

Destination: DRO



Environmental Assessment



Agency Coordination Kick-Off Meeting
November 4, 2015

Meeting Objectives – we will leave with...

- Awareness of the Master Plan Recommendations (Proposed Action)
- Understanding of the Environmental Assessment (EA) purpose and content
- Familiarity with the EA Process and opportunities for coordination
- Knowledge of the project's next steps
- Agency concerns



Why is an EA necessary and what is the purpose of an EA?

- The National Environmental Policy Act (NEPA) is a procedural law that applies to federal agencies (in this case, the FAA)
- An EA is required to provide informed decision-making by federal agencies through full disclosure and documentation
- It is designed to promote coordination and communication with other parties
- The purpose of the EA is to determine if a project has the potential to significantly affect the environment
- An EA is needed to meet the requirements of NEPA

The EA will...

- Document a purpose and need for the action
- Identify alternatives including the Proposed Action (Master Plan recommendation)
- Analyze the affected environment in its current condition
- Examine the environmental consequences of the Proposed Action along with feasible and prudent alternatives
- Identify mitigation measures



» Master Plan Recommendations

Aviation Activity Forecasts*

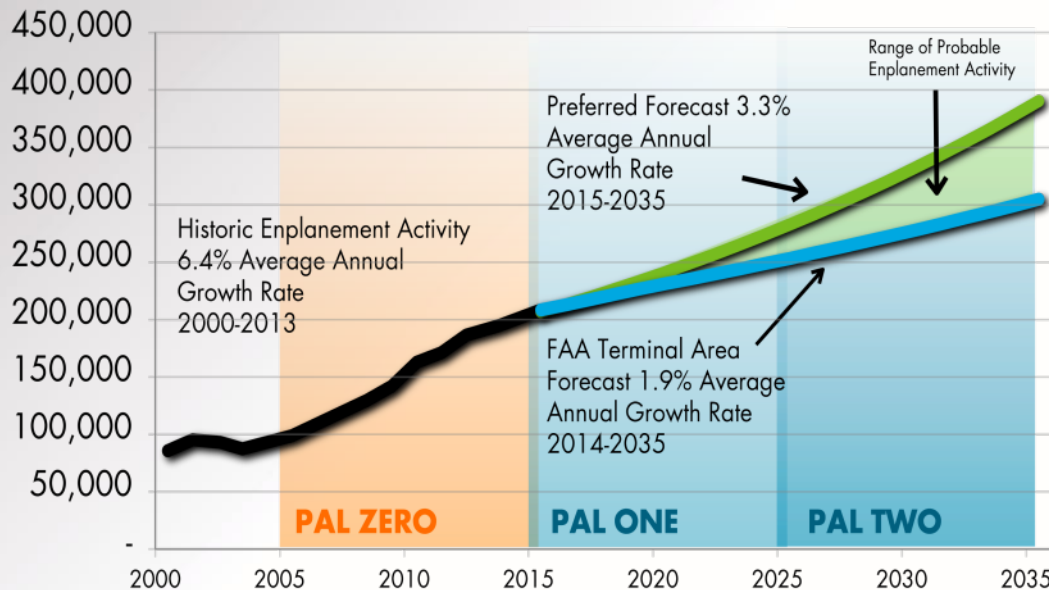
Passenger Enplanements Forecast					
	2015	2020	2025	2030	2035
Enplanements	205,594	241,427	283,505	332,917	390,941

General Aviation & Military Operations Forecast					
	2015	2020	2025	2030	2035
General Aviation Operations	21,475	23,487	25,429	27,528	29,797

Commercial Operations Forecast					
	2015	2020	2025	2030	2035
Commercial Operations	7,965	8,471	9,010	9,583	10,192

Based Aircraft Forecast					
	2015	2020	2025	2030	2035
Based Aircraft	72	77	82	87	93

**Enplanements: Forecast Range
Annual Enplanements 2015-2035**



PAL Zero Identifies a
Level of activity that
has already been
achieved

*2015 enplanements will
be less than expected due
to Frontier pullout but do
not represent a substantial
impact to the overall
forecast

Terminal Facility Requirements

Existing
Condition

- 41,500 Square Feet (with tent)
- 1,100 Parking Stalls
- 263 Peak Hour Enplanements
- 4 Aircraft Parking Positions

