

ENVIRONMENTAL ASSESSMENT

Public Hearing

December 13, 2018

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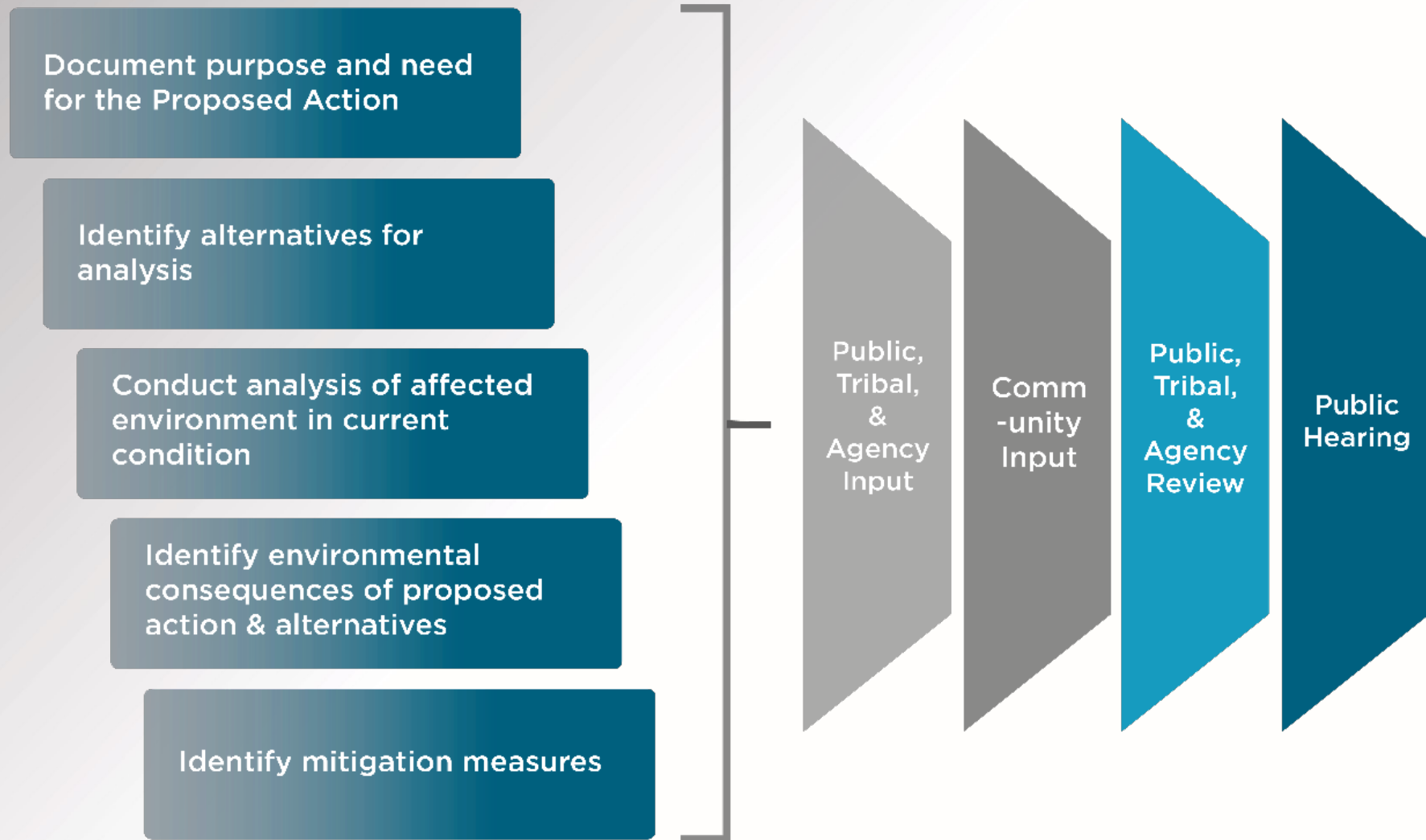
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Why is an Environmental Assessment (EA) Necessary and What is its Purpose?

