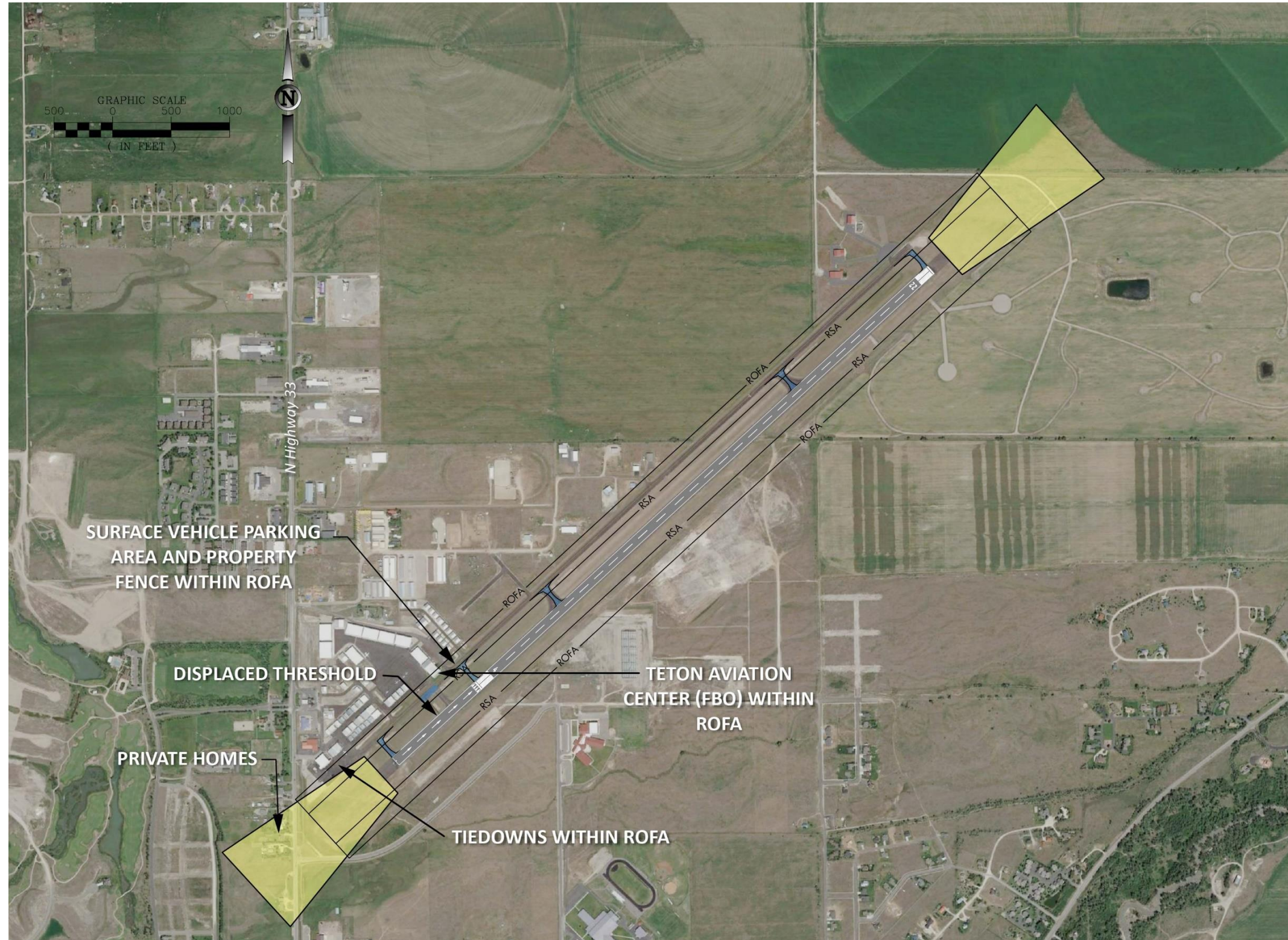
3.2.4 Alternative 4 Runway 4/22 Shift of 1,945 Feet (Proposed Action)

Alternative 4 relocates the Runway 4 threshold by 1,945 feet to the northeast and extends the Runway by 1,945 feet on the Runway 22 approach end. Alternative 4 is shown in **Figure 3-4**. This alternative meets FAA RPZ requirements for the Runway 4 end and maintains the full usable runway length of 7,300 feet. The conflict with the current FBO building and parking positions would also be resolved with this option by shifting the ROFA far enough to remove the FBO conflict. This option allows for greater non-aeronautical development along Highway 33 than Alternatives 1 and 2. Another benefit of this alternative is that it would allow for future additional aeronautical development near the Runway 22 end.

To accomplish Alternative 4, property to the northeast would need to be acquired to extend the Runway 22 end and ensure that RPZs are controlled by the Airport. Taxiway A would also need to be extended along with the Runway to provide safe and efficient access to the Runway 22 end and any additional development near that end of the Runway.

This alternative meets the purpose and need as described in Chapter 2 and is carried forward for further analysis in this EA as the Proposed Action.

Figure 3-1: Alternative 1 (Not Carried Forward)



Source: 2020 DIJ Master Plan (2020 AMP)

Figure 3-2: Alternative 2 (Not Carried Forward)



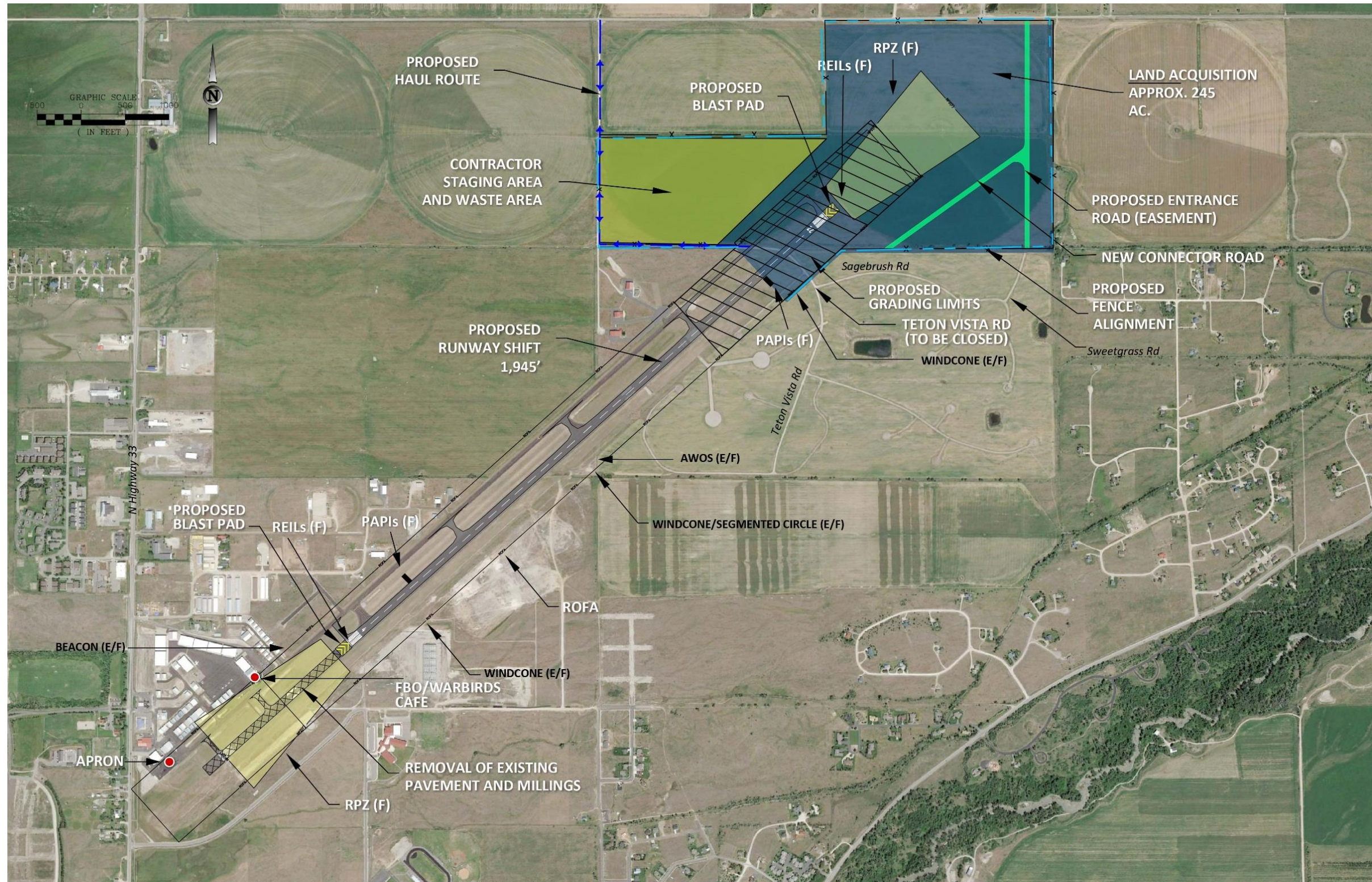
Source: 2020 DIJ Master Plan (2020 AMP)

Figure 3-3: Alternative 3 (Not Carried Forward)

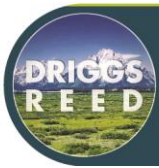


Source: Jviation

Figure 3-4: Alternative 4 (Proposed Action—Carried Forward)



Source: Jviation



3.3 Alternatives Carried Forward

Based on the purpose and need identified in **Chapter 2**, the alternatives identified for further evaluation in this EA are: 1) No Action Alternative; and 2) the Proposed Action.

Although the No Action Alternative does not meet the Purpose and Need, CEQ regulations require evaluation of a No Action Alternative. When compared with the Proposed Action, the No Action Alternative serves as a reference point.

3.3.1 No Action Alternative

The No Action Alternative does not include any improvements to the Airport, but the Sponsor would still need to maintain the Airport's current facilities. Under the No Action Alternative, the Runway threshold for Runway 4 would remain in its current location, Runway 4/22 would not be shifted, and no additional land would be acquired. The No Action alternative would not meet the Purpose and Need described in **Chapter 2**, and the FAA safety and design standards to ensure compatible land use in the Runway 4 RPZ and ROFA would not be met.

The No Action Alternative has been carried forward for further evaluation as required under FAA Orders 5050.4B and 1050.1F and pursuant to CEQ regulations (40 C.F.R. §1502.14). However, it would not meet FAA safety and design standards and is inconsistent with existing Airport development plans.

3.3.2 Proposed Action Alternative

The Proposed Action proposes acquiring 245 acres of land and shifting Runway 4/22 1,945 feet to the northeast. The specific components of the Proposed Action are shown in **Figure 3-4** and includes actions as described in **Section 1.6**.

The land acquisition described in the Proposed Action would be undertaken in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act)* [42 U.S.C. 4601], FAA Order 5100.37B, *Land Acquisition and Relocation Assistance for Airport Projects*, and FAA Advisory Circular 150/5100-17, *Land Acquisition and Relocation Assistance for Airport Improvement Program (AIP) Assisted Projects*.

The Proposed Action supports the purpose and need as described in **Chapter 2**, brings the airfield into compliance, and ultimately increases the safety of the airport and the community.



4 Affected Environment, Environmental Consequences, and Mitigation

4.1 Introduction

This chapter evaluates potential impacts related to the alternatives discussed in **Section 3.3** on each of the Environmental Impact Categories (EIC) defined by FAA Order 1050.1F *Environmental Impacts: Policies and Procedures*. The evaluation of each EIC includes the following elements: (1) the Affected Environment, which describes the existing natural, ecological, cultural, social, and economic conditions that could be impacted by the Proposed Action; (2) the Environmental Consequences, which evaluates the human and environmental consequences of the No Action Alternative and Proposed Action for each environmental resource; and (3) Mitigation Measures related to anticipated impacts.

Baseline data used to determine the affected environment was collected by reviewing existing documentation and databases, consulting with various individuals and agencies, and conducting field investigations.

For comparison purposes, the No Action Alternative is evaluated alongside the Proposed Action. When compared with development alternatives, the No Action Alternative serves as a reference point or baseline.

Thresholds of significance are provided in FAA Order 1050.1F, Exhibit 4-1 *Significance Determination for FAA Actions* of FAA Order 1050.1F to aid in the analysis. The analysis of the impacts linked to alternatives associated with development (Proposed Action) is a comparison of the impacts one would encounter with the No Action Alternative and are based on the information known at the time the of development of this EA.

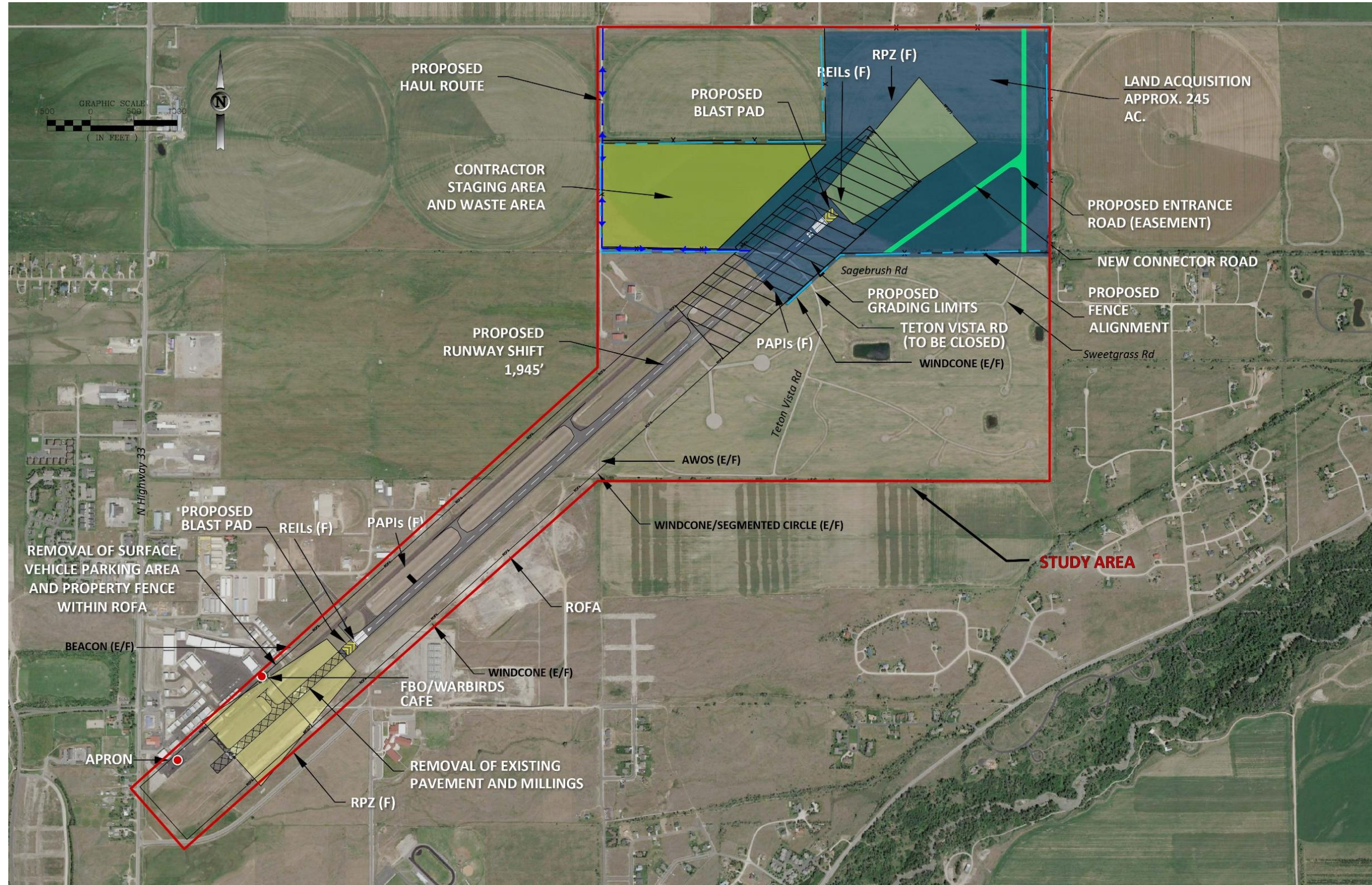
4.2 Study Area

A 767-acre Study Area has been defined for this EA; the Study Area includes the land to be acquired (245 acres), the construction-related areas, and land that could be indirectly impacted by the Proposed Action. All areas where potential impacts may result from the Proposed Action have been included in the Study Area (see **Figure 4-1**).

The Study Area includes land owned by the Airport as well as privately owned land (to be acquired as well as adjacent land). Portions of the Study Area have been disturbed by previous development at the Airport and the construction of the runway. Land currently owned by the Airport is either developed or has minimal vegetation as it is maintained to support aircraft operations. The land to be acquired is currently used for agricultural purposes and is supported by irrigation.

The site is located in portions of Sections 13, 23, 24, and 26 of Township 5 North, Range 45 East, and of Sections 18 and 19 of Township 5 North, Range 46 East Boise Meridian, Teton County, Idaho. The project would occur to the northeast of the existing runway and airport facilities.

Figure 4-1: Study Area



Source: Jviation



4.3 Air Quality

At the federal level, under the Clean Air Act (CAA), the U.S. Environmental Protection Agency (EPA) establishes the guiding principles and policies for protecting air quality conditions throughout the nation. EPA's primary responsibility is to promulgate and update National Ambient Air Quality Standards (NAAQS)¹ which define outdoor levels of air pollutants that are considered safe for the health and welfare of the public. The EPA's other responsibilities include the approval of State Implementation Plans (SIPs)—plans that detail how a state will comply with the CAA.

The Federal Aviation Administration (FAA) is the primary agency involved in, and responsible for, ensuring that air quality impacts associated with proposed airport projects adhere to the reporting and disclosure requirements of the CAA as well as the General Conformity Rule of the CAA. The General Conformity Rule of the federal CAA prohibits federal agencies (including the FAA) from permitting or funding projects that do not conform to an applicable SIP. If the emissions exceed the thresholds, a formal Conformity Determination is required to demonstrate that the action conforms to the applicable SIP. Under the General Conformity Rule, project-related emissions of the applicable nonattainment/maintenance pollutants are compared to de minimis (too minor to merit consideration) level thresholds.

The FAA 1050.1F Environmental Desk Reference, Chapter 1.3.5, notes, "...the General Conformity Rule is only considered when a federal action is proposed to occur in an EPA-designated nonattainment or maintenance area"; thus, in "attainment" areas that meet air quality standards, the General Conformity Rule does not apply.

At the state level, the Idaho Department of Environmental Quality (IDEQ) is the primary authority for ensuring that the federal (and state) air quality regulations are met. The IDEQ is responsible for air quality monitoring throughout the state as well as the development and implementation of SIPs. The permitting of stationary emission sources, the regulation of mobile source emissions, and emission reduction programs are also under the jurisdiction of the IDEQ. DIJ is located in Teton County, Idaho. In Idaho, local government agencies rely on the IDEQ for environmental regulations, air quality permitting, and air quality monitoring.

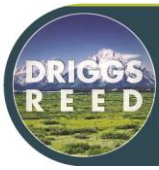
4.3.1 Affected Environment

The EPA designates areas as either attainment or nonattainment. An area with measured pollutant concentrations that are lower than the NAAQS is designated attainment, and an area with pollutant concentrations that exceed the NAAQS is designated nonattainment. Once a nonattainment area meets the NAAQS and the additional re-designation requirements in the CAA, the EPA re-designates the area to be "maintenance." Areas are designated as unclassifiable when there is a lack of sufficient data to form the basis of an attainment status determination. The Airport is located in Teton County, an area that is designated to be in the attainment of all of the NAAQS.

4.3.2 Environmental Consequences

KB Environmental Sciences, Inc. (KBE) completed an Air Quality and Climate Assessment in 2020 (see **Appendix A**). The Assessment includes a summary of regulations pertaining to air quality as well as an analysis of air quality impacts resulting from the Proposed Action. As discussed, the Airport is located in Teton County, an area designated by the EPA in attainment of all criteria air pollutants. Therefore, the General Conformity requirements of the CAA, which aim at making sure that a SIP is adhered to, are not applicable.

¹ EPA, National Ambient Air Quality Standards (NAAQS) at <https://www.epa.gov/criteria-air-pollutants/naqs-table>, May, 2020.



4.3.2.1 Construction Emissions

Air pollutant emissions associated with construction activities are temporary and variable depending on project location, duration, and level of activity. These emissions occur predominantly in engine exhaust from the operation of construction equipment and vehicles at the site (e.g., scrapers, dozers, delivery trucks, etc.) and from transporting construction workers to and from the site. Additionally, fugitive dust emissions result from site preparation, land clearing, material handling, equipment movement on unpaved areas, and from evaporative emissions that occur during the application of asphalt paving.

The construction equipment typically utilized in airport projects is comprised both of on-road vehicles (i.e., on-road-licensed) and non-road equipment (i.e., off-road). The former category of vehicles is used for the transport and delivery of supplies, material, and equipment to and from the site and includes construction worker vehicles. The latter category of equipment is operated on-site for activities such as soil/material handling, site clearing, and grubbing.

The Airport Construction Emissions Inventory Tool (ACEIT)² and EPA's Motor Vehicle Emission Simulator (MOVES)³ were used to estimate short-term construction emissions associated with the proposed improvements at DIJ. The emission inventories were prepared for the air pollutants carbon monoxide (CO) and particulate matter (PM)⁴. Estimates of volatile organic compounds (VOCs) and nitrogen oxides (NO_x), which are precursors to the air pollutant ozone (O₃), were also prepared. While MOVES does not provide emission estimates of nitrogen dioxide (NO₂) or sulfur dioxide (SO₂), the model does provide estimates of NO_x and SO_x emissions of which NO₂ and SO₂ are components, respectively.

Project-specific details (i.e., project types and square footages) were used in the ACEIT to estimate construction activities and equipment/vehicle activity data (e.g., equipment mixes/operating times). Because the default emission factors used by ACEIT are outdated and do not reflect the emission rates from the MOVES model, only activity data was extracted from ACEIT. Emission factors were then developed using MOVES, which provides emissions data for both on-road vehicles and off-road construction equipment. Fugitive dust emissions were estimated using emission factors within EPA's Compilation of Air Pollutant Emission Factors (AP-42)⁵ and evaporative emissions were developed using EPA guidance on asphalt paving.⁶

² TRB, ACRP Report 102, Guidance for Estimating Airport Construction Emissions, <http://www.trb.org/ACRP/Blurbs/170234.aspx>.

³ EPA's MOVES2014b is the latest version of MOVES, which includes the NONROAD model. Additional information on MOVES2014b is available at <https://www.epa.gov/moves/latest-version-motor-vehicle-emission-simulator-moves>.

⁴ The PM inventories were prepared for particles 10 micrometers or less in diameter (PM10) and 2.5 micrometers or less in diameter (PM2.5).

⁵ EPA, Emissions Factors & AP-42, Compilation of Air Pollutant Emission Factors, <https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-compilation-air-emissions-factors>.

⁶ EPA, Emission Inventory Improvement Program, Asphalt Paving, Chapter 17, Volume III, April 2001.



Table 4-1 lists the construction activities that would be necessary to implement the Proposed Action at the Airport. For the purpose of preparing the inventory, the construction of the proposed improvements was assumed to begin in the year 2027 and continue through the year 2029. The emissions inventory of CO, PM, VOC, NO_x, and SO_x that would result from construction of the proposed improvements at the Airport are provided in **Table 4-2**. As shown, the greatest level of collective emissions would occur in the year 2028.



Table 4-1: Construction Schedule and Activities

Timeframe	Construction/Demolition Activities
2027	Site preparation (e.g., grading)
2028	Construct new segment of runway and taxiway connectors, relocate existing entrance road, demolish abandoned runway and taxiway connectors
2029	Construct wildlife fencing

Source: Jviation, Inc., 2020

Table 4-2: Construction Emissions (tons)

Year	CO	PM10	PM2.5	VOC	NOx	SOx
2027	2	3	<1	<1	3	<1
2028	2	3	<1	1	5	<1
2029	<1	<1	<1	<1	<1	<1

Emission estimates are rounded.

Source: KB Environmental Sciences, Inc., 2020.

4.3.2.2 Operational Emissions

The Proposed Action is not expected to change the number of aircraft operations or the fleet mix operating at the Airport. However, the Proposed Action has the potential to change the level of air pollutant/pollutant precursor emissions associated with an increase in aircraft taxi distance as well as motor vehicle emissions due to the relocation of the entrance road. Because there would be no change in the number of aircraft operations, motor vehicle trips, or changes in the aircraft or motor vehicle fleet mix, the change in operational emissions would only occur from a change in the aircraft taxi and motor vehicle travel distances.

Aircraft taxi emissions, with and without the Proposed Action, were computed using the FAA’s Aviation Environmental Design Tool (AEDT), Version 3c.⁷ The average time that aircraft would taxi with the No Action and Proposed Action alternatives is provided in **Table 4-3**. The taxi times were derived by assuming a taxi speed of 10 miles-per-hour and measured distances to/from the ends of Runway 4/22 with and without the Proposed Action.

Table 4-3: Aircraft Taxi Times

Runway End	Taxi Times (minutes)		
	No Action	Proposed Action	Difference
4	1.09	2.34	1.25
22	8.73	11.06	2.33

Source: KB Environmental Sciences, Inc., 2020

Motor vehicle-related emissions were not calculated because the level of daily traffic on the entrance roadway would be minimal (activity associated with the few residences in the area) and, while the motor vehicle trips originating west of the airport would be longer, the trips originating from the east would be shorter (i.e., essentially no change in the vehicle miles traveled with or without the Proposed Action).

⁷ The current version of AEDT is required for all noise, fuel burn and emissions modeling for FAA actions where the environmental analysis is initiated on or after the version release date. As noted in the Federal Register and FAA Order 1050.1F, the required model version is the one in effect at the time the “environmental analysis process is underway.” AEDT 3c was used for the analysis in this EA since the EA was started prior to the release of AEDT 3d. Additional information on AEDT is available at: <https://aedt.faa.gov/>.



Aircraft operation levels were obtained from the 2020 AMP⁸. **Table 4-4** summarizes the aircraft fleet mix and number of annual aircraft operations modeled in AEDT for the future years 2029 (opening day) and 2034 (five years after opening) conditions.