PAL 0
2015

- 82,100 Square Feet
- 1,500 Parking Stalls
- 263 Peak Hour Enplanements
- 5 Aircraft Parking Positions

PAL 1
2025

- 110,800 Square Feet
- 1,900 Parking Stalls
- 340 Peak Hour Enplanements
- 7 Aircraft Parking Positions

PAL 2
2035

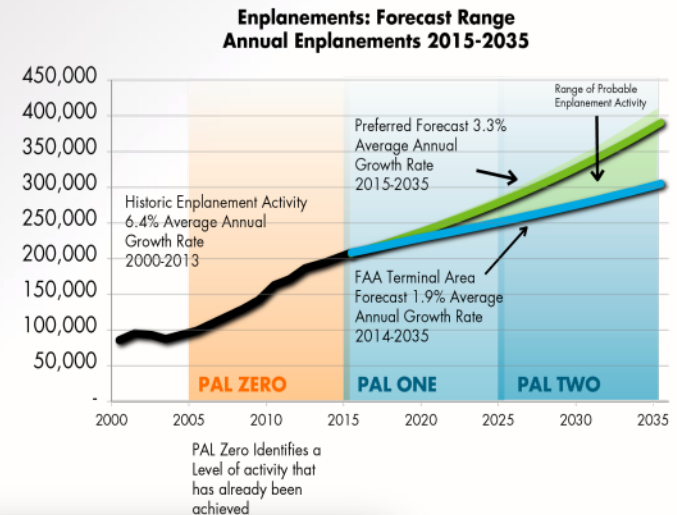
- 137,600 Square Feet
- 2,400 Parking Stalls
- 425 Peak Hour Enplanements
- 9 Aircraft Parking Positions

Landside Facility Requirements

Facility	Required to Meet 2035 Need
On-Airport Circulation Roadways	<ul style="list-style-type: none">• Enlarge and improve circulation to terminal and parking areas
Terminal Auto Parking	<ul style="list-style-type: none">• Add 1,000 surface parking stalls on approx. 13 acres or construct parking garage
Rental Car Parking	<ul style="list-style-type: none">• Add 140 spaces during planning period
Employee Parking	<ul style="list-style-type: none">• Add 45 spaces during planning period• Pave north lot
Regional Transportation Network	<ul style="list-style-type: none">• Improve intersection of County Road 309 and State Highway 172
GA Auto Parking	<ul style="list-style-type: none">• No improvements needed

Technical Observations on Terminal Needs Per Industry Standards:

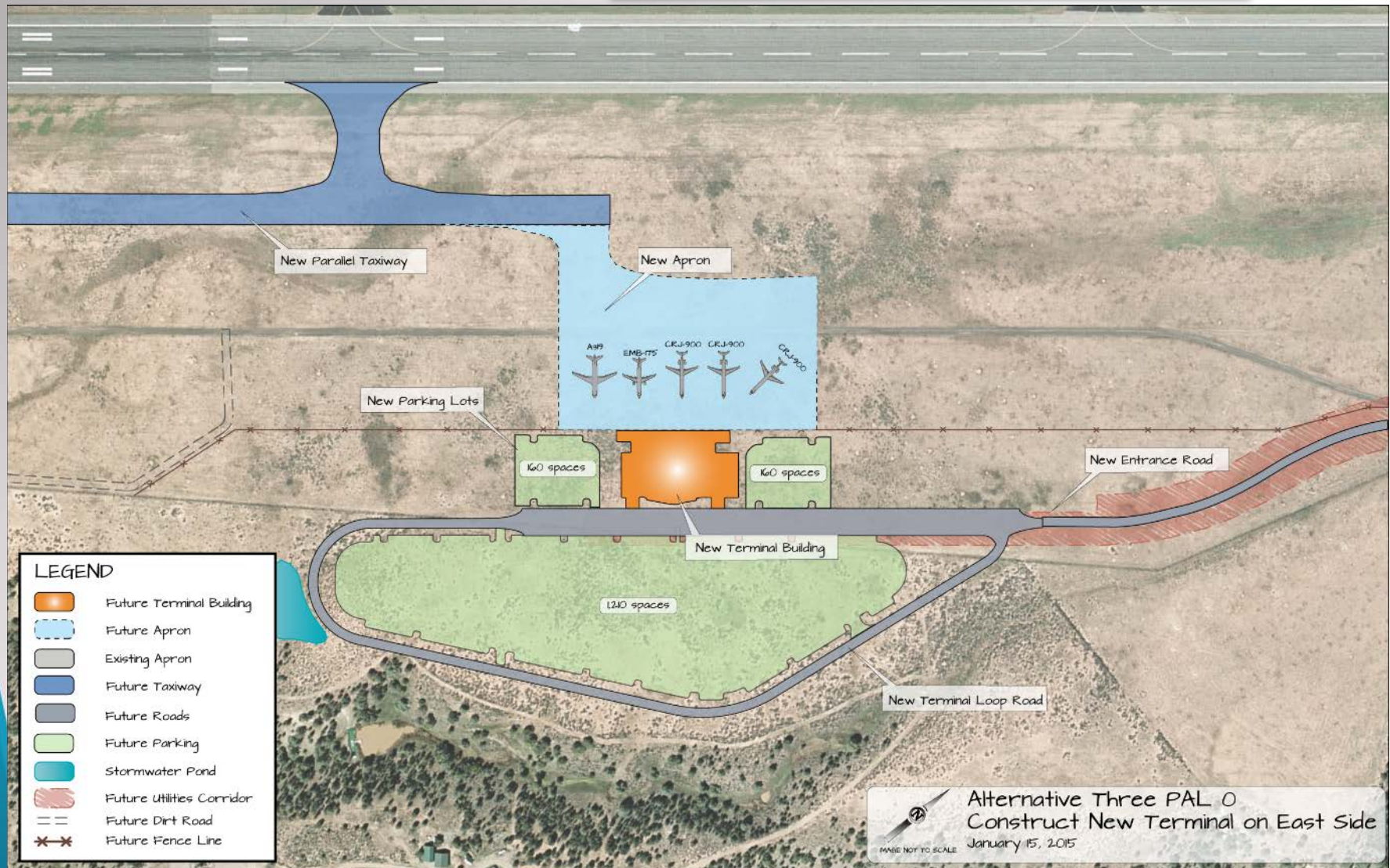
- ➔ DRO is projected to add 1.9% to 3.3% additional passengers each year through 2035
- ➔ There are no “low cost” approaches that will satisfy the needs for today.
- ➔ The terminal building is undersized for the current demand
 - Plan to accommodate by 2035: 140,000 SF
- ➔ The parking system capacity is at failure today
 - Plan to accommodate by 2035: 2,400 spaces
- ➔ Additional first aircraft apron is required with all obstruction clearances met
 - Plan to accommodate: 7 parking positions plus two overnight



Master Plan Preferred Alternative:

Alternative Three

Construct new terminal complex on east side of airfield



Terminal Timeline

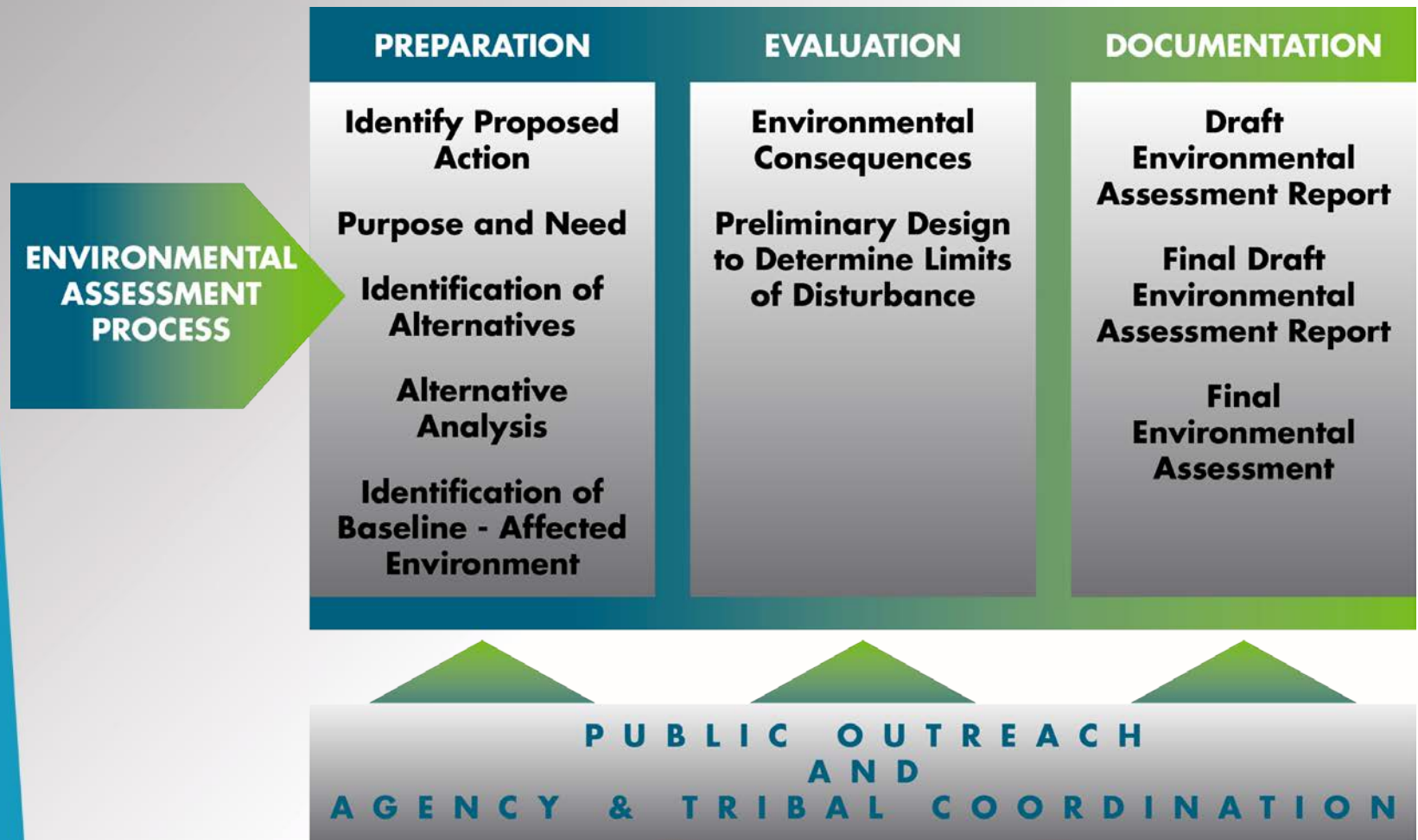
Based upon the analysis of needs and the constraints to long-term terminal development in the current terminal location, the best alternative is to relocate terminal facilities to the east side of the airport.





