

MEMORIAL
AIRPORT

Driggs Reed Memorial Airport

Land Acquisition and Shift of Runway 4/22
Environmental Assessment
Public Involvement Presentation

Purpose of Presentation

To provide an overview of:

- Proposed Improvements at the Driggs-Reed Memorial Airport (DIJ)
- Draft Environmental Assessment (EA)
- Where to find additional information
- How to provide comments

Note: The detailed information used to create this presentation can be found within the draft EA for Proposed Land Acquisition and Shift of Runway 4/22 at the Driggs-Reed Memorial Airport (DIJ) in Driggs, Idaho.

Contents of Presentation

1. Roles and Responsibilities
2. Overview of Proposed Land Acquisition and Runway Shift at DIJ
(Proposed Action)
3. Purpose and Need
4. Background
5. Overview of the Draft EA
6. Process Remaining
7. Where to find additional information
8. How to provide public comment

1. Roles and Responsibility

- Federal Aviation Administration (FAA): Lead Federal Agency for compliance with the National Environmental Policy Act (NEPA)
- City of Driggs: Airport sponsor, owns and oversees management and operation of the Driggs-Reed Memorial Airport (DIJ)
- Aviation, a Woolpert Company: Airport consultant

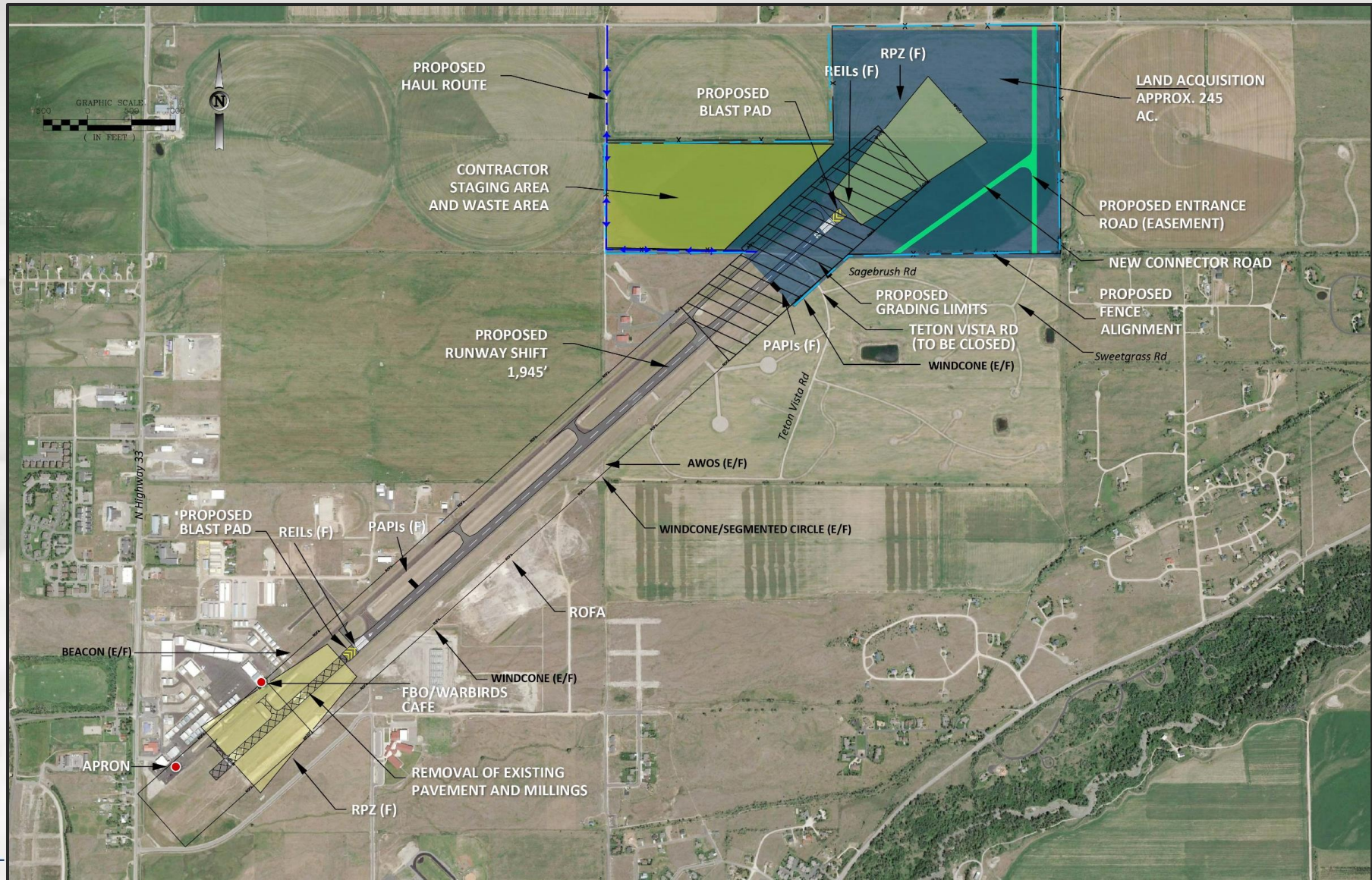
2. Proposed Action

- Acquisition of 245 acres of agriculture land to support the runway shift, relocated Runway Protection Zone (RPZ), and runway approach/departure surfaces.
- Shift Runway 4/22 to the northeast by 1,945 feet:
 - Extension of runway pavement by 1,945 feet on the northeast end of the runway (Runway 22).
 - Relocation of the Runway 4 threshold by 1,945 feet.
 - Removal of existing pavement south of the relocated Runway 4 end.
 - Relocation of associated NAVAIDs including the Runway 4 and Runway 22 Precision Approach Path Indicators (PAPIs), the Runway 22 Runway End Identifier Lights (REILs), and runway/taxiway lighting and markings.
 - Extension of existing partial parallel taxiway by 1,945 feet and construction of a new connecting taxiway at the relocated end of Runway 22.
 - Closure of Teton Vista Road, extension of Sweetgrass Road, and construction of a new connector road between Sagebrush and Sweetgrass Roads.
 - Amending flight procedures to accommodate the shift in runway location.

2. Proposed Action (cont.)

- Construction of paved blast pads off ends of each runway.
- Surface vehicle parking area re-striped to remove parking within ROFA.
- Relocate the property fence near FBO and parking area outside of ROFA.
- Remove the existing property fence and construct a new wildlife fence on new property line.

3. Proposed Action