Table 4-4: Aircraft Fleet Mix and Operations

AEDT ANP	Airframe Name	Engine	Number of Operations		
			2018	2029	2034
CNA500	Cessna 500 Citation I	JT15D-4 series	265	411	480
CL600	Bombardier Challenger 600	CF34-3B	206	319	373
CNA750	Cessna 750 Citation X	AE3007C	206	318	371
CNA510	CESSNA CITATION 510	PW610F	192	297	347
CNA55B	Cessna 550 Citation II	JT15D-4 series	147	228	267
LEAR35	Bombardier Learjet 35	TFE731-2-2B	103	160	187
CNA560XL	Cessna 560 Citation XLS	PW306B	74	114	133
FAL900EX	Dassault Falcon 900-EX	TFE731-2/2A	59	91	107
CNA560U	Cessna 560 Citation V	JT15D-5, -5A, -5B	59	91	107
GIV	Gulfstream G400	TAY Mk611-8	59	91	107
CNA525C	Cessna 525 CitationJet	PW4090	29	46	53
CIT3	Cessna 650 Citation III	TFE731-2-2B	29	46	53
IA1125	Israel IAI-1125 Astra	TFE731-3	15	23	27
GV	Gulfstream G500	BR700-710A1-10	15	23	27
BD-700-1A10	Bombardier Global Express	BR700-715A1-30	15	23	27
CNA208	Cessna 208 Caravan	PT6A-114	258	412	461
DHC6	DeHavilland DHC-6-300	PT6A-27	222	354	397
CNA441	Cessna 441 Conquest II	TPE331-8	120	191	214
GASEPV	Piper PA46 Meridian	PT6A-42	3,681	3,801	4,025
COMSEP	Cirrus SR22	TIO-540-J2B2	2,310	2,841	3,157
CNA172	Cessna 172 Skyhawk	IO-360-B	2,236	2,789	3,110
GASEPF	Aero Commander	IO-360-B	2,199	2,763	3,085
BEC58P	Raytheon Beech Baron 58	TIO-540-J2B2	975	1,053	1,180
B206L	Bell 206L-4T Long Ranger	250B17B	1,050	1,746	2,070
SPORT	Robin Alpha Sport	IO-320-D1AD	450	873	1,035
T-2C	Rockwell T-2 Buckeye	J85-GE-2	13	20	23
A4C	MD A-4 Skyhawk	J52-P-408	13	20	23
Total			15,000	19,144	21,446

Source: KB Environmental Sciences, Inc., 2020.

Table 4-5 presents the aircraft-related operational emission inventories for the future No Action and Proposed Action conditions. As shown, with the Proposed Action, operational emissions are estimated to increase with the greatest increase being emissions of CO and VOC (an increase of three tons and approximately one ton, respectively). The increase in emissions would occur because the aircraft taxi times are greater with the proposed shift of Runway 4/22.

⁸ 2020 DIJ Master Plan (2020 AMP)



Table 4-5: Aircraft Taxi Emissions (tons)

Year	Alternative	CO	PM ₁₀	PM _{2.5}	VOC	NO _x	SO _x
2029	No Action	13.7	0.03	0.03	2.6	0.4	0.2
	Proposed Action	16.4	0.03	0.03	3.1	0.5	0.2
	Net Difference	2.7	<0.01	<0.01	0.5	0.1	<0.01
2034	No Action	15.5	0.03	0.03	3.0	0.5	0.2
	Proposed Action	18.5	0.04	0.04	3.6	0.6	0.2
	Net Difference	3.0	<0.01	<0.01	0.6	0.1	<0.01

Source: KB Environmental Sciences, Inc., 2020.

4.3.3 Conclusion

As the non-development alternative, the No Action Alternative would have **no effect** on air quality, as no construction would occur, and there would be no changes to the current operating environment of the Airport.

Based on the analysis discussed above, the Proposed Action is not expected to cause any long-term air quality impacts or violations of the NAAQS or SIPs due to either operational or construction emissions. Air quality impacts during construction would be short-term and of local impact. Therefore, the Proposed Action would have **no significant effect** on air quality.

4.3.4 Mitigation

No specific mitigation is required. However, during construction activities, emission reduction can be achieved by implementing Best Management Practices (BMPs) and by incorporating the provisions of FAA AC 150/5370-10, *Standard Specifications for Construction of Airports*.

4.4 Biological Resources

According to the FAA’s 1050.1F Desk Reference, biological resources are valued for their intrinsic, aesthetic, economic, and recreational qualities and include fish, wildlife, plants, and their respective habitats. Biological resources most often include the following categories:

- terrestrial and aquatic plant and animal species
- game and non-game species
- special status species (state or federally-listed threatened or endangered species, marine mammals, or species of concern, such as species proposed for listing or migratory birds)
- environmentally-sensitive or critical habitats

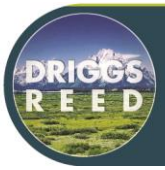
Provisions have been set forth for the protection of fish, wildlife, and plants of local and national significance. The Endangered Species Act (ESA),⁹ the Fish, and Wildlife Coordination Act,¹⁰ the Fish and Wildlife Conservation Act,¹¹ and the Migratory Bird Treaty Act¹² are among these provisions.

⁹ U.S. Code. 1973. Endangered Species Act of 1973, U.S. Congress, Public Law 93-205, 16 U.S.C. §§1531-1544

¹⁰ U.S. Code. 1958. Fish and Wildlife Coordination Act of 1958, U.S. Congress, Public Law 85-624, 16 U.S.C. §661-666c

¹¹ Ibid.

¹² U.S. Code. 1981. Migratory Bird Treaty Act of 1981, 16 U.S.C. §§703-712



4.4.1 Affected Environment

4.4.1.1 Threatened and Endangered Species

In general terms, “endangered” means a species is in danger of extinction throughout all or a significant portion of its range. “Threatened” means a species is likely to become endangered in the foreseeable future. The U.S. Fish and Wildlife Service’s (USFWS) Information for Planning and Consultation (IPaC) website provides information on threatened, endangered, and candidate species within a county or specific area.

The IPaC indicates grizzly bears (threatened) could potentially be found in proximity to the Airport (see **Appendix B**). The grizzly bear prefers a habitat of woodlands, forests, alpine meadows, and prairies, most often near rivers and streams. According to the IPaC, the Study Area is not located within a critical habitat for any listed species.

As part of the 2020 AMP, a Wildlife Hazard Site Visit (WHSV) and Wildlife Hazard Analysis was completed for the Airport by the United States Department of Agriculture (USDA), Wildlife Services (WS) in 2019. The full analysis can be found in **Appendix B**. Evidence of the grizzly bear on Airport property was not observed during the WHSV. Furthermore, the habitat on or neighboring the Airport is not suitable for grizzly bears.

4.4.1.2 State Sensitive Species

A review of State sensitive species from the Idaho Department of Fish and Game’s (IDFG) GIS data¹³ found 46 Species of Greatest Conservation Need (SGCN) may occur in proximity to the Airport. Within the Idaho State Wildlife Action Plan, the SGCN is broken into three tiers based on the species priority for conservation. The tiers are listed below:

- Tier 1 SGCN have the highest priority for the State Wildlife Action Plan and represent species with the most critical conservation needs, i.e., an early-warning list of species that may be heading toward the need for ESA listing.
- Tier 2 SGCN are secondary in priority and represent species with high conservation needs—that is, species with longer-term vulnerabilities or patterns suggesting management intervention is needed but not necessarily facing imminent extinction or having the highest management profile.
- Tier 3 SGCN include a suite of species that do not meet the above tier criteria, yet still have conservation needs. In general, these species are relatively more common, but commonness is not the sole criterion and often these species have either declining trends rangewide or are lacking in information.

The species found to potentially occur within the Study Area are listed in **Table 4-6**. It is also noted which species were found or discussed in the WHSV.

Table 4-6: SGCN Species near Study Area

State Common Name	State Sci Name	SGCN 2015	WHSV
Wolverine	<i>Gulo gulo</i>	Tier 1	No habitat
Morrison's Bumble Bee	<i>Bombus morrisoni</i>	Tier 1	Unaddressed
Western Bumble Bee	<i>Bombus occidentalis</i>	Tier 1	Unaddressed
Suckley's Cuckoo Bumble Bee	<i>Bombus suckleyi</i>	Tier 1	Unaddressed
Grizzly Bear	<i>Ursus arctos</i>	Tier 1	No habitat

¹³ Idaho Fish and Game, https://idfg.idaho.gov/species/taxa/list/county/teton?order=field_state_scientific_name&sort=asc, Accessed January 2021 and USDA, Wildlife Hazard Site Visit, 2020



State Common Name	State Sci Name	SGCN 2015	WHSV
Western Grebe	<i>Aechmophorus occidentalis</i>	Tier 2	Not found
Clark's Grebe	<i>Aechmophorus clarkii</i>	Tier 2	Not found
American White Pelican	<i>Pelecanus erythrorhynchos</i>	Tier 2	Not found
American Bittern	<i>Botaurus lentiginosus</i>	Tier 2	Not found
White-faced Ibis	<i>Plegadis chihi</i>	Tier 2	Not found
Harlequin Duck	<i>Histrionicus histrionicus</i>	Tier 2	Not found
Ferruginous Hawk	<i>Buteo regalis</i>	Tier 2	Not found
Golden Eagle	<i>Aquila chrysaetos</i>	Tier 2	Not found
Long-billed Curlew	<i>Numenius americanus</i>	Tier 2	Not found
Black Tern	<i>Chlidonias niger</i>	Tier 2	Not found
Lewis's Woodpecker	<i>Melanerpes lewis</i>	Tier 2	Not found
Sage Thrasher	<i>Oreoscoptes montanus</i>	Tier 2	Not found
Bobolink	<i>Dolichonyx oryzivorus</i>	Tier 2	Not found
Silver-haired Bat	<i>Lasionycteris noctivagans</i>	Tier 2	Not found
Hoary Bat	<i>Lasiurus cinereus</i>	Tier 2	Not found
Northern Leopard Frog	<i>Lithobates pipiens</i>	Tier 2	Not found
Fisher	<i>Pekania pennanti</i>	Tier 2	Not found
Common Loon	<i>Gavia immer</i>	Tier 2	Not found
Trumpeter Swan	<i>Cygnus buccinator</i>	Tier 2	Not found
Western Toad	<i>Anaxyrus boreas</i>	Tier 2	Not found
Western Pearlshell	<i>Margaritifera falcata</i>	Tier 2	Not found
Burrowing Owl	<i>Athene cunicularia</i>	Tier 2	Not found
Sandhill Crane	<i>Grus canadensis</i>	Tier 3	Not found
Franklin's Gull	<i>Leucophaeus pipixcan</i>	Tier 3	Not found
Great Gray Owl	<i>Strix nebulosa</i>	Tier 3	Not found
Short-eared Owl	<i>Asio flammeus</i>	Tier 3	Not found
Common Nighthawk	<i>Chordeiles minor</i>	Tier 3	Not found
Olive-sided Flycatcher	<i>Contopus cooperi</i>	Tier 3	Not found
Clark's Nutcracker	<i>Nucifraga columbiana</i>	Tier 3	Not found
Grasshopper Sparrow	<i>Ammodramus savannarum</i>	Tier 3	Not found
Black Rosy-Finch	<i>Leucosticte atrata</i>	Tier 3	Possibly (unidentified)
Little Brown Myotis	<i>Myotis lucifugus</i>	Tier 3	Not found
Western Small-footed Myotis	<i>Myotis ciliolabrum</i>	Tier 3	Not found
Mountain Goat	<i>Oreamnos americanus</i>	Tier 3	Not found
Townsend's Big-eared Bat	<i>Corynorhinus townsendii</i>	Tier 3	Not found
Ring-billed Gull	<i>Larus delawarensis</i>	Tier 3 Breeding population only	Not found
Monarch	<i>Danaus plexippus</i>	Tier 3	Unaddressed
A Moth	<i>Grammia eureka</i>	Tier 3	Unaddressed
Yellow Bumble Bee	<i>Bombus fervidus</i>	Tier 3	Unaddressed
Pondsnail Species Group	Stagnicola Species Group	Tier 3	Unaddressed
Hunt's Bumble Bee	<i>Bombus huntii</i>	Tier 3	Unaddressed

Source: Idaho Fish and Game, https://idfg.idaho.gov/species/taxa/list/county/teton?order=field_state_scientific_name&sort=asc, Accessed January 2021



Through coordination with the IDFG, it was determined that the species listed as “unaddressed” in **Table 4-6**, were largely not present in the project area. The various species of bumble bee (both those under Tier 1 and Tier 3) are listed on the SGCN to allow additional research to be completed on the populations. The other species (Monarch, Moth, and Pondsail) were not found to have critical habitat within the Study Area.

4.4.1.3 General Wildlife and Vegetation

A variety of wildlife exist in Teton County. According to the WHSV, the Airport, located in the Teton Valley, is surrounded by wooded mountains and low, valley floors. The valley is spotted with coniferous and deciduous trees, small parceled farm ground intertwined with natural and man-made wetlands, and numerous creeks and small rivers converging to form the Teton River. The dominant upland vegetation is grass species with a shrub canopy. Areas near the Grand Teton Canal are smooth brome and baltic rush, with the shrub overstory dominated by coyote willow with pockets of narrowleaf cottonwood. The Canal does not support fish species as the water passes through a series of culverts and irrigation gates. A separate wetland delineation was completed for the Study Area and is discussed in more detail in **Section 4.16**.

These wooded areas, waterways and agricultural fields are home to multiple species of wildlife including waterfowl, raptors, elk, and moose. Additionally, the local conservation efforts to protect and enhance wildlife population densities in the region, the number of wildlife species has increased. The nearby Rocky Mountains, where deep snow accumulations are common, tend to force wildlife (typically deer, elk, and moose) out of the mountains and into open areas such as that near the Airport. Throughout the series of surveys completed for the WHSV, 14 bird species were observed on-site and three bird and one mammal (moose) were observed off-site. Of the bird species observed, the five most numerous species were European starlings (45 percent), house sparrows (13 percent), red-tailed hawks (9 percent), American kestrels (6 percent), and American crows (6 percent). It is likely that additional small mammals (fox and coyotes) and rodents occupy the area, making the nearby agricultural fields their home for most of the year.

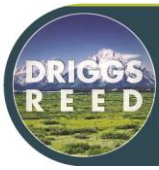
4.4.1.4 Migratory Birds

The Migratory Bird Treaty Act (MBTA) prohibits the taking (including killing, capturing, selling, trading, and transport) of protected migratory bird species without prior authorization by the Department of Interior USFWS. The Bald and Golden Eagle Protection Act (BGEPA) provides additional protection for bald and golden eagles and prohibits the taking of bald or golden areas, including their parts, nests, or eggs. The BGEPA defines “take” as to “pursue, shoot, shoot at, poison, wound, kill, capture, trap, collect, molest or disturb.” The term “disturb” means to agitate or bother a bald or golden eagle to a degree that causes, or is likely to cause, based on the best scientific information available, 1) injury to an eagle; 2) a decrease in its productivity, by substantially interfering with normal breeding, feeding, or sheltering behavior; or 3) nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior. The areas surrounding the Airport provide potential foraging and nesting habitat for many species of birds protected by the MBTA.

According to the USFWS IPaC report, five birds protected by the MBTA may be located at the Airport; this includes the Bald Eagle, Black Rosy-finch, Brewer’s Sparrow, Green-tailed Towhee, and the Willet. None of these species were identified in the WHSV. However, the WHSV did identify several additional species protected by the MBTA (see **Table 4-7**).

Table 4-7: Birds Observed in the WHSV

Common Name	Scientific Name	Protected by the MBTA
American crow	<i>Corvus brachyrhynchos</i>	Yes
American kestrel	<i>Falco sparverius</i>	Yes
American robin	<i>Turdus migratorius</i>	Yes



Common Name	Scientific Name	Protected by the MBTA
Barn swallow	<i>Hirundo rustica</i>	Yes
Common raven	<i>Corvus corax</i>	No
European starling	<i>Sturnus vulgaris</i>	No
Finch (unidentified)		Possibly
Black-billed magpie	<i>Pica hudsonia</i>	Yes
Mallard duck	<i>Anas platyrhynchos</i>	No
Western meadowlark	<i>Sturnella neglecta</i>	Yes
Red-tailed hawk	<i>Buteo jamaicensis</i>	Yes
Rough-legged hawk	<i>Buteo lagopus</i>	Yes
House sparrow	<i>Passer domesticus</i>	No
Turkey vulture	<i>Cathartes aura</i>	Yes

Source: USDA, Wildlife Hazard Site Visit, 2020

4.4.2 Environmental Consequences

According to FAA Order 1050.1F, a proposed action would result in significant impacts if the USFWS or the National Marine Fisheries Service determines that the action would be likely to jeopardize the continued existence of a federally-listed threatened or endangered species, or would result in the destruction or adverse modification of federally designated critical habitat. Other factors to consider if an action would result in impacts:

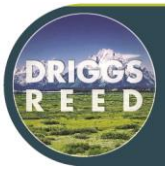
- A long-term or permanent loss of unlisted plant or wildlife species, i.e., extirpation of the species from a large project area (e.g., a new commercial service airport)
- Adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species’ habitats or their population
- Adverse impacts on a species’ reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance

The WHSV was used as the base line assessment for potential protected species occurring within the direct Study Area. As discussed, the WHSV did not identify habitat for any listed species; however, invertebrates were not included as they do not typically create a threat to aircraft operations which is the purpose of a WHSV. The acquisition of land, which is to occur in the immediate future, would not result in any changes to the current physical environment, and would not result in impacts to any federally or state-protected species. The physical construction of the runway extension, planned to occur in 2027, would result in a change in habitat in areas within the Study Area that are currently used for agricultural production.

4.4.2.1 Threatened and Endangered Species

Grizzly Bear

Grizzly bears are a type of brown bear that range in color from a light tan to a dark brown. They typically weigh upward of 700 pounds, with the males reaching weights of 1,700 pounds. The bears prefer a diet of both plants and meats; typically eating roots, fruits, berries, grasses, forbs, and preying on fish, rodents, and larger mammals such as moose, elk, caribou, and deer. Habitat for grizzly bears must provide diverse food options,



cover, a place to create a den, privacy, and plenty of space.¹⁴ The Study Area is located within an area that is near an active airfield and used for regular agricultural practices. The activeness, human presence, lack of habitat for food sources, and lack of space/dens make the Study Area an unlikely home to the grizzly bear. Additionally, the WHSV did not find any sign of grizzly bears or their habitat within the Study Area.

As such, the Proposed Action would have **no effect** on the grizzly bear, identified as a federally listed threatened species, because neither the species nor its habitat were found in the project area. The USFWS was given the opportunity to review and provide comments on the Proposed Action; they did not provide any comments (see **Appendix I** for correspondence with USFWS).

4.4.2.2 State Sensitive Species

According to the IDFG, numerous state sensitive species may occur in proximity to the project area. **Table 4-8** provides a summary of potential effects to these species. Invertebrate species were not identified during the WHSV, however, the use of pesticides on nearby agricultural fields has likely reduced the number of pollinators in the area. The Proposed Action would convert a portion of the agricultural land to open grass land (approximately 120 acres) resulting in potential habitat for invertebrates.

In an email dated March 3, 2021, Mr. Jacob Gray of the IDFG stated the IDFG does not anticipate that the Proposed Action would result in any impacts to SGCNs as outlined in the State Wildlife Action Plan (SWAP) or other resident wildlife populations that would need to be avoided or mitigated at this time (see Appendix I). Therefore, the Proposed Action is expected to have **no significant effect** on state sensitive species.

Table 4-8: Potential Effect on SGCN Species

State Common Name	State Sci Name	SGCN 2015	Potential Effect
Wolverine	<i>Gulo gulo</i>	Tier 1	No Effect. WHSV found habitat and species not present.
Morrison's Bumble Bee	<i>Bombus morrisoni</i>	Tier 1	Effect Unknown.
Western Bumble Bee	<i>Bombus occidentalis</i>	Tier 1	Effect Unknown.
Suckley's Cuckoo Bumble Bee	<i>Bombus suckleyi</i>	Tier 1	Effect Unknown.
Grizzly Bear	<i>Ursus arctos</i>	Tier 1	No Effect. WHSV found habitat and species not present.
Western Grebe	<i>Aechmophorus occidentalis</i>	Tier 2	No Effect. WHSV did not note presence of species.
Clark's Grebe	<i>Aechmophorus clarkii</i>	Tier 2	No Effect. WHSV did not note presence of species.
American White Pelican	<i>Pelecanus erythrorhynchos</i>	Tier 2	No Effect. WHSV did not note presence of species.
American Bittern	<i>Botaurus lentiginosus</i>	Tier 2	No Effect. WHSV did not note presence of species.
White-faced Ibis	<i>Plegadis chihi</i>	Tier 2	No Effect. WHSV did not note presence of species.
Harlequin Duck	<i>Histrionicus histrionicus</i>	Tier 2	No Effect. WHSV did not note presence of species.
Ferruginous Hawk	<i>Buteo regalis</i>	Tier 2	No Effect. WHSV did not note presence of species.
Golden Eagle	<i>Aquila chrysaetos</i>	Tier 2	No Effect. WHSV did not note presence of species.
Long-billed Curlew	<i>Numenius americanus</i>	Tier 2	No Effect. WHSV did not note presence of species.
Black Tern	<i>Chlidonias niger</i>	Tier 2	No Effect. WHSV did not note presence of species.
Lewis's Woodpecker	<i>Melanerpes lewis</i>	Tier 2	No Effect. WHSV did not note presence of species.
Sage Thrasher	<i>Oreoscoptes montanus</i>	Tier 2	No Effect. WHSV did not note presence of species.
Bobolink	<i>Dolichonyx oryzivorus</i>	Tier 2	No Effect. WHSV did not note presence of species.
Silver-haired Bat	<i>Lasionycteris noctivagans</i>	Tier 2	No Effect. WHSV did not note presence of species.
Hoary Bat	<i>Lasiurus cinereus</i>	Tier 2	No Effect. WHSV did not note presence of species.
Northern Leopard Frog	<i>Lithobates pipiens</i>	Tier 2	No Effect. WHSV did not note presence of species.

¹⁴ USFWS, <https://www.fws.gov/mountain-prairie/es/grizzlyBearHistoryHabitatDiet.php>, Accessed January 2021



State Common Name	State Sci Name	SGCN 2015	Potential Effect
Fisher	<i>Pekania pennanti</i>	Tier 2	No Effect. WHSV did not note presence of species.
Common Loon	<i>Gavia immer</i>	Tier 2	No Effect. WHSV did not note presence of species.
Trumpeter Swan	<i>Cygnus buccinator</i>	Tier 2	No Effect. WHSV did not note presence of species.
Western Toad	<i>Anaxyrus boreas</i>	Tier 2	No Effect. WHSV did not note presence of species.
Western Pearlshell	<i>Margaritifera falcata</i>	Tier 2	No Effect. WHSV did not note presence of species.
Burrowing Owl	<i>Athene cunicularia</i>	Tier 2	No Effect. WHSV did not note presence of species.
Sandhill Crane	<i>Grus canadensis</i>	Tier 3	No Effect. WHSV did not note presence of species.
Franklin's Gull	<i>Leucophaeus pipixcan</i>	Tier 3	No Effect. WHSV did not note presence of species.
Great Gray Owl	<i>Strix nebulosa</i>	Tier 3	No Effect. WHSV did not note presence of species.
Short-eared Owl	<i>Asio flammeus</i>	Tier 3	No Effect. WHSV did not note presence of species.
Common Nighthawk	<i>Chordeiles minor</i>	Tier 3	No Effect. WHSV did not note presence of species.
Olive-sided Flycatcher	<i>Contopus cooperi</i>	Tier 3	No Effect. WHSV did not note presence of species.
Clark's Nutcracker	<i>Nucifraga columbiana</i>	Tier 3	No Effect. WHSV did not note presence of species.
Grasshopper Sparrow	<i>Ammodramus savannarum</i>	Tier 3	No Effect. WHSV did not note presence of species.
Black Rosy-Finch	<i>Leucosticte atrata</i>	Tier 3	A general finch was identified, specific specie was not determined.
Little Brown Myotis	<i>Myotis lucifugus</i>	Tier 3	No Effect. WHSV did not note presence of species.
Western Small-footed Myotis	<i>Myotis ciliolabrum</i>	Tier 3	No Effect. WHSV did not note presence of species.
Mountain Goat	<i>Oreamnos americanus</i>	Tier 3	No Effect. WHSV did not note presence of species.
Townsend's Big-eared Bat	<i>Corynorhinus townsendii</i>	Tier 3	No Effect. WHSV did not note presence of species.
Ring-billed Gull	<i>Larus delawarensis</i>	Tier 3 Breeding population only	No Effect. WHSV did not note presence of species.
Monarch	<i>Danaus plexippus</i>	Tier 3	Effect Unknown.
A Moth	<i>Grammia eureka</i>	Tier 3	Effect Unknown.
Yellow Bumble Bee	<i>Bombus fervidus</i>	Tier 3	Effect Unknown.
Pondsnail Species Group	<i>Stagnicola</i> Species Group	Tier 3	Effect Unknown.
Hunt's Bumble Bee	<i>Bombus huntii</i>	Tier 3	Effect Unknown.

Source: Idaho Fish and Game, https://idfg.idaho.gov/species/taxa/list/county/teton?order=field_state_scientific_name&sort=asc, Accessed January 2021 and

4.4.2.3 General Wildlife and Vegetation

The Study Area is largely composed of the airfield (maintained grasses area) and irrigated agricultural land, to include the Grand Teton Canal. Although somewhat limited due to the activities on the land, the Study Area does provide a riparian habitat along the Canal and grassed areas for nesting and hunting. The Proposed Action would place portions of the Canal, and associated ditches, in culverts, and remove the associated riparian habitat. However, the reduction in habitat in this area would be not significant when compared to alternative riparian habitat along other portions of the Canal.

Various types of birds are the most common type of wildlife in the area; however, the project area does not include any trees that provide nesting habitat. Ground nesting birds or small mammal species may be permanently or temporarily displaced due to the shifting of Runway 4/22. Sufficient suitable habitat is available in the immediate vicinity to provide refuge for displaced species. The Proposed Action includes the construction of a wildlife fence along the new property boundary and would result in the immediate conversion of approximately 120 acres of agricultural production to non-irrigated grassland. The fence would reduce the number of wildlife, such as deer, elk, and moose, from entering the airfield, which increases risk of harm to



both humans and wildlife. However, the loss of habitat is not significant when compared to available habitat in the surrounding area.

Therefore, the Proposed Action **may impact but will not likely contribute to a trend towards federal listing or loss of viability** for any general wildlife and vegetation species.

4.4.2.4 Migratory Birds

Habitat for nesting birds protected by the MBTA, such as grassed areas and the riparian corridor along the Grand Teton Canal, is present within the Study Area. Under the Proposed Action, approximately 245 acres of irrigated agricultural land would be acquired; however only 120 acres (approximate) would be taken out of production, and converted to paved airfield and native, mowed grass areas. The removal of 120 acres from agricultural production into non-irrigated grassland is unlikely to significantly impact migratory birds since most local species utilize non-irrigated grassland habitat. The Proposed Action would also place portions of the Grand Teton Canal in culverts and remove the associated riparian habitat. However, the reduction in habitat in this area would be not significant when compared to alternative riparian habitat along other portions of the canal. All construction activities would occur outside of the nesting season unless authorized by a qualified biologist. Therefore, the Proposed Action **may impact but will not likely contribute to a trend towards federal listing or loss of viability** of migratory birds or eagles.