- The National Environmental Policy Act (NEPA) is a **procedural law** that applies to federal agencies including the FAA
- The objective of NEPA is informed decision making through full disclosure and documentation
- It is designed to promote coordination and communication with agencies and the public
- The **purpose of the EA** is to determine if a project/action has the potential to cause significant environmental effects

The City of Durango and La Plata County decides whether and what to build

The EA Process



Purpose and Need

DRO's current airport facilities do not and/or will not meet existing and future demand. As passenger activity grows, current congestion will be exacerbated and spread to additional facilities. The level of service within terminal areas, including the passenger departure lounge, ticket counters security screening checkpoints and baggage areas, will continue to degrade as passenger levels increase. The purpose of the proposed project is to accommodate the expected demand such that the level of service is acceptable.

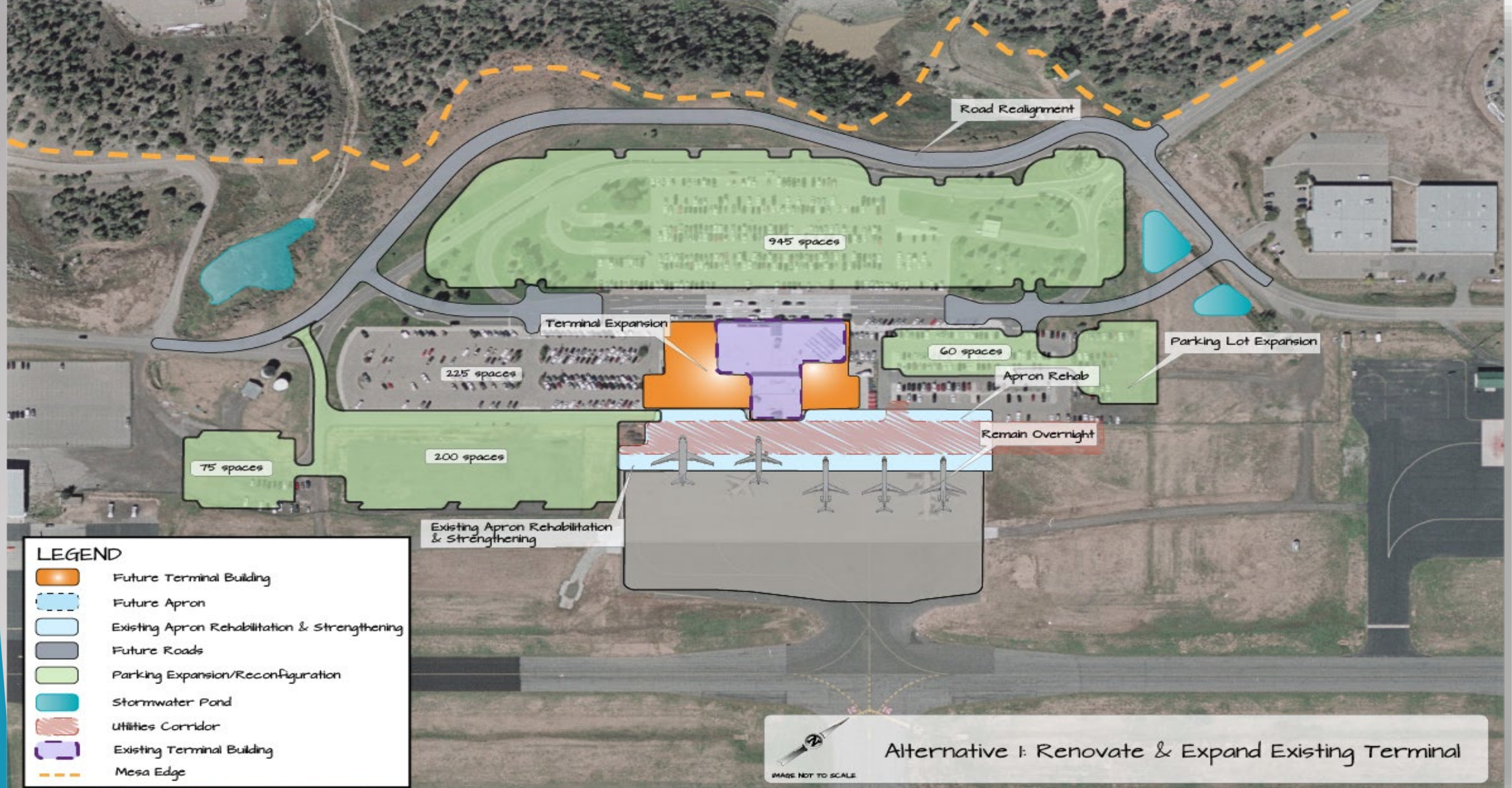
Since the last Community Open House...