» The Environmental Assessment (EA) Process

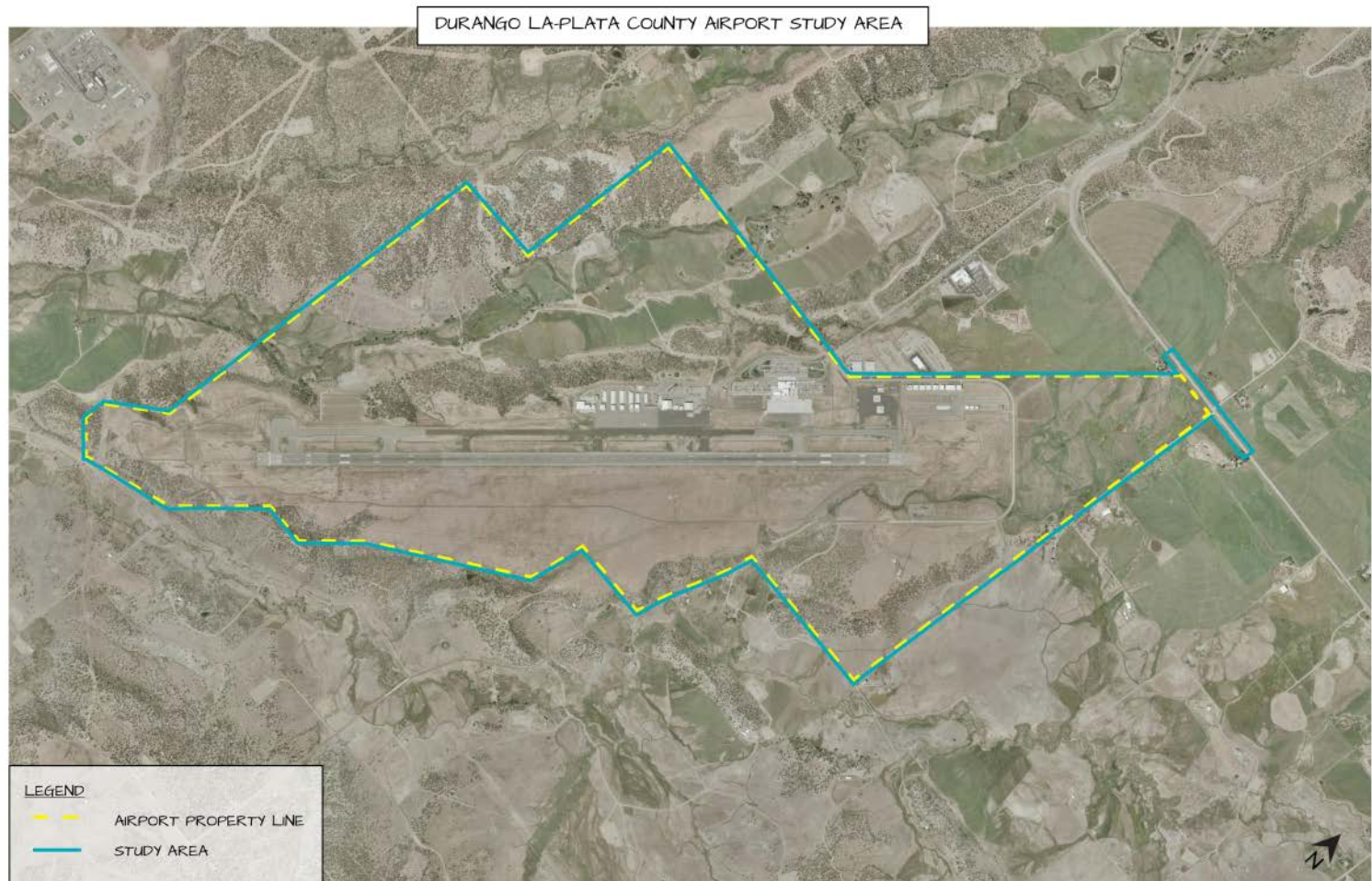
EA Process



EA Guidance

- ➔ FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*
 - Provides clear instructions to fulfill NEPA requirements for airport actions under FAA's authority
- ➔ FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*
 - Ensures compliance with –
 - National Environmental Policy Act (NEPA)
 - Council on Environmental Quality (CEQ) regulations
 - Department of Transportation regulations
- ➔ FAA 1050.1F Desk Reference
 - Provides explanatory guidance for environmental impact analysis of 15 categories

Direct Study Area



The EA will include the following categories per FAA Order 1050.1 F...

- Air Quality
- Biological Resources
- Climate
- Department of Transportation, Section 4(f)
- Farmlands
- Hazardous Materials, Solid Waste, Pollution Prevention
- Historic, Architectural, Archaeological & Cultural Resources
- Land Use
- Natural Resources & Energy Supply
- Noise & Compatible Land Use
- Socioeconomics, Environmental Justice, Children's Environmental Health & Safety Risks
- Visual Effects
- Water Resources
- Cumulative Impacts

Dismissed Categories

The following categories are not found within the study area:

- Coastal Resources
- Floodplains
- Wild and Scenic Rivers

Of specific emphasis at DRO...

- Cultural Resources
- Endangered Species Survey
- Wetlands
- Socioeconomic – Airport Entrance
- Noise Impacts