4.4.3 Conclusion

The No Action Alternative is a non-development alternative, and therefore, would have no effect on threatened and endangered species, state sensitive species, general wildlife and vegetation, or migratory birds.

The Proposed Action would have **no effect** on the federally listed grizzly bear, as neither the species nor its habitat are found in the project area; and therefore, would have **no effect** on threatened and endangered species. Under the Proposed Action, approximately 245 acres of irrigated agricultural land would be acquired and 120 acres (approximate) of the acquired property would be taken out of production, and converted to paved airfield and native, mowed grass areas. The Proposed Action would also place portions of the Grand Teton Canal in culverts and remove the associated riparian habitat. However, the reduction in habitat in this area would be not significant when compared to alternative habitat surrounding the project area. Sufficient suitable habitat is available in the immediate vicinity to provide refuge for displaced species. The Proposed Action is anticipated to have **no significant effect** on state sensitive species and **may impact but would not likely contribute to a trend towards federal listing or loss of viability** for general wildlife and vegetation, or migratory birds.

4.4.4 Mitigation

The following measures are recommended to avoid or minimize effects on the special status and migratory birds.

If construction would occur during the nesting season (February 1 through September 15), a qualified biologist would conduct a pre-construction nesting bird survey within seven days prior to construction or land disturbance. Due to the potential for nesting birds to be present and to utilize the site, the following BMPs are recommended to reduce or eliminate impacts to nesting birds:

- Prior to nesting season, remove suitable nesting habitat features from the project area/construction footprint. Management activity should include vegetation removal to minimize nesting habitat including mowing, grubbing, tree, and shrub removal. Habitat removal should be conducted during nonbreeding season (October 1-January 31), if practicable.



- During nesting season, if construction must occur during the nesting season, minimize vegetation removal to the maximum extent possible. Conduct nesting season preconstruction nest surveys seven days before disturbance or vegetation removal to identify and protect any nesting birds that may be affected by project activities.

4.5 Climate

Research has shown that an increase in atmospheric greenhouse gas (GHG) emissions is significantly affecting the Earth's climate. These conclusions are based upon a scientific record that includes substantial contributions from the United States Global Change Research Program (USGCRP)—a program mandated by Congress in the Global Change Research Act to “assist the Nation and the world to understand, assess, predict, and respond to human-induced and natural processes of global change.”¹⁵ In 2009, based primarily on the scientific assessments of the USGCRP, as well as the National Research Council (NRC) and the Intergovernmental Panel on Climate Change (IPCC), the EPA issued a finding that it was reasonable to assume that changes in our climate caused by elevated concentrations of GHG in the atmosphere endanger the public health and public welfare of current and future generations.¹⁶ In 2015, EPA acknowledged more recent scientific assessments that “highlight the urgency of addressing the rising concentration of carbon dioxide (CO₂) in the atmosphere.”¹⁷

4.5.1 Affected Environment

Research has shown there is a direct correlation between fuel combustion and GHG emissions. GHGs are gases that trap heat in the atmosphere and are primarily a result of burning fossil fuels, such as CO₂, methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). Climate change due to GHG emissions is a global phenomenon, so the affected environment is the global climate.

FAA Order 1050.1F states that GHGs and climate change should be considered and evaluated as an impact category in FAA environmental documents, including both Environmental Assessments and Environmental Impact Statements. However, there are currently no federal standards for aviation-related GHG emissions and, as noted by the CEQ, “it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions; as such direct linkage is difficult to isolate and to understand.”

4.5.2 Environmental Consequences

Although there are no federal standards for aviation-related GHG emissions, it is well-established that GHG emissions can affect climate. The CEQ has indicated that climate should be considered in NEPA analyses. As noted by the CEQ, however, “it is not currently useful for the NEPA analysis to attempt to link specific climatological changes, or the environmental impacts thereof, to the particular project or emissions, as such direct linkage is difficult to isolate and to understand.” Under the No Action Alternative, there would be no change to the impacts associated with GHG emissions or climate than what is currently experienced at the Airport. The main source of emissions related to the Proposed Action would be combustion connected with construction equipment and vehicles and minor changes in aircraft taxi and motor vehicle travel distances. No

¹⁵ USFWS, HYPERLINK "<https://www.fws.gov/mountain-prairie/es/grizzlyBearHistoryHabitatDiet.php>" <https://www.fws.gov/mountain-prairie/es/grizzlyBearHistoryHabitatDiet.php>, Accessed January 2021

¹⁶ Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act, 74 Fed. Reg. 66496 (December 15, 2009).

¹⁷ EPA, Final Rule for Carbon Pollution Emission Guidelines for Existing Stationary Sources Electric Utility Generating Units, 80 Fed. Reg. 64661, 64677 (October 23, 2015).



significant or sustained increase in construction, vehicular, or aircraft traffic is anticipated as a result of the Proposed Action, and therefore, the increase in emissions are expected to be negligible.

4.5.3 Conclusion

The No Action Alternative would result in no additional GHG emissions beyond normal projected growth.

The Proposed Action would not cause or create an increase in aircraft operations at the Airport. However, the Proposed Action could result in a temporary increase in GHG emissions during construction activity and a slight increase in GHG emissions with the minor change in taxi time and motor vehicle travel distance.

4.5.4 Mitigation

No mitigation is required, however during construction activities, emission reduction can be achieved by implementing BMPs and by incorporating the provisions of FAA AC 150/5370-10, *Standard Specifications for Construction of Airports*.

4.6 Coastal Resources

The Airport is not located within the Coastal Barrier Resources System, as delineated by the USFWS or Federal Emergency Management Agency (FEMA) coastal barrier maps¹⁸. Neither the Proposed Action nor the No Action Alternative would affect a coastal zone as the state of Idaho is located entirely inland and does not contain any marine coastal barriers or coral reefs. Therefore, actions involving the Airport are not applicable to these regulations and are not considered for further evaluation.

4.7 Department of Transportation Act, Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966 (re-codified and renumbered as section 303[c] of 49 U.S.C.), from here on referred to as “DOT Section 4(f),” provides that the Secretary of Transportation shall not approve any program or project that requires the use of any publicly owned land from a public park, recreation area or wildlife and waterfowl refuge of national, state, or local significance or land from a historic site of national, state, or local significance, as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such project includes all possible planning to minimize impact. Substantial impairment occurs when the activities, features, or attributes of the resource that contribute to its significance or enjoyment are substantially diminished.

The project also needs to comply with Section 6(f) of the Land and Water Conservation Fund (LWCF) which applies to publicly owned land if the property was acquired or developed with Land and Water Conservation Fund program. Section 6(f), administered by the National Park Service, requires that areas funded through the program remain for public outdoor recreation use or be replaced by lands of equal value, location, and recreation usefulness.

4.7.1 Affected Environment

To identify probable DOT Section 4(f) resources near the Study Area, the city of Driggs Parks and Recreation’s “Interactive Parks and Recreation Map” as well as Google Earth were used to identify recreational resources within proximity to the Airport, and a review of sites on or eligible for the National Register of Historic Place

¹⁸ USFWS, Coastal Barrier Resources System - Overview. U.S. Fish and Wildlife Service. Accessed January 26, 2021 at <https://www.fws.gov/CBRA/>



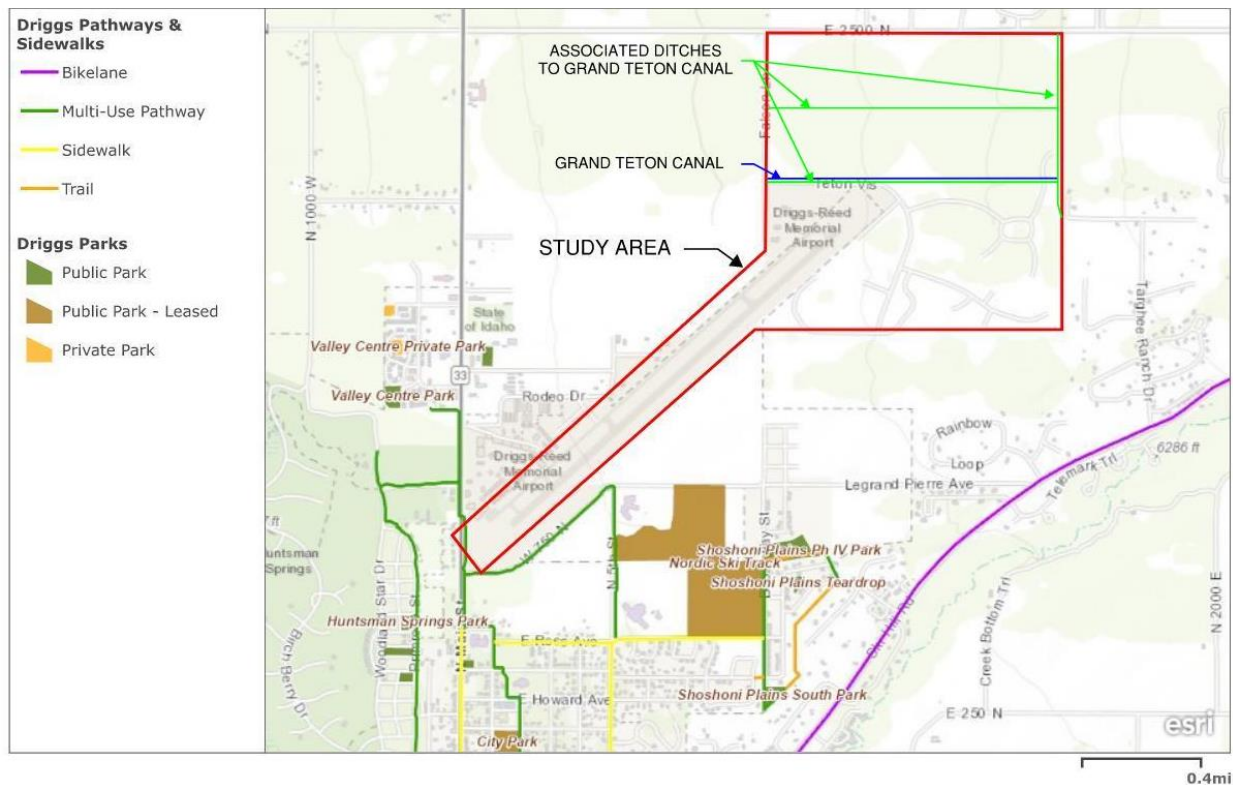
(NRHP) was conducted. **Figure 4-2** shows the location of DOT Section 4(f) resources. Idaho State Parks and Recreation did not identify any Section 6(f) LWCF lands in Teton County.

Publicly owned land is considered to be a park, recreation area, or wildlife and waterfowl refuge when the land has been officially designated as such by a federal, state, or local agency and one of its major purposes is for a park, recreation area, or wildlife and waterfowl refuge.

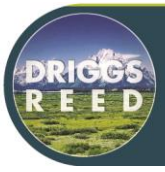
Several DOT Section 4(f) resources identified as Parks and Recreations were identified in the vicinity of the Airport:

- Valley Centre Park
- Huntsman Springs Park
- Nordic Ski Track (park)
- Shoshone Plains Ph IV Park
- Shoshoni Plains Teardrop (park)
- Shoshoni Plains South Park
- City Park
- Shoshoni Plains Pathway (trail)
- Multi-use Pathways

Figure 4-2: Parks and Recreation in Proximity to the Airport



Source: City of Driggs, Interactive Parks and Recreation Map, Accessed January 26, 2021 at <https://www.driggsidaho.org/parks-and-recreation>



To identify potential historic sites, a *Class III Cultural Resources Inventory and Architectural History Survey of the Driggs-Reed Memorial Airport* (CRI), per Section 106 of the National Historic Preservation Act (NHPA) (Section 106), was recently completed for the Airport (dated September 2020). The CRI was completed as a supplement to a 2014 CRI to identify and evaluate resources at and abutting Airport property. Section 106 cultural resources were identified in the Area of Potential Effect (APE—which corresponds to the Study Area as depicted in **Figure 4-1**) and further evaluated for impacts by the Proposed Action. Both reports can be found in **Appendix C**, and Section 106 resources are also discussed in **Section 4.10**.

The CRI identified only one previously recorded property within the APE—Site 10TN67 (Grand Teton Canal). Two newly recorded historic-age properties were identified, but are not recommended as eligible for listing on the National Register of Historic Places (NRHP). These properties include the Driggs-Reed Memorial Airport (NRD-1) and Runway 4/22 (FN-35). No archaeological resources were identified in the APE during either survey.

The Grand Teton Canal (10TN67) is an approximately six-mile long unlined earthen canal that provides irrigation water to agricultural land in the Teton Valley. Construction on the Grand Teton Canal began around 1888, prior to the establishment of an official water claim in 1892. The initial water appropriation for the canal was 1,281 cubic feet per second (CFS). The water appropriation was expanded by an additional 29.28 CFS in 1916. The approximately 10-foot-wide by five-foot-deep canal originates at a wood-and-concrete head gate on Teton Creek in Alta, Wyoming. It continues west across the state line into Idaho where it is diverted into three major laterals to the north, west, and southwest.

Within the project area, the Grand Teton Canal consists of one previously recorded segment measuring approximately 0.72 miles long, which runs east-west along the southern boundary of the project area, and three associated ditches connected to the Grand Teton Canal, which are contributing elements of the larger Grand Teton Canal System. The Grand Teton Canal and interconnected irrigation ditches transect the project area at various locations.

As it is eligible for listing on the NRHP, the Grand Teton Canal is also considered a DOT Section 4(f) resource. The Grand Teton Canal is also discussed in more detail in **Section 4.10, Historical, Architectural, Archeological, and Cultural Resources**.

4.7.2 Environmental Consequences

4.7.2.1 Parks/Recreation

A portion of a multi-use pathway is located within the Study Area; however, it would not be affected by the land acquisition or construction of the Proposed Action. The environmental condition of the pathway may improve with the shift of the runway and associated traffic to the northeast and away from the pathway. Therefore, no parks or recreation areas are anticipated to be impacted either directly or indirectly under DOT Section 4(f) due to the Proposed Action.

4.7.2.2 Historic Sites

Section 106 of the NHPA of 1966, as amended (16 U.S.C. 470 et seq.), requires federal agencies to consider the effects of their undertaking on properties on or eligible for inclusion in the NRHP. The Section 106 process provides the basis for informing a determination of “use” of a historic site that is also a DOT Section 4(f) resource. While Section 106 is introduced in this discussion, it is further explained, and its application discussed, in detail in **Section 4.10**.

The Proposed Action will require placing approximately 2,800 feet of the Grand Teton Canal and associated ditches into numerous culverts (two culverts to shift Runway 4/22 and five culverts for roads) in order to



facilitate the shifting of Runway 4/22 and reconfiguring of roads. Placing the Grand Teton Canal and associated ditches into culverts does not affect the vital water conveyance function of the Canal or the Canal System. However, placing the Canal and associated ditches into culverts is a direct impact on the Canal System due to the effect on its historic nature, and therefore results in an “adverse effect” under Section 106 and a “direct use” under DOT Section 4(f). A DOT Section 4(f) Evaluation, prepared by the FAA, is found in **Appendix C**.

The Grand Teton Canal is owned by the Grand Teton Canal Company Ltd. (Canal Company). Ongoing negotiations with the city of Driggs and the Canal Company have occurred for many years. Agreements have been negotiated and signed over the years beginning in 1991 in anticipation of bridging or placing the Grand Teton Canal into culverts in order to lengthen the runway, expand the Airport, or make other improvements. The most recent agreement on file is dated February 3, 2004, between the city of Driggs and the Canal Company. The agreement discusses placing the Canal into culverts to allow improvements to take place at the Airport, to include “lengthening the runway, installing a taxiway, and generally enlarging the airport” with the explicit assurance to water users that “the runway improvement will not, now or in the future, compromise the water delivery systems.”

The Canal Company was contacted regarding the Proposed Action as part of this EA and responded in an email dated March 3, 2021 (see **Appendix I**). The email stated that the Canal Company has no objections to the previous agreements in place or the Proposed Action. As a result, there is no need for an updated agreement to implement the Proposed Action. The Canal Company requests the ability to approve the design of the future culvert prior to construction.

4.7.3 Conclusion

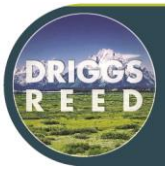
As the non-development alternative, the No Action Alternative would have **no effect** on Department of Transportation, DOT Section 4(f) resources.

The Proposed Action would result in no use of recreational resources; specifically, the multi-use pathway, as the pathway is not within an area that would experience any construction-related impacts. It is possible that the environmental condition of the pathway may improve with the shift of aircraft operations to the northeast.

The placement of a portion of Grand Teton Canal and associated ditches into numerous culverts would constitute an “**adverse effect**” to the Grand Teton Canal under Section 106 of the NHPA and a “**direct use**” under DOT Section 4(f). Given its location in relation to the Airport and the proposed improvements to correct deficiencies and improve safety at the Airport, there are no practical measures to entirely avoid the Canal and associated ditches; thus, the Grand Teton Canal would be impacted by the proposed project and will be considered in this evaluation. After careful and thorough consideration, the FAA determined that there are no feasible and prudent alternatives to the use of the DOT Section 4(f) resource. Consultations between the FAA and the State Historic Preservation Office (SHPO) resulted in the signing of a Memorandum of Agreement to mitigate the adverse effects to the Grand Teton Canal (see **Appendix D**). A DOT Section 4(f) Evaluation, prepared by the FAA, is found in **Appendix C**.

4.7.4 Mitigation

The Idaho State University (ISU) is partnering with Idaho State Historical Society (ISHS) to help create an Idaho Irrigation Historic Context and Survey (Context). The ISHS has agreed to pay ISU to undertake this effort as documented in a Memorandum of Agreement (MOA) between ISHS and ISU that is effective from January 15, 2021 to December 31, 2022 (see **Appendix D**). The Context requires preparation of a history of the State’s irrigation networks from pre-statehood through the present day. Objectives for the Context include completing a history of the State’s irrigation networks, resolving errors and omissions in existing documentation regarding NRHP eligibility of Idaho’s network of irrigation systems, and to create a resource to enables efficient



completion of Section 106 consultation for federal agencies whose undertakings may effect irrigation networks.

To mitigate the adverse impact of placing approximately 2,800 feet of the Grand Teton Canal and associated ditches into numerous culverts (two culverts to shift Runway 4/22 and five culverts for roads), the city of Driggs, Idaho (Airport Sponsor) will provide \$8,000 to the ISHS to contribute to the fund for the Idaho Irrigation Historic Context and Survey.

Contribution to this fund will provide for mitigation to offset adverse impacts to the Grand Teton Canal due to the Proposed Action at the Airport.

Based on the DOT Section 4(f) Evaluation and coordination with the FAA, city of Driggs, and SHPO, a finalized MOA was signed in June 2021 (see **Appendix D**).

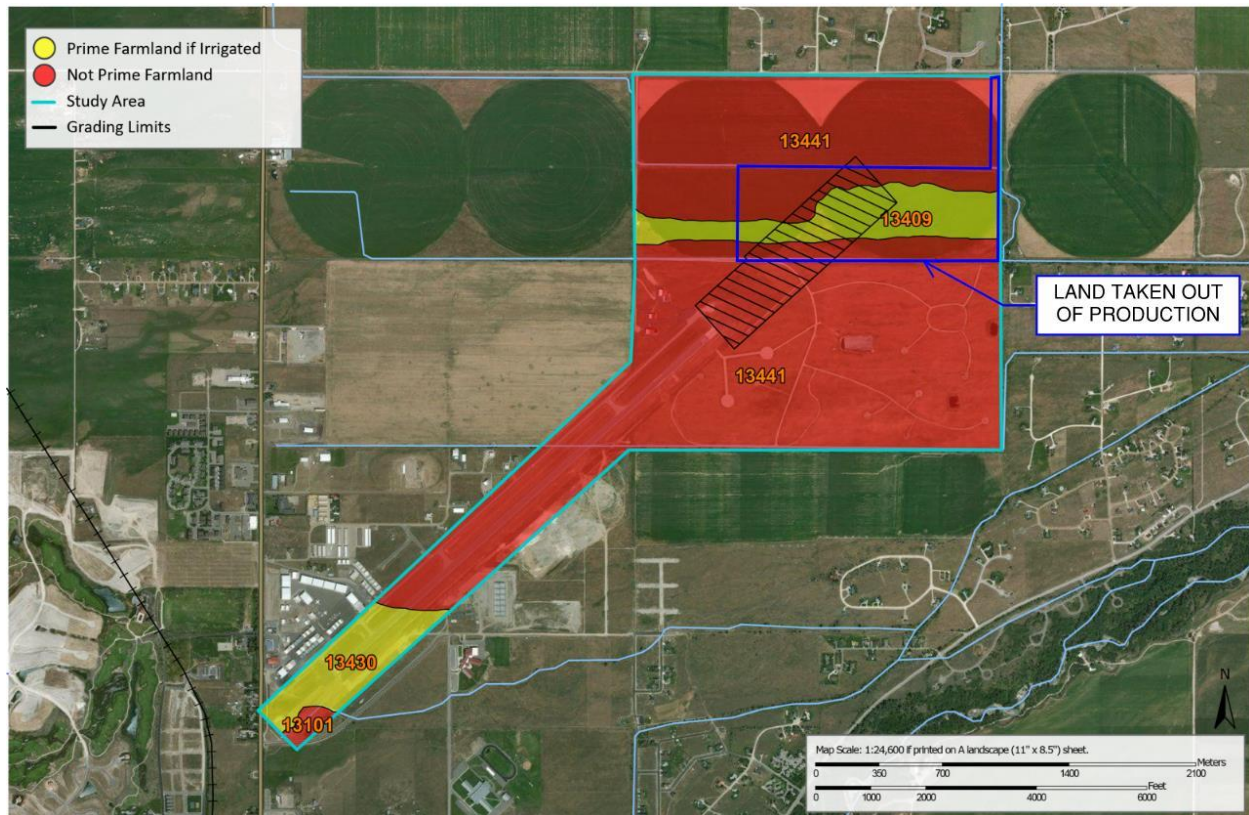
4.8 Farmlands

The Farmland Protection Policy Act (FPPA) regulates federal actions with the potential to convert important farmland to non-agricultural uses. Important farmland includes all pasturelands, croplands, and forests considered to be prime, unique, or of statewide or locally important lands. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can include forest land, pastureland, cropland, but not land committed to water storage or development. The FPPA does not apply to land already committed to "urban development or water storage" (i.e. airport developed areas). Therefore, only areas designated as "Important" in active agricultural use or not yet developed need to be evaluated.

4.8.1 Affected Environment

The Natural Resources Conservation Service (NRCS) Web Soil Survey was used to review soils on and around the Airport. **Figure 4-3** depicts the areas within the Study Area considered to be prime farmland. According to the NRCS data, approximately 103.1 acres of the Study Area would be considered prime farm ground if irrigated. Within the current Airport property, there are 41.9 acres of prime farm ground that is currently developed and used for aviation purposes. As a result, a total of 61.2 acres of active prime farm ground (as it is currently irrigated) occurs within the area to be acquired under the Proposed Action.

Figure 4-3: Study Area Soil Map



Source: NRCS, Web Soil Survey, 2020

4.8.2 Environmental Consequences

Since the FPPA does not apply to land already committed to "urban development or water storage," such as the existing Airport property, only the proposed acquisition area and 61.2 acres of prime farmland are subject to FPPA requirements. Under the Proposed Action, approximately 50 acres of prime farmland would be permanently taken out of production, the remaining 11.2 acres of prime farmland would continue to be farmed for the foreseeable future. With the construction of the Proposed Action, these 50 acres of "prime farmland" would be converted from "prime farmland" to "not prime farmland" and would be located within the new property fence. A Farmland Conversion Impact Form (Form AD-1006) was completed and approved by the NRCS on September 22, 2020 (see **Appendix E**). The Proposed Action scored a total combined score of 86 points out of 260. According to FAA Order 1050.1F Desk Reference, a significant impact would occur when the total combined score of Form AD-1006, "Farmland Conversion Impact Rating," ranges between 200 and 260. The Proposed Action's score of 86 is less than the threshold; therefore, the Proposed Action would not result in any significant impacts to prime farmland.

4.8.3 Conclusion

The No Action Alternative would have **no effect** on "Important Farmland" resources under the FPPA because it is a non-development alternative.

In the Proposed Action, approximately 50 acres of "prime farmland" could be converted to "not prime farmland" as the land would be within the shifted airfield and access road area. The conversion of 50 acres is



unavoidable to meet FAA safety standards and the combined score on Form AD-1006 is below the significance threshold according to FAA Order 1050.1F. Therefore, the Proposed Action would result in **no significant effect** to “Important Farmland.”

4.8.4 Mitigation

Farmland areas protected under the FPPA would not be significantly affected under the Proposed Action. Therefore, no mitigation is required. Land that can continue to be farmed will be leased for agricultural use, as long as the agricultural practices do not create a wildlife hazard for airport operations.

4.9 Hazardous Materials, Solid Waste, and Pollution Prevention

NEPA requires the consideration of hazardous material, pollution prevention, and solid waste impacts for any federally funded, approved, and constructed activities. It is required that an appropriate level of review be undertaken for hazardous materials or wastes to be used, generated, or disturbed by a proposed Federal action. It is also recommended that, to the extent practicable, pollution prevention be considered with respect to a proposed Federal action, addressed and disclosed in the environmental consequences section.

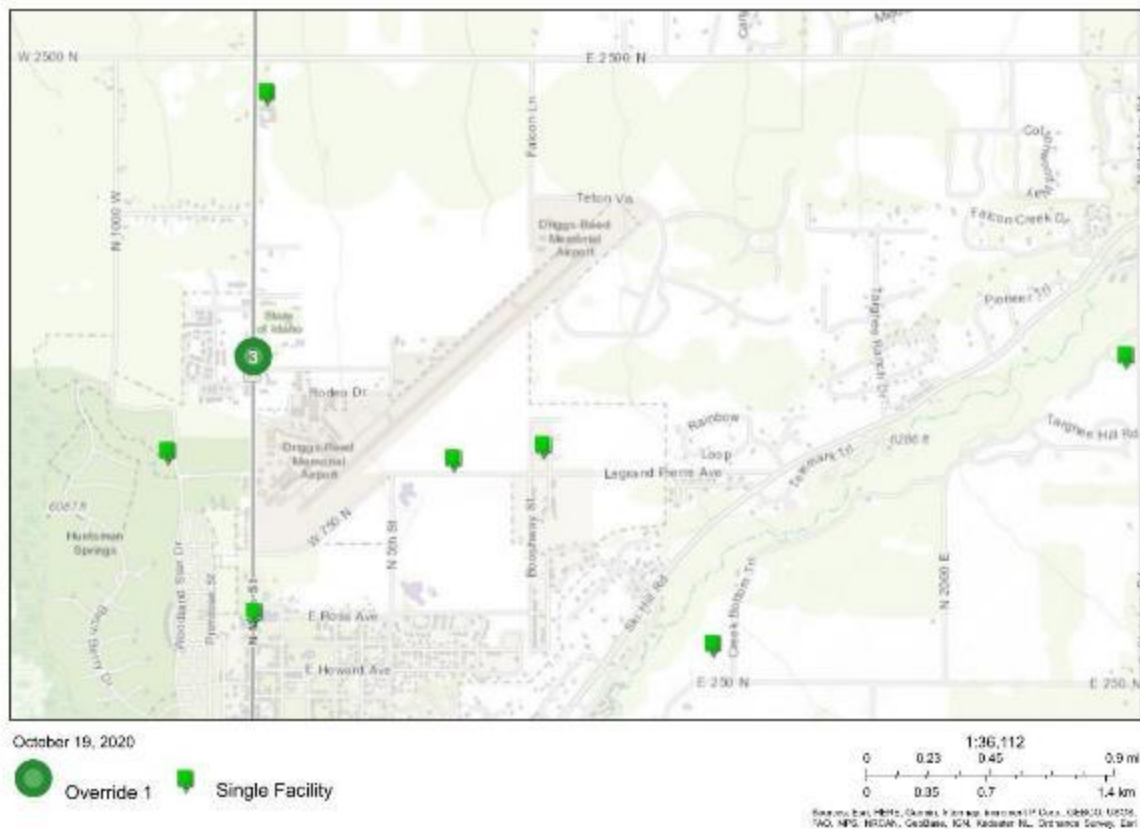
4.9.1 Affected Environment

4.9.1.1 Hazardous Materials

According to the EPA’s EnviroMapper, accessed on October 19, 2020, no superfund sites or areas requiring EPA oversight during cleanup occur within the existing or proposed boundaries of the Airport (see **Figure 4-4**).