- Removal of new intersection and access road
 - CDOT is the pre-emptive authority on the triggers for the intersection
 - FAA has stated that this project is not ***a change in use*** but rather a project to meet ***existing demand***
 - CDOT has indicated that a 20% increase in traffic will trigger a change in use
 - The data collected-to-date will serve as a baseline for a future CDOT study
- Failed ballot measure for funding
 - The existing facility does not meet the current & future demand
 - The ballot represented one funding mechanism – other methods may be considered
- The EA contains an environmental evaluation of **all** the primary alternatives identified in the Master Plan to allow DRO & the community to consider an option that meets their needs and is financially feasible

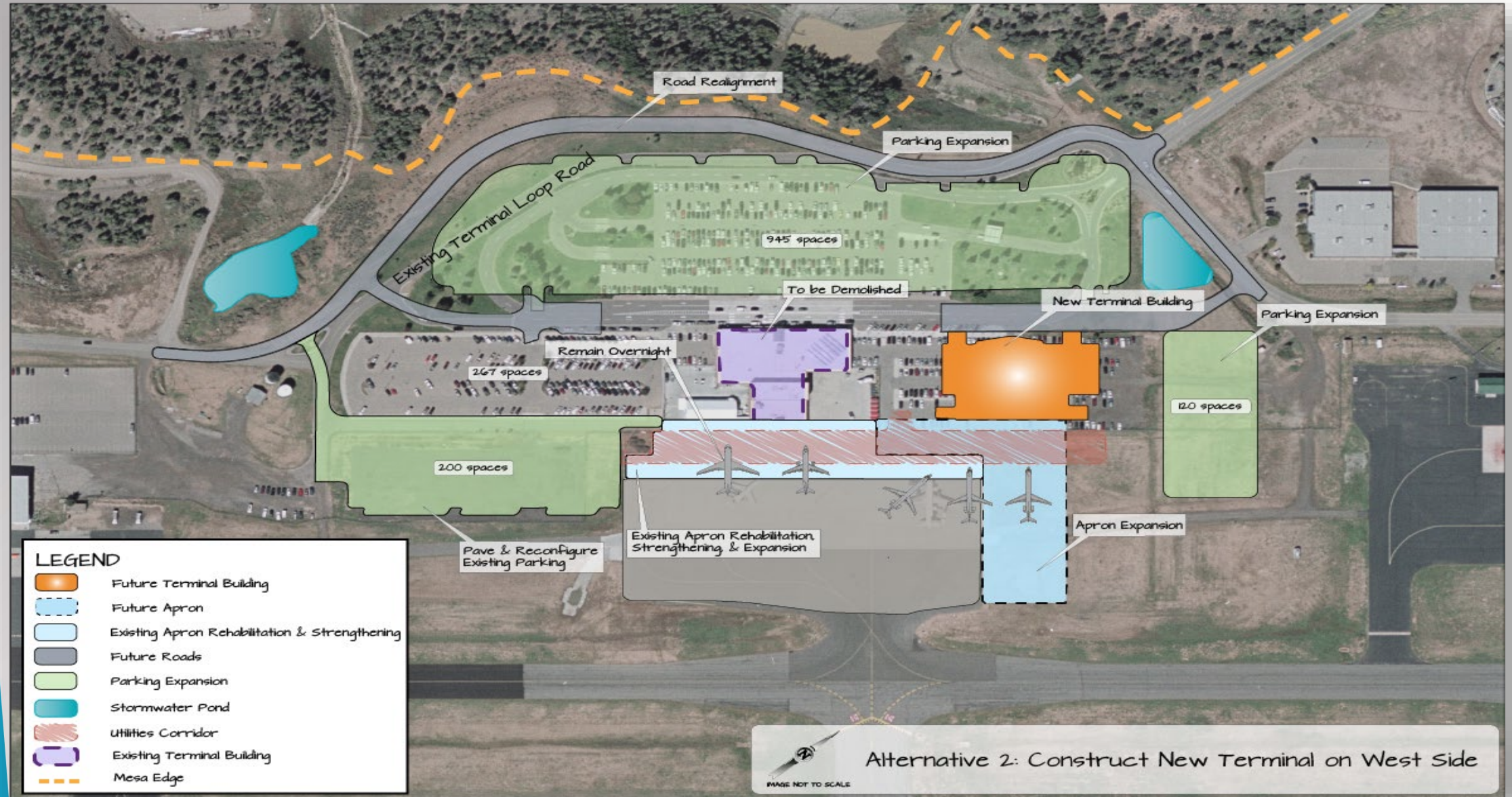
No Action Alternative



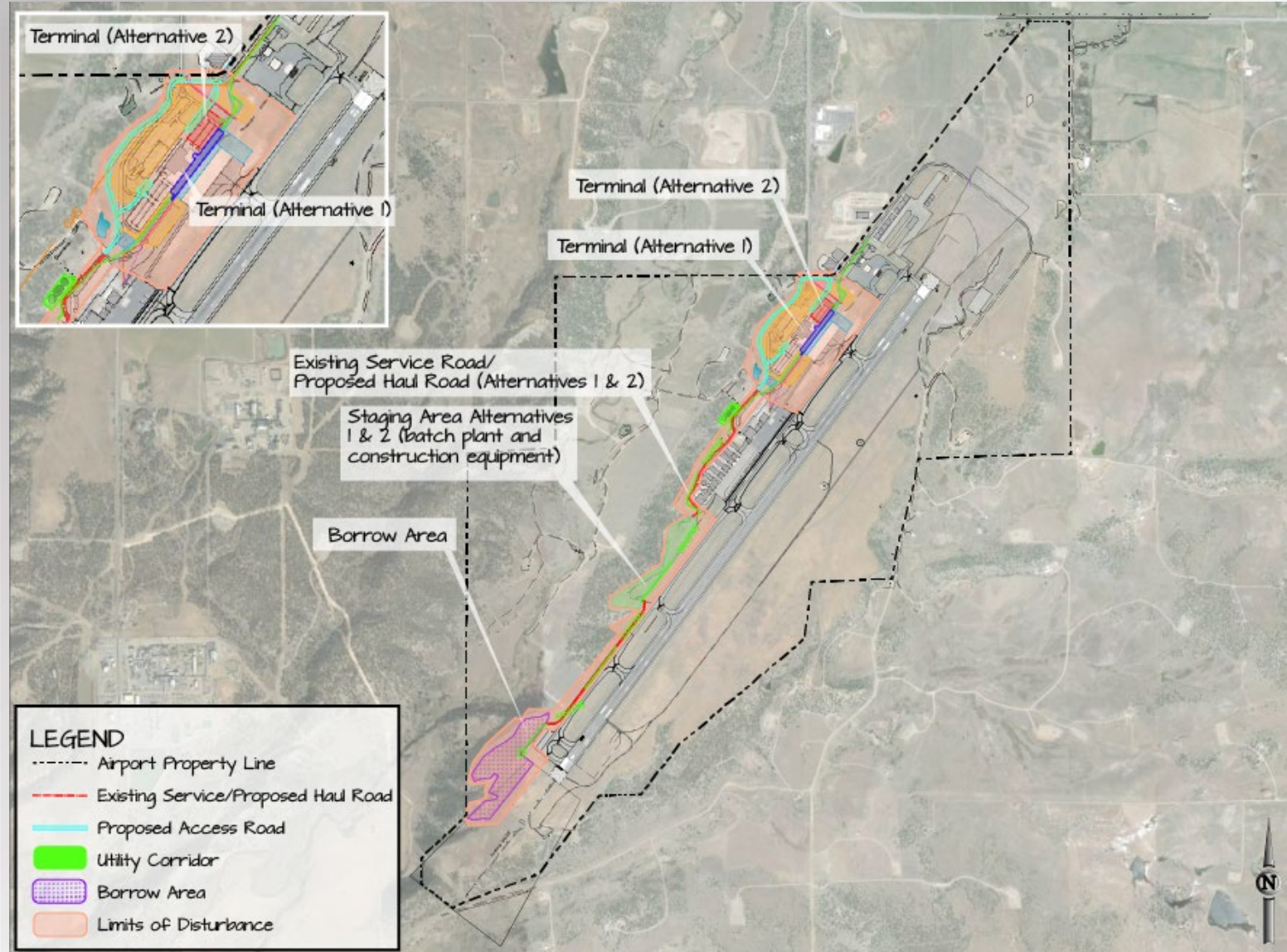
Alternative 1 – Renovate & Expand Existing West Side Terminal



