



APPENDIX J

**FEDERAL AVIATION ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF NO ADVERSE EFFECT
SUBMITTED TO THE COLORADO STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR § 800.5(b) for the
DURANGO-LA PLATA COUNTY AIRPORT TERMINAL PROJECT
LA PLATA COUNTY, COLORADO**

1. Description of the Undertaking

The Durango-La Plata County Airport (Airport) is located approximately 14 miles southeast of the Central Business District of Durango in La Plata County, Colorado. The Airport's terminal building, automobile parking area, and terminal apron are unable to accommodate the existing passenger demand due to insufficient size and aging infrastructure. This has resulted in decreased levels of service during peak periods in terms of parking, ticketing, security clearance, departure lounge, and baggage. The level of service for the Airport's overall passenger terminal is estimated to be a "D".

The Airport considered four alternatives in an Environmental Assessment (EA) (Appendix A):

- No Action Alternative
- Alternative 1 – Renovate and Expand Existing Terminal
- Alternative 2 – Construct a New Terminal on the West Side
- Alternative 3 – Construct a New Terminal on the East Side

During the development of the draft EA, the Airport considered Alternative 3 as their proposed action. After the completion of the public comment period on the Draft EA, the Airport decided to select a combination of Alternatives 1 and 2 as their proposed action.

2. Area of Potential Effect

The Area of Potential Effect (APE) is the area within which an undertaking may directly or indirectly affect a historic property or cultural resource. The APE encompasses areas proposed for disturbance and areas with the potential for visual effects (Appendix A).

3. Efforts to Identify Historic Properties

Stratified Environmental and Archaeological Services (Stratified) completed *Cultural Resources Inventory for Phase I of the Durango-La Plata County Airport Master Plan* in December 2014 (previously provided). The Inventory included a file search as well as field work. The field work resulted in the identification and documentation of 14 newly recorded sites (5LP 10796 – 5LP 10809) and 28 isolated finds (5LP 10810 – 5LP 10837). None of the isolated finds were found to be eligible for listing on the National Register of Historic Places (NRHP) given their small size, lack of cultural context, and lack of archaeological depth or further information potential.

The following sites were determined not to be eligible for listing on the NRHP:

- Sites 5LP 10796, 5LP 10797, and 5LP 10801 did not meet any criteria.
- Sites 5LP 10796 and 5LP 10797 lack archaeological integrity and further data potential.
- Site 5LP 10801 is a relatively recent trash dump.
- Site 5LP 10809 extends beyond Airport property. The portion on Airport property was determined to be non-contributing for the portion off Airport property.

Not enough information was known to determine the eligibility of Sites 5LP 10799, 5LP 10800, 5LP 10802, 5LP 10803, 5LP 10805, and 5LP 10807. Sites 5LP 10798, 5LP 10804, 5LP 10806, and 5LP 10808 are recommended as eligible for listing on the NRHP under Criterion D.

Stratified completed the *Evaluative Testing at Six Sites for the Durango-La Plata County Airport Terminal Development Environmental Assessment* in July 2016 (previously provided) to determine the eligibility of the undetermined sites (Sites 5LP 10799, 5LP 10800, 5LP 10802, 5LP 10803, 5LP 10805, and 5LP 10807). Site 5LP 10805 was field recommended as eligible for listing on the NRHP under Criterion D. Sites 5LP 10799, 5LP 10800, 5LP 10802, 5LP 10803, and 5LP 10807 were determined not to be eligible for listing on the NRHP as they lack archaeological integrity or any further, meaningful scientific value.

4. Describe Affected Historic Properties

Site 5LP 10798 is an artifact scatter with features of Early Navajo cultural affiliation (ca AD 1400 to 1780). Three artifact concentration and three features are present on the site. The site represents a seasonal open camp along the northern periphery of the Early Navajo occupation. The site is eligible for listing as Feature 1 contains carbon datable deposits in association with a small but diverse artifact assemblage including diagnostic pottery and a projectile point. The site would likely yield information important to understanding Early Navajo lifeways, among other research domains.

Site 5LP 10804 is an artifact scatter of unknown prehistoric to early historic aboriginal cultural affiliation (ca 9500 BC-AD 1880). Two loci were defined based on artifact distribution, a feature, and ground surface conditions. The site is recommended as eligible due to the gentle depositional landscape position, soil depth, diverse artifact assemblage, thermal feature, and presence of FCR. The site would likely yield information important to understanding aboriginal settlement and abandonment patterns, among other research domains.

Site 5LP 10805 is a possible Ancestral Pueblo artifact scatter dating sometime within late Pueblo II and early Pueblo III period times (ca. AD 1015 to 1155). The site is in relatively good condition with minor disturbances from water erosion, a two-track along the western edge, and a fence line that bisects the eastern side. The site represents a seasonal hunting and gathering open camp. The site is likely to yield additional data important to understanding Ancestral Pueblo lifeways. This site is recommended as eligible as testing confirmed the presence of buried intact cultural deposits.

Site 5LP 10806 is an artifact scatter with features of unknown prehistoric to early historic aboriginal (ca. 9500 BC-AD 1880) and unknown historic (1950s-1960s) cultural affiliation. Aboriginal artifacts are evenly distributed with no recognizable concentrations. The unknown historic component consists of two loci. The site is recommended as eligible for listing for the possibility for intact, subsurface aboriginal cultural deposits given the gentle landscape position, large diverse artifact assemblage, and association with two thermal features. The site would likely yield information important to understanding aboriginal settlement and abandonment patterns, among other research domains. The historic component does not contribute to the qualities of the site that qualify it as a NRHP-eligible cultural property.

Site 5LP 10808 is an artifact scatter with features of unknown prehistoric to early historic aboriginal cultural affiliation (ca. 9500 BC-AD 1880). Artifacts are rather evenly dispersed with no apparent concentrations. The site likely represents a short-term hunting and gathering camp. The site is recommended as eligible given the presence of a carbon datable feature in association with a small but diverse artifact assemblage and buried intact cultural deposits are inferred to be present. The site would likely yield information important to understanding aboriginal settlement and abandonment patterns, among other research domains.

5. Describe the Undertaking's Effects on Historic Properties

All of the eligible for listing on the NRHP sites are located on the eastern and southern side of the Airport. The original proposed action, Alternative 3, had the potential to indirectly impact Sites 5LP 10805 and 5LP 10806. However, the Airport elected to proceed with a combination of Alternatives 1 and 2. Neither of these alternatives will result in any direct or indirect impact to the sites eligible for listing on the NRHP (Sites 5LP 10798, 5LP 10804, 5LP 10805, 5LP 10806, and 5LP 10808).

6. Explain Application of Criteria of Adverse Effect- Include Conditions or Future Actions to Avoid, Minimize or Mitigate Adverse Effects

All of the sites will retain sufficient physical integrity after the proposed project is constructed.

The following table applies the criteria for adverse effect, as stated in 36 CFR § 800.5, to demonstrate that the proposed project will not negatively impact any of the sites:

Examples of Adverse Effect	Yes/No
Physical destruction of or damage to all/part of property	No
Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation & handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties	No
Removal of the property from its historic location	No
Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance	No
Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features	No
Neglect of a property which causes its deterioration, except where such neglect & deterioration are recognized qualities of a property of religious & cultural significance to an Indian tribe or Native Hawaiian organization	No
Transfer, lease or sale of property out of Federal ownership or control without adequate & legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance	No

7. Basis for Finding

The FAA determined that a finding of No Adverse Effect is appropriate for this project. If construction results in the advertent discovery of a significant cultural resource, construction will halt until the SHPO and FAA are notified. The FAA respectfully requests that the SHPO provide written concurrence with this Section 106 finding.

APPENDIX

- Appendix A: Project Figures (proposed project and APE)

Approved By:

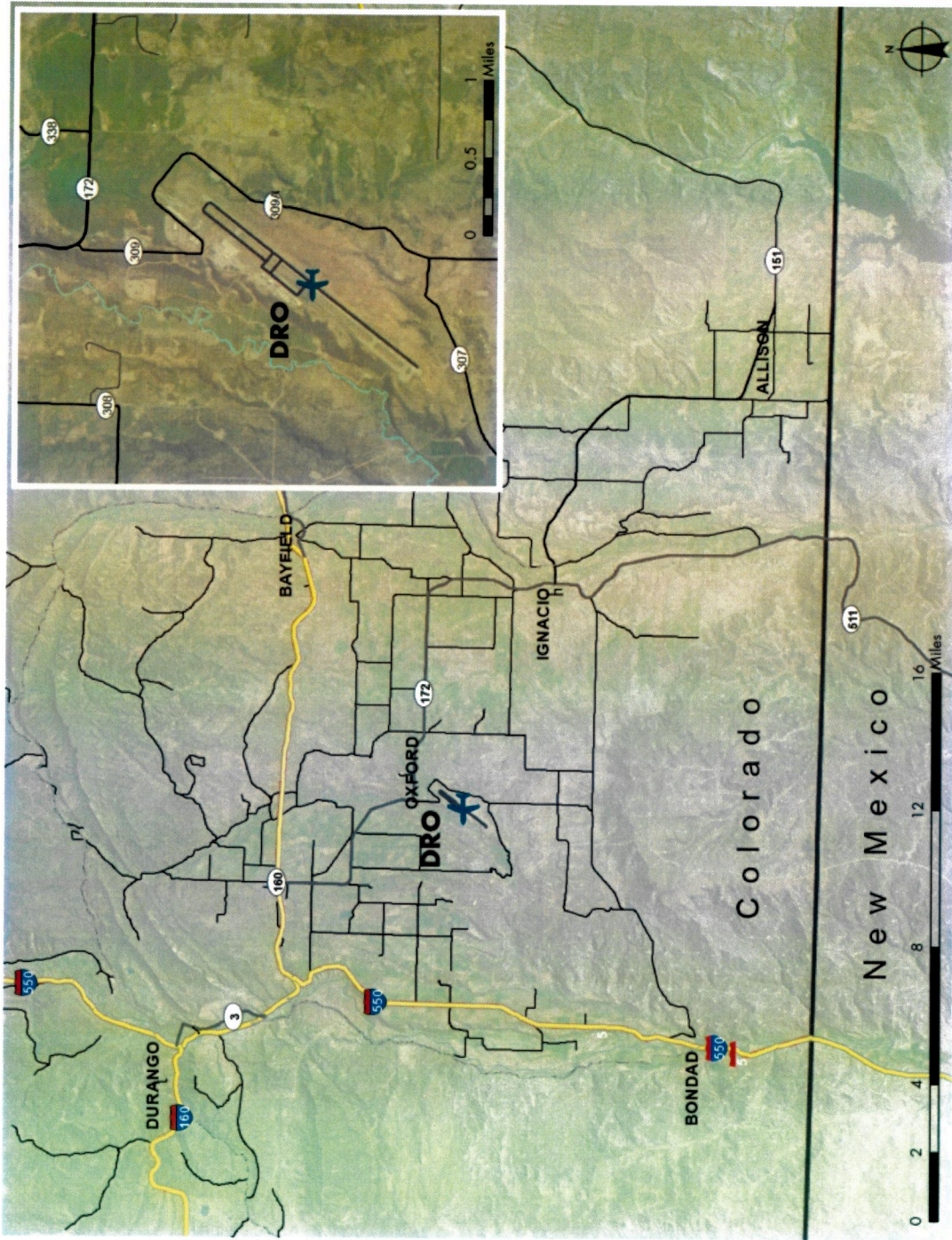


2/26/19

Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration (FAA)
Denver Airports District Office