Figure 4-4: EPA EnviroMapper for DIJ



Source: EPA, EnviroMapper, Accessed October 19, 2020

The Airport’s fuel farm is located in the southwest side of the Airport near the existing Snow Removal Building. The fuel farm has three underground storage tanks (UST) that are double-walled with fuel containment. All tanks are owned and maintained by the city of Driggs. **Table 4-9** details the sizes and type of fuel in each.

Table 4-9: Fuel Storage

Location	Tank Type	Capacity (gallons)	Fuel Type
Fuel Farm	UST – double-walled	12,000	Jet A
Fuel Farm	UST – double-walled	12,000	Jet A
Fuel Farm	UST – double-walled	12,000	100 LL

Source: Jviation

North Wind Resource Consulting, LLC (NWRC) completed a Phase I Environmental Site Assessment (ESA) for the land to be acquired in July 2020 (see **Appendix F**). The assessment determined that there are no recognized environmental conditions within the property to be acquired. No further sampling was recommended.

4.9.1.2 Solid Waste

Solid Waste is defined by the implementing regulations of the Resource Conservation and Recovery Act (RCRA) generally as any discarded material that meets specific regulatory requirements and can include such items as refuse and scrap metal, spent materials, chemical by-products, and sludge from industrial and municipal waste



water and water treatment plants. Teton County, Idaho does not have its own landfill; waste is collected at the Teton County Solid Waste Transfer Station located in Driggs, Idaho. The Transfer Station is located approximately one and half miles southeast of the Airport. The landfill accepts a variety of material:

- Household trash (including but not limited to batteries, light bulbs, computers, TVs) except for household hazardous waste
- Sorted waste including glass, plastic #1s and 2s without lids, cardboard, mixed paper, aluminum, steel, wire, wood, sheetrock (clean), wood (dimensional lumber, 2x4s, floor joists, plywood/OSB), rocks, concrete, masonry, soil (clean), logs, stumps, untreated posts, manure, green waste (grass and yard trimmings), used motor oil, cell phones, iPods and MP3 players, digital cameras, PDAs and Palm Pilots, and small printer inkjet cartridges
- Construction and demolition debris
- Tires

Solid waste at the Airport consists of waste generated in the FBO/terminal building, maintenance facility, Warbirds Restaurant, individual hangars, and on-airport businesses. Construction and demolition debris are generated on the airfield during construction and maintenance projects. Deplaned waste comes from waste removed from aircraft that land at the Airport.

The city of Driggs has an exclusive contract with a company called RAD Curbside (RAD) to provide waste hauling and recycling for residents of Driggs. Currently, Teton Aviation, the FBO, is the only airport tenant that contracts with RAD. Teton Aviation has two dumpsters on the Airport; one located at the maintenance facility on the south end of the Airport and one located at the FBO building.

4.9.1.3 Pollution Prevention

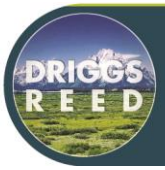
Pollution prevention describes methods used to avoid, prevent, or reduce pollutant discharges or emissions through strategies such as using fewer toxic inputs, redesigning products, altering manufacturing and maintenance processes, and conserving energy. The Pollution Prevention Act (42 U.S.C. §§13101-13109) requires pollution prevention and source reduction to reduce the impact waste has on the environment while in use and after disposal.

Teton Aviation is the only tenant that currently participates in a recycling program; recycling receptacles are provided in the FBO building for use by customers and employees.

4.9.2 Environmental Consequences

No known hazardous waste sites are located within the Study Area. The Proposed Action would produce solid waste during construction and pavement removal and would result in the short-term use of hazardous materials such as fuel, lubricants, oils, and other materials needed for the operation of construction equipment. It is anticipated that approximately 25,000 square yards of asphalt millings would be produced with the removal of pavement on the Runway 4 end. These millings would be hauled to the local asphalt plant to be used as recycled asphalt on future projects. The use, handling, and storage of these materials would be done in accordance with federal, state, and local regulations to ensure pollution prevention. When possible, construction and demolition materials would be recycled.

The implementation of the Proposed Action would not change the type or amount of hazardous materials/substances used at the Airport for routine aircraft operations or maintenance activities. Further, the proposed improvements would not result in an increased potential for contamination of surface or groundwater at the Airport.



To ensure surface and groundwater quality is maintained, a stormwater and erosion control plan would be prepared, prior to the start of construction, to address stormwater runoff and ensure local surface and ground waters would not be polluted. BMPs would be installed prior to construction such as silt fence, erosion control logs, and vehicle tracking to prevent infiltration of soils into the ditches and aquifers and maintained during the course of the project. At the conclusion of construction, the site would be seeded, and erosion control blankets would be placed. Additionally, FAA AC 150/5370-10, *Standards for Specifying Construction of Airports, Item C- 102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, would be followed in order to minimize the risk of pollution reaching any surface water.

Any waste materials generated would be handled and disposed of in accordance with appropriate federal, state, and local laws and regulations.

The Proposed Action would not 1) violate applicable laws or regulations, 2) involve a contaminated site, 3) generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal that would exceed local capacity, or 4) adversely affect human health and the environment.

4.9.3 Conclusion

The No Action Alternative would have **no effect** on hazardous materials, solid waste, or pollution prevention activities because it is a non-development alternative.

While there is no known hazardous waste contamination within the Proposed Action area, the proposed project improvements have the potential to cause short-term, temporary impacts regarding hazardous materials and solid waste. Proper disposal of milled asphalt; requirements for the contractor's Spill Prevention, Control, and Countermeasure (SPCC) plan to address an on-site spill; and a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and coordinated with local authorities as well as the IDEQ; reducing the overall potential for impacts. Therefore, the Proposed Action is expected to have **no significant** effect on hazardous materials, solid waste, or pollution prevention activities.

4.9.4 Mitigation

While no specific mitigation is required, the following BMP's may be employed to prevent, minimize, and control the potential release of hazardous materials:

- Designate a contained area for equipment storage, short-term maintenance, and refueling.
- Inspect vehicles and equipment for leaks and repair immediately.
- Employ the use of the SPCC plan and SWPPP.
- Clean up leaks, drips and other spills immediately to avoid soil or groundwater contamination.
- Conduct major vehicle maintenance and washing off site.
- Ensure that all spent fluids including motor oil, radiator coolant, or other fluids and used vehicle batteries are collected, stored, and recycled as hazardous waste off site.
- Ensure that all construction debris are taken to appropriate landfills (as necessary) and milled asphalt is taken to the local asphalt plant to be recycled for future use.
- Use only a minimal amount of water, if necessary, for dust control.

4.10 Historical, Architectural, Archeological, and Cultural Resources

The NHPA of 1966, as amended (16 U.S.C. 470 et seq.), established the Advisory Council on Historic Preservation (ACHP) and the National Register of Historic Places (NRHP) maintained by the Secretary of Interior.



Section 106 of the NHPA requires federal agencies to consider the effects of their undertaking on properties on or eligible for inclusion in the NRHP. Section 106 also requires consultation with ACHP, the SHPO, and/or the Tribal Historic Preservation Officer (THPO) if there is a potential adverse effect to historic properties on the eligible for NRHP listing.

The NHPA and its implementing regulations require the identification and evaluation of significant historical resources that may be affected by a proposed project. It further requires that identified resources be avoided, if possible, or, when avoidance is not possible, that any adverse effects of the project on the resources be mitigated.

For the purposes of Section 106, historic properties are defined as prehistoric and historic sites, buildings, structures, districts, landscapes, and objects that are either eligible for or listed in the NRHP, as well as artifacts, records, and remains related to such properties. Historic properties can also include those cultural resources that are associated with the cultural practices or beliefs of a living community. Historic properties must demonstrate importance in history, architecture, archaeology, engineering, or a culture and meet one or more of the significance criteria identified under Section 106:

- Criterion A—sites and/or structures associated with events that have made a significant contribution to broad patterns in history.
- Criterion B—sites and/or structures associated with the lives of persons significant in our past.
- Criterion C—sites and/or structures that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D—sites that have yielded, or are likely to yield, information important in prehistory or history.

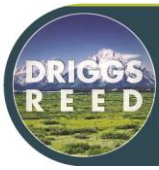
In addition to demonstrating significance, a historic property must demonstrate integrity. The seven aspects of integrity include: location, setting, design, materials, workmanship, feeling, and association.

4.10.1 Affected Environment

The APE consists of approximately 767 acres and is shown as the Study Area as depicted in **Figure 4-1**. Specifically, this includes the existing airfield, 245 acres of land to be acquired, and 240 acres of private land to the southeast of the Airport that may be indirectly impacted and is therefore included in the APE. For the Proposed Action, the APE under Section 106 of the NHPA (Section 106) corresponds to the Study Area under NEPA.

A *Class III Cultural Resources Inventory and Architectural History Survey of the Driggs-Reed Memorial Airport* (CRI) was completed for the Airport (dated September 2020). The CRI was completed as a supplement to a 2014 CRI (see **Appendix C**). The CRI identified only one previously recorded property within the APE —Site 10TN67 (Grand Teton Canal). Two newly recorded historic-age properties were identified, but are not recommended as eligible to the National Register of Historic Places (NRHP). These properties include the Driggs-Reed Memorial Airport (NRD-1) and Runway 4/22 (FN-35). No archaeological resources were identified in the APE during either survey.

Within the project area, the Grand Teton Canal (10TN67) consists of one previously recorded segment measuring approximately 0.72 miles long, which runs east-west along the southern boundary of the project area, and three interconnected lateral irrigation ditches which branch off of the Canal and transect the project area in various locations. The Grand Teton Canal was originally recorded by S. Crockett in 2002. At that time,



Crockett recommended the Canal eligible for listing in the NRHP under Criterion A for its association with the early settlement and establishment of agriculture in the Teton Valley. The segment of the Grand Teton Canal and associated ditches within the current project area retain their integrity of workmanship, materials, design, location, and association. The Grand Teton Canal System continues to be used for irrigation and agriculture. The Canal's integrity of setting has been compromised with the encroachment of residential development which has replaced agricultural uses with scattered residential subdivisions. However, as the Canal retains six aspects of historic integrity, and is still in use for irrigation and agriculture, the previously recorded segment of the Grand Teton Canal located within the project area and associated ditches are contributing elements of the Grand Teton Canal System.

To seek input on properties of cultural or religious significance that may be affected by the Proposed Action, participate in government-to-government consultation, or provide comment on the proposed improvements, the FAA contacted the Confederated Tribes of the Warm Springs Reservation of Oregon, the Fort Belknap Indian Community, the Shoshone Bannock Tribes, and the Shoshone Tribe of the Wind River Reservation in letters dated November 4, 2020. No responses were received, aside from one request for an electronic copy of the surveys. (see **Appendix G** for correspondence with the Tribes).

4.10.2 Environmental Consequences

Most of the project area on the Airport has been heavily disturbed by past activity and the CRI did not identify historic or cultural resources that would be affected by the project within the current airport property. However, implementation of the Proposed Action would require placing approximately 2,800 feet of the Grand Teton Canal and associated ditches into numerous culverts (two culverts to shift Runway 4/22 and five culverts for roads) in order to facilitate the shifting of Runway 4/22 and reconfiguring of roads. As the Grand Teton Canal is eligible for listing on the NRHP, placing the Canal and associated ditches into numerous culverts would constitute an **Adverse Effect to Historic Properties**. The FAA made this determination in a letter to the Idaho State Historic Preservation Office dated December 10, 2020; SHPO concurred in a letter dated February 23, 2021 (**Appendix D**).

The FAA notified the ACHP of its adverse effect determination under Section 106 with specified documentation regarding the Grand Teton Canal. The ACHP chose not to participate in consultation (see **Appendix D** for ACHP response).

As discussed in **Section 4.7**, the Grand Teton Canal is owned by the Grand Teton Canal Company Ltd. The Canal Company was contacted regarding the Proposed Action as part of this EA and responded in an email dated March 3, 2021 (see **Appendix I**). The email stated that the Canal Company has no objections to the previous agreements in place or the Proposed Action. As a result, there is no need for an updated agreement to implement the Proposed Action. The Canal Company requests the ability to approve the design of the future culvert prior to construction.

4.10.3 Conclusion

As the non-development alternative, the No Action Alternative would have **no effect** under Section 106 on historical, architectural, archeological, or cultural resources.

The Proposed Action would have an **adverse effect** under Section 106 on the Grand Teton Canal. A Memorandum of Agreement (MOA) under Section 106 between the FAA, city of Driggs, and SHPO was signed in June 2021 to mitigate the adverse effect.



4.10.4 Mitigation

As discussed in **Section 4.7**, the Idaho State University (ISU) is partnering with Idaho State Historical Society (ISHS) to help create an Idaho Irrigation Historic Context and Survey.

To mitigate the adverse impact of placing approximately 2,800 feet of the Grand Teton Canal and associated ditches into numerous culverts (two culverts to shift Runway 4/22 and five culverts for roads), the Airport Sponsor will provide \$8,000 to the ISHS to contribute to the fund for the Idaho Irrigation Historic Context and Survey.

Contribution to this fund will provide for mitigation to offset adverse impacts to the Grand Teton Canal due to the Proposed Action at the Driggs-Reed Memorial Airport.

Based on the DOT Section 4(f) Evaluation and coordination with the FAA, Airport Sponsor, and SHPO, a finalized Memorandum of Agreement (MOA) was signed in June 2021 (see **Appendix D**).



4.11 Land Use

Compatible land use around an airport increases safety and minimizes the effects of aircraft noise and environmental impacts. Section 1502.16(c) of the CEQ Regulations requires the discussion of environmental impacts including “possible conflicts between the proposed action and the objectives of Federal, regional, State, and local...land use plans, policies and controls for the area concerned.” The FAA requires airport operators to ensure that actions are taken to establish and maintain compatible land uses around airports.

4.11.1 Affected Environment

Land use and zoning surrounding an airport are usually controlled by local regulatory agencies. In the case of the Airport, land use on and surrounding the Airport is controlled by the city of Driggs and Teton County. While the Airport property is within Driggs’ city limits, a portion of the surrounding area of influence is within unincorporated Teton County.

As shown in **Figure 4-5**, the existing airport property is zoned by the city of Driggs as Commercial Heavy (CH). Land surrounding the Airport is zoned as a mix of agriculture, manufacturing, residential, industrial, civic, and commercial.

Additionally, the Airport Sponsor has adopted an Airport Overlay District to ensure that land uses established within the vicinity of the Airport would not conflict with the Driggs Comprehensive Plan, Airport Master Plan, or Airport Layout Plan; that sensitive or vulnerable uses will be reasonably protected from airport-related activities including noises, hazards, and similar conditions; and that the airport and airport related activities are reasonably protected from the encroachment of uses incompatible with the operation of the airport.¹⁹ The Airport Overlay and subzones are shown in **Figure 4-6**.

The Airport Overlay is composed of four overlays, as well as five subzones:

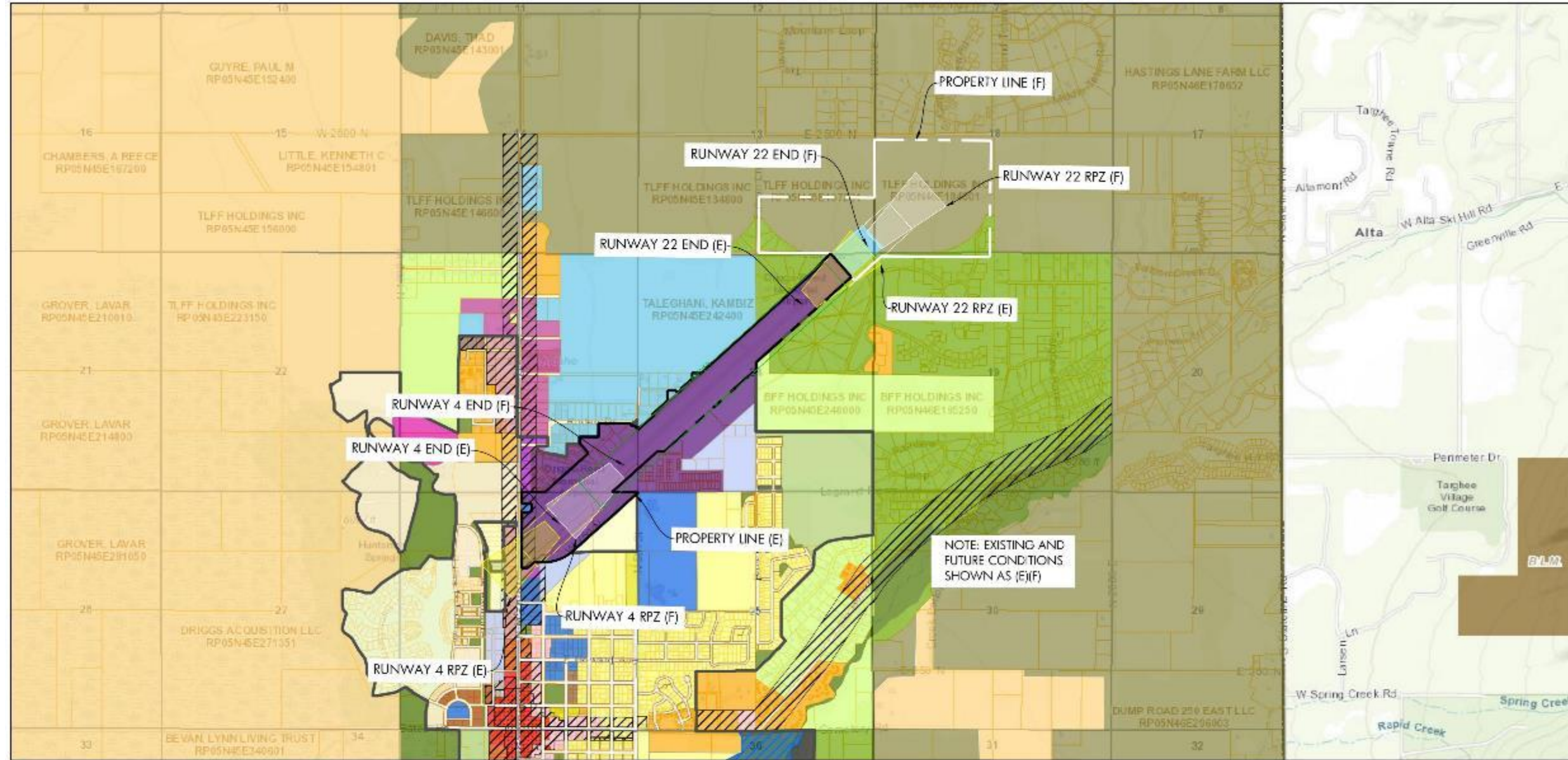
1. Aircraft Traffic Pattern Overlay: encompasses all land on and around the Airport to a distance of 14,000 feet from the runway centerline surface, except on the southeast side, where the boundary is 3,700 feet from the runway centerline surface. This difference accounts for the prescribed turning movements being on the north side of the airport.
2. Airspace Protection Overlay: the area underneath the Approach and Transitional Surfaces designated on the adopted Airport Layout Plan—also applies to land in the Airport Hazards and Airport Operations Overlays. Generally speaking, the approach surfaces are sloped at 34:1 off the southwest end of the runway, 20:1 off the northeast end of the runway, and 7:1 on each side, starting at the outer boundary of the Object Free Area (OFA).
3. Airport Hazards Overlay: consists of, and is defined by, the following areas as established by the adopted Airport Master Plan and Airport Layout Plan:
 - a. Object Free Area: An area 400 feet in width on either side of and parallel to the runway centerline. The purpose of the OFA is to enhance the safety of aircraft operations by remaining clear of objects except for items fixed by their function (e.g. airfield lighting).
 - b. Runway Protection Zone (RPZ): An area off the runway end used to enhance the protection of people and property on the ground. The RPZ is trapezoidal in shape and centered about the extended runway centerline.
 - c. Lateral Safety Zone (LSZ): An area extending 1,000 feet either side of the runway centerline.

¹⁹ City of Driggs, Land Development Code, Section 9.2



- d. Inner Critical Zone (ICZ): An area rectangular in shape and centered about the extended runway centerline. The width of the ICZ is 2,000 feet and extends a horizontal distance of 5,000 feet from each end of the runway surface.
 - e. Outer Critical Zone (OCZ): An area rectangular in shape and centered about the extended runway centerline. The width of the OCZ is 1,000 feet and extends a horizontal distance of 4,000 feet from each end of the ICZ.
4. Airport Operations Overlay: all properties within the airport security fence.

Figure 4-5: Land Use Map



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City Limits

County Zoning

- A-20 Agriculture, 20-acre min. lot size
- A/RR-2.5 Agriculture / Rural Residential, 2.5-acre min. lot size
- M-1 Manufacturing / Industrial
- Driggs Floodplain Overlay (adopted 9/29/2016)
- Driggs CBD Parking Overlay

Driggs Design Review Overlay

Driggs Zoning (effective 7/15/2020)

- PUD-T-R Tributary - Residential, Golf & Recreation
- RC-2.5 Residential Cluster
- RC-0.5 Residential Cluster
- RS-7 Single & Two Family
- RM-1 Residential Multi-Family

RM-2 Residential Multi-Family

- RX Residential Mixed Use
- NX Neighborhood Mixed Use
- DX Downtown Mixed Use
- CX Commercial Mixed Use
- IX Industrial Flex
- CC Commercial Corridor

CH Commercial Heavy

- IL Light Industrial
- PUD-HS-R Mixed Use Residential
- PUD-HS-C Mixed Use Commercial
- PUD-HS-L Lodge
- CIV Civic and Institutional
- REC Parks and Recreation

CON Conservation

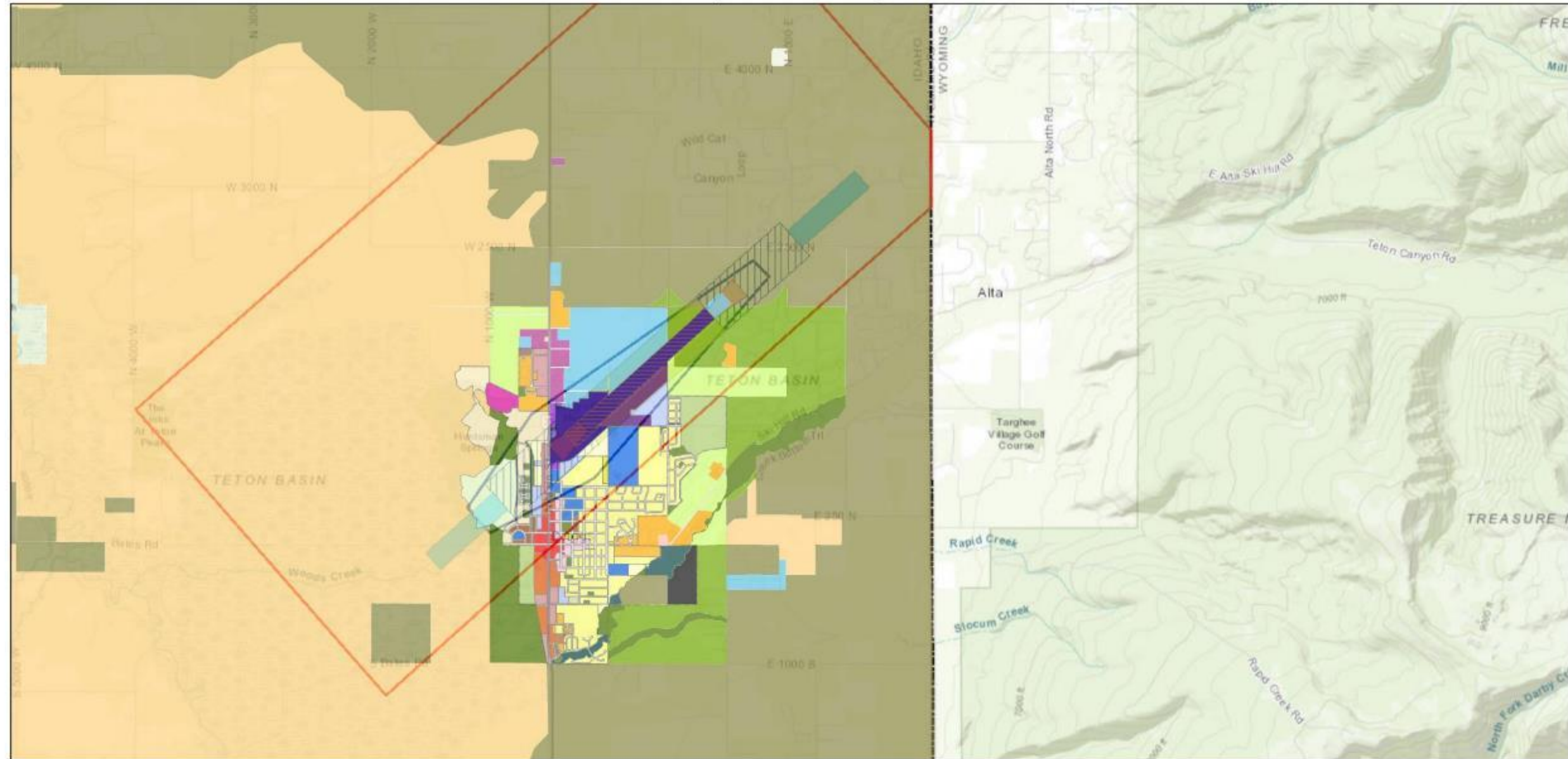


Teton County Idaho GIS. Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User

County of Teton, Bureau of Land Management, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA | Teton County, ID GIS | Teton County GIS | Teton County Idaho GIS | GIS | City of Driggs, Teton County GIS |

Source: City of Driggs

Figure 4-6: City of Driggs Airport Overlay



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County Zoning

- A-20 Agriculture, 20-acre min. lot size
- A/RR-2.5 Agriculture / Rural Residential, 2.5-acre min. lot size
- C-3 Wholesale / Light Manufacturing Commercial
- M-1 Manufacturing / Industrial

Driggs Zoning (effective 7/15/2020)

- PUD-T-R Tributary - Residential, Golf & Recreation

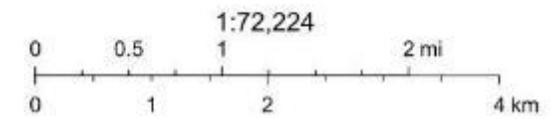
- RC-2.5 Residential Cluster
- RC-0.5 Residential Cluster
- RS-7 Single & Two Family
- RS-3 Single & Two Family
- RM-1 Residential Multi-Family
- RM-2 Residential Multi-Family
- RX Residential Mixed Use

- NX Neighborhood Mixed Use
- DX Downtown Mixed Use
- CX Commercial Mixed Use
- IX Industrial Flex
- CC Commercial Corridor
- CH Commercial Heavy
- IL Light Industrial

- PUD-HS-R Mixed Use Residential
- PUD-HS-C Mixed Use Commercial
- PUD-HS-L Lodge
- CIV Civic and Institutional
- CON Conservation

Driggs Area of Impact Zoning (effective 7/15/2020)

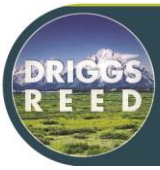
- A-20 (Agriculture, 20-acre max density)
- A-2.5 (2.5-acre max density)
- ADR-2.5 (2.5 Acre Avg Density Res)
- ADR-1.0 (1.0 Acre Avg Density Res)
- ADR-0.5 (0.5 Acre Avg Density Res)
- R-1 Single & Two-Family Residential
- R-3 Multiple-Family Residential



City of Driggs, Teton County GIS, Sources: Esri, HERE, Garmin, Intermap, Increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the

Teton County GIS
County of Teton, Bureau of Land Management, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, NGA, EPA, USDA | Teton County, ID GIS | Teton County GIS | Teton County Idaho GIS | GIS | City of Driggs, Teton County GIS |

Source: City of Driggs



4.11.2 Environmental Consequences

The Proposed Action would result in the acquisition of land currently zoned by the Airport Sponsor as Light Industrial (M-1) and Agriculture (A-2.5: 2.5 acres minimum lot size) by the County. It is anticipated that the land would need to be rezoned as Commercial Heavy (CH) to match the current airport property zoning designation. The Proposed Action would also result in a shift of the runway and associated Airport Overlay and subzones to the northeast. The shift would result in a positive change in the Airport Overlay and subzones as it would move N Highway 33 and the private residences out of the RPZ. It would also move the FBO and aircraft parking areas out of the ROFA to meet FAA standards and Airport Sponsor Overlay Code. Land uses to the northeast are primarily agriculture which are compatible with the Airport Overlay and subzones. **Figure 4-5** depicts the existing and future RPZ in relation to the existing land uses.