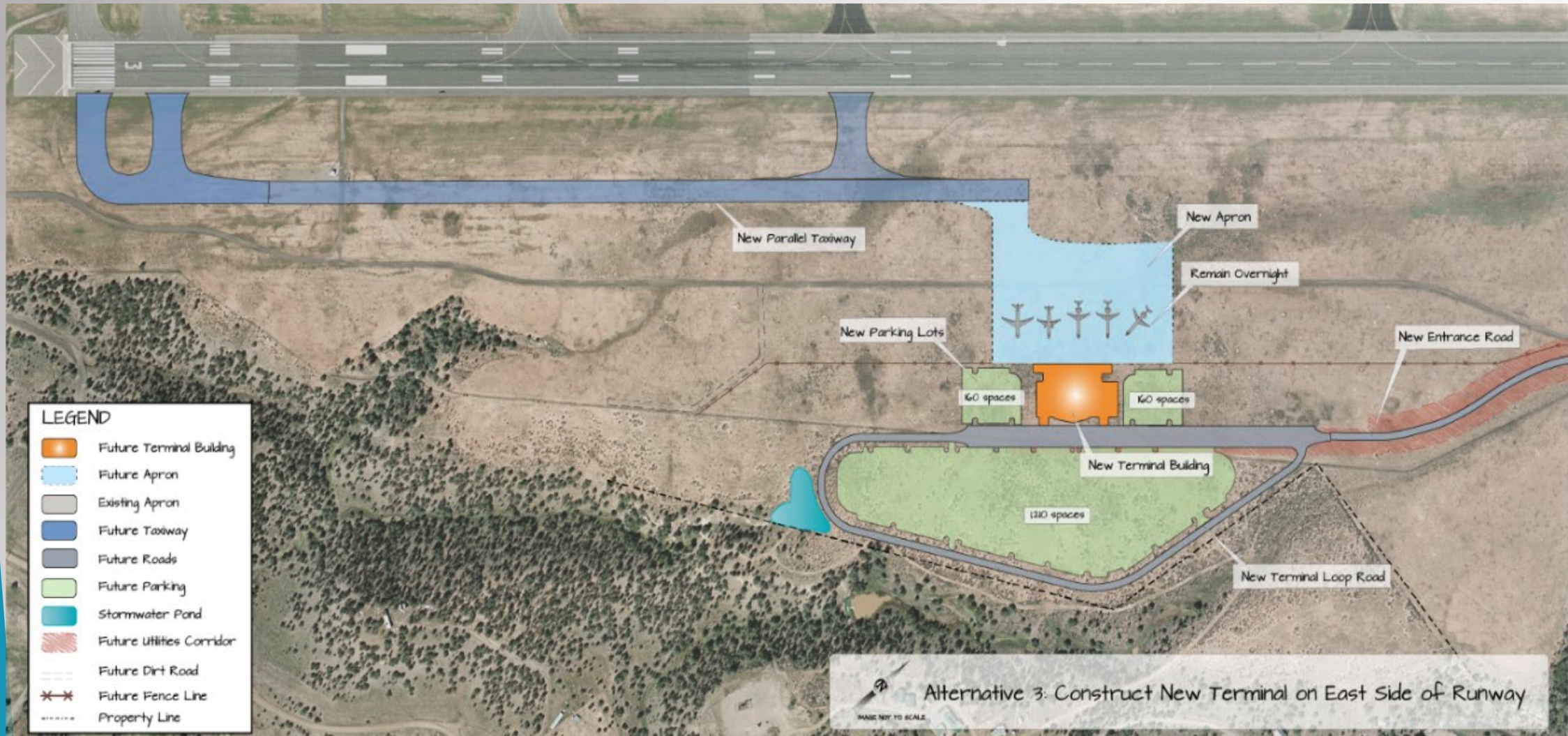
Alternative 2 – New West Side Terminal