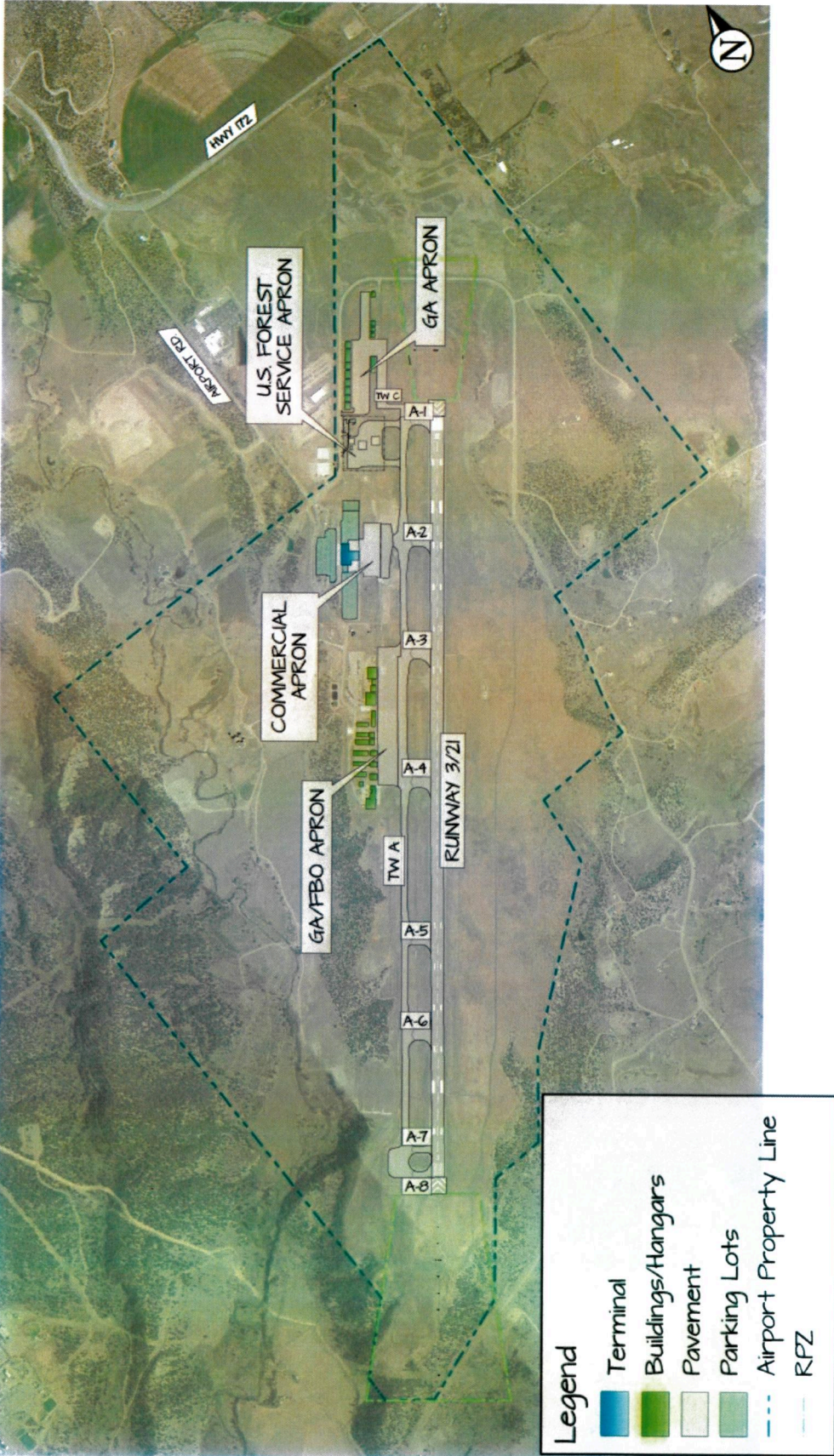
Date

FIGURE 1-1 – LOCATION MAP



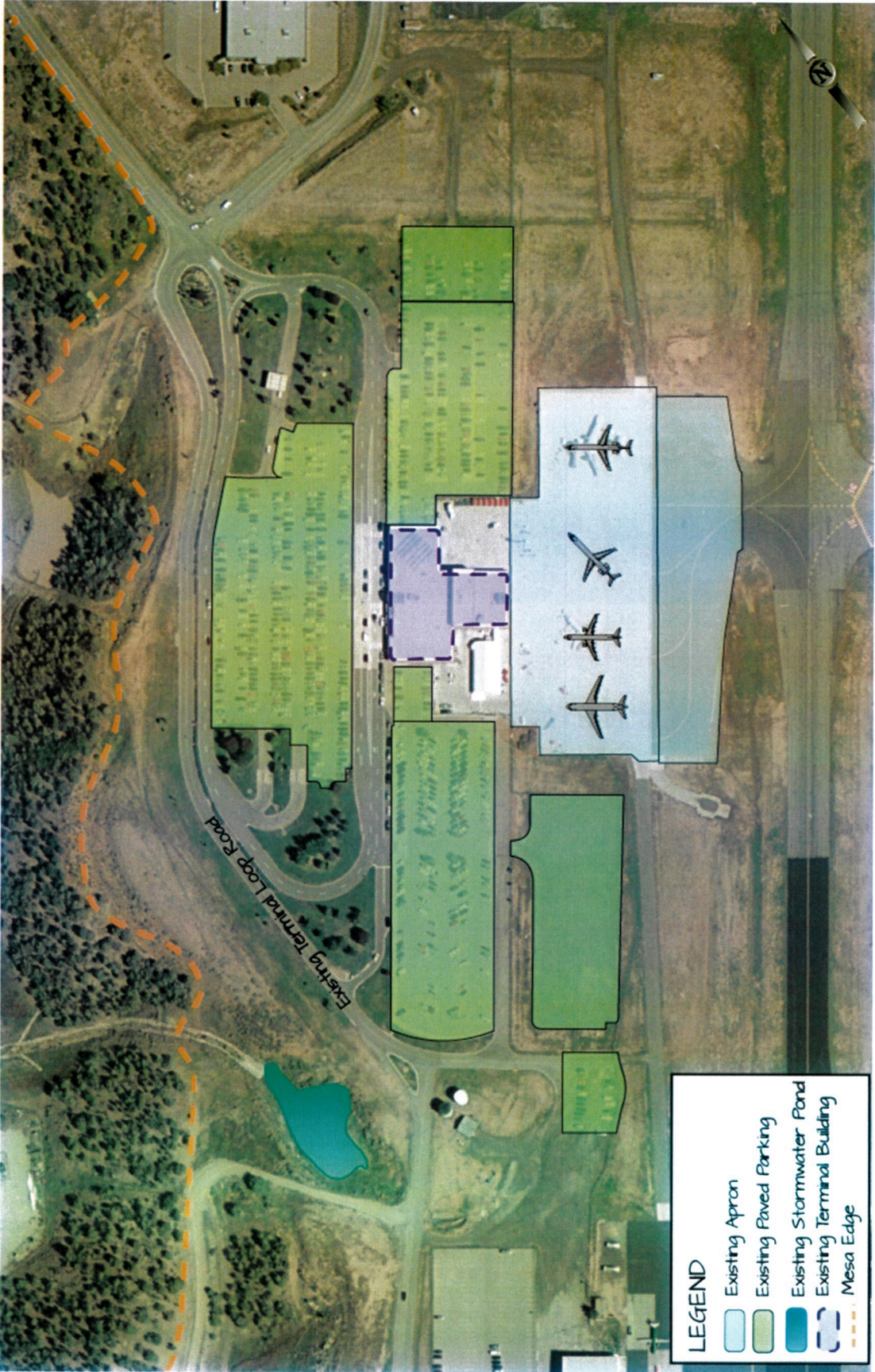
Source: Jviation
Note: Not to scale

FIGURE 1-2 – DRO EXISTING LAYOUT
Area of Potential Effect Included Entire Airport Property