When considering the land use changes resulting from the Proposed Action, it is anticipated that the impacts would be beneficial to both the city of Driggs/Airport and the residents living in proximity to the Airport as the runway shift will effectively move Runway 4/22 away from residences to the southeast of the Airport. Therefore, negative impacts are not anticipated.

4.11.3 Conclusion

The No Action Alternative would have **no effect** on land use. The No Action alternative would not change the existing conditions at the Airport, and therefore, would not result in any changes to the existing zoning designations or use of land. However, in the current configuration, the Airport's RPZ encompasses N Highway 33 as well as several private residences, which is not desirable nor recommended by the FAA. The Airport's ROFA would also continue to include aircraft parking positions, a portion of the FBO building, and vehicle parking. The No Action alternative would maintain the incompatible land uses within the RPZ and deficiencies in the ROFA.

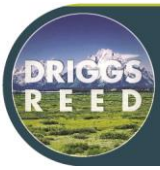
Under the Proposed Action, the Airport would acquire land currently zoned for light industrial and agriculture, which would change to Airport use, and would likely be zoned as CH to match current zoning for the Airport. Incompatible land uses to the southwest of the Airport would be removed from the RPZ, and also increase compatibility with the Airport Overlay and subzones; as well as moving objects out of the ROFA and consequently, removal of these hazards from the Airport Overlay Code for OFA. Therefore, the Proposed Action would have **no significant effect** on land use within the vicinity of the Airport.

4.11.4 Mitigation

The Proposed Action aligns with current land use planning and zoning requirements; therefore, no mitigation is required.

4.12 Natural Resources and Energy Supply

Sections 1502.16(e) and (f) of the CEQ Regulations require that federal agencies consider energy requirements, natural depletable resource requirements, and the conservation potential of alternatives and mitigation measures listed in NEPA documents. Executive Order 13123, *Greening the Government through Efficient Energy Management*, supports the expansion and use of renewable energy within facilities and activities. It also requires federal agencies to reduce petroleum use, total energy use, associated air emissions, and water consumption in facilities. Though specific significance thresholds for natural resource consumption and energy supply have not been established by the FAA, the proposed action should be examined for the potential to cause demand to exceed available or future supplies of these resources.



4.12.1 Affected Environment

The Airport is located in a developed area with adequate access to natural resources for the operation of facilities related to airport activities, including the development and construction of projects.

The Airport is supplied with water and sewer by the city of Driggs. Electricity is provided by the Fall River Rural Electric COOP, communications is provided by Silver Star Communications, and several tenants utilize individual propane tanks for their private use. The Airport's effects on natural resources and energy supply are primarily related to the amount of energy and resources required by aircraft, ground support vehicles, airport and airfield lighting, terminal and hangar buildings, motor vehicle traffic, and construction/development.

4.12.2 Environmental Consequences

The Proposed Action would consume natural resources both during construction and during its operational lifespan. The natural resources needed for construction are readily available materials commonly used during building construction. These materials are not in short supply in the areas surrounding the city of Driggs. Furthermore, the design of the runway and taxiway would, to the extent possible, consider using fixtures that reduce the amount of materials, energy, and water needed.

Once operational, the Proposed Action would consume a similar amount of electricity, natural gas, water (for heating, cooling, lighting, and equipment), and fuel for aircraft operations to that which is currently consumed. It is anticipated that the Airport Sponsor and local utility providers can easily accommodate the demand without creating any shortages.

The Proposed Action would not consume a noteworthy quantity of natural resources during construction or operation, nor would it exceed local supplies of these resources. Therefore, the Proposed Action would not have the potential to cause demand to exceed available or future supplies of these resources.

4.12.3 Conclusion

The No Action alternative would not change the existing conditions at the Airport, and therefore there would be **no effect** to natural resources or the supply of energy.

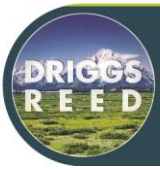
No significant impact to natural resources and energy supply is anticipated as a result of the implementation of the Proposed Action. This conclusion was reached because the construction, operation, and maintenance requirements of the action would not be expected to cause demands exceeding the available or future supplies of natural resources or energy. Therefore, **no significant effect** to natural resources and energy supply is anticipated.

4.12.4 Mitigation

There is no specific mitigation required. BMPs would be employed where applicable during construction in order to reduce energy consumption associated with the temporary use of construction equipment.

4.13 Noise and Noise-Compatible Land Use

Noise associated with airport activity is of specific importance to the FAA in examining a proposed Federal action. Airport development projects that have the potential to change an airport's runway configuration; aircraft operations, movements, and types; or aircraft flight characteristics can change the future airport-related noise levels.



Noise is measured by the Day-Night Sound Level (DNL), the logarithmic average of sound levels in decibels (dB) and based on a 24-hour Equivalent Sound Level (Leq). The levels are time-weighted, such that noise events occurring during sensitive time periods (from 10pm to 7am) are penalized (i.e., weighted more heavily than those occurring from 7am to 10pm). This penalty accounts for the greater sensitivity to noise during nighttime hours and the decrease in background noise levels during these hours. Determining DNL provides a means of measuring and mapping the potential impacts from airport noise relative to the land uses surrounding an airport. The FAA considers a noise impact to be significant if an action would cause noise sensitive areas to experience an increase in noise of DNL 1.5 dB or more at or above the DNL 65 dB noise contour when compared to the No Action alternative.

4.13.1 Affected Environment

As part of this EA, a noise analysis was prepared for the Airport, including an analysis of existing conditions. See **Appendix A** for the full report. The noise analysis was developed using the FAA’s Aviation Environmental Design Tool (AEDT) Version 3c. The AEDT is the tool required to evaluate potential aircraft noise impacts from actions subject to NEPA. The AEDT produces aircraft noise contours that delineate areas of equal DNL.

4.13.1.1 Existing DNL Contours (2018)

In the development of DNL contours, the AEDT uses both default and airport-specific factors. The default factors include engine noise levels, thrust settings, aircraft arrival and departure flight profiles, and aircraft speed. The airport-specific factors include the number of aircraft operations, the type of aircraft, runway use, the assignment of aircraft operations to flight tracks, and operational time (day/night) data. The existing DNL contours include the airport-specific factors used in modeling the existing 2018 DNL contours. The contours were created using 2018 operational data because 2018 was the base year utilized in the 2020 Airport Master Plan as discussed in **Section 1.5**.

The 2018 annual operations were developed using data in the 2020 AMP. The 2018 aircraft operations by category are provided in **Table 4-10**. As shown, in 2018 there were 15,000 annual operations (an average of approximately 41 operations per day).

Table 4-10: 2018 Annual Operations

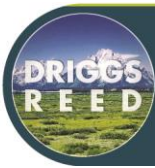
Air Taxi	General Aviation	Military	Total
500	14,480	20	15,000

Source: 2020 DIJ Master Plan (2020 AMP)

For the purposes of preparing DNL contours, operational data were segregated by aircraft type. Aircraft information in the 2020 AMP and the FAA’s Traffic Flow Management System Count data for 2018 were used to develop the AEDT aircraft fleet mix.

Aircraft day/night percentages were determined through a sample of published Instrument Flight Rule flight plan data. The data showed that approximately 97 percent of the operations occurred during the daytime (7:00 am – 9:59 pm). For modeling purposes, the local general aviation and all military operations were also modeled with 97 percent occurring during the daytime.

Runway use refers to the frequency with which aircraft utilize each runway end for departures and arrivals. The more often a runway is used, the more noise is generated in areas located off each end of that runway. For modeling purposes, it was estimated that in 2018, 64 percent of operations occurred on Runway 4 and 36 percent on Runway 22.



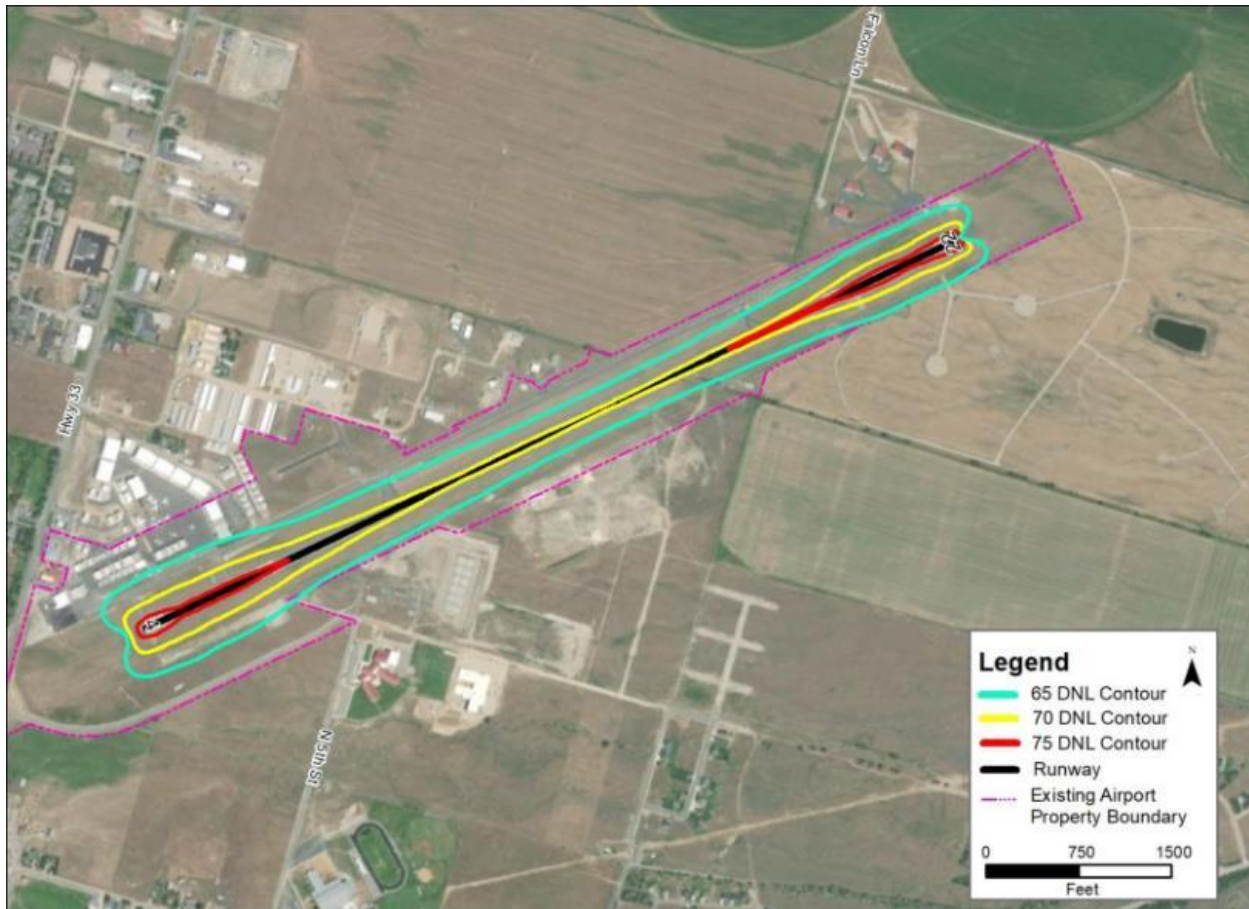
The 2018 DNL 65-75 dB contours are depicted on **Table 4-11**. **Figure 4-7** illustrates the area that is encompassed within each DNL contour range. As shown, the total area within the DNL 65 dB contour is approximately 88 acres. The DNL 65 dB contour primarily remains within the limits of the existing airport property boundary and there are no noise sensitive land uses or other noise sensitive structures within the contour.

Table 4-11: 2018 DNL Contour Areas

DNL (dB)	Area (Acres)
65 to 70	59
70 to 75	23
75 and greater	6
Total	88

Source: KB Environmental Sciences, Inc., 2020.

Figure 4-7: 2018 DNL 65-75 dB Contours



Source: KB Environmental Sciences, Inc., 2020.

4.13.2 Environmental Consequences

Per FAA Order 1050.1F, “a significant noise impact would occur if the action would increase noise by DNL 1.5 dB or more for a noise sensitive area that is [already] exposed to noise at or above the DNL 65 dB noise exposure level, or that would be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater



increase, when compared to the no action alternative for the same timeframe.” Noise sensitive areas generally include residential neighborhoods; educational, health, and religious facilities; and cultural and historic sites.

The methodology for assessing noise exposure within this EA included preparing DNL contours for the No Action alternative for the years 2029, which is the projected first full year that the airport would operate with the shifted runway and the year 2034, 5-years beyond. The contours were developed to assess if a significant noise impact would occur by comparing the noise exposure levels of the future No Action and Proposed Action alternatives. While noise levels are expected to increase in the future due to projected increases in aircraft operations, the Proposed Action itself is not likely to cause or create an increase in aircraft operations. Further, the Proposed Action would simply move the contours to the northeast and would not result in an increase in noise contour size.

The 2029 and 2034 aircraft operations were obtained from the 2020 AMP. This data, by aircraft category, is provided in **Table 4-12**. As shown, the 2029 annual operations are forecast to total 19,144, an average of approximately 52 operations per day and the 2034 annual operations are forecast to total 21,446, an average of 59 operations per day.

Table 4-12: Forecast Annual Operations

Year	Air Taxi	General Aviation	Military	Total
2029	656	18,468	20	19,144
2034	744	20,682	20	21,446

Source: 2020 DIJ Master Plan (2020 AMP)

4.13.2.1 No Action Noise Exposure—2029

The 2029 aircraft fleet mix was derived by multiplying the percentages of the aircraft types that occurred in 2018 by the operations forecast to occur in 2029. The resultant 2029 average-day aircraft fleet for itinerant and local operations are provided in **Appendix A**. The runway use and time of day percentages modeled for the 2029 condition were assumed to be the same as the 2018 condition.

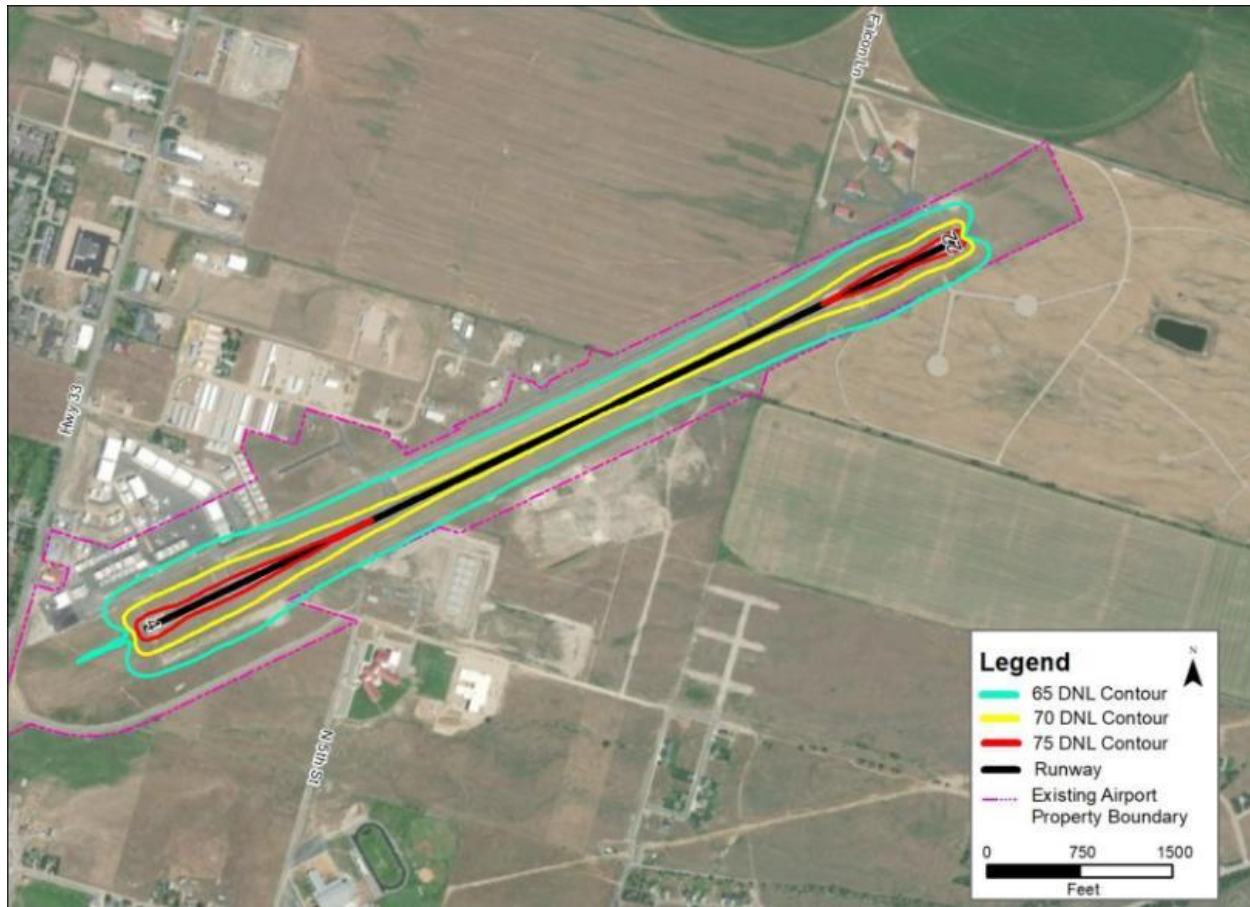
Table 4-13 provides the area that is encompassed within each DNL contour range. The 2029 No Action DNL 65-75 dB contours are depicted on **Figure 4-8**. As shown, the total area within the DNL 65 dB contour is approximately 100 acres. The DNL 65 dB contour primarily remains within the limits of the existing airport property boundary and there are no noise sensitive land uses or other noise sensitive structures within the contour. No construction related noise emissions would result from the No Action alternative.

Table 4-13: 2029 No Action DNL Contour Areas

DNL (dB)	Area (Acres)
65 to 70	64
70 to 75	28
75 and greater	8
Total	100

KB Environmental Sciences, Inc., 2020.

Figure 4-8: 2029 No Action DNL 65-75 dB Contours



Source: KB Environmental Sciences, Inc., 2020.

4.13.2.2 No Action Noise Exposure—2034

The 2034 aircraft fleet mix was derived by multiplying the percentages of the aircraft types that occurred in 2018 by the operations forecasted to occur in 2034. The resultant 2034 average-day aircraft fleet for itinerant and local operations is provided in **Appendix A**. The runway use and time of day percentages modeled for the 2034 condition were the same as the 2029 condition.

The 2034 No Action DNL 65-75 dB contour ranges are shown in **Table 4-14**. The associated contours are depicted on **Figure 4-9**. As shown, the total area within the DNL 65 dB contour is approximately 108 acres. The DNL 65 dB contour primarily remains within the limits of the existing airport property boundary and there are no noise sensitive land uses or other noise sensitive structures within the contour. No construction related noise emissions would result from the No Action alternative.

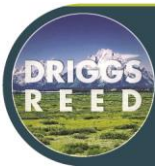
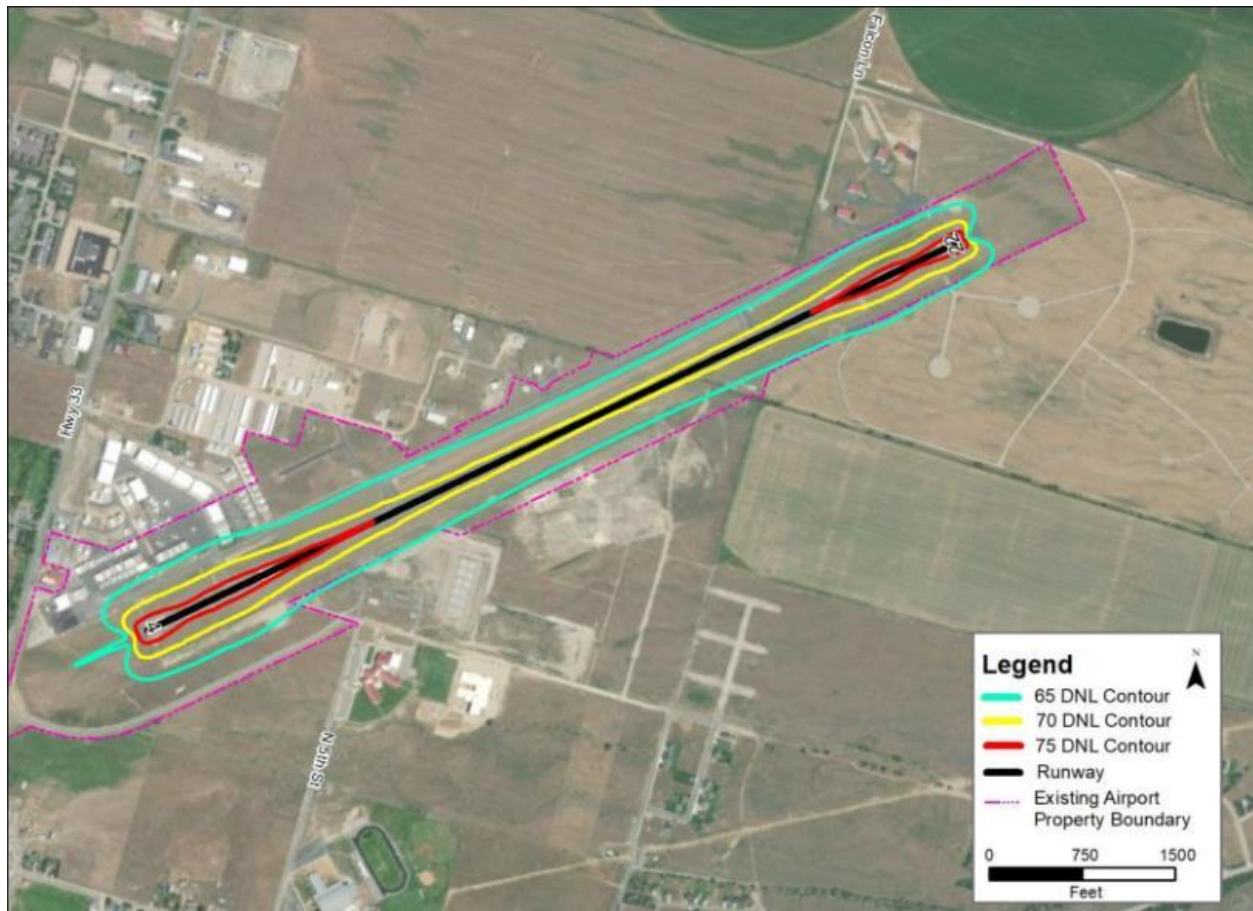


Table 4-14: 2034 No Action DNL Contour Areas

DNL (dB)	Area (Acres)
65 to 70	68
70 to 75	31
75 and greater	9
Total	108

Source: KB Environmental Sciences, Inc., 2020.

Figure 4-9: 2034 No Action DNL 65-75 dB Contours



Source: KB Environmental Sciences, Inc., 2020.