3. Purpose of Proposed Action

- To improve safety by addressing deficiencies of Runway 4/22 safety areas and bringing the southwest end of the Runway into full compliance with FAA airport design standards.
- Improvements and modifications must be made to facilities at the Airport to address deficiencies identified in the 2020 Airport Master Plan (AMP).

3. Need for Proposed Action

- The 2020 AMP 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. The shift of Runway 4/22 and associated facilities 1,945 feet to the northeast would remove N Highway 33, residences, and the aircraft parking area from the Runway 4 RPZ and would allow for the Airport Sponsor to completely control the RPZ.
- Additional property would be acquired to facilitate the shifting of Runway 4/22; the existing property fence would also be removed, a new wildlife fence installed, and flight procedures would require amendments.
- The Runway Object Free Area (ROFA) associated with Runway 4/22 includes aircraft parking positions, a portion of the Fixed Base Operator (FBO) building, and surface vehicle parking. The 2020 AMP recommends that the Runway 4 threshold should be relocated to bring the Airport into compliance with FAA airport design guidelines and standards.

3. Need for Proposed Action

The Proposed Action would bring the Airport into compliance with FAA airport design requirements for the Runway 4 RPZ and ROFA, which will ultimately increase the level of safety at the Airport and in the surrounding community, and those operating and living within them.

4. Background: Airport Location



- Driggs-Reed Memorial Airport
- Airport Identifier: DIJ
- Located one mile north of the City of Driggs in eastern Idaho. It lies within the Teton Valley between the Big Hole Mountains to the west and the Teton Range to the east.

4. Background: Airfield History and Information

- Originally constructed in 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.

4. Background: Existing Airfield Map



4. Background: Airport Uses

- Home to a diverse aircraft fleet mix including single- and multi-engine aircraft, corporate jets, helicopters, gliders, and warbirds.
- Used for business, recreational, training, medical, and military activity, as well as others.
- Given its proximity to prime recreational opportunities, the Airport provides easy access for tourists.
- Hosts a number of events such as fly-ins, airshows, and supports local youth programs.
- Pilots can enjoy hangar ownership and adjacent living quarters with an approved through-the-fence (TTF) agreement to access the airfield and aviation services.