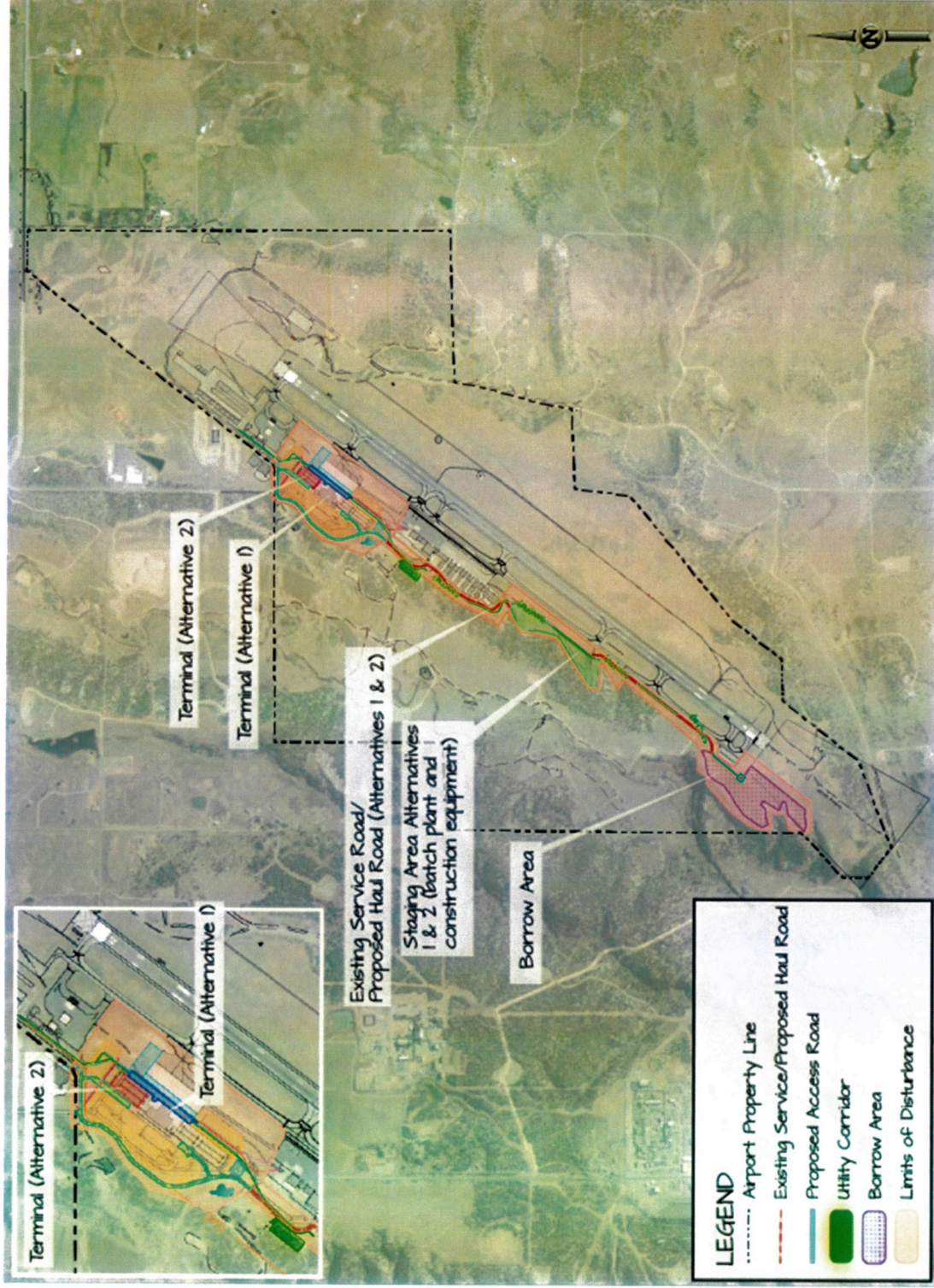
Source: Jviation
Note: Not to scale

FIGURE 2 – NO ACTION TERMINAL ALTERNATIVE



Source: Jviation, 2016
Note: Not to scale

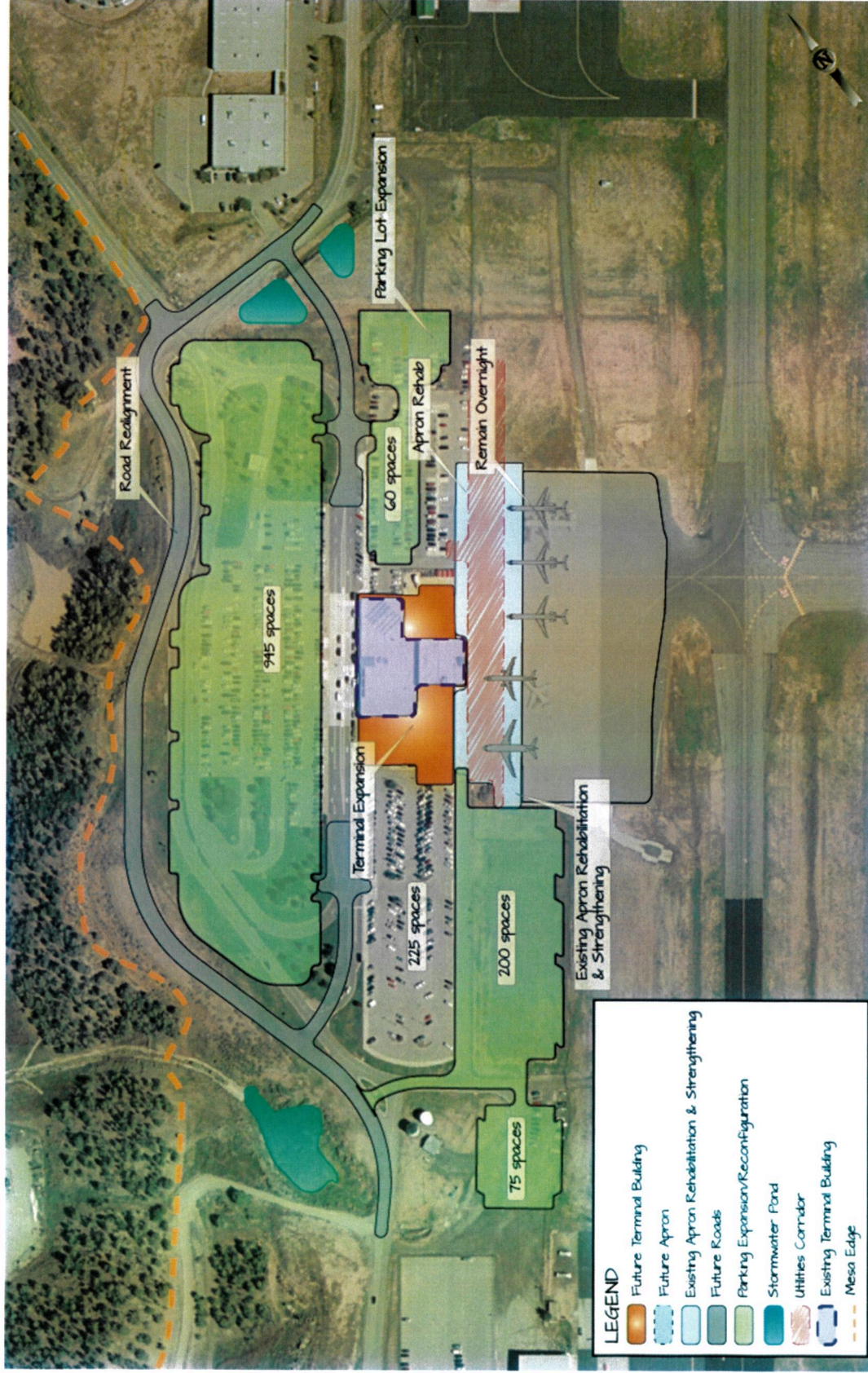
FIGURE 3-1 – TERMINAL ALTERNATIVES 1 AND 2: LIMITS OF DISTURBANCE



Source: Jviation, 2017

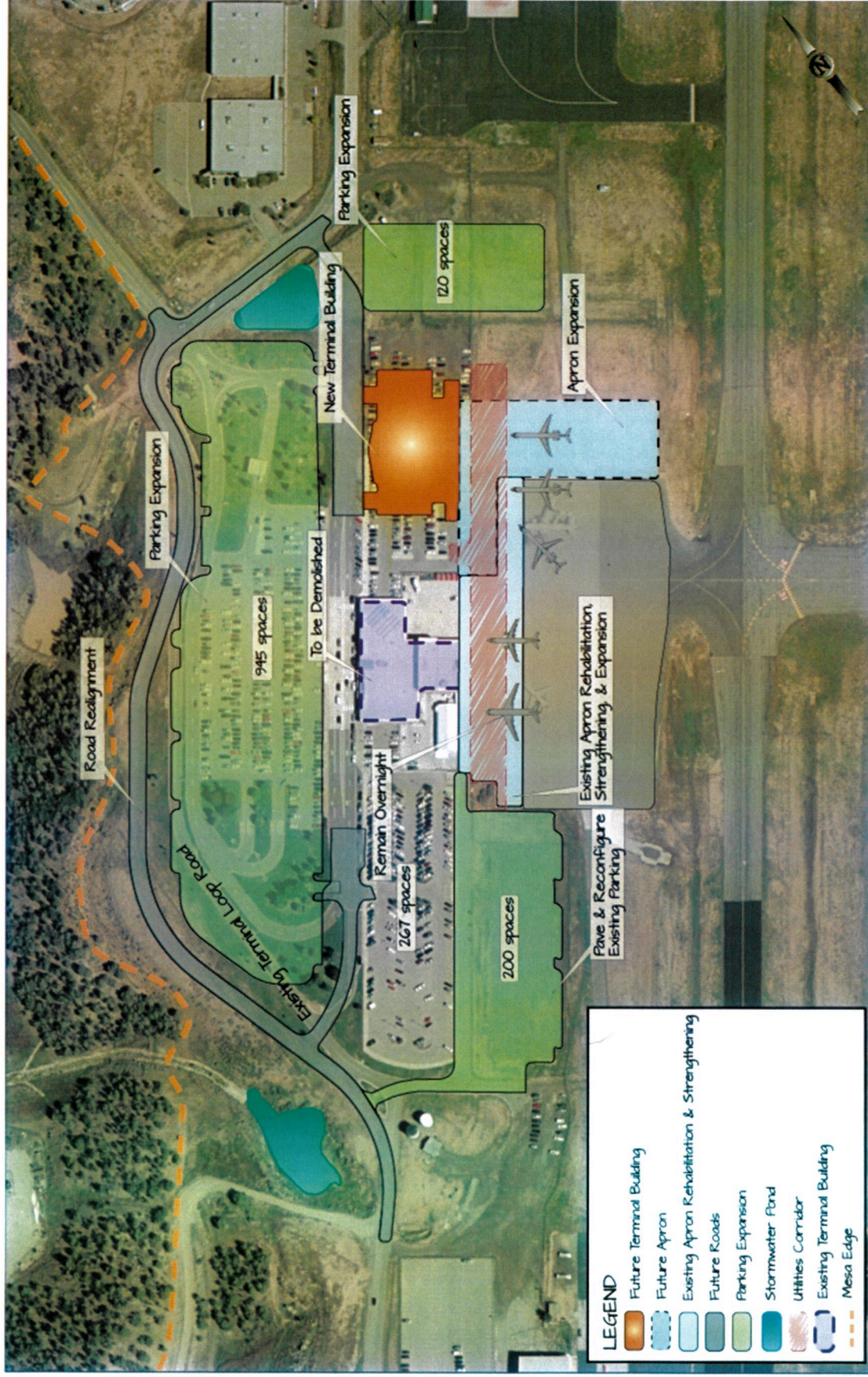
Notes: Apron expansion only applies to Alternative 2
Not to scale

FIGURE 3-2 – TERMINAL ALTERNATIVE 1: RENOVATE AND EXPAND EXISTING TERMINAL



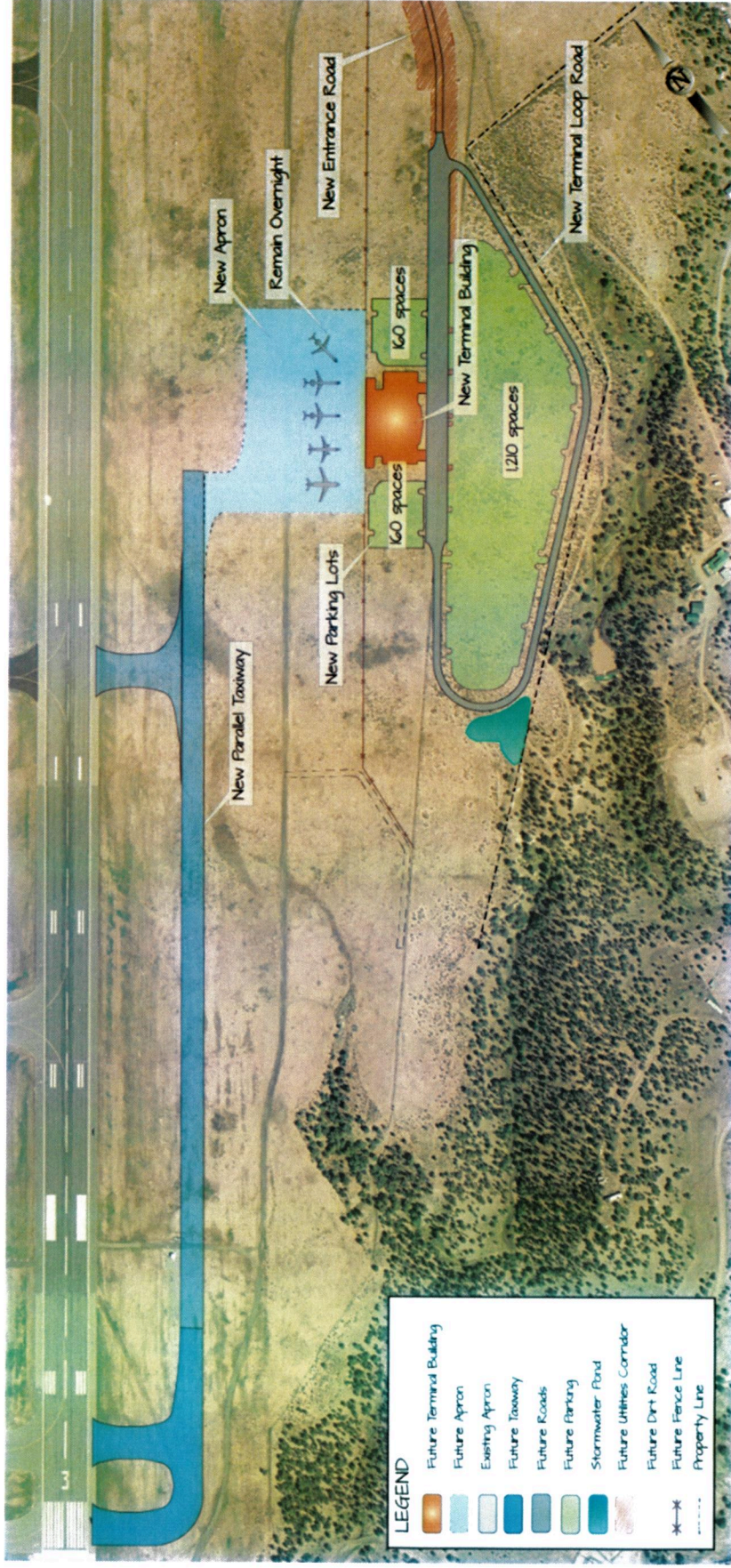
Source: Jviatation, 2016
Note: Not to scale

FIGURE 3-3 – TERMINAL ALTERNATIVE 2: CONSTRUCT NEW TERMINAL ON WEST SIDE



Source: Jviation, 2016
Note: Not to scale

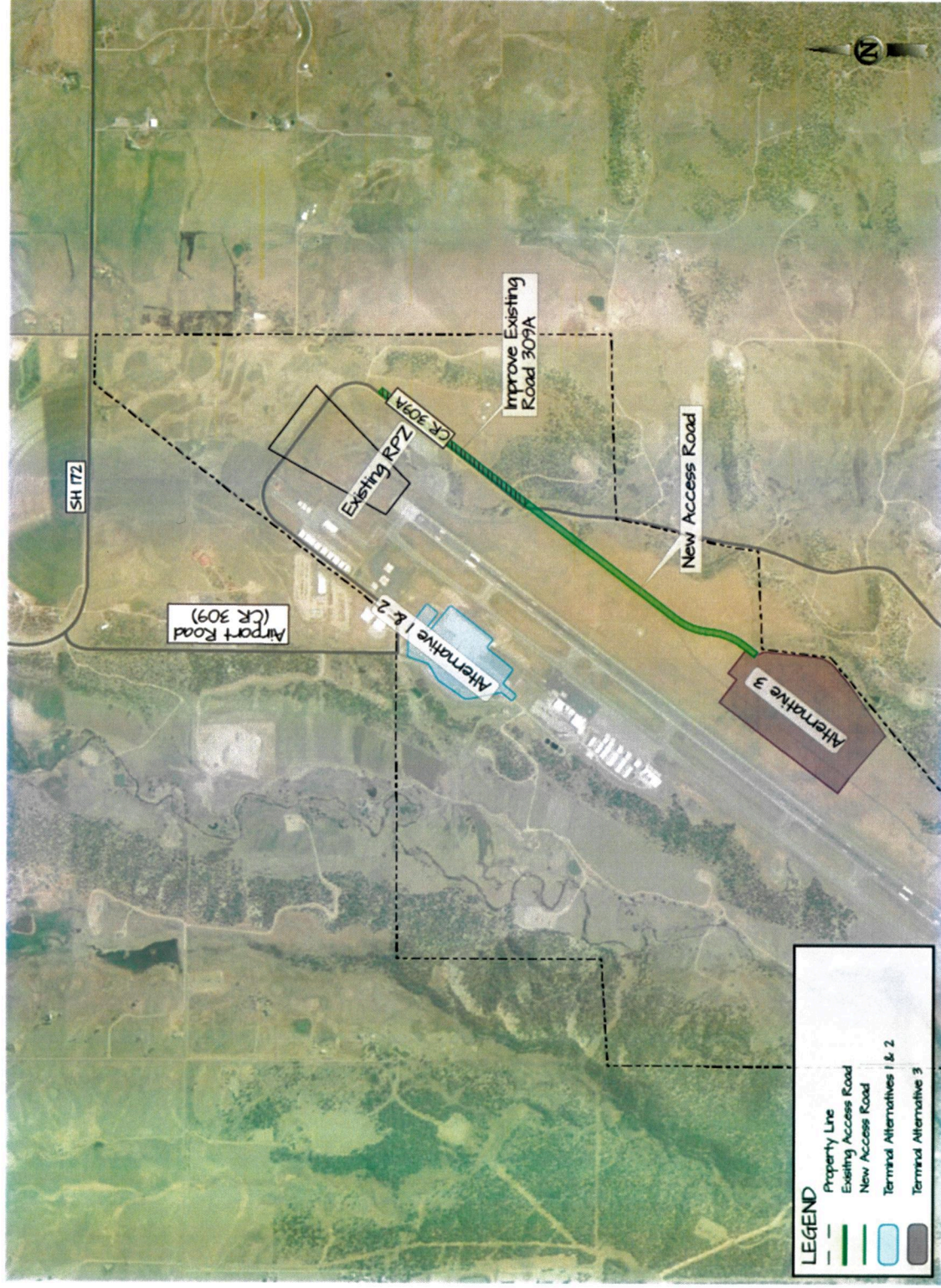
FIGURE 4-1 – TERMINAL ALTERNATIVE 3: CONSTRUCT NEW TERMINAL ON EAST SIDE OF RUNWAY