4.13.2.3 Proposed Action Noise Exposure—2029

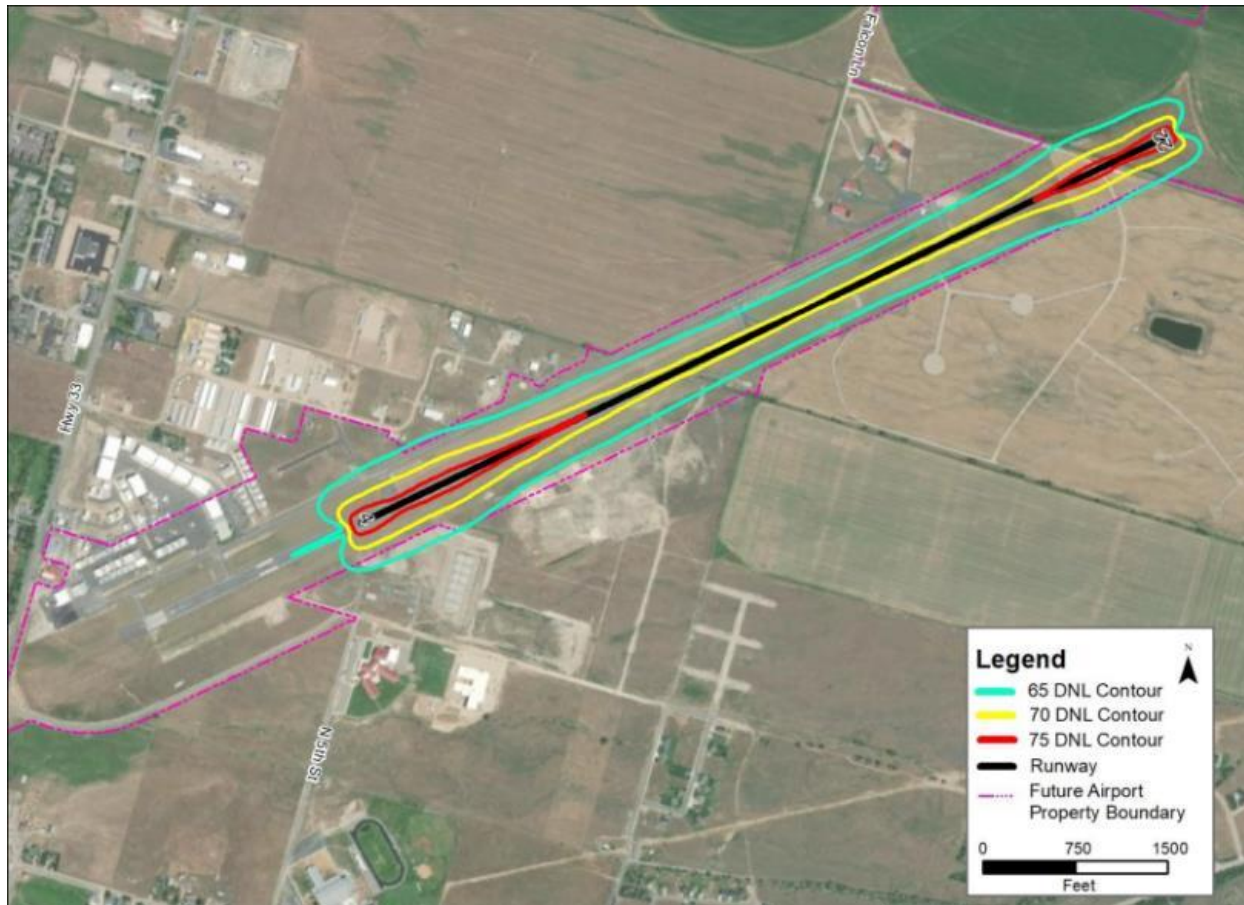
The Proposed Action involves a shift of the runway to the northeast. With the exception of this improvement, the analysis modeled the same level of aircraft operations, fleet mix, flight tracks, time of day and runway use modeled for the 2029 No Action alternative. The 2029 Proposed Action DNL 65-75 dB contour ranges are identified in **Table 4-15**. The associated contours are depicted on **Figure 4-10**. As shown, the total area within the DNL 65 dB contour is approximately 100 acres. The DNL 65 dB contour primarily remains within the limits of the future airport property boundary and there are no noise sensitive land uses or other noise sensitive structures within the contour.

Table 4-15: 2029 Proposed Action DNL Contour Areas

DNL (dB)	Area (Acres)
65 to 70	64
70 to 75	28
75 and greater	8
Total	100

Source: KB Environmental Sciences, Inc., 2020.

Figure 4-10: 2029 Proposed Action DNL 65-75 dB Contours



Source: KB Environmental Sciences, Inc., 2020.

4.13.2.4 Proposed Action Noise Exposure—2034

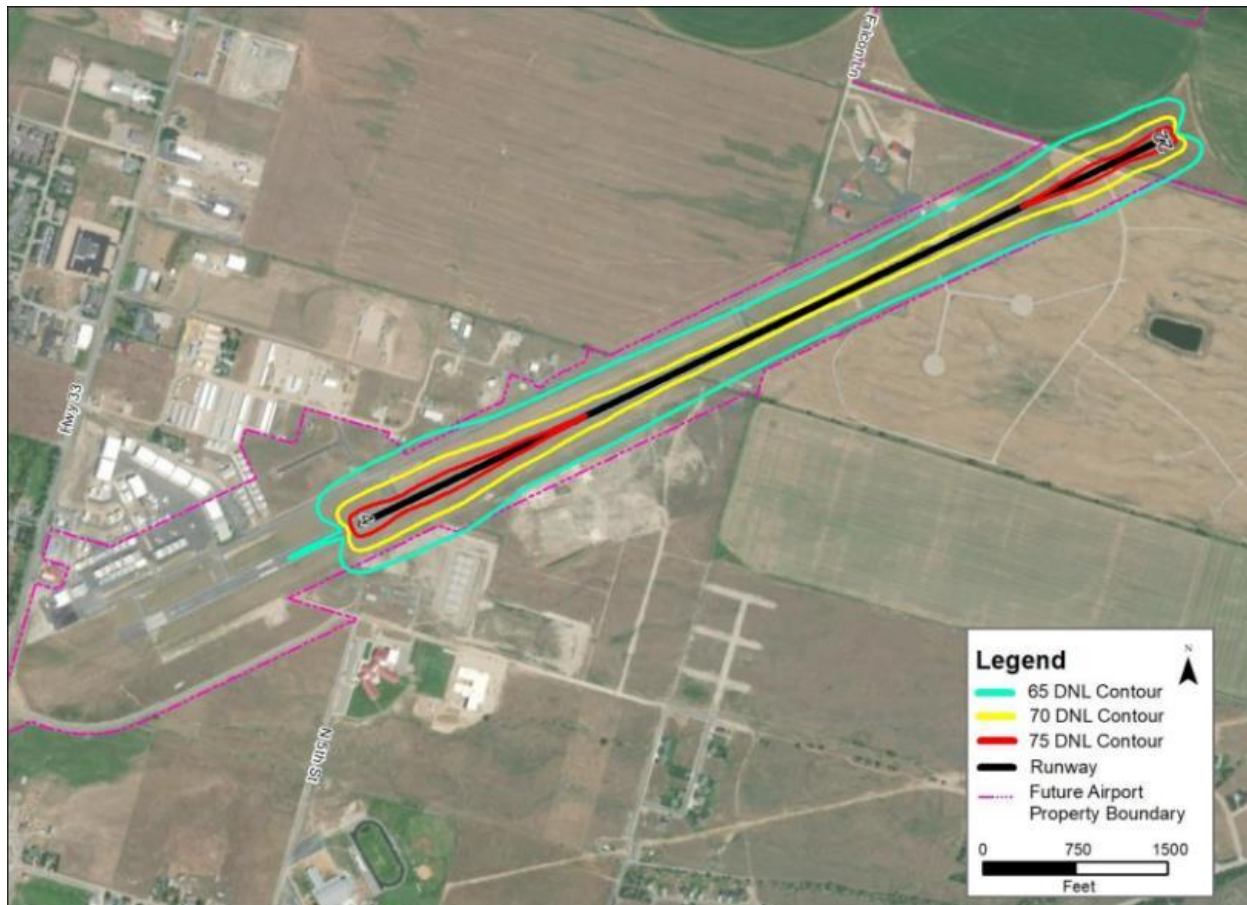
The 2034 Proposed Action aircraft operations, fleet mix, flight tracks, time of day and runway use modeled were the same as the 2034 No Action alternative. The 2034 Proposed Action DNL 65-75 dB contour ranges are identified in **Table 4-16**. The associated contours are depicted on **Figure 4-11**. As shown, the total area within the DNL 65 dB contour is approximately 108 acres. The DNL 65 dB contour primarily remains within the limits of the future airport property boundary and there are no noise sensitive land uses or other noise sensitive structures within the contour.

Table 4-16: 2034 Proposed Action DNL Contour Areas

DNL (dB)	Area (Acres)
65 to 70	68
70 to 75	31
75 and greater	9
Total	108

Source: KB Environmental Sciences, Inc., 2020.

Figure 4-11: 2034 Proposed Action DNL 65-75 dB Contours

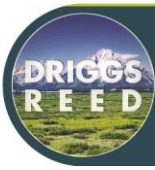


Source: KB Environmental Sciences, Inc., 2020.

Because no noise sensitive areas would experience a DNL 1.5 dB increase at or above DNL 65 dB in 2029 or 2034 as a result of the Proposed Action, no aircraft noise-related mitigation is required for the Proposed Action.

4.13.2.5 Proposed Action Construction Impacts

The Proposed Action would result in noise emissions associated with the construction activities with the removal of pavement on the Runway 4 end as well as the construction activities associated with the shift of the runway to the northeast. These noise impacts would be localized to Airport property and would be short-term and temporary in nature. The noise emissions would be similar to those emitted during normal airport construction and maintenance projects.



4.13.3 Conclusion

The No Action Alternative would have **no effect** on noise levels or noise-compatible land use, as it is a non-development alternative. Current noise levels and land uses would remain as they presently exist.

No significant effect on noise and compatible land use are anticipated with the Proposed Action. This conclusion is based on the results of AEDT noise modeling that shows the area contained within the 65 DNL noise exposure contour would not contain any noise sensitive structures or other noise sensitive land uses. Noise impacts due to construction would be localized to Airport property and would be short-term and temporary in nature.

4.13.4 Mitigation

While specific mitigation linked to noise is not required, the following BMPs may be implemented to minimize or reduce noise levels during construction:

- Proper maintenance of equipment to reduce noise caused from faulty or damaged mufflers and loose engine parts such as screws, bolts, or metal plates
- Use of proper mufflers and sound-absorbing materials for construction equipment
- Equipment operation training and proper hearing protection for construction workers

4.14 Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks

49 CFR Part 24, *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, E.O. 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and E.O. 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, regulate development actions that have the potential to create social impacts, health and safety risks to children, and socioeconomic impacts to include moving homes or businesses; dividing or disrupting established communities; changing surface transportation patterns; disrupting orderly, planned development; and creating a notable change in employment.

4.14.1 Affected Environment

The following sections provide a summary of socioeconomic data for the region in which the Study Area is located.

4.14.1.1 Demographics

According to the U.S. Census Data, in 2019 the city of Driggs had approximately 1,805 residents. The number of residents has slightly declined from 2010, when the population was estimated at 2,000. The region is largely comprised of residents considered “White” (68.9 percent) with the next highest race being “Hispanic or Latino” (29.5 percent).

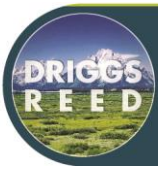


Table 4-17 depicts additional race populations and minority age classes estimated for the city of Driggs. It can be assumed that any residents in proximity to the Study Area have a similar racial breakdown.

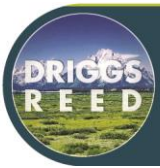


Table 4-17: Demographics of the City of Driggs

Demographic	Percent of Population
Race	
White	68.9%
Hispanic or Latino	29.5%
Black or African American	0%
American Indian and Alaska Native	0.1%
Asian	0%
Native Hawaiian and Other Pacific Islander	0%
Some Other Race Alone	0%
Two or More Races	1.6%
Age	
Under the Age of 18	29.5%
Over the Age of 65	10.2%

Source: U.S. Census Bureau, 2019 ACS 5-Year Estimates

4.14.1.2 Economy and Income

According to the 2014-2018 American Community Survey (ACS) Five-year Estimates, the median income for the city of Driggs was estimated to be \$59,844 in 2019. This is slightly lower than the National median income for the same time period which was estimated to be \$61,937. ACS also estimates that 5.9 percent of the population of Driggs lives in poverty. The unemployment rate for the city of Driggs is not reported; however, in 2019, the unemployment rate for Teton County was estimated to be 2.3 percent by the Idaho Department of Labor.

4.14.1.3 Children’s Environment

The 2019 ACS Five-year Estimates, report there are 538 children, ages 19 years and younger, living in the city of Driggs; this represents 29.8 percent of the total population (see **Table 4-18**). Children under five represent 4.4 percent of the population and are considered the most vulnerable to environmental hazards.²⁰

Table 4-18: City of Driggs Demographics of Children

Age	Number	Percent of Population
Under 5	79	4.4%
5 to 9 years	243	13.5%
10 to 14 years	123	6.8%
15 to 19 years	93	5.2%
Total	538	29.8%

Source: U.S. Census Bureau, 2018 ACS 5-Year Estimates

The Teton Middle School is located approximately 0.2 miles to the south and east of the Airport, Teton High School, Driggs Elementary School, Basin High School, and Rendezvous Upper Elementary School are located 0.4

²⁰ FAA, 1050.1F Environmental Desk Reference, Chapter 12, Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks, 2015



miles south and east of the Airport. All area schools are located outside of the DNL 65 db noise contours and outside the Study Area.

There are eight parks and one pathway located in proximity to the Airport, one of which, the multi-use pathway is located within the Study Area; however, in an area where no construction would occur. These are shown in **Figure 4-2** and discussed as DOT Section 4(f) resources in **Section 4.7**.

4.14.2 Environmental Consequences

The Proposed Action alternative would occur in an area that contains few homes and businesses, none of which would be displaced by the Proposed Action. Homes along N Highway 33 and within the existing RPZ would benefit by the Proposed Action as the height at which aircraft fly over the homes would be increased and the RPZ would no longer include the homes once the runway shift is complete. The Proposed Action activities are limited to the land within and immediately surrounding the Airport, and would have no effect on economic activity, employment, income, housing, public services, social conditions, or low income or minority populations in the vicinity of the Airport. The Proposed Action is also expected to have no adverse impacts on air quality, climate, hazardous materials, noise, and water resources that could lead to significant individual or cumulative human health or environmental effects to low income and minority populations. Likewise, the Proposed Action would have no effect on children's environmental health and safety as the proposed construction activities are limited to land currently owned by the Airport or used for agricultural purposes.

4.14.2.1 Land Acquisition

The Proposed Action would acquire a property located directly adjacent to the Airport that is currently zoned for Light Industrial uses. This property acquisition would not disrupt or divide the physical arrangement of the established community or reduce level of service on adjacent roadways. The city of Driggs has maintained a relatively consistent population level with ample housing and commercial uses. No businesses or homes would be relocated as a result of the Proposed Action. All property acquisition would be required to conform to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

4.14.2.2 Roads

In the current state, Teton Vista Road provides access to a planned development southeast of Runway 22; however, no homes have been built in this development yet and the area is infrequently accessed. The closure of Teton Vista and construction of a new access road to include the extension of Sweetgrass Road, and the construction of a new connector road between Sagebrush and Sweetgrass Roads, would provide adequate access to future residents of this development and offer a safe access route outside of the runway safety area.

Access to residences to the west of Runway 22 via Falcon Lane would not change as a result of the Proposed Action. These residents would experience minor, short-term impacts during construction as Falcon Lane would be used as a haul route during construction. Local traffic using E 2500 N would also experience similar minor, short-term impacts resulting from construction vehicles using the road throughout the construction of the Proposed Action. It is not anticipated that Falcon Lane or E 2500 N would be closed at any time during construction.

4.14.3 Conclusion

The No Action Alternative would have **no effect** on socioeconomics, environmental justice, or children's environmental health and safety, as it is the non-development alternative.



The Proposed Action is not likely to cause or create an increase in aircraft operations beyond those forecasted without the project. Project activities would not have significant effects on air quality, climate, hazardous materials, noise, and water resources. The Proposed Action would have no effect on economic activity, employment, income, housing, public services, social conditions, or low income or minority populations in the vicinity of the Airport. Likewise, the Proposed Action would have **no significant effect** on the individual or cumulative environmental health of low income and minority populations, or children’s environmental health and safety.

4.14.4 Mitigation

The Proposed Action would have no significant effect on socioeconomics, environmental justice, or children’s environmental health and safety. Therefore, no mitigation is required.

4.15 Visual Effects (including light emissions)

The FAA defines visual effects as those impacts involving “light emissions; and visual resources and visual character” in FAA Order 1050.1F. Federal regulations do not specifically regulate airport light emissions; however, the FAA does consider airport light emissions on communities and properties in the vicinity of airports. Visual effects deal broadly with the extent to which the proposed alternatives would either: 1) produce light emissions that create annoyance or interfere with activities; or 2) contrast with, or detract from, the visual resources and/or the visual character of the existing environment.

For clarity and uniformity, visual effects are broken into two categories: 1) Light Emission Effects; and 2) Visual Resources and Visual Character. These will be discussed and analyzed separately in the following section.

4.15.1 Affected Environment

4.15.1.1 Light Emission

Light emissions include any light that emanates from a light source into the surrounding environment. Examples of sources of light emissions include airfield and apron flood lighting, navigational aids, terminal lighting, parking facility lighting, roadway lighting, safety lighting on launch pads, additional lighting to support nighttime commercial space launches, and light generated from such launches. Glare is a type of light emission that occurs when light is reflected off a surface (e.g., window glass, solar panels, or reflective building surfaces).²¹

The Airport’s existing light sources include the following, all of which aid in the safety of Airport operations:

- Runway Lighting: lights outlining the runway(s); classified by the intensity or brightness the lights are capable of producing. The runway lights at the Airport are classified as medium intensity.
- Runway End Identifier Lights (REILs): two synchronized flashing lights located one on each corner of the runway landing threshold.
- Precision Approach Path Indicators (PAPIs): system of lights on the side of an airport runway threshold that provides visual descent guidance information during approach.
- Airport Beacon: a rotating light used to assist pilots in locating the airport from the air.
- Apron/Parking Lights: pole lighting on aprons and parking areas (directed down).

²¹ FAA, FAA Order 1050.1F Desk Reference, July 2015



4.15.1.2 Visual Character

The visual setting includes the 767-acre Study Area. No residences are included in this area; the nearest residential area is located adjacent to and north of the existing Runway. Additional residences are located to the west of the Airport and on the west side of N Highway 33. The visual setting of the setting is relatively flat as it includes the existing airfield (runway and taxiway), agriculture ground to the north (to be acquired), and the development (no vertical development has occurred yet) to the south and east of the runway.

Additionally, the existing airport property is currently enclosed by an eight-foot high chain-link fence.

4.15.2 Environmental Consequences

4.15.2.1 Light Emissions

The Proposed Action would include the relocation of existing NAVAIDs, such as the PAPI's and REILs, as well as the shift of runway edge lights associated with the new runway pavement. The new location of all relocated lights would be within existing farmed fields and not in proximity to any residences or light sensitive areas.

Additionally, the runway shift would move NAVAIDs and runway edge lighting away from the homes to the southwest of the existing runway, resulting in a beneficial impact.

Given the Airport currently utilizes NAVAIDs and runway edge lighting that would remain the same intensity, it is not anticipated that the Proposed Action would result in significant light emission impacts.

4.15.2.2 Visual Character

The only vertical construction associated with the Proposed Action is the construction of the new wildlife fence around the land to be acquired. Residences to the north of the Study Area and land to be acquired would experience a slight change in their view to the south. However, the homes on the north side of E 2500 N (the road north of the land to be acquired) are largely set back from the road providing a limited view of the land to be acquired and several of the homes have installed private fences that disrupt the current view. Therefore, there would be no significant change to the visual character of the area with the construction of the Proposed Action.

4.15.3 Conclusion

The No Action alternative would not change the existing conditions or operations at the Airport, and therefore would have **no effect** on light emissions, visual resources or visual character.

The Proposed Action would not result in significant light emissions or visual impacts. The new location of all relocated lights would be within existing farmed fields and not in proximity to any residences or light sensitive areas. Additionally, the runway shift would move NAVAIDs and runway edge lighting away from the homes to the southwest of the existing runway, resulting in a beneficial impact. The new or modified lighting installations associated with the Proposed Action are not anticipated to create an annoyance among people or interfere with normal activities and would not be out of character with the existing facilities. Therefore, the Proposed Action would have **no significant effect** on light emissions.

Visual changes to the landscape around at and near the airport would result from the construction activities (vegetation clearing, earthmoving, and grading) and the construction of the wildlife fence. It is not anticipated that the residences on the north side of E 2500 N would notice a significant visual difference as they are largely set back from the road and have a limited view of the land to be acquired and fenced. Therefore, the Proposed



Action would have **no significant effect** on visual resources and visual character within the Study Area and general vicinity.

4.15.4 Mitigation

The Proposed Action would have **no significant effect** on light emissions, visual resources, and the visual character within the Study Area and the general vicinity of the Airport. Therefore, no mitigation is required.

4.16 Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

The Clean Water Act (CWA) in conjunction with the Fish and Wildlife Coordination Act, Rivers and Harbors Act, the Safe Drinking Water Act, and other local statutes establish regulations that protect the Nation's water resources. Water resources include all surface waters and groundwaters—wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers. These resources are crucial in providing drinking water and in supporting recreation, transportation and commerce, industry, agriculture, and aquatic ecosystems.

A water of the United States is considered a jurisdictional surface water or wetland under the CWA. Any surface water not meeting this definition is considered non-jurisdictional, and therefore has no statutory protection under the CWA. It is important to note that not all surface waters are considered jurisdictional under the CWA. This determination is made on a case-by-case basis by the U.S. Army Corps of Engineers (USACE). Non-jurisdictional wetlands are protected under Executive Order 11990.

The following evaluation discusses wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers.

4.16.1 Affected Environment

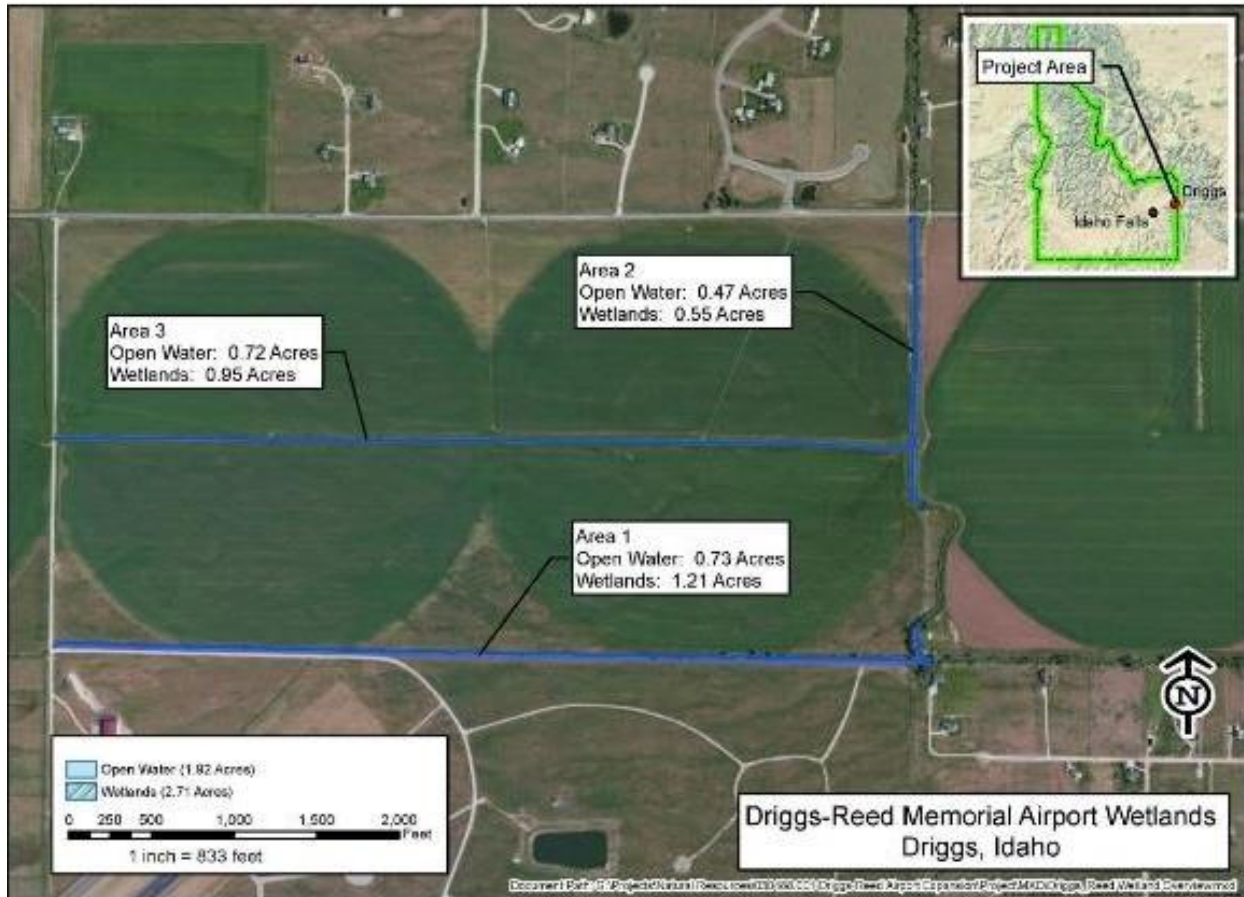
4.16.1.1 Wetlands

A Wetland Delineation Report was completed by NWRC in August 2020 for portions of the Study Area that would experience ground disturbance and have the potential to support wetlands (see **Appendix H**). The delineation found that wetland indicators were present in three areas: along each of the banks of the Grand Teton Canal which runs along the eastern boundary of the parcels and along two secondary lateral irrigation ditches that flow from east to west and are diverted from the Canal. **Figure 4-12** depicts the wetland locations.

All three areas delineated within the Study Area were found to contain greater than 50 percent hydrophytic vegetation. The soils along the banks of the river were determined to contain hydric indicators using the protocols outlined in the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region for Difficult Wetland Situation in Arid West-Problematic hydric soils, Step 4(B) 3 and 4(e). Hydrology indicators were present in all three areas because flowing water was present in the northern ditch of Area 1, Area 2, and Area 3. Water flow is regulated to the southern ditch within Area 1 and was not in use during the field survey. Water diverted from Teton Creek does not flow back into a waters of the U.S., but terminates in agricultural fields in the Teton Valley, therefore it is not determined to be waters of the U.S.

The banks of the irrigation structures at all three delineation locations are determined to be wetlands since they possess all three wetland indicators. However, the delineated wetland habitats were not determined to be waters of the U.S., and therefore, outside of the jurisdiction of the USACE under the CWA. The Jurisdiction Determination of aquatic features dated December 15, 2020 was coordinated with the USACE and in a letter dated March 3, 2021, the USACE concurred with this determination (see **Appendix I**).