5. Draft EA Overview: Background

- The 2020 DIJ AMP recommended land acquisition to facilitate the relocation of RPZ/ROFA associated with Runway 4/22 by shifting the entire runway envelope
- An FAA EA was initiated in 2020 to identify the potential environmental impacts of the proposed land acquisition and shift of Runway 4/22

5. Draft EA Overview: FAA Requirements

- EA complies with:
 - FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*
 - FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*
 - Other applicable state and federal laws

5. Draft EA Overview: Alternatives Evaluated

- Alternatives Considered in the EA:
 - No Action Alternative
 - Proposed Action
- Alternatives that were NOT carried forward for analysis in the EA are discussed in Chapter 3 of the draft EA

5. Draft EA Overview: Environmental Impact Categories

- Air Quality
- Biological Resources
- Climate
- Coastal Resources*
- DOT Section 4(f) Land
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, & Cultural Resources
- Land Use
- Natural Resources & Energy Supply
- Noise and Compatible Land use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources
- Cumulative Impacts

*Resource not present in study area

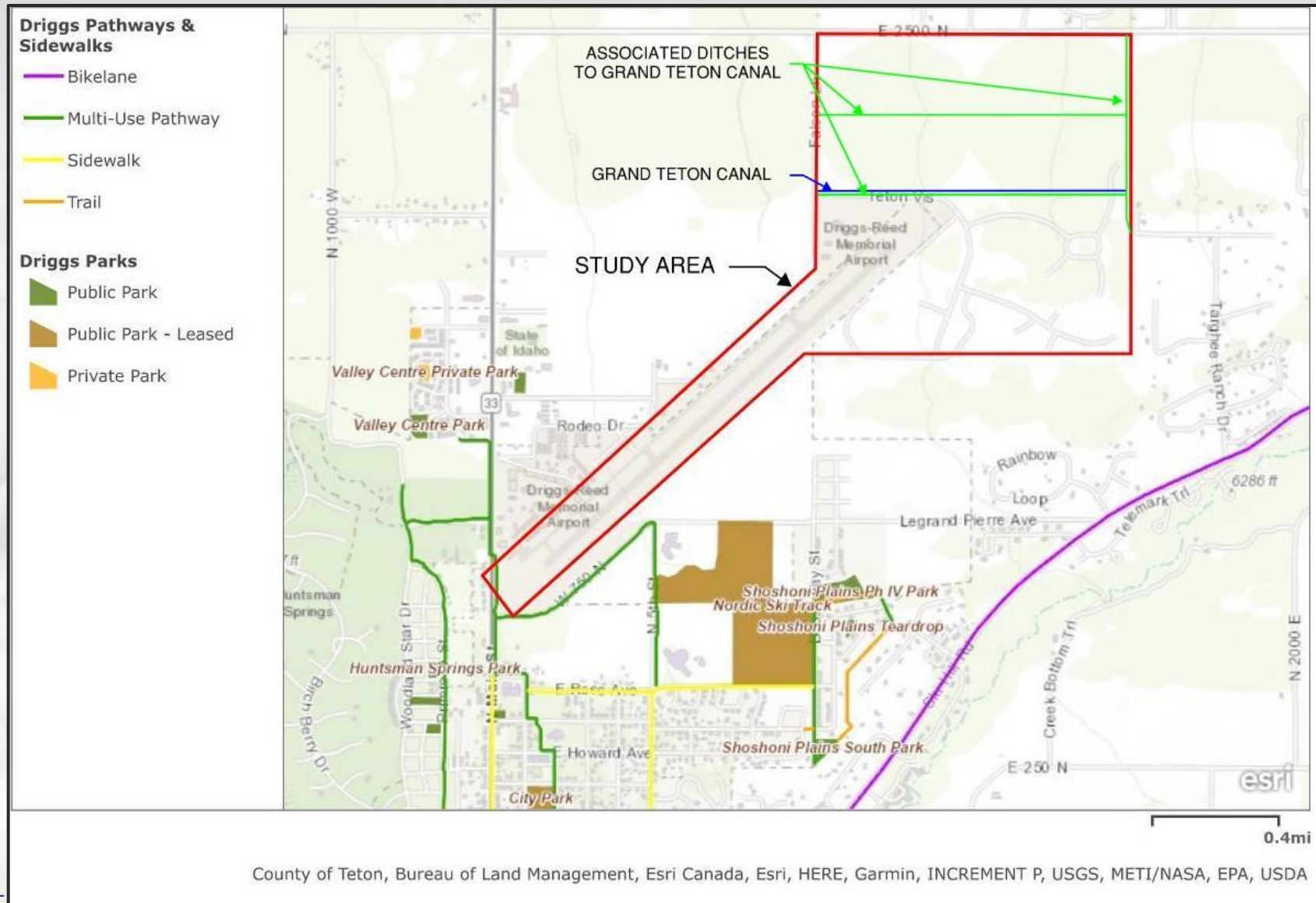
5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Air Quality	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.
Biological Resources	The Proposed Action would have no effect on the federally listed grizzly bear. 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.