Source: Jviation, 2017

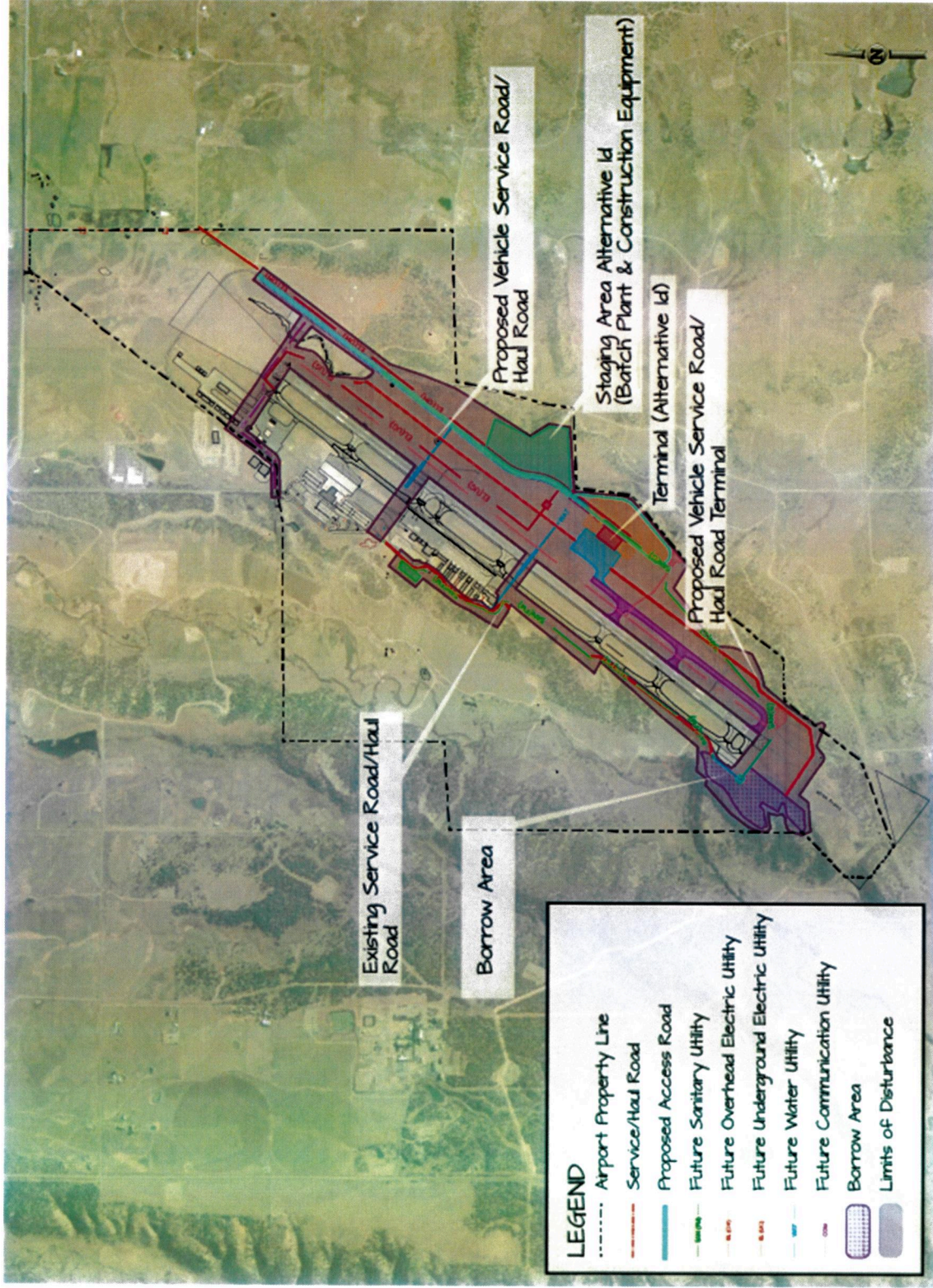
Note: Not to scale

FIGURE 4-2 – TERMINAL ALTERNATIVE 3: AIRPORT ACCESS ROAD




Source: Jviation, 2017
Note: Not to scale

FIGURE 4-3 – TERMINAL ALTERNATIVE 3: LIMITS OF DISTURBANCE



Source: Aviation, 2017

Note: Not to scale



Kandice Krull
OFFICE of ARCHAEOLOGY and HISTORIC PRESERVATION
Environmental Protection Specialist
Federal Aviation Administration
Northwest Mountain Region
Denver Airports District Office
26805 E 68th Avenue, Suite 224
Denver, Colorado 80249-6361

Re: Durango-La Plata County Airport Terminal Project (HC #19061)

Dear Ms. Krull:

We received your follow-up correspondence on April 11, 2019 as part of our consultation under Section 106 of the National Historic Preservation Act on the subject undertaking. We also received hard-copy site forms, an additional copy of the survey and testing reports and supporting electronic media from Doug Loebig on April 15, 2019. This information fulfills our documentation needs for this project and we thank you facilitating this request.

As we understand, the purpose of the undertaking is to address aging and inadequate infrastructure by constructing a new terminal building and associated ancillary features. All work is slated to occur north of the existing runway within areas containing previously disturbed soils. We further understand that this project is not anticipated to increase the number or types of flights into the airport but rather is intended to improve the level of passenger service.

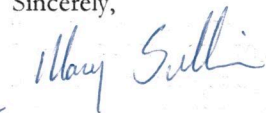
Following our review of the documentation provided we concur with your determination that sites 5LP10798, 5LP10804, 5LP10805, 5LP10806 and 5LP10808 are eligible for listing to the National Register of Historic Places (NRHP) under Criterion D. We concur with your determination that site 5LP10809 may be eligible for listing to the NRHP under Criterion D but that additional data is needed to evaluate the portion of the property that extends onto private lands exterior of the airport boundary (and surveyed area); this site should be managed as "need data". We concur that sites 5LP10796, 5LP10797, 5LP10800, 5LP10801, 5LP10802, 5LP10803, and 5LP10807 are not eligible for listing to the NRHP under any criteria. Finally, in addition to site 5LP10809, it appears that site 5LP10799 also extends onto private lands. As site 5LP10799 was only partially evaluated for NRHP significance and integrity, we recommend that it also be considered "need data". In consideration of the location of proposed work and the anticipated effects thereto, we concur with your finding of no adverse effect to historic properties in accordance with 36 CFR 800.5(d)(1).

Should unidentified archaeological resources be discovered in the course of the undertaking, work must be interrupted until the resources have been evaluated in terms of the National Register eligibility criteria (36 CFR 60.4) in consultation with our office pursuant to 36 CFR 800.13. Also, should the consulted-upon scope of the work change please contact our office for continued consultation under Section 106 of the National Historic Preservation Act.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings. Please note that our compliance letter does not end the 30-day review period provided to other consulting parties.

Thank you for the opportunity to comment. If we may be of further assistance, please contact Mark Tobias, Intergovernmental Services Manager, at (303) 866-4674, at (303) 866-4674 or mark.tobias@state.co.us.

Sincerely,



for
Steve Turner, ALA
State Historic Preservation Officer

APR 16 2019
Received
APR 19 2019
By:
FAA DENADO



United States Department of the Interior

FISH AND WILDLIFE SERVICE Colorado Ecological Services



IN REPLY REFER TO:
FWS/R6/ES CO

Front Range:
Post Office Box 25486
Mail Stop 65412
Denver, Colorado 80225-0486

Western Slope:
445 W. Gunnison Avenue
Suite 240
Grand Junction, Colorado 81501-5711

TAILS 06E24100-2018-CPA-0005

December, 21, 2018

Kandice Krull
Environmental Protection Specialist
Federal Aviation Administration - Denver Airports District Office

Dear Ms. Krull,

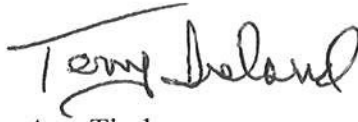
We have reviewed the November 2018 Draft Environmental Assessment for the proposed Durango-La Plata County Airport Terminal Improvement Project. The airport is located 14 miles southeast of Durango, Colorado, and is within the outer boundaries of the Southern Ute Indian Reservation.

Alternatives 1, 2, or a combination of the alternatives appear to have the least impact to the environment and federally listed species. Alternative 3 would move the terminal to the south of the existing terminal and southeast of the runway and would affect undisturbed ground. You stated on the phone on December 20, 2018, that it is likely that a combination of alternatives 1 and 2 will be chosen. These alternatives expand the existing terminal or move it slightly within already disturbed ground.

We appreciate the airports existing pollution control practices and encourage continued and improved measures to manage oil or gas spills or other contaminants to minimize impacts to aquatic and upland resources. We also encourage measures be used to minimize impacts to air quality as much as possible. Furthermore, we appreciate that alternatives 1 and 2 minimize or avoid impacts to wetlands and riparian areas on airport property. This will minimize or avoid effects to the endangered New Mexico meadow jumping mouse (*Zapus hudsonius luteus*) and other species that use these habitats.

If you have questions or comments related to this issue, please contact Terry Ireland at 970-628-7188, or email at: terry_ireland@fws.gov.

Sincerely,

A handwritten signature in black ink that reads "Terry Ireland". The signature is fluid and cursive, with a long horizontal stroke at the beginning.

Ann Timberman
Assistant Colorado Field Supervisor

for



U.S. Department
of Transportation
**Federal Aviation
Administration**

Northwest Mountain Region
Denver Airports District Office
26805 East 68th Avenue, Suite 224
Denver, CO 80249-6361

February 28, 2019

Ms. Ann Timberman, Assistant Field Supervisor
US Fish and Wildlife Service
445 West Gunnison Avenue, Suite 240
Grand Junction, CO 81501-5711

Dear Ms. Timberman:

The Federal Aviation Administration (FAA) would like to request informal consultation under the Endangered Species Act for the proposed terminal project (Proposed Project) at the Durango-La Plata County Airport (Airport). The Proposed Project includes the expansion of the terminal building and associated development. Construction is scheduled to begin in next few years.

A Biological Assessment (BA), prepared by the FAA, is enclosed. The BA evaluated the potential project effects on eleven listed species, one proposed for listing species, one candidate species. The FAA made the following effect determinations:

- Canada lynx (*Lynx canadensis*) – **No effect**
- New Mexico meadow jumping mouse (*Zapus hudsonius luteus*) – **May affect, not likely to adversely affect**
- Mexican spotted owl (*Strix occidentalis lucida*) - **No effect**
- Southwestern willow flycatcher (*Empidonax traillii extimus*) - **May affect, not likely to adversely affect**
- Western yellow-billed cuckoo (*Coccyzus americanus*) - **No effect**
- Bonytail chub (*Gila elegans*) – **No effect**
- Colorado pikeminnow (*Ptychocheilus lucius*) – **No effect**
- Humpback chub (*Gila cypha*) – **No effect**
- Razorback sucker (*Xyrauchen texanus*) – **No effect**
- Knowlton's cactus (*Pediocactus knowltonii*) – **No effect**
- Uncompahgre fritillary butterfly (*Boloria acrocynema*) – **No effect**
- North American Wolverine (*Gulo gulo luscus*) – **No Effect**
- Schmoll's milkvetch (*Astragalus schmolliae*) – **No effect**

The FAA respectfully requests the US Fish and Wildlife Service to provide written concurrence with our effect determinations. If you have any comments, questions, or concerns regarding the analyses and conclusions used to determine the potential effects of the proposed project on ESA resources, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kandice Krull', with a stylized, sweeping flourish extending to the right.

Kandice Krull
Environmental Protection Specialist
Kandice.krull@faa.gov
303-342-1261

Enclosures



Federal Aviation Administration

Memorandum

Date: February 28, 2019

From: Kandice Krull, Environmental Protection Specialist

To: US Fish and Wildlife Service

Subject: Biological Assessment for the Durango-La Plata County Airport Terminal Project

This Biological Assessment (BA) evaluates the potential impacts of the proposed terminal project at the Durango-La Plata County Airport (Airport) on threatened and endangered species protected under the Endangered Species Act of 1973, as amended. Ecosphere completed a Biological Resources Review for the proposed project in October 2014 (previously provided with the Draft EA). Additional site visits were completed in 2016 and 2017 and summarized in the May 2018 Biological Assessment (previously provided with the Draft EA).

1. Description of Listed/Proposed Listed Species within the Action Area

Ecosphere requested an official species list using the USFWS's IPaC system in September 2014 and November 2017. The 2014 list included ten listed species, one species proposed for listing, and one candidate species have the potential to occur within the project area. The 2017 list identified seven listed species and one proposed for listing with the potential to occur in the project area. Species appearing only on one of the two lists requested are noted below.

a. Canada lynx (*Lynx canadensis*) – Threatened (2014 List)

The Canada Lynx is an elusive forest-dwelling cat of northern latitudes. They are found in dense, subalpine forest with willow-lined corridors and avalanche chutes. No suitable forest habitat occurs within or near the project area.

b. New Mexico meadow jumping mouse (*Zapus hudsonius luteus*) - Endangered

The New Mexico meadow jumping mouse (jumping mouse) is dark yellowish brown, dark brown, and grayish-brown on the back, yellowish brown on the sides, and white underneath (Frey 2008, USFWS 2014b). The jumping mouse hibernates 8 or 9 months of the year, and is active only during the summer when it breeds, raises young, and stores sufficient fat reserves to survive the next hibernation period. The preferred habitat is herbaceous emergent wetlands, especially dominated by sedges and broad-leaved forbs. They may also utilize riparian communities containing scrub-shrub wetlands along perennial streams. There is designated critical habitat for this species in La Plata County, however those areas are outside of Airport property.

The jumping mouse occurrence in this portion of La Plata County has been genetically confirmed. Based on these recent surveys, the subspecies has been documented in at least 10 different distinct populations from the Los Piños, Piedra, Florida, Animas, and San Juan River drainages and their tributaries in La Plata County. In 2007, the subspecies was trapped along the Florida River on private property in the study area (Frey 2008; USFWS 2014b). In 2012 and 2013, the subspecies was recorded in Sambrito Creek by Colorado Parks and Wildlife (USFWS 2014b) and during surveys in 2015 (Ecosphere 2016, unpublished data).

In 2016, five individuals were captured and released following USFWS-protocol trapping surveys completed by Ecosphere in the action area. The jumping mouse was detected in habitat along the Florida River west of the airport proper and along an irrigation canal north of the airport proper where a new airport access road was previously proposed.