Figure 4-12: Wetland Locations



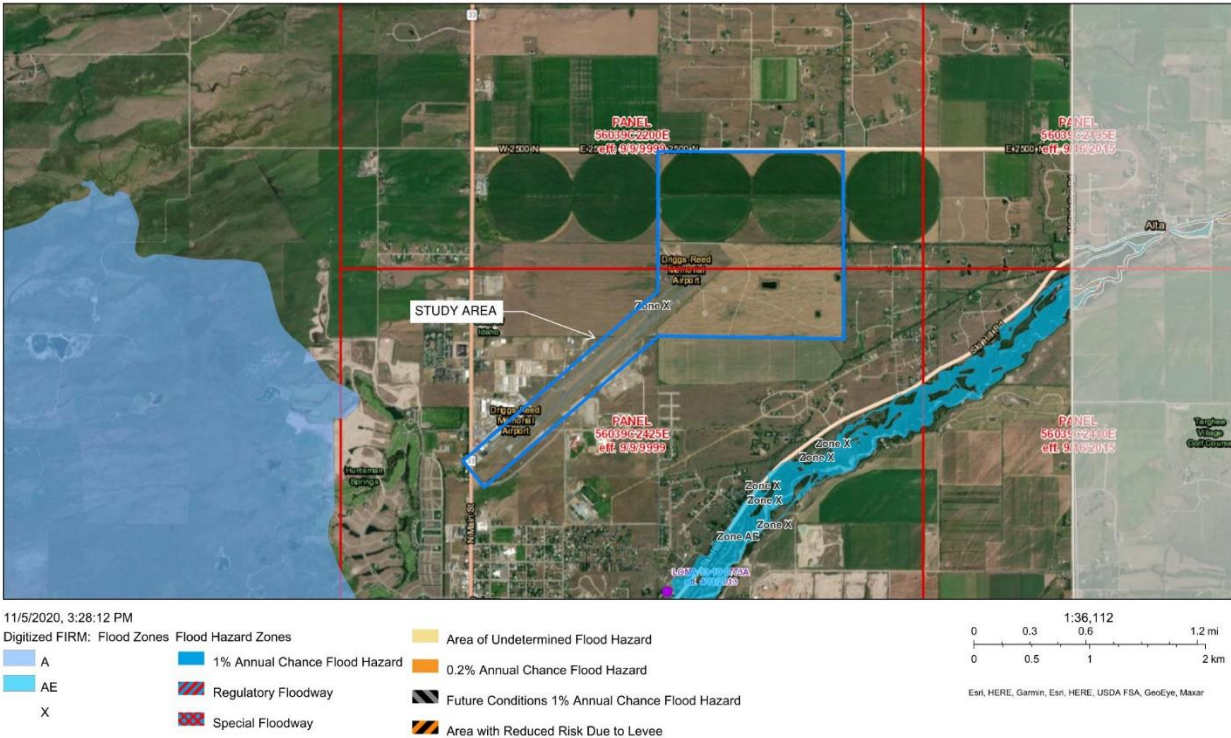
Source: NWRC, Wetland Delineation Report, 2020

4.16.1.2 Floodplains

The Study Area is located in Flood Zone X, an area of minimal flood hazard, as depicted on Flood Insurance Rate Map (FIRM) 56039C2200E and 56039C2425E (see **Figure 4-13**). The nearest Flood hazard area, an area identified as a Special Flood Hazard Area (SFHA) with a one-percent chance of being equaled or exceeded in any given year, is located approximately one mile to the southeast of the Study Area.



Figure 4-13: Flood Insurance Rate Map



Source: U.S. Department of Homeland Security, Federal Emergency Management Agency, FEMA Flood Map Service Center, <https://msc.fema.gov/portal/home>, Accessed September, 9, 2020

4.16.1.3 Surface Waters

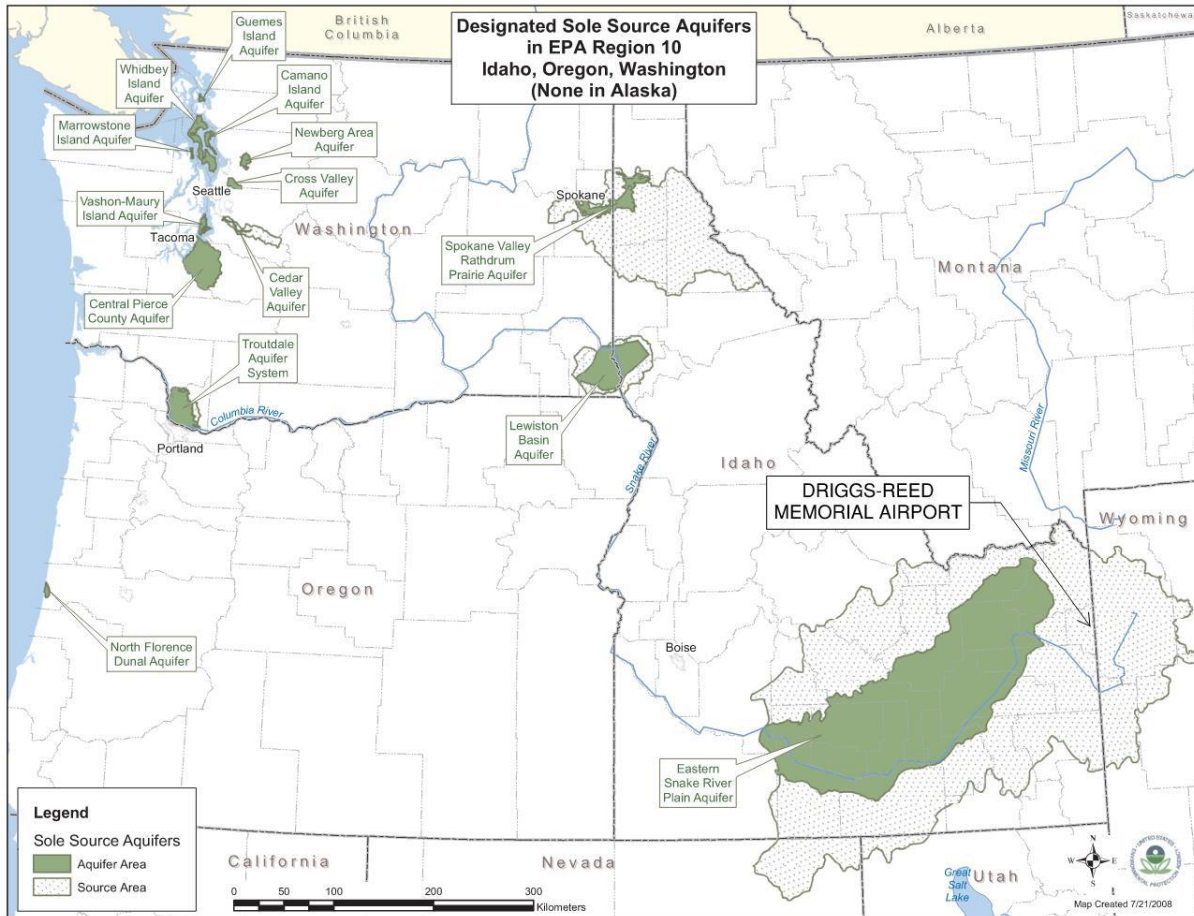
As discussed in the Wetland Delineation Report, the Grand Teton Canal and associated ditches run through the Study Area. Additionally, numerous other irrigation ditches are present in the area and the Teton Creek is located approximately one mile to the south and east of the Airport. The Airport is located within the watershed of the Teton Creek; however, water within the Grand Teton Canal is diverted from Teton Creek and does not flow back into waters of the United States but terminates in agricultural fields in the Teton Valley. No other surface waters are located within or in proximity of the Study Area. Surface water rights would not be conveyed as part of the land acquisition and would remain privately owned.

4.16.1.4 Groundwater

The Snake River Alluvial Aquifer (SRAA), a sole source aquifer, is located beneath the Driggs area and is a source area for the larger Eastern River Snake River Plain Sole Source Aquifer (ERSRP) (see **Figure 4-14**). Per U.S. Geological Survey (USGS) data, SRAA is used for domestic, public supply, commercial, livestock, and irrigation purposes. The ERSRP is considered a general resource by the Idaho Department of Environmental Quality and is protected by the standards in DEQ’s Ground Water Quality Rule.

The city of Driggs provides water to the Airport and no private wells exist within the Study Area that would withdraw water from the aquifer or pose a threat to the quality of the aquifer. A water well used for irrigation practices is located within the area to be acquired and would be transferred to the Airport upon the purchase of the property; the well is outside of the proposed construction area and would not be impacted by construction activities. The well would remain open and potentially used for irrigation purposes similar to its current use.

Figure 4-14: Sole Source Aquifer



Source: Idaho Department of Environmental Quality, <https://www.deq.idaho.gov/water-quality/ground-water/aquifers/>, Accessed January 29, 2021

4.16.1.5 Wild and Scenic Rivers

Idaho has approximately 107,651 miles of river, of which 891 miles are designated as Wild and Scenic. The nearest Wild and Scenic River to the Airport is the Snake River Headwaters located in Wyoming (see **Figure 4-15**).²² Segments of the Snake River flow through Idaho and are fed by the Teton Creek. The nearest designated portions of the River are approximately 18 miles east of the Study Area (in Wyoming).

²² National Wild and Scenic Rivers System, <https://www.rivers.gov/idaho.php>, Accessed January 29, 2021.

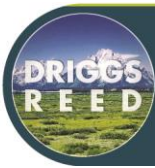
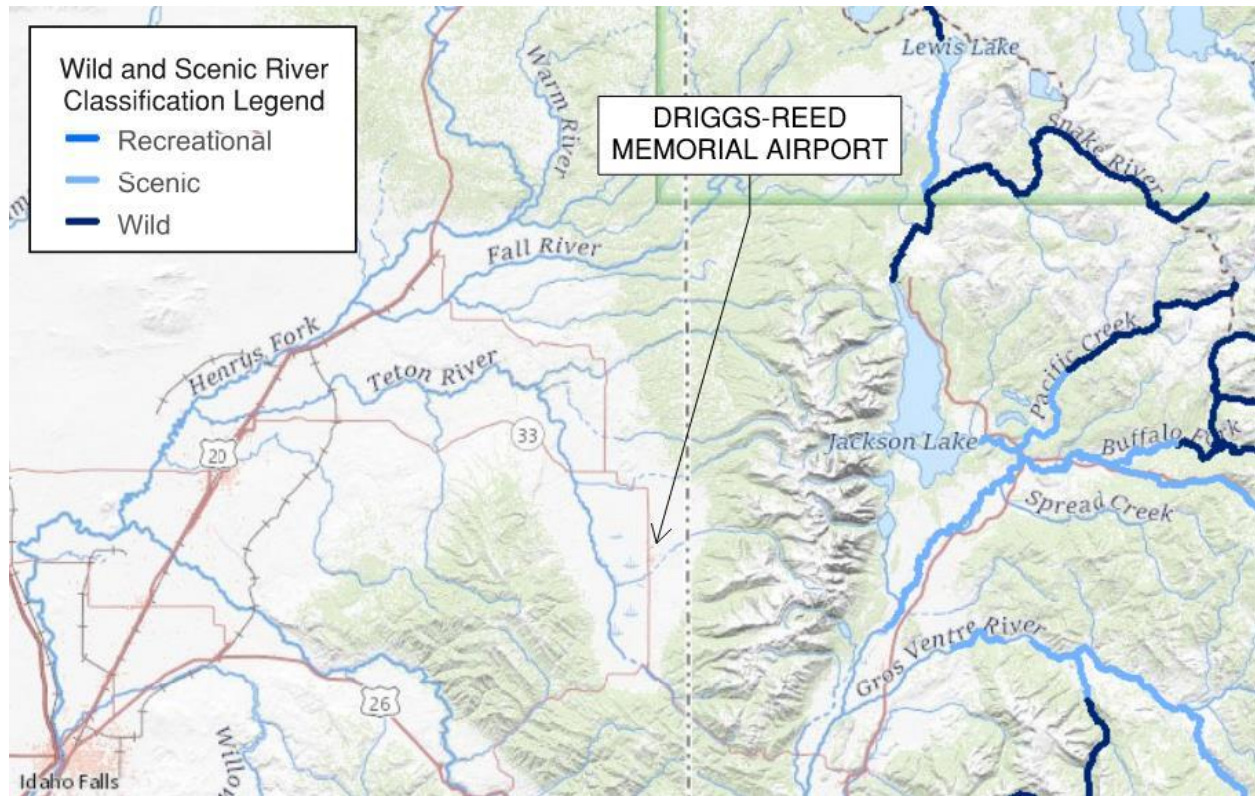


Figure 4-15: Wild and Scenic Rivers



Source: National Wild and Scenic Rivers System, <https://www.rivers.gov/idaho.php>, Accessed January 29, 2021

4.16.2 Environmental Consequences

4.16.2.1 Wetlands

Under the Proposed Action, approximately 2,800 linear feet of the Grand Teton Canal and associated ditches would be placed in culverts. The wetlands along the Canal and ditches would be removed and the area cleared for the shift of the runway. The Wetland Delineation completed in 2020 recommended that the Canal and associated waters and wetland features not be under the USACE's jurisdiction. Consultation with the USACE Idaho Falls Regulatory Office, Walla Walla District began in August 2020. The wetland delineation was submitted to the USACE for review on December 15, 2020 and a Preliminary Jurisdictional Determination (PJD) was requested (see **Appendix I**). In a letter dated March 3, 2021, the USACE concurred with the determination that the Canal and associated ditches are not considered a water of the U.S (see **Appendix I**). As the Canal and associated ditches are not considered a water of the U.S., it does not fall under the jurisdiction of the USACE under the CWA, and therefore, no Section 404 permit is required.

However, a wetland associated with a surface water body that is not a water of the U.S. is still subject to Executive Order 11990, Protection of Wetlands, which requires Federal agencies to "avoid to the extent possible the long and short term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative." As discussed in **Section 3.3**, the Proposed Action is the only alternative that meets the Purpose and Need of this EA. Consequently, impacts to wetlands associated with the Grand Teton Canal and associated ditches would result. As discussed previously, portions of the Grand Teton Canal and associated wetlands would be placed in culverts to allow for the extension of the runway as well as the new road crossings. The



culverts would be designed and sized to allow the canal to flow in a similar manner to what it currently does, which would allow all other wetlands along the Grand Teton Canal and associated ditches to function as they do today. The Proposed Action would increase the amount of impervious surface at the Airport as well as the amount of stormwater runoff. The Airport does not currently have a stormwater drainage system in place in the airfield; however, runoff would be handled in the same manner it currently does in proximity to the existing canal crossing. A stormwater and erosion control plan would be prepared prior to construction to address stormwater runoff. The limits of wetlands outside the area of disturbance would be delineated to ensure construction equipment avoids wetlands to be left in place. BMPs, such as silt fence, erosion control logs, and vehicle tracking, would be installed prior to construction to prevent infiltration of soils into the wetlands and maintained during the course of the project. At the conclusion of construction, disturbed soil would be seeded with mixes compatible with existing wetlands, and erosion control blankets would be used as applicable.

Only Practicable Alternative Finding: The Proposed Action has been determined to be the only practicable alternative to meet the purpose and need of the proposed improvements at the Driggs-Reed Memorial Airport. Wetlands will be removed that are associated with the Grand Teton Canal and associated ditches which will be placed into culverts due to the Proposed Action; however, impacts to wetlands do not reach the level of significance according to the evaluation factors provided in FAA Order 1050.1F Desk Reference. Mitigation is not required as the wetlands are outside of the USACE's jurisdiction; however, BMPs as described below may be employed to prevent and minimize impacts to wetlands.

As such, the Proposed Action would result in **no significant effect** on wetland resources.

4.16.2.2 Floodplains

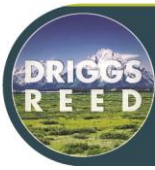
As shown in **Figure 4-13**, the entire Study Area, to include both the area to be acquired as well as the future runway location area, not located within a floodplain. Therefore, the Proposed Action would have **no effect** on floodplains.

4.16.2.3 Surface Waters

The Proposed Action would result in approximately 2,800 linear feet of the Grand Teton Canal and associated ditches to be placed within culverts. The culverts would be sized appropriately to allow the water to flow in a similar manner to the current condition. It is anticipated that similar agreements to those currently in place with the Grand Teton Canal Company would be put in place (see **Appendix I**); the agreement would require the Airport to ensure the culverts are maintained and water can flow as needed. The surface water rights would remain privately owned and would not transfer to the Airport upon acquisition of the land.

The Proposed Action would increase the amount of impervious surface at the Airport as well as the amount of stormwater runoff. The Airport does not currently have a stormwater drainage system in place in the airfield; however, runoff is retained on site and would continue to do so after the Proposed Action is complete. A stormwater and erosion control plan would be prepared prior to construction to address stormwater runoff. BMPs, such as silt fence, erosion control logs, and vehicle tracking, would be installed prior to construction to prevent infiltration of soils into the ditches and aquifers and maintained during the course of the project. At the conclusion of construction, the site would be seeded, and erosion control blankets would be placed on slopes greater than four-to-one. Once vegetation is established, the BMPs would be removed.

FAA AC 150/5370-10, *Standards for Specifying Construction of Airports, Item C- 102, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, would be followed in order to minimize the risk of impact to any surface water.



4.16.2.4 Groundwater

The Proposed Action would not involve any construction or excavation activities that would have a potential to affect groundwater. The Proposed Action does not involve any groundwater withdrawals or construction activities associated with new or existing wells. Construction impacts to groundwater are also unlikely due to the type of equipment being used, and the implementation of BMPs to prevent potential releases of petroleum materials, including proper use, storage, inspection, and maintenance of equipment.

Once constructed, the amount and quality of stormwater would remain comparable to the existing amount (with the removal of pavement from the Runway 4 end) and both aircraft and airport operations would continue as they did prior to the shift of the runway.

The FAA notified the Environmental Protection Agency (EPA) of the Proposed Action and provided requested documentation in an email dated February 25, 2021. The EPA responded in an email dated March 24, 2021 and determined that the Proposed Action will not have a significant adverse impact on the Eastern Snake River Plain Aquifer Source Area SSA. See **Appendix I** for email correspondence with the EPA.

4.16.2.5 Wild and Scenic Rivers

The Airport is located approximately 18 miles west of the nearest Wild and Scenic River, the Snake River Headwaters located in Wyoming. The Airport is located within the watershed of the Snake River; however, BMPs would be utilized throughout construction to ensure water quality is maintained.

4.16.3 Conclusion

4.16.3.1 Wetlands

The No Action Alternative would have **no effect** on wetlands because it is a non-development alternative.

Under the Proposed Action, approximately 2,800 linear feet of the Grand Teton Canal and associated ditches would be placed in culverts, requiring the removal of the associated wetlands. The USACE has determined that this habitat is not within jurisdiction of the USACE, and a Section 404 permit is not required.

However, a wetland associated with a surface water body that is not a water of the U.S. is still subject to Executive Order 11990, Protection of Wetlands.

The Proposed Action would result in impacts to wetlands falling under Executive Order 11990; however, per FAA Order 1050.1F Desk Reference, the Proposed Action **would not** result in the following significant impacts:

- Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers
- Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected
- Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public)
- Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands
- Promote development of secondary activities or services that would cause the circumstances listed above to occur



- Be inconsistent with applicable state wetland strategies

As such, the Proposed Action would result in **no significant effect** on wetland resources.

4.16.3.2 Floodplains

As the project area is not located within the floodplain, the No Action Alternative and the Proposed Action would have **no effect** on floodplains. As no floodplains are located within the project area, requirements under EO 11988 do not apply.

4.16.3.3 Surface Waters

The No Action Alternative would have **no effect** on surface waters because it is a nondevelopment alternative. All surface water quantity and quality would remain as they presently exist.

Under the Proposed Action, additional impervious surface would be constructed over the Grand Teton Canal; however, it would be constructed in a manner that stormwater would flow in the same manner it currently does. With implementation of BMPs during construction to prevent and minimize water quality impacts, the Proposed Action would have **no significant effect** on surface water resources.

4.16.3.4 Groundwater

The No Action Alternative would have **no effect** on groundwater because it is a non-development alternative. All groundwater quantity and quality would remain as they presently exist.

The Proposed Action would not involve any construction or excavation activities that would have a potential to affect groundwater. The Proposed Action does not involve any groundwater withdrawals or construction activities associated with new or existing wells. Construction impacts to groundwater are also unlikely due to the type of equipment being used, and the implementation of BMPs to prevent potential releases of petroleum materials, including proper use, storage, inspection, and maintenance of equipment.

Once constructed, the amount and quality of stormwater would remain the same as the amount of future pavement would be comparable to the existing amount (with the removal of pavement from the Runway 4 end) and both aircraft and airport operations would continue as they did prior to the shift of the runway. As such, the Proposed Action would have **no significant effect** on groundwater resources.

4.16.3.5 Wild and Scenic Rivers

The nearest Wild and Scenic River is 18 miles to the east and water from the project area does not reach any Wild and Scenic Rivers; therefore, both the No Action Alternative and the Proposed Action would have **no effect** on Wild and Scenic Rivers.

4.16.4 Mitigation

4.16.4.1 Wetlands

Mitigation is not required as the wetlands are outside of the USACE's jurisdiction; however, the following BMPs may be employed to prevent and minimize impacts to wetlands:

- Schedule construction activities for dry weather periods.



- Designate a contained area for equipment storage, short-term maintenance, and refueling. Ensure it is located at least 100 feet from wetland areas.
- Inspect vehicles and equipment for leaks and repair immediately.
- Inspect all vehicles and equipment that may have come in contact with invasive plants, or the seeds of these plants, and carefully clean vehicles and equipment before arriving on-site.
- Conduct major vehicle maintenance and washing off site.
- Avoid or minimize disturbance to existing wetlands to the fullest extent possible.
- Replace any wetlands that have been disturbed to a pre-project density with vegetation species appropriate to the site.
- Prevent construction debris from falling into the Grand Teton Canal and associated ditches. Any material that does fall into the irrigation Canal during construction should be immediately removed in a manner that has minimal impact to the channel bed and water quality.
- Clean up leaks, drips, and other spills immediately to avoid soil or surface water contamination.
- Ensure that all spent fluids, including motor oil, radiator coolant, or other fluids and used vehicle batteries, are collected, stored, and recycled as hazardous waste off site.
- Ensure that all construction debris is taken to appropriate landfills and all sediment disposed of in upland areas or off site.
- If necessary for dust control, use only a minimal amount of water.

4.16.4.2 Floodplains

The Proposed Action's project area is not located in a floodplain; therefore, no mitigation is required.

4.16.4.3 Surface Waters

No mitigation is required; however, BMPs outlined in the wetlands section above may be employed to prevent and minimize impacts to water quality.

Additionally, the future agreement between the city of Driggs and the Grand Teton Canal Company would include similar measures to those outlined below:

- The culverts would be placed to allow the runway, taxiway, apron or other airport improvements to extend over the top of the canals without affecting their function.
- The structures would be placed in canals benefiting the Water Users and those whose water is delivered through said canals of the Water Users. City hereby acknowledges and recognizes that the water users is the owner of valid, existing, prescriptive easements for the location, operation, and maintenance of said canals to the extent of the historical use thereof.
- The Water Users would not participate in any manner—in the design, construction, maintenance or operation—of said extended runway or structures to be provided to accommodate continued operation and use of the existing canals. The Water Users have relied, and shall continue to rely, entirely upon the expertise of City and its officers, agents, employees, engineers, and contractors for such design, construction, maintenance, and operation.
- The City, by and through its airport board, employees, engineers, contractors, and other agents, would design, install or construct, maintain, and operate the structures described to assure the free flow of water in amounts which have historically flowed through the canals of the Water Users for so long as the airport encroaches over said canal.



- The structures are designed in such a way as to minimize the risk that debris would collect in them and cause them to overflow or to malfunction in any other manner. The City shall be responsible for removing any debris that collects and would indemnify and hold the Water Users harmless of and from any and all claims for every nature and description which may arise or allegedly arise by virtue of the design, installation, construction, maintenance or operations of said extended runway or structures. In other words, by way of example and not by way of limitation, if the structures become clogged with debris so that they overflow and cause damage to third-parties or restrict the flow of water to any third-party entitled thereto, City would indemnify the Water Users against such claims.
- The construction or installation of structures for the purpose of crossing a canal or lateral of the corporation for usual and reasonable purposes shall be permitted; provided however, that any person or entity desiring to do so shall first present a written proposal for the same to the board of directors of the corporation for approval. Each such proposal shall contain drawings showing the location of the proposed crossing and the proposed design of the structure, including a description of the materials to be used, methods and time of construction. No such structures would be permitted to narrow the width of the canal at the proposed location and must be no less than one foot higher at its lowest point than the water surface of the canal or lateral at its maximum capacity. No construction shall be undertaken without prior written approval of the board and without satisfactory assurance that the work would be done in a timely and workmanlike manner with no weakening of the banks of the canal or lateral or obstruction of the capacity of the canal or lateral, and that the sites would be left in a clean and visually attractive condition with the work is completed. The decision of the board shall be given, in writing, within thirty (30) days of the receipt by the board of the written proposal.

4.16.4.4 Groundwater

No mitigation is required; however, BMPs outlined in the wetlands section above may be employed to prevent and minimize impacts to groundwater.

4.16.4.5 Wild and Scenic Rivers

The Proposed Action project area does not reach any Wild and Scenic Rivers; therefore, no mitigation is required.

4.17 Cumulative Impacts

Cumulative impacts are those that a proposed Federal action may have on resources when added to impacts on a resource due to past, present, and reasonably foreseeable actions within a defined time and geographic area. The CEQ, under NEPA regulations (40 CFR 1508.7) defines a cumulative impact as an “impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over time.”

4.17.1 Past, Present, and Future Projects

Projects that have occurred in the recent past, are occurring in the present time, or may occur in the reasonably foreseeable future are identified in **Table 4-19**. The recent past includes projects that have been completed in the past five years. Current projects include those projects occurring during development of this EA (2020-2021). Future projects are those projects identified to occur in the reasonably foreseeable future. Projects in this analysis include federally funded projects, those identified as an Airport capital improvement project,



Idaho Transportation Department Statewide Transportation Implementation Plan (no projects planned for the Driggs area according to <https://itdprojects.org/>); and proposed private developments within proximity to the Airport.

Table 4-19: Past, Present and Future Projects at the Airport

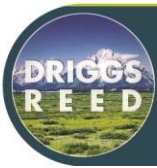
Timeframe	Project
Past (occurring in the past five years)	
2008-2009	Reconstruction of Runway 4/22: This project realigned the Runway from 3/21 to its current alignment of 4/22 and also included grading, drainage improvements, asphalt paving, paint markings, and installation of lights and signs for the runway, taxiway, and taxiway connectors.
Current Projects (2020-2021): no current development projects in place	
Future Projects (reasonable future)	
2022	Acquire Sweetwater Property (Parcel 25) – Project acquires 1.05 acres within the existing OFA.
2023	Taxilane F Rehabilitation: Project includes patching, crack seal, and slurry seal of Taxilane F
2023	Taxilane C Hot Spot Mitigation: Project eliminates direct runway access through Taxilane C
2024	Construct Flying T Apron: Project includes the construction of additional apron area near existing hangars
2025	Pavement Maintenance: General pavement maintenance
2026	Acquire Parcel 21: Project acquires 3.73 acres of land to control OFA

Source: Driggs-Reed Memorial Airport Capital Improvement Plan (2020) and city of Driggs, <https://www.driggsidaho.org/community-development-projects>

In addition to the projects occurring as part of the Airport, the ongoing development of Tributary, a private residential community, is located adjacent to and west of the Airport. The development is a 1,500-acre low-density community that includes an 18-hole golf course. This development is located west of N. Highway 33 and Runway 4.