5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Department of Transportation Act, Section 4(f)	<p>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. The Canal is eligible for inclusion in the National Register of Historic Place and is also considered a DOT Section 4(f) resource.</p> <p>The placement of a portion of Grand Teton Canal and associated ditches into numerous culverts would constitute a “direct use” under DOT Section 4(f). 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. A DOT Section 4(f) Evaluation, prepared by the FAA, is found in Appendix C of the draft EA.</p>

5. Draft EA Overview: Parks and Recreation in Proximity to DIJ



County of Teton, Bureau of Land Management, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA

5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Farmlands	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.”
Hazardous Materials, Solid Waste, and Pollution Prevention	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 SPCC plan to address an on-site spill; and a 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.

5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Historical, Architectural, Archeological, and Cultural Resources	<p>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.</p> <p>The Idaho State University (ISU) is partnering with Idaho State Historical Society (ISHS) to help create an Idaho Irrigation Historic Context and Survey.</p> <p>To mitigate the adverse impact of placing approximately 2,800 feet of the Grand Teton Canal and associated ditches into numerous culverts, the Airport Sponsor will provide \$8,000 to the ISHS to contribute to the fund for the Idaho Irrigation Historic Context and Survey.</p> <p>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.</p>

5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Land Use	<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 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.</p>

5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Natural Resources and Energy Supply	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.
Noise and Noise-Compatible Land Use	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.

5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Socioeconomics, Environmental Justice, and Children’s Environmental Health and Safety Risks	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

5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Visual Effects (including light emissions)	<p>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.</p> <p>Visual changes to the landscape around at and near the airport would result from the construction activities 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.</p>