- c. North American Wolverine (*Gulo gulo luscus*) – Proposed Threatened (2017 List)
The wolverine resembles a small bear with a bushy tail. It has a round, broad head; short, rounded ears; and small eyes. The USFWS proposed listing the North American wolverine as threatened in 2013 and 2016 (81 FR 71670). There is no potential for the North American wolverine to be within the project area given no boreal forest or alpine tundra habitats exist in the survey area.
- d. Mexican spotted owl (*Strix occidentalis lucida*) - Threatened
The Mexican Spotted Owl has dark eyes, unlike most owls. They are an ashy-chestnut brown color with white and brown spots on their abdomen, back and head. They are found in mature to old growth mixed conifer stands on steep, north-facing slopes with snag and downed wood and canopy closure. Minimum patch size for nesting or roosting is 100 acres. No suitable forest habitat occurs within or near the project area.
- e. Southwestern willow flycatcher (*Empidonax traillii extimus*) - Endangered
The Southwestern Willow Flycatcher (flycatcher) is a small bird that winters in Central America and northern South America and breeds in the southwestern United States. Typical breeding habitat consists of dense riparian vegetation along streams and associated wetlands, near or adjacent to surface water that ranges from 0.25 acre to 173 acres in size (Sogge et al. 2010). Current critical habitat for this species is located along the Los Piños River approximately 15 miles northeast of the Airport.

Within the action area, potential habitat occurs for the flycatcher in small patches along the Florida River, along irrigation ditches near CR 309, and by the entrance to the Airport. Habitat is patchy in each of these areas, but meets the USFWS criteria to be considered habitat—the willows are at least 5 feet tall, dense, at least 0.25 acre, and at least 30 feet across in some portions of the habitat patch. Because the patches are small, narrow, and disconnected from other willow habitat, the habitat may be used during migration and less likely for breeding.

In 2012, an individual southwestern willow flycatcher was heard and observed on two occasions (June 19 and 21, 2012) within the airport boundary (near the boneyard) and along the Florida River by an Ecosphere biologist conducting

surveys as part of the Wildlife Hazard Assessment (Ecosphere 2013). Southwestern willow flycatcher generally begin egg laying in mid-May though mid-June (Sogge et al. 2010); therefore, it is unlikely these birds were migrants just passing through the area.

USFWS protocol presence/absence were completed in 2016 and 2017 by permitted biologists from Ecosphere. In 2016, all three habitat patches were surveyed. Two willow flycatchers were detected at the Florida River site during the first survey period (May) approximately 0.5 mile from the airport. Because no other detections occurred at this site during the other protocol surveys, the individual detected on May 30th was considered a migrant. No willow flycatchers were detected at either of the other sites surveys in 2016. In 2017 no willow flycatchers were detected at any of the three sites.

- f. Western yellow-billed cuckoo (*Coccyzus americanus*) - Threatened
The Yellow-Billed Cuckoo breeds in river valleys in southern Idaho, southwestern Wyoming, western Colorado, and in Utah (79 FR 59991). It is found in cottonwood forest with dense understory vegetation. No cottonwood gallery forests with adequate understory vegetation occur in the survey area.
- g. Bonytail chub (*Gila elegans*) – Endangered (2014 List)
The Bonytail chub was once found in many states (Bonytail Chub, 2014). This fish species experienced the most abrupt decline of any of the long-lived fishes native to the main-stems of the Colorado River system and, because no young individuals have been found in recent years, has been called functionally extinct. If the project were to cause water depletions downstream in the Colorado River, it would affect these species. Species does not have potential to occur in the San Juan River Drainage.
- h. Colorado pikeminnow (*Ptychocheilus lucius*) – Endangered
The Colorado pikeminnow is endemic to the Colorado River Basin. Wild, reproducing populations occur in the Green River and Upper Colorado River subbasins of the Upper Colorado River Basin and the San Juan River subbasin (USFWS 2002). May be affected by water depletions from the San Juan River.
- i. Humpback chub (*Gila cypha*) – Endangered (2014 List)
The humpback chub is a relatively small fish by most standards – its maximum size is about 20 inches and 2.5 pounds. The pronounced hump behind its head gives this fish a striking, unusual appearance. Populations of humpback chub are found in eight reaches of the Colorado River basin in western Colorado, Utah, and Grand Canyon. The species does not have potential to occur in the San Juan River Drainage.
- j. Razorback sucker (*Xyrauchen texanus*) – Endangered
Razorback suckers are long lived fish that inhabits a diversity of areas from mainstream channels to backwaters of medium and large streams or rivers (USFWS 2014). They prefer to live over sand, mud, or gravel bottoms and feed on algae, insect larvae, plankton, and detritus. Found historically throughout the Colorado River Drainage, this fish has become very rare above the Grand Canyon (USFWS 2014). May be affected by water depletions from the San Juan River.

- k. Knowlton's cactus (*Pediocactus knowltonii*) – Endangered
Knowlton's cactus is one of the rarest cacti in the United States. Habitat occurs in Piñon-juniper woodland and sagebrush with loamy, gravelly alluvial soils. Although the survey area contains vegetation and cobbles that appear similar, the soil type and geology is different from the known habitat requirements.
- l. Schmoll's milkvetch (*Astragalus schmolliae*) – Candidate (2014 List)
Schmoll's milkvetch is among the rarest of Colorado's endemic plant species. It prefers wind-deposited, sandy/gravelly soil on mature piñon-juniper woodland mesa-top and mesa terraces at elevations of 6,790-7,000 feet. Known only from the Mesa Verde area.
- m. Uncompahgre fritillary butterfly (*Boloria acrocneuma*) – Endangered (2014 List)
Alpine environments above 12,000 feet elevation; host plant is snow willow. Alpine environments do not occur in the survey area.

2. Location

- a. Ecoregion Name: Southern Colorado Rocky Mountains and Colorado Plateau
- b. County and State: La Plata County, Colorado
- c. Latitude and Longitude: Latitude 37°09'01.97"N and Longitude 107°45'10.98"W
- d. Distance and direct to nearest town: The Airport is located 14 miles southeast of the City of Durango.

3. Description of Proposed Project

The Airport's terminal building, automobile parking area, and terminal apron are unable to accommodate the existing passenger demand due to insufficient size and aging infrastructure. This has resulted in decreased levels of service during peak periods in terms of parking, ticketing, security clearance, departure lounge, and baggage. The level of service for the Airport's overall passenger terminal is estimated to be a "D".

The Airport considered four alternatives in an Environmental Assessment (EA):

- No Action Alternative
- Alternative 1 – Renovate and Expand Existing Terminal
- Alternative 2 – Construct a New Terminal on the West Side
- Alternative 3 – Construct a New Terminal on the East Side

During the development of the Draft EA, the Airport considered Alternative 3 as their proposed action. After the completion of the public comment period on the Draft EA, the Airport decided to select a combination of Alternatives 1 and 2 as their proposed action.

4. Determination of Effects

The field work and subsequent analysis found that suitable habitat is present for the New Mexico meadow jumping mouse and the southwestern willow flycatcher.

New Mexico Meadow Jumping Mouse

There are no construction activities proposed in jumping mouse occupied habitats. Occupied habitats occur along the Florida River and along the irrigation ditch and association wetlands near Spring Creek. A new airport access road had originally been proposed to cross through the Spring Creek canal and wetland habitats; however, the FAA and the Airport eliminated the new airport access road from the proposed action.

Construction that occurs between May and October near occupied habitat could have potential effects such as short-term avoidance of an area due to noise or human activity. This potential impact however is expected to be minimal as current human activity, traffic, low-flying aircraft, and industrial and agricultural activities in the immediate area have been persistent for years. Expansion of the airport facilities within the current property boundaries are not expected to indirectly affect the jumping meadow mouse due to the distance between proposed facilities expansion areas and occupied habitats. The Florida River habitat is within 1,640 feet of the existing terminal, but well below the mesa top where the proposed facilities expansion would be concentrated. The Spring Creek habitat area is nearly 3,280 feet from the airport property and immediately adjacent to State Highway 172. The proposed action **may affect, is not likely to adversely affect** the New Mexico meadow jumping mouse.

Southwestern Willow Flycatcher

The small sections of suitable flycatcher habitat identified in the action area are not expected to be directly impacted by any facilities expansion activities. There would be no construction activities in any of these small habitat patches. Consequently, no habitat would be lost as a result of developing the proposed action.

Construction activities occurring between May and September could have potential effects to migrating or nesting flycatchers if present. These short-term effects could include avoidance of an area due to noise or human activity, or in the case of nesting flycatchers, nest abandonment. This potential impact is more likely to affect migratory flycatchers, as the small habitat patches are currently only marginally suitable for nesting.

There is the potential that sedimentation or accidental spills or leaks of hazardous materials from the airport property could indirectly affect the quality of potential habitat and the prey base for southwestern willow flycatchers. The Airport will include best management practices during construction to reduce the potential for these spills/leaks. The proposed action **may affect, is not likely to adversely affect** the southwestern willow flycatcher.

a. Listed Species Impacts

- Canada lynx (*Lynx canadensis*) – **No effect**
- New Mexico meadow jumping mouse (*Zapus hudsonius luteus*) – **May affect, not likely to adversely affect**
- Mexican spotted owl (*Strix occidentalis lucida*) – **No effect**
- Southwestern willow flycatcher (*Empidonax traillii extimus*) – **May affect, not likely to adversely affect**
- Western yellow-billed cuckoo (*Coccyzus americanus*) – **No effect**
- Bonytail chub (*Gila elegans*) – **No effect**
- Colorado pikeminnow (*Ptychocheilus lucius*) – **No effect**
- Humpback chub (*Gila cypha*) – **No effect**
- Razorback sucker (*Xyrauchen texanus*) – **No effect**
- Knowlton's cactus (*Pediocactus knowltonii*) – **No effect**
- Uncompahgre fritillary butterfly (*Boloria acrocnema*) – **No effect**

b. Critical Habitat

Project will not impact critical habitat.

c. Proposed/Candidate Species

- North American Wolverine (*Gulo gulo luscus*) – **No Effect**
- Schmoll's milkvetch (*Astragalus schmolliae*) – **No effect**

d. Actions to be Implemented to Reduce Potential Adverse Effects

Construction workers and airport personnel will be given a handout on the New Mexico meadow jumping mouse and the southwestern willow flycatcher. They will be advised to not disturb/harass the bird or areas where either species could be located. Best management practices will be utilized during construction to limit impacts outside of the construction area.

To comply with the Migratory Bird Treaty Act, a pre-construction nest survey will be conducted by a qualified biologist 7-10 days before the start of construction if construction occurs during breeding season (April 1-August 31). Airport personnel will be notified of the breeding season and advised not to disturb nests during future maintenance activities. If nests are found, the USFWS will be consulted to develop measures to prevent disturbing nests, such as instituting a 100-foot buffer around the nests and/or timing restrictions).

5. Effect Determination and Response Requested

The construction of the terminal will produce some level of physical disturbance effects. Further, future maintenance actions have the potential to result in additional disturbance, though the disturbance isn't expected to be significant and will mainly consist of building/pavement maintenance.

The likelihood of risk to either the New Mexico meadow jumping mouse or the southwestern willow flycatcher from the proposed project is minor; most of this disturbance will be localized to the immediate area where the work is occurring and is expected to be of limited duration and temporary in nature.

For these reasons, the FAA has determined that the proposed project may affect, but is not likely to adversely affect, both the New Mexico meadow jumping mouse and the Southwestern Willow Flycatcher.

Bonytail Chub. US Fish and Wildlife Service Nevada Fish & Wildlife Office. April 16, 2014. Accessed February 2019.

Ecosphere Environmental Services (Ecosphere). 2013. Durango-La Plata County Airport Wildlife Hazard Assessment Final Report. Prepared for Kip Turner, Director of Aviation, Durango-La Plata County Airport. August 2013. Approved by the Federal Aviation Administration September 3, 2013.

Ecosphere. 2016. New Mexico Meadow Jumping Mouse Surveys on the Southern Ute Indian Reservation. Unpublished data.

Frey, J.K. 2008. Morphology and genetics of the New Mexico meadow jumping mouse (*Zapus hudsonius luteus*). Draft final report submitted to New Mexico Department of Game and Fish, Santa Fe, 12 June 2008. 70 pp. Unpublished document.

Sogge, M.K., D. Ahlers, and S.J. Sferra. 2010. A natural history summary and survey protocol for the southwestern willow flycatcher. U.S. Geological Survey Techniques and Methods, 2A-10. 38p.

USFWS. 2002. The US Fish and Wildlife Service's Colorado Pikeminnow (*Ptychocheilus Lucius*) Recover Goals: Amendment and Supplement to the Colorado Squawfish Recovery Plan. Denver, Colorado.

USFWS, 2014. The US Fish and Wildlife Service's Razarback Sucker Species Information. Nevada Fish & Wildlife Office.

USFWS. 2014b. Determination of Endangered Status for the New Mexico Meadow Jumping Mouse throughout its Range. Federal Register Vol. 79, No. 111, June 10, 2014.

Federal Register Citations:

58 FR 14248. Final Rule to List the Mexican Spotted Owl as a Threatened Species. November 1991.

68 FR 40076. Endangered and Threatened Wildlife and Plants; Notice of Remanded Determination of Status for the contiguous United States Distinct Population Segment of the Canada Lynx. July 3, 2003.

78 FR 343. Designation of Critical Habitat for Southwestern Willow Flycatcher; Final Rule. January 2013.

79 FR 59991. Endangered and Threatened Wildlife and Plants; Determination of Threatened Status for the Western Distinct Population Segment of the Yellow-billed Cuckoo. October 3, 2014.

81 FR 71670. Endangered and Threatened Wildlife and Plants; Proposed Rule for the North American Wolverine. October 18, 2016.