The city of Driggs has completed various city improvement projects in the recent past, to include improvements to the water line infrastructure. Additionally, the Community Development Department has ongoing development plans in place to protect and enhance the local economic well-being of the city of Driggs. Plans include the following:²³

- **Downtown Revitalization:** Projects primarily stem from a partnership with the Driggs Urban Renewal Agency and Downtown Driggs Association and are guided by the adopted Downtown Master Plan. The city of Driggs is an accredited Main Street community and implements a coordinated 4-Point Approach with its downtown revitalization partners in areas of Design, Promotion, Economic Vitality and Organization. Projects include street/sidewalk reconstruction, off-street parking lots, visitor and civic facilities, wayfinding, beautification, and incentivizing infill development.
- **Business Attraction & Development:** The city works in partnership with the Teton Regional Economic Coalition to implement the Teton County Economic Development Plan and to attract and develop industries that will create new living wage jobs. Ongoing projects include industrial and food business incubators, micro-loan program, crowdfunding platform, workforce training partnerships, property search assistance, and data.
- **Arts, Events & Tourism:** Involves partnerships with Teton Arts, Downtown Driggs Association, and Teton Regional Economic Coalition in promoting the city, hosting events, and managing the City Center Art Gallery and Teton Geotourism Center.



- Affordable Housing: Driggs leads a multi-jurisdictional effort to implement practical and expedient solutions to address affordable housing needs.
- Mobility/Transportation: Driggs partners with STARTBus, TRPTA, Grand Targhee Resort, Teton Valley Trails & Pathways, Teton School District #401 and others to develop alternative transportation options and safe routes to school, work, and play.
- Parks & Recreation: Driggs works to improve existing facilities and expand its recreation system in accordance with the county-wide Recreation Master Plan with the input of a Parks & Recreation Committee.

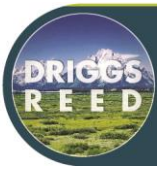
None of the publicly funded (Tributary development) projects mentioned above have occurred or would occur within a quarter of a mile from the Airport. Therefore, only the projects listed in **Table 4-19** are analyzed for cumulative impacts.

4.17.2 Environmental Impact Category Analysis

Table 4-20 provides a summary of potential cumulative impacts for each environmental resource category in which the implementation of the Proposed Action might contribute to cumulative impacts when considered with other past, present, and reasonably foreseeable future actions.

Table 4-20: Cumulative Effects

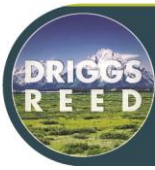
Resource Category	Cumulative Effects
Air Quality	<p>A significant impact to air quality could occur if the Proposed Action, when considered with past, present, and reasonably foreseeable future actions, caused an exceedance of one or more NAAQS. Currently, Teton County is in attainment for NAAQS criteria pollutants. The Proposed Action is not likely to cause or create an increase in aircraft operations at the Airport, and therefore would result in no long-term emissions increases. Temporary air quality impacts during construction would be short-term and determined to be de minimis. In addition, none of the past, present, and reasonably foreseeable future projects examined are anticipated to have substantial long-term impacts on air quality.</p> <p>The projects listed are short-term construction projects designed to improve operational efficiencies, meet FAA safety requirements, and perform general maintenance. The construction of the apron would provide additional aircraft parking space; however, it would largely accommodate existing aircraft operating at the Airport. Overall, implementation of the Proposed Action in addition to other reasonably foreseeable projects would result in no significant cumulative impacts to air quality.</p>



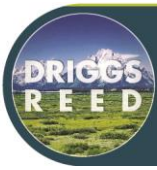
Resource Category	Cumulative Effects
<p>Biological Resources</p>	<p>Threatened and Endangered Species: Through review of existing documentation, coordination with USFWS, and field investigations completed under the WHSV, it was found that no habitat for the grizzly bear occurs within or near the Study Area. Therefore, when considered with other planned projects that are short-term, limited to the current Airport property or involve acquisition without construction, no significant cumulative impacts regarding threatened, endangered, or candidate species would occur.</p> <p>State Sensitive Species: The Proposed Action would have no effect on the state sensitive species as the species and habitat do not occur within the Study Area or would not be significantly impacted by the Proposed Action.</p> <p>All projects examined are short-term, limited to the current Airport property or involve acquisition without construction, and are unlikely to significantly impact state sensitive species. Therefore, the Proposed Action would result in no significant cumulative impacts to state sensitive species when considered with other past, present, and reasonably foreseeable future actions.</p> <p>General Wildlife and Vegetation: The Study Area is largely composed of the airfield (maintained grasses area) and irrigated agricultural land, to include the Grand Teton Canal and associated ditches, which provide a riparian habitat along the Canal and grassed areas for nesting and hunting. The Proposed Action would remove a portion of the associated riparian habitat. However, the reduction in habitat in this area would be not significant when compared to alternative riparian habitat along other portions of the Canal in this region. All projects examined are short-term and unlikely to significantly impact general wildlife and vegetation.</p> <p>Therefore, the Proposed Action would result in no significant cumulative impacts to general wildlife or vegetation when considered with other past, present, and reasonably foreseeable future actions.</p> <p>Migratory Birds: Habitat for nesting birds protected by the MBTA, such as grassed areas and the riparian corridor along the Grand Teton Canal, is present within the Study Area. Under the Proposed Action, approximately 240 acres of irrigated agricultural land would be acquired, taken out of production, and converted to paved airfield and native, mowed grass areas. The removal of 240 acres from agricultural production into non-irrigated grassland is unlikely to impact migratory birds since most local species utilize non-irrigated grassland habitat. All construction activities would occur outside of the nesting season unless authorized by a qualified biologist.</p> <p>All projects examined are short-term, limited to the current Airport property or involve acquisition without construction, and are unlikely to significantly impact migratory birds. Therefore, the Proposed Action would result in no significant cumulative impacts to migratory birds when considered with other past, present, and reasonably foreseeable future actions.</p>
<p>Climate</p>	<p>The Proposed Action is not likely to cause or create an increase in aircraft operations at the Airport, and thus would result in no long-term increase in greenhouse gas emissions. Some temporary emissions are expected from equipment used during construction; BMPs would be implemented to minimize emissions. In addition, none of the projects examined are anticipated to result in a significant long-term increase in emissions.</p> <p>The projects listed are short-term construction projects designed to improve operational efficiencies, meet FAA safety requirements, and perform general maintenance. The construction of the apron would provide additional aircraft parking space; however, it would largely accommodate existing aircraft operating at the Airport. Overall, implementation of the Proposed Action in addition to other reasonably foreseeable projects would result in no significant cumulative impacts to climate.</p>
<p>Coastal Resources</p>	<p>This resource is not present within the Study Area and would not be affected by the Proposed Action and, therefore, would not contribute to significant cumulative impacts.</p>



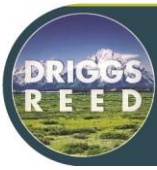
Resource Category	Cumulative Effects
<p>Department of Transportation Act, Section 4(f)</p>	<p>The Proposed Action would result in no use of recreational resources, the multi-use pathway, as the pathway is not within an area that would experience any construction related impacts. It is possible that the environmental condition of the pathway may improve with the shift of aircraft operations to the northeast. The placement of a portion of Grand Teton Canal and associated ditches in culverts would constitute an “adverse effect” to the Canal under Section 106 of the NHPA and a direct use under DOT Section 4(f). A DOT Section 4(f) Evaluation, prepared by the FAA, is found in Appendix C.</p> <p>While the Proposed Action would adversely affect the Grand Teton Canal, all of the past, present, and reasonably foreseeable future projects listed would occur on Airport property or in an area that would not affect DOT Section 4(f) resources. The Proposed Action would result in no significant cumulative impacts to DOT Section 4(f) resources.</p>
<p>Farmlands</p>	<p>In the Proposed Action, approximately 240 acres of farmland would be taken out of production, of which 61.2 acres are considered “prime farmland” if irrigated (which it is). 50 acres of the 61.2 acres of prime farmland would be converted from “prime farmland” to “not prime farmland” as the land would be fenced and no longer irrigated.</p> <p>All past, present, and reasonably foreseeable future projects examined are short-term and limited to the current Airport property or involve acquisition without construction, and within an area not designated as “prime farmland,” having no impact on farmland. Therefore, there would be no significant cumulative impacts to farmlands from this project.</p> <p>Pavement removal associated with the Proposed Action would generate notable quantities of milled asphalt; however, they would be hauled to the local asphalt plant to be recycled and used in future projects. Construction activities are also likely to use hazardous materials such as fuel, lubricants, oils, and other materials needed for the operation of construction equipment. Any waste materials generated would be handled and disposed of in accordance with appropriate Federal, state, and local laws and regulations.</p>
<p>Hazardous Materials, Solid Waste, and Pollution Prevention</p>	<p>While there is no known hazardous waste contamination within the Proposed Action area, the proposed project improvements have the potential to cause short-term, temporary impacts regarding hazardous materials, pollution prevention, and solid waste. Proper disposal of milled asphalt and, requirements for the contractor’s Spill Prevention, Control, and Countermeasure (SPCC) plan, measures to address an on-site spills, and a Stormwater Pollution Prevention Plan (SWPPP) would be prepared and coordinated with local authorities as well as the IDEQ; reducing the overall potential for impacts. Therefore, the Proposed Action is expected to have no significant effect on hazardous materials, solid waste, or pollution prevention activities.</p> <p>The projects listed for the Airport are all short-term construction projects in which BMPs are in place to prevent spills and ensure proper care of hazardous materials. There are no known risks of encountering hazardous materials other than materials used during standard Airport operations that would contribute to present or future cumulative effects. Therefore, it is anticipated that the Proposed Action would result in no significant cumulative impacts to hazardous materials, pollution prevention, or solid waste when considered with other past, present, and reasonably foreseeable future actions.</p>
<p>Historical, Architectural, Archaeological, and Cultural</p>	<p>The Proposed Action involves the placement of a portion of the Grand Teton Canal and associated ditches in culverts resulting in an adverse effect under Section 106. A Memorandum of Agreement (MOA) under Section 106 between the FAA and SHPO was signed in June 2021 to mitigate the adverse effect.</p> <p>All of the past, present, and reasonably foreseeable future projects listed take place on Airport or involve acquisition without construction and are not anticipated to affect NRHP-listed or eligible properties/buildings. With the placement of a portion of the Grand Teton Canal and associated ditches in culverts, the Proposed Action would cause impacts to Section 106 historic resources, but when viewed with all past, present, and reasonably foreseeable future projects, no significant cumulative impacts are expected.</p>



Resource Category	Cumulative Effects
<p>Land Use</p>	<p>Under the Proposed Action, the Airport would acquire land currently zoned for light industrial and agriculture, which would change to Airport use, and would likely be zoned as Commercial Heavy to match current zoning for the Airport. Incompatible land uses to the southwest of the Airport would be removed from the RPZ, and also increase compatibility with the Airport Overlay and subzones; as well as moving objects out of the ROFA and consequently, removal of these hazards from the Airport Overlay Code for OFA. Therefore, the Proposed Action would have no significant effect on land use within the vicinity of the Airport.</p> <p>The projects examined are short-term and limited to the current Airport property or involve acquisition within an area zoned as Commercial Heavy, resulting in no change to existing land uses. Therefore, there would be no significant cumulative impacts to land use from this project.</p>
<p>Natural Resources and Energy Supply</p>	<p>No significant impact to natural resources and energy supply is anticipated as a result of the implementation of the Proposed Action. This conclusion was reached because the construction, operation, and maintenance requirements of the action would not be expected to cause demands exceeding the available or future supplies of natural resources or energy.</p> <p>All the planned projects would require the use of natural resources for construction materials and a short-term increase in energy consumption; none of which would create of shortage of resources in the area. When considered all together, these projects would result in minor increases to energy and natural resource consumption, but these increases would have little impact on local supplies and would be insignificant when considered on a local or regional scale. Therefore, the Proposed Action would result in no significant cumulative impacts to natural resources and energy supplies when considered with other past, present, and reasonably foreseeable future actions.</p>
<p>Noise and Compatible Land Use</p>	<p>No significant effect on noise and compatible land use are anticipated with the Proposed Action. This conclusion is based on the results of AEDT noise modeling that shows the area contained within the 65 DNL noise exposure contour would not contain any noise sensitive structures or other noise sensitive land uses.</p> <p>The projects listed are short-term construction projects designed to improve operational efficiencies, meet FAA safety requirements, and perform general maintenance, which are not typically modeled with FAA noise software as they do not change or increase aircraft operations. The construction of the Flying T Apron would accommodate additional aircraft and would largely serve aircraft currently operating at the Airport. Therefore, it is anticipated that the Proposed Action would result in no significant cumulative increases in aircraft-related noise over noise-sensitive areas when considered with other past, present, and reasonably foreseeable future actions.</p>
<p>Socioeconomics</p>	<p>The Proposed Action is not likely to cause or create an increase in aircraft operations beyond those forecasted without the project. Project activities would not have significant effects on air quality, climate, hazardous materials, noise, and water resources. The Proposed Action would have no effect on economic activity, employment, income, housing, public services, social conditions, or low income or minority populations in the vicinity of the Airport. Likewise, the Proposed Action would have no effect on the individual or cumulative environmental health of low income and minority populations, or children's environmental health and safety.</p> <p>The projects listed are short-term construction projects designed to improve operational efficiencies, meet FAA safety requirements, and perform general maintenance, which are unlikely to affect socioeconomics, environmental justice, or children's environmental health and safety. Therefore, the Proposed Action would result in no significant cumulative impacts to socioeconomics, environmental justice, or children's health and safety when considered with other past, present, and reasonably foreseeable future actions.</p>



Resource Category	Cumulative Effects
Visual Effects	<p>Light Emissions: The new location of all relocated lights would be within existing farmed fields and not in proximity to any residences or light sensitive areas. Additionally, the runway shift would result in a shift of NAVAIDs and runway edge lighting away from the homes to the southwest of the existing runway, resulting in a beneficial impact. The new or modified lighting installations associated with the Proposed Action are not anticipated to create an annoyance among people, will not interfere with normal activities, and would not be out of character with the existing facilities. Therefore, the Proposed Action would have no effect on light emissions.</p> <p>The projects listed are short-term construction projects designed to improve operational efficiencies, meet FAA safety requirements, and perform general maintenance, which do not include the addition of light emissions. Therefore, the Proposed Action would result in no significant cumulative impacts to light emissions when considered with other past, present, and reasonably foreseeable future actions.</p> <p>Visual Effects: Visual changes to the landscape around at and near the airport would result from the construction activities (vegetation clearing, earthmoving, and grading) and the construction of the wildlife fence. It is not anticipated that the residences on the north side of E 2500 N would notice a significant visual difference as they are largely set back from the road and have a limited view of the land to be acquired and fenced. Therefore, the Proposed Action would have no effect on visual resources and visual character within the Study Area and general vicinity.</p> <p>The projects listed are short-term construction projects designed to improve operational efficiencies, meet FAA safety requirements, and perform general maintenance, which would not result in visual impacts. Therefore, the Proposed Action would result in no significant cumulative impacts to visual impacts when considered with other past, present, and reasonably foreseeable future actions.</p>

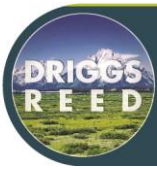


Resource Category	Cumulative Effects
Water Resources	<p>Wetlands: Under the Proposed Action, approximately 2,800 linear feet of the Grand Teton Canal and associated ditches would be placed in culverts, requiring the removal of the associated wetlands. The USACE has determined that this habitat is not within jurisdiction of the USACE and a Section 404 permit is not required. The Proposed Action would result in the removal of wetlands associated with the placement of the culverts; these impacts would not result in significant impacts per the FAA's guidance in FAA Order 1050.1F Desk Reference. As such, the Proposed Action would result in no significant effect on wetland resources.</p> <p>The projects listed would be completed in areas where wetlands are not present. Therefore, the Proposed Action would result in no significant cumulative impacts to wetlands when considered with other past, present, and reasonably foreseeable future actions.</p> <p>Floodplains: This resource is not present within the Study Area and would not be affected by the Proposed Action and, therefore, would not contribute to significant cumulative impacts.</p> <p>Surface Waters: Under the Proposed Action, additional impervious surface would be constructed over the Grand Teton Canal; however, it would be constructed in a manner that stormwater would flow in the same manner it currently does. With implementation of BMPs during construction to prevent and minimize water quality impacts, the Proposed Action would have no significant effect on surface water resources.</p> <p>The projects listed are short-term construction projects that would be designed with BMPs to prevent spills and minimize water quality impacts or involve acquisition without construction. Therefore, it is anticipated that the Proposed Action would result in no significant cumulative impacts to surface waters when considered with other past, present, and reasonably foreseeable future actions.</p> <p>Groundwater: The Proposed Action would not involve any construction or excavation activities that would have a potential to affect groundwater. The Proposed Action does not involve any groundwater withdrawals or construction activities associated with new or existing wells. Construction impacts to groundwater are also unlikely due to the type of equipment being used, and the implementation of BMPs to prevent potential releases of petroleum materials, including proper use, storage, inspection, and maintenance of equipment. Once constructed, the amount and quality of stormwater would remain the same as the amount of future pavement would be comparable to the existing amount (with the removal of pavement from the Runway 4 end) and both aircraft and airport operations would continue as they did prior to the shift of the runway. As such, the Proposed Action would have no significant effect on groundwater resources.</p> <p>The projects listed are short-term construction projects that would be designed with BMPs to prevent spills and minimize water quality impacts or involve acquisition without construction. The construction of the Flying T Apron would increase impervious surfaces at the Airport but is unlikely to significantly affect groundwater. Therefore, the Proposed Action would result in no significant cumulative impacts to groundwater when considered with other past, present, and reasonably foreseeable future actions.</p> <p>Wild and Scenic Rivers: This resource is not present within the Study Area and would not be affected by the Proposed Action and, therefore, would not contribute to significant cumulative impacts.</p>

Source: Jviation, 2020

4.17.3 Conclusion

In reviewing the known past, present, and future projects in the vicinity of the Airport, in conjunction with the Proposed Action, it is found that **no significant cumulative impacts** to the following resources: air quality; biological resources; climate; coastal resources; Department of Transportation Act, DOT Section 4(f); farmlands; hazardous materials, solid waste, and pollution; land use; natural resources and energy supply; noise and noise-compatible land use; socioeconomic, environmental justice, and children's environmental health and safety; visual effects; and water resources. This determination was made as the planned projects occur largely on airport property (except for the land to be acquired within the OFA) and would not affect



adjacent land; the projects result in no effects or de-minimis effects; the impacts are short-term and temporary construction impacts; and the proposed mitigation measures would result in no cumulative impacts. All future projects that involve federal funding or approval would be subject to review under NEPA to determine the potential for significant environmental impacts to result from their construction or implementation.



5 Public Involvement

5.1 2020 Airport Master Plan Public Coordination

As discussed in **Section 1.4**, the Airport completed an Airport Master Plan (AMP) Update in 2020. The Proposed Action was discussed as a solution to the recommendations found in the facility recommendations chapter (see **Table 1-1** for a discussion of the AMP and facility recommendations). As part of the AMP process, several meetings with the planning advisory committee (PAC) were held to discuss the shortcomings identified in the AMP and the proposed solutions, to include the Proposed Action. These meetings were advertised and open to the public. **Table 5-1** provides a summary of public meetings and **Appendix J** provides a copy of meeting agendas or presentations presented.

Table 5-1: AMP Meetings

Date	Meeting Purpose
October 10, 2018	AMP Kick-off Meeting.
February 11, 2019	PAC Meeting - Project introduction
July 8, 2019	PAC Meeting – Project discussion, to include review of alternatives and Proposed Action
September 3, 2019	Strategic Planning Meeting – Discussion of future Airport development
February 10, 2020	PAC Meeting – Discussion of future alternatives and Proposed Action
September 14, 2019	AMP Public Open House
June 8, 2020	Airport Board Meeting – Discussion of future alternatives and Proposed Action

Source: Jviation

In addition to the meetings associated with the AMP, a survey requesting input from Airport tenants and users was completed throughout the AMP (see **Appendix J** for survey). The survey notified the tenants and users of the AMP and requested input on facility needs.

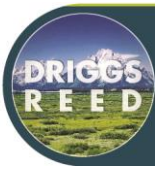
5.2 Draft EA Notification and Distribution

The Draft EA was released for public comment on June 20th, 2021 through a Public Notice in the Post Register (see **Appendix K** for affidavit). The Notice included the opportunity for the public to submit written comments on the Proposed Action. Comments will be accepted through July 20th, 2021. The Draft EA is available for review online at <https://www.driggsidaho.org/driggs-reed-memorial-airport>, a hardcopy is available upon request, or could be viewed at the following location:

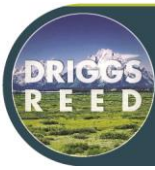
Driggs City Hall
PO Box 48
60 South Main St.
Driggs, Idaho 83422

Those wanting to provide comments on the Draft EA are asked to address them to the following physical and email addresses:

Jviation, a Woolpert Company
Attn: Morgan Einspahr
720 S. Colorado Blvd., Suite 1200-S
Glendale, CO 80246
morgan.einspahr@woolpert.com



The deadline for comment submission is no later than 5:00 pm Mountain Standard Time on July 20th, 2021. All mailed comments must have been received by the deadline, not simply postmarked by the date. It is asked that when submitting comments, the respondents please include their address, phone number, email address, or other identifying information. They are advised that the entire comment—including personal identifying information—may be made publicly available at any time.



6 List of Preparers

The following section lists the individuals responsible for the preparation and review of the EA.

6.1 Lead Agency

The FAA is the lead agency for the preparation of this EA.

6.2 Principal Reviewers

Responsibility for review of this EA rests with the FAA. The following person is the principal FAA individual responsible for the review of EA in accordance with Council on Environmental Quality (CEQ) Regulations Section 1502.7 and Paragraph 1007j of FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.²⁴

- Diane Stilson, P.E.
Environmental Protection Specialist
FAA, Helena Airports District Office
2725 Skyway Drive, Suite 2
Helena, MT 59602
Ph: (406) 441-5411

6.3 Driggs-Reed Memorial Airport

The Driggs-Reed Memorial Airport (The city of Driggs), as the sponsor of the project, is responsible for project oversight. The city of Driggs also reviewed all documents prepared as part of this EA to ensure understanding and compliance. The following Airport individuals are responsible for project management and review of the EA:

- Lori Kyle
Airport Administrator, city of Driggs
lkyle@driggsidaho.org
(208) 354-2362 ext. 2190

6.4 Principal Preparers

The city of Driggs retained Jviation Inc. to prepare this EA; the following Jviation staff were involved in its preparation:

- Morgan Einspahr, LEED GA, Project Manager
Jviation, Inc.
720 South Colorado Boulevard, Suite 1200-S
Glendale, CO 80246
(303) 947-2391

²⁴ Federal Aviation Administration, Order 5050.4B, National Environmental Policy (NEPA) Implementing Instructions for Airport Actions, April 26, 2006.



- Jeffery Hogan, Project Manager
Jviation, Inc.
405 South Main Street, Suite 950
Salt Lake City, UT 84111
(303) 947-9074

KB Environmental Sciences, Inc. was obtained as a subconsultant to Jviation, Inc. to prepare the air quality, climate and noise analysis. The following staff were involved in its preparation:

- Mike Alberts, Noise Analyst
KB Environmental Sciences, Inc.
9500 Koger Blvd, Suite 211
St Petersburg, FL 33702
(727) 578-5152
- Paola Pringle, Air Quality Analyst
KB Environmental Sciences, Inc.
9500 Koger Blvd N, STE 211
St Petersburg FL 33702
(727) 578-5152

Northwind Resource Consulting (NWRC) was obtained as a subconsultant to Jviation, Inc. to prepare the wetland delineation, cultural resource survey, and Phase I ESA. Northwind can be reached at:

- North Wind Resource Consulting LLC.
1425 Higham St.
Idaho Falls, Idaho 83402



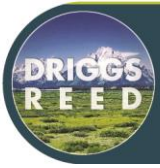
7 List of Agencies Consulted

The agencies and stakeholders listed in **Table 7-1** were consulted with to determine the presence or absence of environmental resources within the Study Area. The consultations were largely completed through phone calls and email exchanges (see **Appendix I**).

Table 7-1: Agencies and Stakeholders Consulted

Name/Agency	Date of Coordination	Reference Section
City of Driggs, ID: <i>Lori Kyle, Airport Administrator</i> <i>Stephen Zollinger, City Attorney</i> <i>Hyrum Johnson, Mayor</i>	Throughout Project. Specific comments on the Grand Teton Canal agreement made on 2-1-2021	Section 4.7
Confederated Tribes of the Warm Springs Reservation of Oregon	November 4, 2020	Section 4.10
Fort Belknap Indian Community of the Fort Belknap Reservation of Montana	November 4, 2020	Section 4.10
Grand Teton Canal Company. <i>Mr. Johnny Lathem</i>	December 2020, February 3, 2021, March 3, 2021	Section 4.7
Idaho Fish and Game. <i>Jacob Gray</i>	January 14, 2021; January 21, 2021; January 23, 2021; January 25, 2021, March 3, 2021	Section 4.4
Idaho State Historic Preservation Office	December 10, 2020	Section 4.10
Shoshone Tribe of the Wind River Reservation, Wyoming	November 4, 2020	Section 4.10
Shoshone-Bannock Tribes of the Fort Hall Reservation	November 4, 2020	Section 4.10
U.S. Army Corps of Engineers. <i>Jeffrey Nield</i>	August 21, 2020; December 15, 2020; January 22, 2021, March 3, 2021	Section 4.16
U.S. Department of Agriculture, Natural Resource Conservation Service. <i>Trudy Pink</i>	October 7, 2020	Section 4.8
U.S. Department of the Interior, U.S. Fish and Wildlife Service. <i>Laura Berglund</i>	January 22, 2021	Section 4.4

Source: Jviation



8 Appendices

- A. Air Quality, Climate and Noise Assessment
- B. USFWS IPaC Report and Wildlife Hazard Site Visit and Wildlife Hazard Analysis
- C. Class III Cultural Resource Survey (2014 and 2020) and DOT Section 4(f) Evaluation
- D. SHPO Concurrence and Memorandum of Agreement
- E. NRCS Form AD-1006
- F. Phase I Environmental Site Assessment
- G. THPO Letters and Responses
- H. Wetland Delineation Report
- I. Agency and Stakeholder Coordination
- J. Airport Master Plan Public Coordination
- K. Draft EA Notification and Distribution