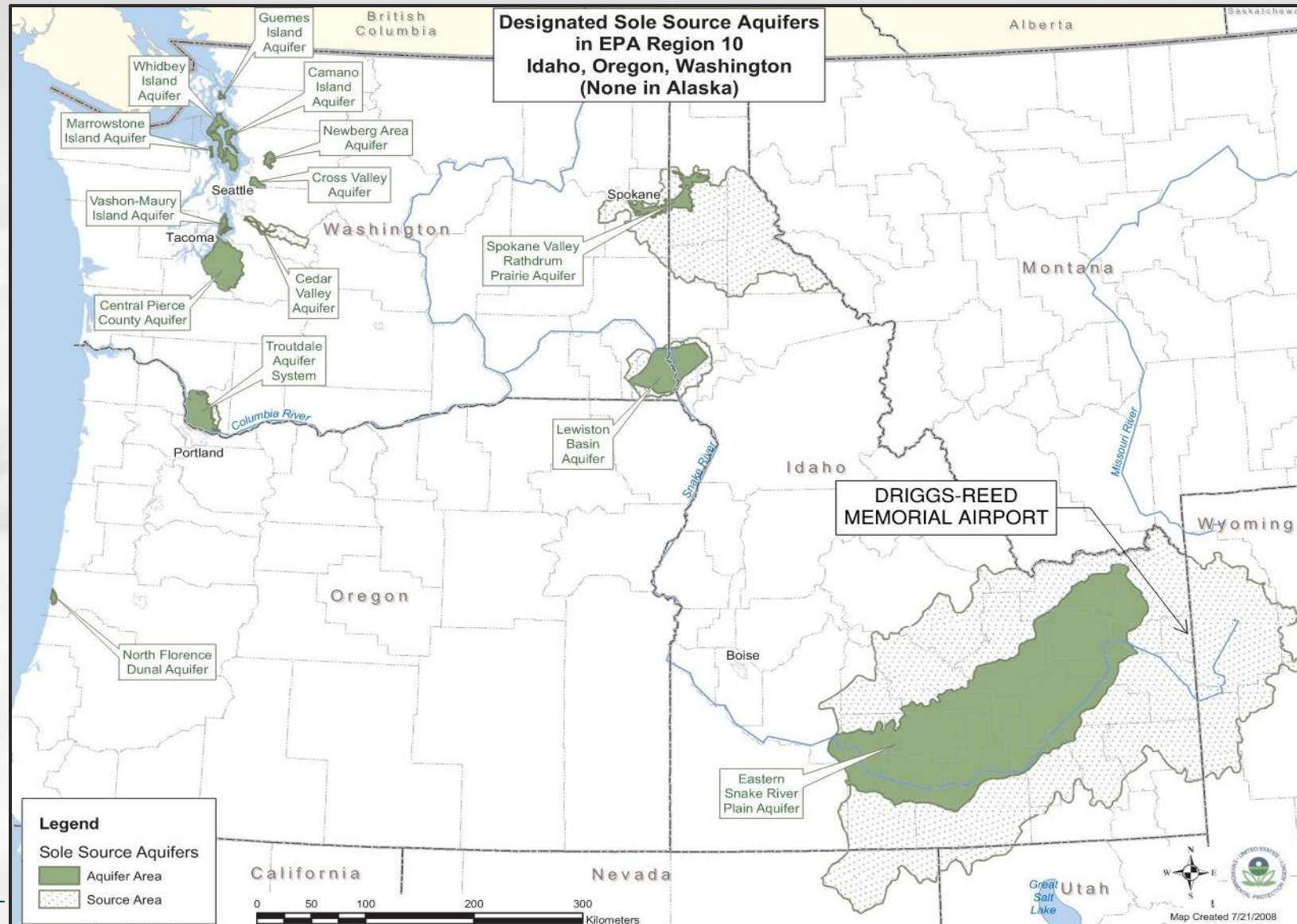
5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
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.
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.

5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Ground Water	<p>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). Per U.S. Geological Survey (USGS) data, SRAA is used for domestic, public supply, commercial, livestock, and irrigation purposes.</p> <p>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.</p>

5. Draft EA Overview: Sole Source Aquifer



5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Ground Water (cont.)	<p>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.</p> <p>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>

5. Draft EA Overview: Summary of Impacts

Resource Category	Summary
Cumulative Impacts	<p>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 previously mentioned resources would occur. The planned projects:</p> <ul style="list-style-type: none">• Occur largely on airport property (expect 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. <p>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.</p>

6. Remaining EA Process

- 30-day period to collect public comment – ends July 20, 2021
- Reasonable comments received during public comment period will be addressed within the Final EA
- The FAA will review all comments received prior to making an official determination
- FAA Determination Options:
 - Publish Final EA with Finding of No Significant Impact (FONSI), or
 - Proceed to an Environmental Impact Statement (EIS)
- If a FONSI is issued, next steps would be to proceed with land acquisition, project design, and ultimately construction

7. Where to Find Additional Information

- The Draft EA, virtual self-guided open house, DOT Section 4(f) Evaluation, along with supporting documents are available online at: <https://www.driggsidaho.org/driggs-reed-memorial-airport>
- The Draft EA, including the DOT Section 4(f) Evaluation, will be available in hard copy for public review for a period of 30 days at the following:
 - Driggs City Hall, 60 South Main St., Driggs, Idaho 83422
- If unable to review the EA online, or access the hard copy locations, a hard copy or electronic copy provided on a USB flash drive may be mailed by sending a request to morgan.einspahr@woolpert.com or by phone to 303-947-2391.

8. How to Provide Public Comment

- Comments regarding the draft EA will be accepted for a 30-day period following the initial advertisement for public comment:
 - Utilize the public comment feature on the EA webpage at <https://www.driggsidaho.org/driggs-reed-memorial-airport>.
 - Hand delivered to the Driggs City Hall, Attn: Lori Kyle, 60 South Main St., Driggs, Idaho 83422
 - Mailed to Jviation, a Woolpert Company, Attn: Morgan Einspahr, 720 S. Colorado Blvd., Suite 1200-S, Glendale, CO 80246 (Note that mailings must be postmarked by July 20, 2021)

Thank you!