U.S. Department
of Transportation
Federal Aviation
Administration

Northwest Mountain Region
Denver Airports District Office
26805 East 68th Avenue, Suite 224
Denver, CO 80249-6361

February 28, 2019

Ms. Ann Timberman, Assistant Field Supervisor
US Fish and Wildlife Service
445 West Gunnison Avenue, Suite 240
Grand Junction, CO 81501-5711

U.S. FISH AND WILDLIFE SERVICE	
<input type="checkbox"/> NO CONCERNS	
<input checked="" type="checkbox"/> CONCUR NOT LIKELY TO ADVERSELY AFFECT	
<input type="checkbox"/> NO COMMENT	
<i>Ann Timberman</i>	3/28/19
WESTERN COLORADO SUPERVISOR	(DATE)

Dear Ms. Timberman:

Tails# 06E24/00-2019-I-0185

The Federal Aviation Administration (FAA) would like to request informal consultation under the Endangered Species Act for the proposed terminal project (Proposed Project) at the Durango-La Plata County Airport (Airport). The Proposed Project includes the expansion of the terminal building and associated development. Construction is scheduled to begin in next few years.

A Biological Assessment (BA), prepared by the FAA, is enclosed. The BA evaluated the potential project effects on eleven listed species, one proposed for listing species, one candidate species. The FAA made the following effect determinations:

- Canada lynx (*Lynx canadensis*) – **No effect**
- New Mexico meadow jumping mouse (*Zapus hudsonius luteus*) – **May affect, not likely to adversely affect**
- Mexican spotted owl (*Strix occidentalis lucida*) – **No effect**
- Southwestern willow flycatcher (*Empidonax traillii extimus*) – **May affect, not likely to adversely affect**
- Western yellow-billed cuckoo (*Coccyzus americanus*) – **No effect**
- Bonytail chub (*Gila elegans*) – **No effect**
- Colorado pikeminnow (*Ptychocheilus lucius*) – **No effect**
- Humpback chub (*Gila cypha*) – **No effect**
- Razorback sucker (*Xyrauchen texanus*) – **No effect**
- Knowlton's cactus (*Pediocactus knowltonii*) – **No effect**
- Uncompahgre fritillary butterfly (*Boloria acrocynema*) – **No effect**
- North American Wolverine (*Gulo gulo luscus*) – **No Effect**
- Schmoll's milkvetch (*Astragalus schmolliae*) – **No effect**

The FAA respectfully requests the US Fish and Wildlife Service to provide written concurrence with our effect determinations. If you have any comments, questions, or concerns regarding the analyses and conclusions used to determine the potential effects of the proposed project on ESA resources, or have any questions regarding the project, please do not hesitate to contact me.

Sincerely,



Kandice Krull

Environmental Protection Specialist

Kandice.krull@faa.gov

303-342-1261

Enclosures

<input type="checkbox"/> NO COMMENT
<input type="checkbox"/> COMMENT LIKELY TO CONTRADICT
<input type="checkbox"/> NO COMMENT

WESTERN COLORADO STATE COLLEGE



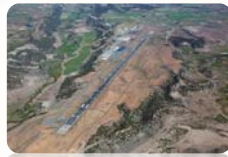
Why is an EA necessary and what is the purpose of an EA?

- 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

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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



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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

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Identified Landowners



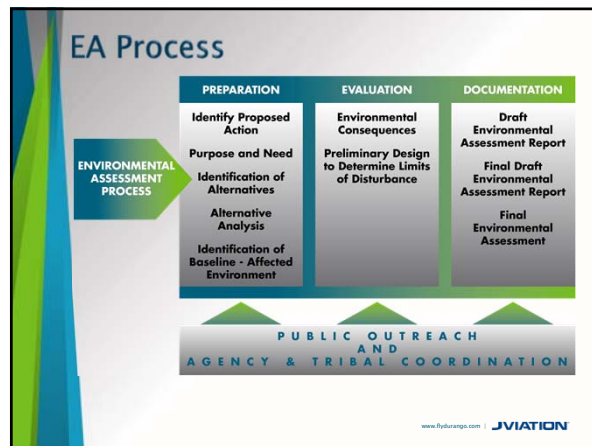
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PROPERTY OWNER	PROPERTY ADDRESS	PHONE NUMBER
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NEARBY PROPERTY OWNERS

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» Master Plan Recommendations



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

- 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

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

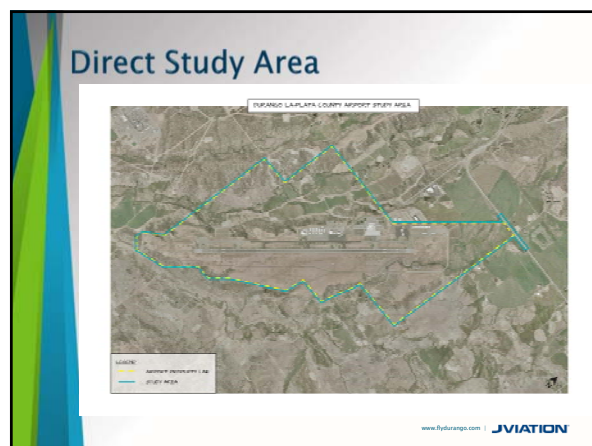
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Dismissed Categories

The following categories are not found within the study area:

- Coastal Resources
- Floodplains
- Wild and Scenic Rivers

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Of specific emphasis at DRO...

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



New Mexico Jumping Mouse



Southwestern Willow Flycatcher



Please fly quietly
Noise sensitive area
Use your aircraft noise abatement procedures

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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

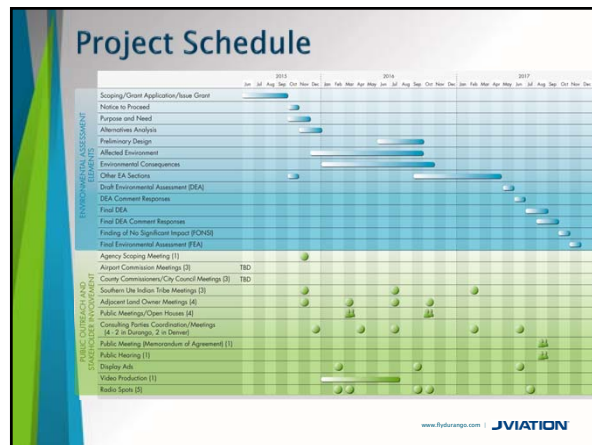


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Questions, Comments, Concerns???



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» 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

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



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Environmental Assessment – Adjacent Land Owner Meeting Minutes

Date: November 4, 2015 – 6:30 PM
Location: Durango-La Plata County Airport (DRO) Conference Room
AIP Project: Environmental Assessment
Subject: Coordination Kick-Off Meeting

In Attendance:

Mary Anne Alexander
Byron J. Alexander
Jennfier Brann
Jerrid Brann
Linda Dalton
Kevin Hronich
Billie Huston
Jaren Jacobson

Jolene McCaw
Allen McCaw
Meghan McCaw
Paul McCaw (McCaw Cattle)
Jerry McCaw
Steven Thibodeaux
Craig Williams
Martha Nelson

Airport Staff

Kip Turner
Tony Vicari
Lise MacArthur

Airport Commission

Rich Bechtolt

Consulting Team

Colleen Cummins, Jviation

1. Welcome/Opening Comments

Colleen Cummins opened the meeting by welcoming and thanking everyone for attending. She introduced herself and her affiliation with Jviation – DRO's consultant. Jviation has been working with DRO, the City, and the County on the Master Plan since mid-2013 as well as engineering projects. Colleen asked everyone to introduce themselves.

The purpose of the meeting was to introduce the upcoming terminal project to adjacent land owners as we move through the environmental process. Colleen noted that the Environmental Assessment was recently kicked-off and it is important to discuss the project with land owners, agencies, and other involved parties at start. Meetings were held earlier today with the Southern Ute Indian Tribe and other agency representatives.

Colleen reviewed the meeting objectives:

- 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

2. Purpose of Environmental Assessment (EA)

Colleen noted that the National Environmental Policy Act (NEPA) is a procedural law that applies to federal agencies (in this case the Federal Aviation Administration (FAA)). The EA is required to meet NEPA guidelines and provide informed decision making by federal agencies. The overall purpose is to determine if the proposed project would significantly impact the environment.

She also explained that the EA would identify a purpose and need based upon the information contained in the current Master Plan and that alternatives reviewed and analyzed in the Master Plan would be carried forward into the EA.

3. Master Plan Recommendations

A brief overview of the Master Plan recommendations was given by Colleen including the approved aviation forecast, facility requirements, and the Master Plan's preferred alternative – construct new terminal on east side of airfield. This would also include other infrastructure such as apron and taxiway development, on-airport circulation, auto parking, rental car parking, and employee parking. She continued by stating based upon the analysis completed as part of the Master Plan and the coordination effort completed that DRO, the Airport Commission, Planning Advisory Commission (PAC), Consultant (Jviation), County, and City decided this was the best alternative to move forward for long-range plans.

However, it was emphasized that going into the environmental process, reasonable alternatives will be evaluated as well – including renovating existing building and constructing a new terminal on the west side. Other options were considered during the Master Plan but deemed not feasible for a number of reasons (see Master Plan page at www.flydurango.com for additional details).

A brief review of the terminal timeline was given detailing the EA (2015 – 2017), design (2018-2019), and construction (2019-2021) durations.

Questions from meeting participants:

- a. How was the preferred alternative selected in the Master Plan without going through the environmental process?

The Master Plan included quite a bit of environmental baseline data – wetland survey, endangered species survey, hazardous materials, cultural resource survey, and noise and air quality analyses. These initial surveys did not indicate that a significant impact would occur with the alternatives considered. The NEPA process reviews the environmental impact at a much deeper level.

- b. So three alternatives are being evaluated in the EA?

Yes, the three build alternatives from the Master Plan will be carried forward into the EA, as well as a No Action alternative. The next meeting will include a detailed review of the alternatives.

- c. Will CDOT be involved in the EA process?

Yes, both the Aeronautic Division of CDOT and Road Division will be included in the process.

4. Environmental Assessment Process

Colleen explained the EA process from preparation through documentation and that we were currently in the preparation phase – Purpose and Need, Identification of Alternatives, Alternative Analysis, and Affected Environment. Public outreach, agency, and tribal coordination will occur throughout the process and as the process advances it is typical for additional groups to become involved.

Field work associated with the affected environment portion won't begin until April due to weather related issues. Impacts will be reviewed following field work, surveys, and preliminary design.

A figure was shown detailing the direct study area for the EA. This study area includes the entire airport boundary, as well as the portion of State Highway 172 that may be included as part of a new airport entrance. An indirect study area is also included as part of the process which includes adjacent property owners such as those in attendance.

A brief overview of impact categories was reviewed and an explanation given for those that will be briefly discussed and dismissed – coastal resources, floodplains, and wild and scenic rivers – as not present within the study areas. Areas of focus include wetlands, cultural resources, endangered species, noise, and secondary/socioeconomic based upon data gathered during the Master Plan.

Colleen noted that wetland impacts were unavoidable due to the extent of wetlands located north of the runway, in the area where the new entrance road is proposed. Additional wetland survey work is included in this EA as is coordination with the U.S. Army Corps of Engineers.

Cultural resources sites were identified during the Master Plan process. These areas will be further evaluated to determine their eligibility for the National Register of Historic Places (NRHP) and tribal importance. Extensive coordination with tribes is included as part of the EA.

Potential habitat for two endangered species was also identified during the Master Plan. The EA includes additional field surveys to determine if the species are located within the project boundaries.

Questions from meeting participants:

- d. Why is the study area including a T-shaped area along Highway 172?

The new entrance would require improvements such as turn lanes along 172.

- e. Would impacts to livestock and county roadways be included in the assessment?

Livestock impact is not a specific category within the EA but other impact categories such as Socioeconomic and Secondary review potential impacts to adjacent property owners, businesses, roads, etc. For example, a traffic study is included as part of the process to analyze existing and future demand. The information will be used to analyze potential impacts to surrounding properties and roads.

Please see the supplemental answers document for further discussion.

- f. If the terminal would be relocated to the east side would there be visual impacts to properties on that side due to light?

An architectural sub-contractor, RS&H, is on the team to analyze this area.

Please see the supplemental answers document for further information.

- g. If 40 acres of pavement are added to airport, how will stormwater runoff be addressed?

Per state/federal regulations, runoff quantities cannot increase. Design of the additional paved areas will include something, i.e. detention area, to prevent an increase in runoff. This will be evaluated during the preliminary design element of the EA.

- h. Would the proposed airport entrance road go through the wetland area on the north?

Yes, the new road alignment would impact those wetlands.

- i. Will water drainage be changed by a new road? Will water still run east as it always has?

Constructing the new road will require the need to construct proposed drainage features such as culverts to allow the conveyance of drainage underneath the road. Consequently, the water will still drain to the east.

- j. During construction of 309A some properties lost their wells that had been servicing their house for 30 plus years and had to drill new wells. Concerned that the new entrance road will impact the recharge area of their wells.

Impacts to water quality and ground water are considered as part of the EA document and any impacts to existing wetlands, streams, etc. would be mitigated. Drainage from existing areas would be reviewed during preliminary design.

- k. As part of the Master Plan process, a study reviewed the location of raptor roosting areas and nests and noted that the large trees used for roosting could be removed to prevent roosting in the future. Would like to know U.S. Fish and Wildlife's thoughts.

A copy of the Biological Resource survey will be sent to the USFWS per their request during today's earlier meeting and coordination with the agency will be on-going throughout the EA process and documented in the report.