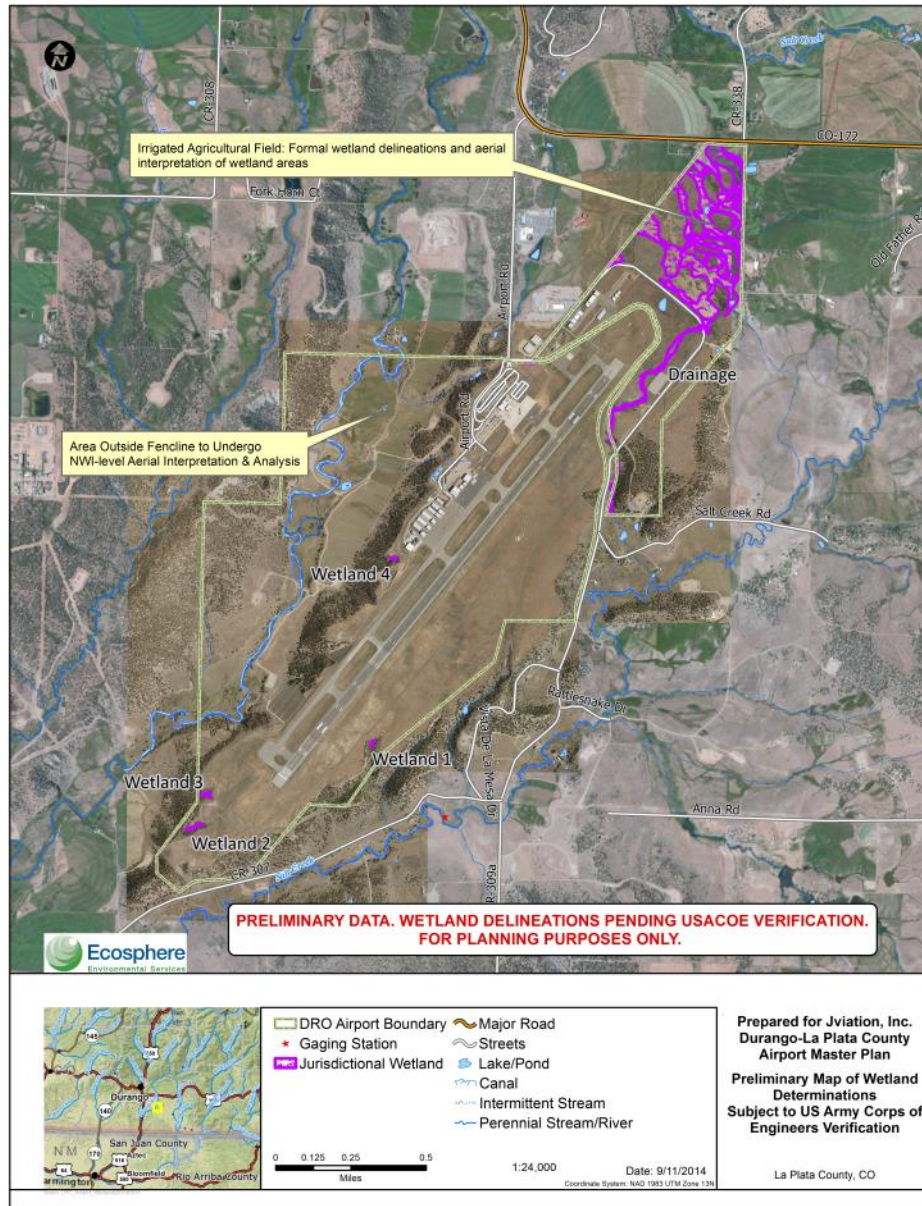


Southwestern
Willow
Flycatcher

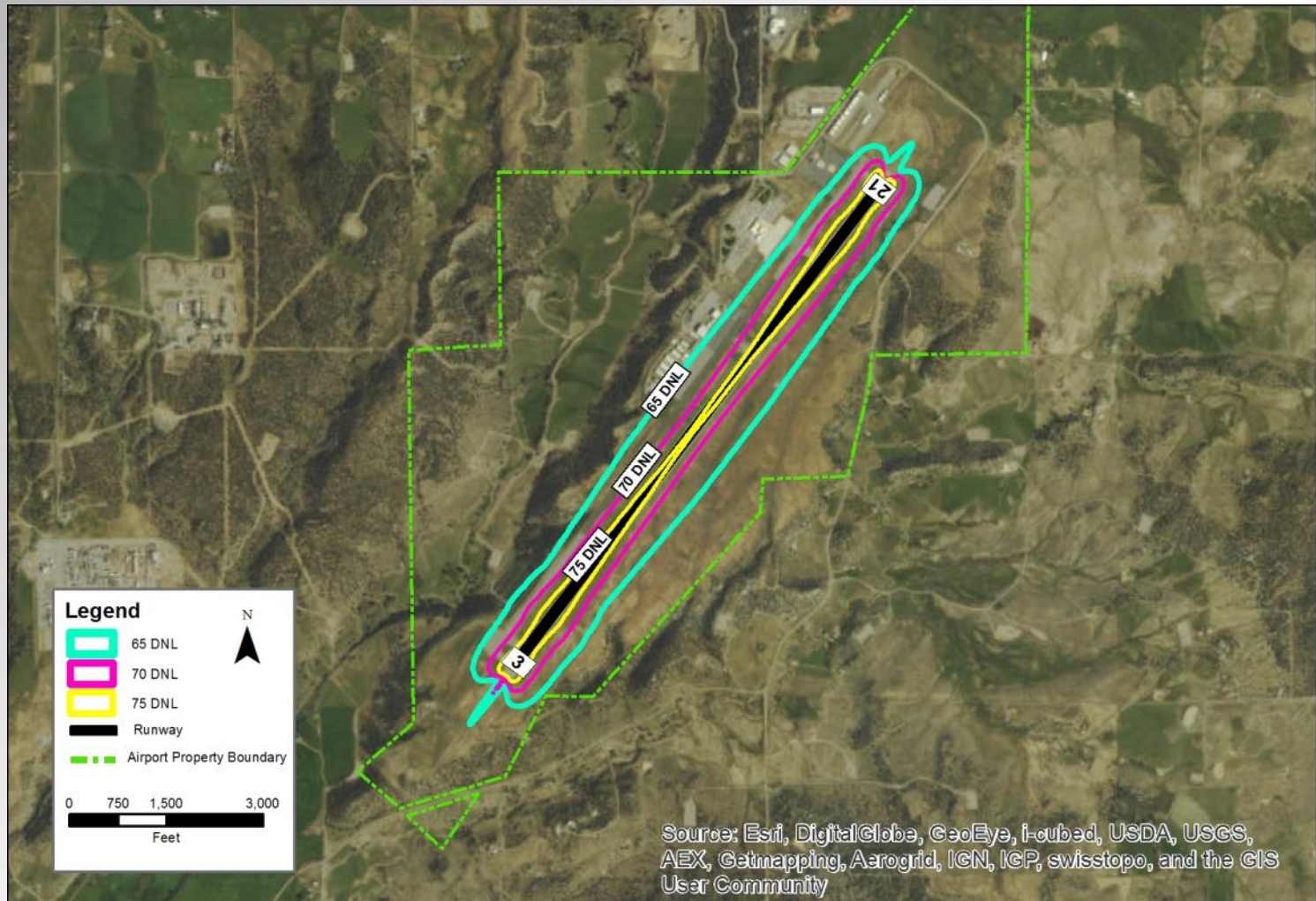
New Mexico
Jumping
Mouse



Wetlands



2013 Noise Contours



2015 Durango –La Plata County Airport Master Plan, KB Environmental Sciences

Alternative Components –

- New or redeveloped terminal building
- New or expanded terminal parking
- Partial parallel taxiway (east side alternative only)
- Utility improvements
- New or realigned terminal loop road
- Borrow site
- New Airport entrance road from SH 172 – this will be analyzed separately from the terminal development



» Next Steps

Coordination is key throughout the process...

→ Over the next two years, a series of meetings and coordination will be occur with:

- Adjacent Landowners
- City of Durango
- Colorado Department of Transportation – Access Management, Environmental Program, Aeronautics
- Colorado Parks & Wildlife
- Federal Aviation Administration
- LaPlata County – Administration, Historic Preservation, Planning, Public Works
- Southern Ute Indian Tribe and other Indian tribes
- State Historic Preservation Office
- Town of Ignacio
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- And others as identified through the process

Outreach Efforts

- ➔ Coordination Meetings
- ➔ Community Open Houses
- ➔ Airport Tours
- ➔ Virtual City Hall
- ➔ Social Media
- ➔ Airport Advisory Commission
- ➔ Joint Study Sessions with Elected Officials
- ➔ Public Hearing



Social Media – Project Information

DESTINATION DRO WEBSITE:

www.flydurango.com

Select *Airport Environmental Assessment* for project related documents



VIRTUAL CITY HALL:

www.durangogov.org/virtualcityhall



TWITTER:

<https://twitter.com/DROAirport>

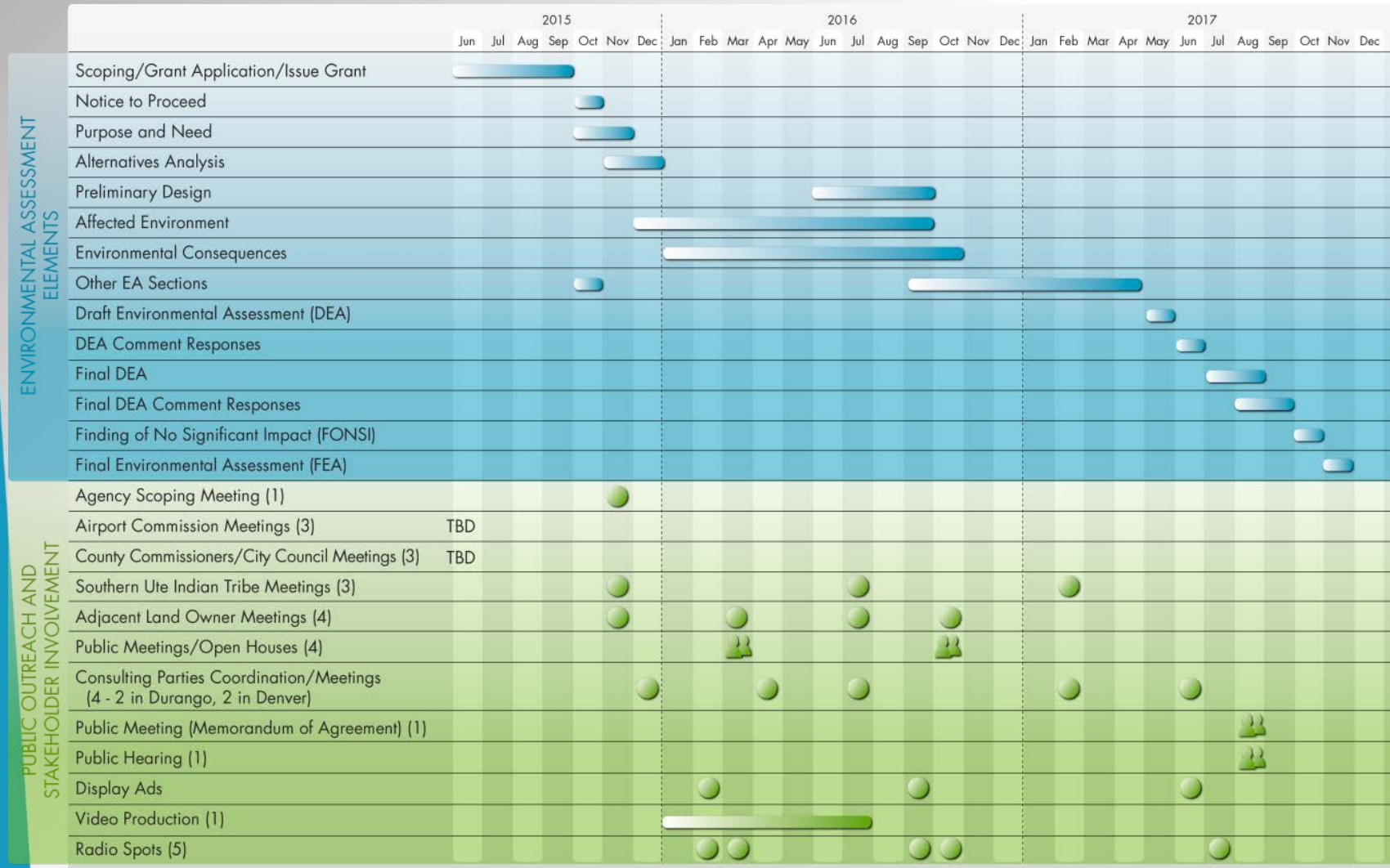


FACEBOOK:

www.facebook.com/DROAirport



Project Schedule



Next Steps – November 2015 to January 2016

- Initiation of Purpose & Need Chapter and documentation of Alternatives
- Tribal coordination
- Documentation of baseline data including noise and air analysis
- On-going Agency Coordination



Questions, Comments, Concerns???





» Thank You!

Kip Turner, DRO Director of Aviation
kip.turner@durangogov.org
970.382.6051

Colleen Cummins, Project Manager
colleen.cummins@jviation.com
720.544.6508