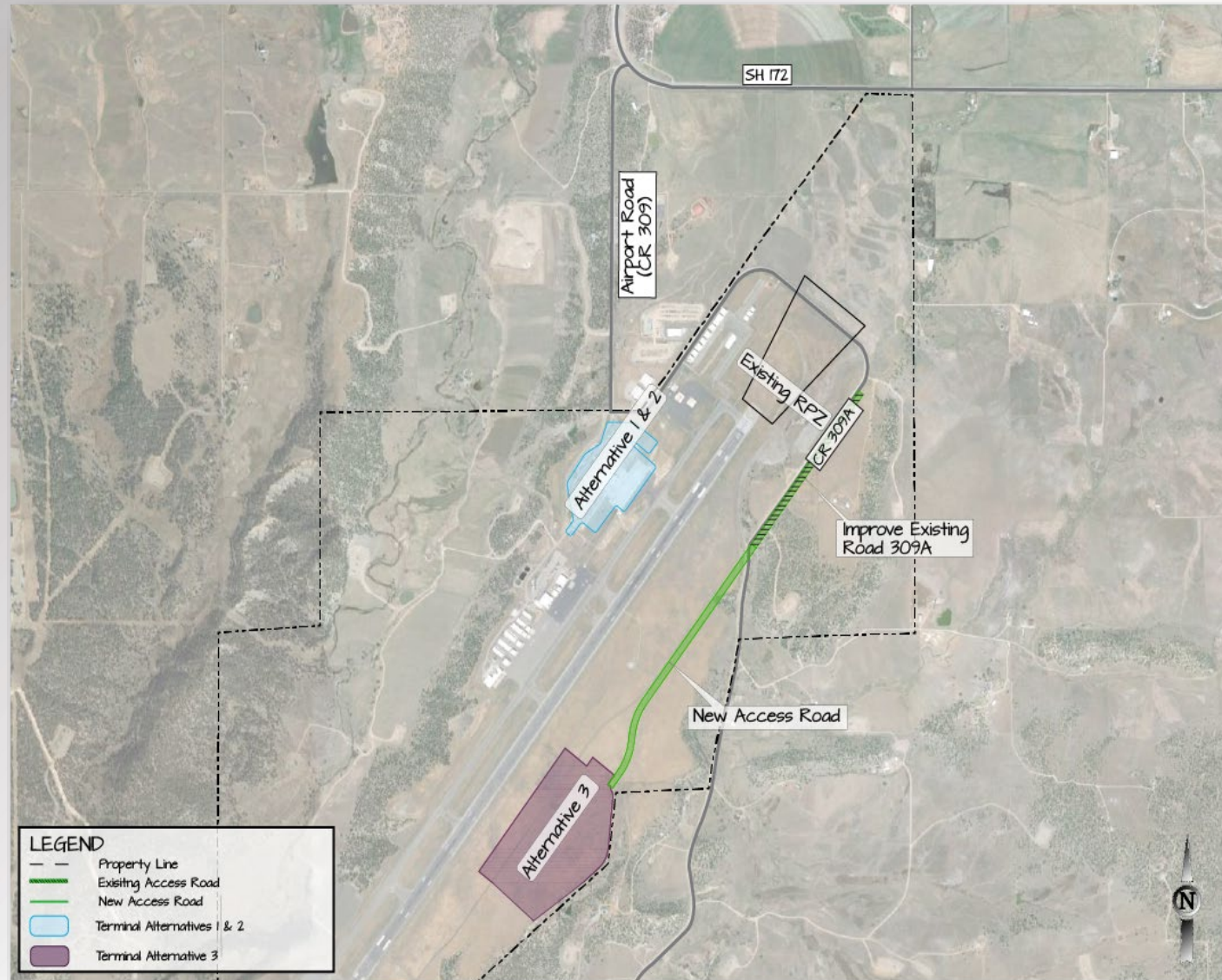
Alternatives 1 & 2 – Limits of Disturbance