- l. Is our involvement in this process important?

Yes, it certainly is important. The EA process is meant to be an open and transparent process. Input from the public, as well as agencies, is taken into consideration throughout the duration of the process.

- m. Is this EA appealable or non-appealable? It has to be determined up front and made clear to the public as it is my understanding per the U.S. Forest Service NEPA process that if you become involved early and sign your name you have a better seat during the appeal or objection period.

Unsure of this process and have not experienced working with the FAA. The U.S. Forest Service may use a different process to meet NEPA regulations. Colleen will coordinate with FAA for clarification.

Please see the supplemental answers document for further discussion.

- n. Are decreasing property values considered in the EA? And if not, what process does?

Unfortunately, the NEPA process does not consider impacts to property values as part of the process.

- o. Who is funding these studies (Master Plan and Environmental Assessment) and why are we paying for these studies if tax payers haven't voted on the project (i.e. to spend \$140 million)?

The FAA, CDOT, and DRO funded the Master Plan and are funding the EA process. The FAA requires a Master Plan to be completed to determine an airport's needs over the next 20 years and the EA is necessary to determine if any significant environmental impacts would occur from specific development items.

Airport funds used to pay for studies and projects come from user fees and not tax payer dollars.

The proposed development is estimated to cost approximately \$85 million when built, of which between \$35 and \$40 million will be requested from the community.

The entire 20-year buildout is estimated at approximately \$131 million. However, it is important to keep in mind that future development will only occur when needed which may be more than 20 years.

Please see the supplemental answers document for further discussion.

- p. Concern that by the time the terminal is built it will already be five years out of date because project was scaled back to meet current demand.

The Master Plan took a 20-year and beyond view when the preferred alternative was selected. Consequently, the east side was selected as it best meets the long-term development of the airport and community as the airport is a community asset. Therefore, the project was scaled back to make it affordable for today's needs with the intent of expanding in the future without having to ask the community for additional dollars.

- q. How are impacts that have already occurred being addressed? Irrigated land has been impacted. Are you going to look back at the airport's impact over the past 20 years?

As part of the process the document will include a section called "Cumulative Impacts". This section reviews projects and their impacts from the prior three years and future five years in conjunction with the projects included in the current EA to ensure a significance threshold is not passed.

- r. How will access drives be replaced when they are overrun by the new road off of 172? Will we still have our driveways?

The EA will include preliminary design to look at your access.

- s. Won't the increased use of the airport and the larger aircraft lead to more noise?

A noise analysis will be completed as part of the EA process. It will look at existing (2015) operations and future (design plus 5 years) operations (aircraft type and number of operations). As noise, based upon FAA's guidelines, is not currently an issue at the Airport, it is not anticipated to be an issue in the future.

- t. We're tired of the military aircraft operations at night. Are the military branches involved in the EA process? Are their future plans for airport use going to be included in this document?

All users of the Airport are welcome to participate in the process; but the military is not specifically contacted for involvement.

Please see the supplemental answers document for further discussion.

- u. Was relocating the airport considered? Could we move to Red Mesa?

The FAA has invested a significant amount of funding into the current airport and it would require their approval to move it to a new location. It has been done in the past but very rarely and for extenuating circumstances that could not be overcome in the airport's current location. Relocating Durango's airport is not a feasible alternative as it has a significant amount of

useable infrastructure and room to expand. Constructing a new airport on a greenfield site would not be feasible due to the amount of environmental impacts and costs.

- v. A parking garage was considered on the west side in the Master Plan. How can that be? The prior airport manager told me that from the center of the runway out there are height restrictions. How many miles away is this parking lot going to be?

Yes, there are height restrictions and the further away from the runway the higher a structure can be. It is best to think of it as a football stadium – the runway is the field and the imaginary surfaces controlling height climb out and up as does stadium seating.

Please see the supplemental answers document for further discussion.

- w. How much land does the airport own on the west side down toward the south?

Colleen and Kip demonstrated on aerial photo in room.

Please see the supplemental answers document for further discussion.

- x. In the EA process, it is quite apparent that constructing a building on the west side of the runway is going to have far less environmental consequences than distributing new ground. How will that be weighed against the Master Plan decision in the EA?

The NEPA process does not solely evaluate the amount of disturbance; rather, it has to do with the amount of impact to the identified categories and whether or not those impacts are considered significant. Significance thresholds by category are identified in the FAA's Order 1050.1F, Environmental Impacts: Policies and Procedures.

Consequently, although there may be more disturbances with one alternative over the others, if a threshold is not surpassed, i.e. impacts can be mitigated, and that alternative best meets the purpose and need then it would be allowed to move forward as the preferred alternative in the EA.

So in relation to DRO, if some of the cultural resources sites on the east side are found to be eligible for the National Register of Historic Places that does not mean the alternative cannot move forward. The objects would be removed from the site and the proper mitigation process followed thus not crossing a significance threshold.

- y. But you've already impacted the west side. If you tear the existing building down and build a new one you've already impacted this side of the runway. You've already impacted one of those thresholds right off the bat. Am I looking at that wrong?

The EA looks beyond disturbed versus undisturbed property on the airport – it includes the 'need' and the reason behind why it should move. It goes back to the planning process - the long-term

viability of the airport and the growth of the airport. The reason the east side was selected as the preferred alternative was because when you look 20 years and beyond the west side will not accommodate the projected needs. Eventually a portion of the airport – terminal, general aviation development, U.S. Forest Service - will have to move to the east side.

- z. I heard from a county commissioner that they were going to sell portions of airport property and make a golf ball factory, etc.

There are no plans to sell airport property. The FAA needs to approve any sale or release of designated airport property per federal guidelines. Portions of the airport can be leased for non-aeronautical development but it also needs to be FAA approved.

Please see the supplemental answers document for additional information.

- aa. Would sewer need to be moved or expanded?

The treatment system would remain on the west side regardless of which alternative is selected. Per the analysis completed as part of the Master Plan, the system would require expansion in future years. However, the initial development would not require an expansion.

- bb. Where would the water come from for the new terminal? Dig new wells?

No, DRO has existing water rights that would meet the needs of the new terminal.

5. Next Steps

Colleen reviewed the project schedule, noting the EA is slated for approximately two years. The timeframe is subject to coordination with agencies, review, and agency and public comment. Four public open houses are scheduled with two being held on the same day at different times and locations to give the community a better opportunity to attend. From now until January 2016, portions of the document will be drafted (Introduction, Purpose and Need, and Alternative Analysis); tribal coordination conducted, and some baseline data will be done including existing noise and air quality analyses. The field work (wetland, endangered species, and culture resources) cannot happen until the weather becomes warmer (April/May 2016).

6. Additional Comments from Participants

- I think all the people in this room feel the preferred alternative was a foregone conclusion the minute you put those three options out there. It never seemed like the other two options were given serious consideration. The Master Plan writing is biased and is tries to persuade the public into doing one thing over the other. It seems like the other two were red herrings all along, it was always to build this big master plan on the other side and we feel like we're being steamrolled over and misinformed.

- The prior airport manager ran the airport for 20 years and he wasn't even invited to the Master Plan meetings because they don't like him, the commissioners don't like him or whatever. He had lots of ideas to make the airport serviceable for us, for our community, and those ideas were washed under the rug.
- Airlines come and go, we are such a small market we have no effect on the bottom line for United or Frontier or Southwest. Business men in this area think if we build it we're going to get new service and more flights but we know for a fact that's not going to happen, there's no guarantee.
- At the end of the day, none of us can really control this process. We don't feel that we have any real say. It's happening whether we like it or not.
- The money that's come in every time, - who gets the money? It sure isn't the county, the farm people or the people living here... It's the newcomers that come in take all their profits and run.



Environmental Assessment – Adjacent Land Owner – Supplemental Answers

Date: November 4, 2015 – 6:30 PM
Location: Durango-La Plata County Airport Conference Room
AIP Project: Environmental Assessment
Subject: Coordination Kick-Off Meeting

- e. Would impacts to livestock and county roadways be included in the assessment?

Livestock impacts are not a specific category within the EA. However, impacts to water resources, air quality, noise, etc. are included which all relate to the well-being of people and property (including livestock) within the study area.

Also secondary impacts are considered and evaluated as part of the process. A traffic study is included as part of this analysis to gain an understanding of existing and future demand at these intersections: State Highway (SH) 172 and County Road (CR) 309; CR309 and CR309A; and SH 172 and CR338. The information will be used to analyze potential impacts to surrounding properties and roads.

- f. If the terminal would be relocated to the east side would there be visual impacts to properties on that side due to light?

An architectural sub-contractor, RS&H, is on the team to review light emissions and visual resources/visual character.

The light emission analysis includes the following:

- The degree to which the building would create annoyance or interference with normal activities and flight procedures from light emissions.*
- The degree to which the building would affect the visual character of the area due to light emissions, including the importance, uniqueness, and aesthetic value of the affected visual resources.*

The visual resources/visual character analysis includes the following:

- The extent to which the building would have the potential to affect the nature of the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources.*
- The extent to which the building would have the potential to contrast with the visual resources and/or visual character in the study area.*

- *The extent to which the building would have the potential to block or obstruct the views of visual resources and whether these resource would still be viewable from other locations.*

- m. Is this EA appealable or non-appealable? It has to be determined up front and made clear to the public as it is my understanding per the U.S. Forest Service NEPA process that if you become involved early and sign your name you have a better seat during the appeal or objection period.

Jviation coordinated with the FAA's environmental specialist, Kandice Krull. Kandice clarified that per FAA regulations an EA may be challenged after the finding is issued by the FAA. However, there is no appeal or objection period during the study.

- o. Who is funding these studies (Master Plan and Environmental Assessment) and why are we paying for these studies if tax payers haven't voted on the project (i.e. to spend \$140 million)?

The FAA, CDOT, and DRO funded the Master Plan and are funding the EA process. The total project cost is approximately \$1 million. The Federal Aviation Administration (FAA) issued a grant for approximately \$900,000 through the FAA Airport Improvement Program (AIP). The program requires a 10 percent local match. This match is being funded by a Colorado Department of Transportation (CDOT) grant and DRO.

Users of our air transportation system (including people shipping packages, private pilots, airline passengers and corporate aircraft users) pay for the costs of developing the United States' National Airspace System and a portion of public use airports. Similar to the national highway system, much of airports' infrastructure is paid for with user taxes on airline tickets, air freight, and aviation fuels.

Typically, federal funding is provided by the Federal Aviation Administration's (FAA) Airport Improvement Program (AIP) and state funding from the Colorado Department of Transportation (CDOT), Division of Aeronautics. AIP funds are derived from taxes on national and international travel, air cargo taxes, and noncommercial aviation fuel which are deposited in the federal aviation trust fund for the purpose of improving the nation's aviation infrastructure. Ultimately, the airport users fund the local share for improvements through rent, fees, passenger facility charges and purchases at Durango-La Plata County Airport.

- t. We're tired of the military aircraft operations at night. Are the military branches involved in the EA process? Are their future plans for airport use going to be included in this document?

All users of the airport are welcome to participate in the process; but the military is not specifically contacted for involvement.

Military operations were included as part of the Master Plan analysis (including noise) but were not taken into consideration for terminal size/planning. Since the EA is evaluating the expansion and possible relocation of the terminal, military operations and future plans are not considered.

It is recommended that neighbors write letters to the military branches to explain their concerns and requests for reduced operations at night. Airport staff cannot restrict military operations as it is a public use airport and the military has the right to utilize the facility as do others.

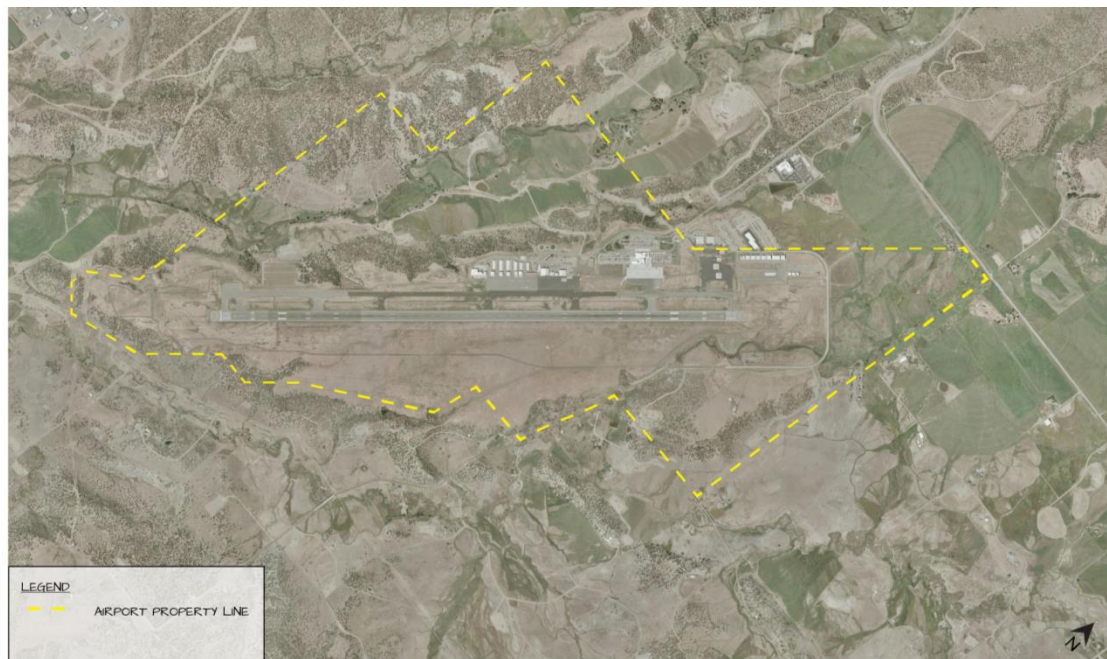
- v. A parking garage was considered on the west side in the Master Plan. How can that be? The prior airport manager told me that from the center of the runway out there are height restrictions. How many miles away is this parking lot going to be?