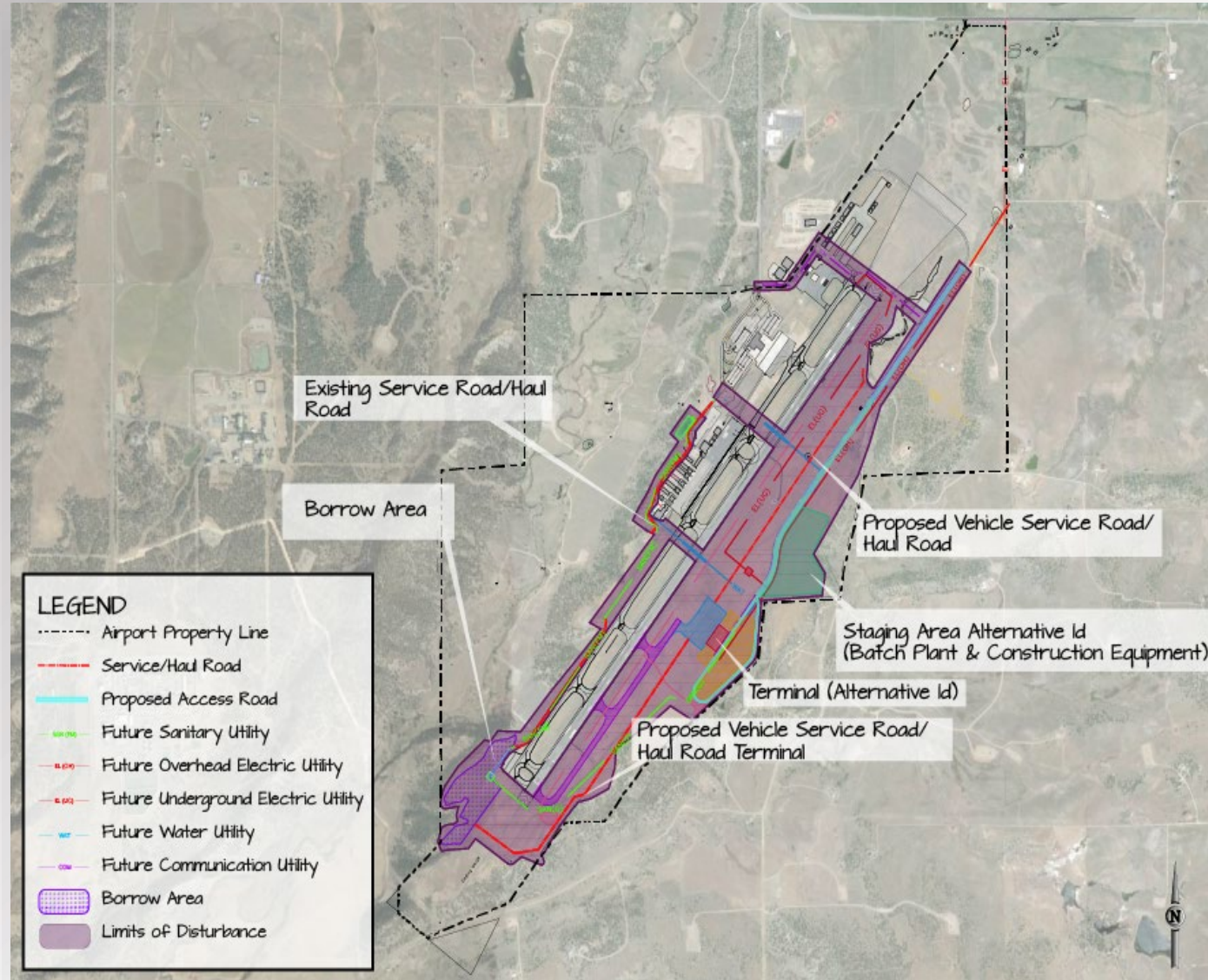
Alternative 3 – New East Side Terminal



Alternative 3 – Access Road



Alternative 3 – Limits of Disturbance



Impact Categories

The following environmental impact categories were evaluation for the No Action and Action Alternatives:

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

Summary of Impacts

ENVIRONMENTAL RESOURCE	TERMINAL ALTERNATIVES			
	No Action Alt.	Alt. 1	Alt 2.	Alt 3
Air Quality	None	Not Significant	Not Significant	Not Significant
Biological Resources	None	None	None	Not Significant
Climate	None	Not Significant	Not Significant	Not Significant
DOT Section 4(f)	None	None	None	None
Farmlands	None	None	None	None
Hazardous Materials, Solid Waste, and Pollution Prevention	None	Not Significant	Not Significant	Not Significant
Historic, Architectural, Archaeological, and Cultural Resources	None	None	None	Not Significant
Land Use	None	None	None	None
Natural Resources and Energy Supply	None	Not Significant	Not Significant	Not Significant
Noise and Compatible Land Use	None	Not Significant	Not Significant	Not Significant
Socioeconomics, Environmental Justice, and Children's Health and Safety Risks	Impacts to tourism industry	Not Significant	Not Significant	Not Significant
Visual Effects	None	Not Significant	Not Significant	Not Significant
Water Resources	None	Not Significant	Not Significant	Not Significant
Cumulative Impacts	None	Not Significant	Not Significant	Not Significant

Not Significant means the impact has not exceeded the threshold established for each resource

Next Steps

- All public comments are due **Dec. 27, 2018**
 - Submit verbally or in writing at today's hearing
 - Submit written comments postmarked by Dec. 27 to:
 - Renee Dowlin, Project Manager, 900 South Broadway, Suite 350, Denver, CO 80209
- 30 Day Period to Address Comments (Feb. 1, 2019)
- Update of Environmental Assessment document if needed
- Issuance of FAA Finding
- Final Publication of Environment Assessment

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