Yes, there are height restrictions and the further away from the runway the higher a structure can be. The Code of Federal Regulations - 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, is the guiding document for airports – <http://www.ecfr.gov/cgi-bin/text-idx?rgn=div5&node=14:2.0.1.2.9>

The parking garage would be three stories, provide parking for 1,000 vehicles, and located within the existing main parking area footprint.

- w. How much land does the airport own on the west side down toward the south?

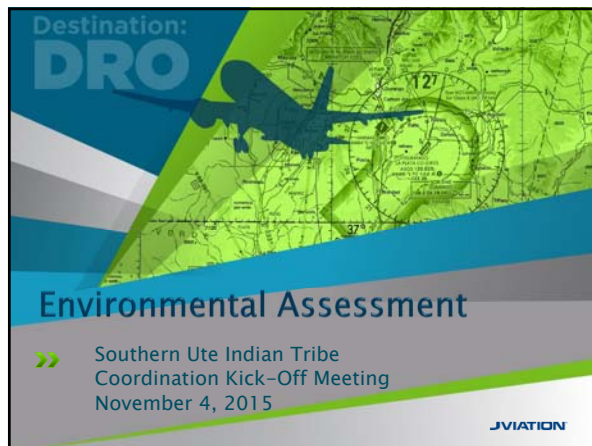
The figure below illustrates DRO's property boundary.



- z. I heard from a county commissioner that they were going to sell portions of airport property and make a golf ball factory, etc.

Airport owners or sponsors that have accepted funds from the FAA through airport financial assistance programs are bound by obligations (assurances). These assurances require recipients to maintain and operate their facilities safely and efficiently and in accordance with specified conditions. Use of land, release of land, and acquisition of land are Included as part of these assurances. Consequently, DRO cannot simply sell land for non-aeronautical development at their will.

Additional information may be found here: http://www.faa.gov/airports/aip/grant_assurances/




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

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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



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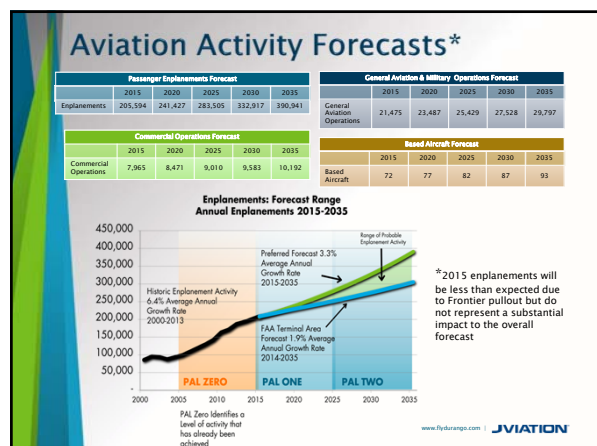
» Master Plan Recommendations



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

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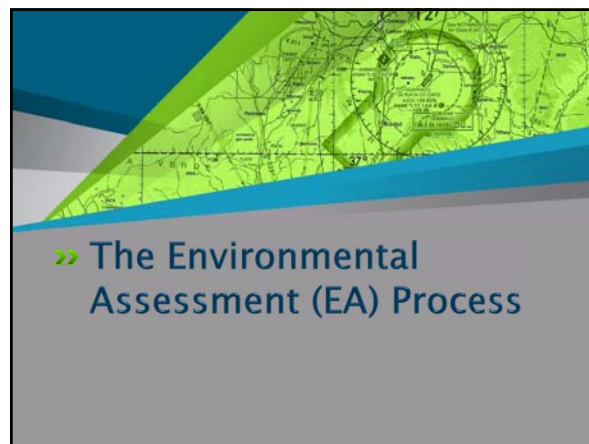
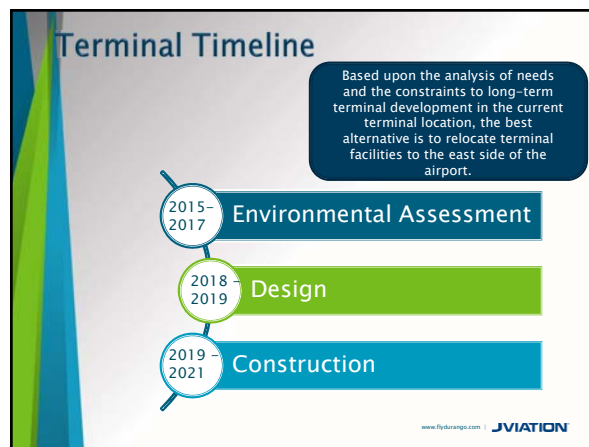


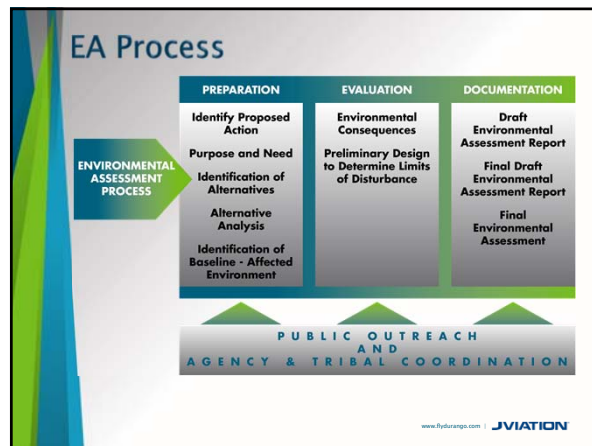


Landside Facility Requirements

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 periodPave 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

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

- 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

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

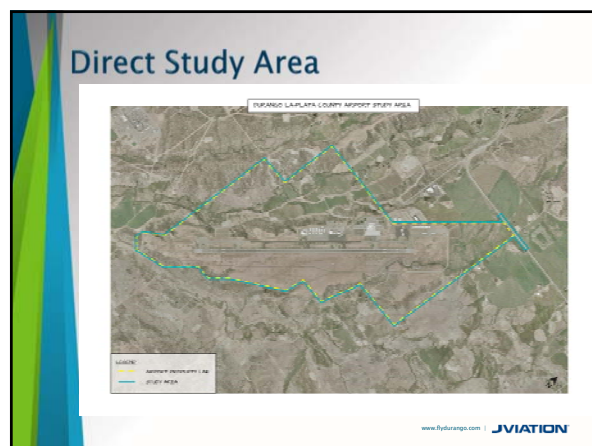
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Dismissed Categories

The following categories are not found within the study area:

- Coastal Resources
- Floodplains
- Wild and Scenic Rivers

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Of specific emphasis at DRO...

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



New Mexico Jumping Mouse



Southwestern Willow Flycatcher



Please fly quietly
Noise sensitive area
Use your aircraft noise abatement procedures

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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

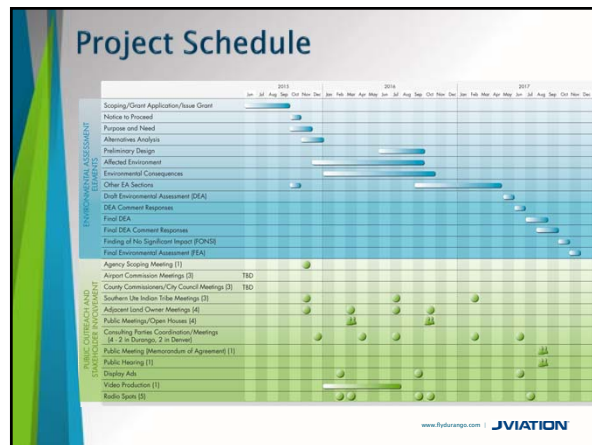


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Questions, Comments, Concerns???




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» Thank You!


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 970.382.6051

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



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



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**DRO EA Southern Ute Indian Tribe Meeting
November 4, 2015**

[illegible]



Environmental Assessment – Southern Ute Indian Tribe Meeting Minutes

Date: November 4, 2015 – 11:00 AM
Location: Durango-La Plata County Airport (DRO) Conference Room
AIP Project: Environmental Assessment
Subject: Coordination Kick-Off Meeting

In Attendance:

Kandice Krull, Federal Aviation Administration (via phone)
Mark A. Hutson, SUIT - Air Quality Program
Danny Powers, SUIT - Air Quality Program
Jason Mietchen, SUIT – Natural Resources (Range and Water)
Lena Atencio, SUIT – Natural Resources
Germaine Ewing, SUIT – Natural Resources (Lands)
Travis Wheeler, SUIT – Natural Resources (Water)
Jacob Garlick, SUIT - Planning
Edward Box III, SUIT - Planning

Airport Staff

Kip Turner
Tony Vicari
Lise MacArthur

Airport Commission

Rich Bechtolt

Consulting Team

Hilary Fletcher, Jviation
Colleen Cummins, Jviation

1. Welcome/Opening Comments

Hilary Fletcher opened the meeting by welcoming and thanking everyone for attending. She introduced herself and her affiliation with Jviation – the Airport’s consultant. Hilary asked everyone to introduce themselves. Jviation has been working with DRO, the City, and County on the Master Plan since mid-2013 as well as engineering projects. Today is the official kick-off of the EA with several meetings planned throughout the day.

The purpose of this meeting is to introduce the Southern Ute Indian Tribe (SUIT) to the proposed action that will be evaluated within the Environmental Assessment (EA) and to learn of any issues/concerns, level of coordination anticipated, and outreach efforts during the process.

Hilary reviewed the meeting objectives:

- 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

2. Purpose of Environmental Assessment (EA)

Colleen noted that the National Environmental Policy Act (NEPA) is a procedural law that applies to federal agencies (in this case the Federal Aviation Administration (FAA)). The EA is required to meet NEPA guidelines and provide informed decision making by federal agencies. The overall purpose is to determine if the proposed project would significantly impact the environment.

The process also promotes coordination and communication with other parties – federal, state, and local agencies, adjacent property owners, tribal groups, etc. Hilary added that if anyone is missing that should be present, please let Jviation know. It was noted that the chairmen and vice-chairmen had prior commitments and were not able to make the meeting.

She also explained that the EA would identify a purpose and need based upon the information contained in the current Master Plan and that alternatives reviewed and analyzed in the Master Plan would be carried forward into the EA. The Master Plan is currently being finalized.

3. Master Plan Recommendations

A brief overview of the Master Plan recommendations was given by Hilary including the approved aviation forecast, facility requirements, and the Master Plan's preferred alternative – construct new terminal on east side of airfield. This would also include other infrastructure such as apron and taxiway development, on-airport circulation, auto parking, rental car parking, and employee parking. She continued by stating based upon the analysis completed as part of the Master Plan and the coordination effort completed, the Airport, Airport Commission, Planning Advisory Commission (PAC), Consultant (Jviation), County, and City decided this was the best alternative to move forward for long-range plans for the airport. She emphasized the extensive amount of coordination that was completed and that all documentation can be found on the Master Plan's website.

It was stressed that going into the environmental process, reasonable alternatives will be evaluated as well – including renovating existing building and constructing a new terminal on the west side. Other options were considered during the Master Plan but deemed not feasible for a number of reasons (see Master Plan page at www.flydurango.com for additional details).

A brief review of the terminal timeline was given detailing the EA length (2015 – 2017), design (2018-2019), and construction (2019-2021).

Questions from attendees:

- Given that the facility is going to be on the east side, will 309 be moved rather than in front of the BP and the Crossfire offices?

Hilary responded, yes, there is an alternative to put the main entrance of the airport in a different location. The consulting team is aware from CDOT the challenges of the intersection's current location, in that it's not going to be sufficient. There's going to have to be some improvements to the entryway of the airport and that's probably a relocation of the main entryway.

4. Environmental Assessment Process

Colleen explained the EA process from preparation through documentation and that we were currently in the preparation phase – Purpose and Need, Identification of Alternatives, Alternative Analysis, and Affected Environment. Public outreach, agency, and tribal coordination will occur throughout the process and as the process advances it is typical for additional groups to become involved. The next phase of the EA, evaluation, will occur next year.

Colleen explained the alternative analysis from the Master Plan will be evaluated again in the environmental process and the environmental baseline information from the Master Plan will also be used in the EA. There are 16-18 different environmental categories to be reviewed, most of which were given a preliminary review in the Master Plan. Cultural resources, wetlands, and endangered species habitat were identified, and will be given further review in the EA.

Colleen introduced the study area and what areas and features are included. The difference between direct and indirect study areas was discussed. The indirect area includes potential impacts to residents living off of 309A. Colleen showed a list of impact categories to discuss, noting some will not be evaluated in detail – coastal resources, floodplains, and wild and scenic rivers - as they are not applicable to this project. Impact categories discussed in detail included air quality and water as the SUIT has jurisdiction over them, as well as cultural resources due to the artifacts found during the Master Plan. Coordination with the SUIT will continue throughout the process.

Colleen discussed the specific environmental categories the consulting team has focused on include cultural, threatened and endangered species, noise, socioeconomic impacts, and wetlands. Noise contours will be developed for 2015, the base year, and 2020, the future year. These are based on 24 hour day and night average levels, not a single event. They also take into account aircraft, amount of operations, and flight patterns.

The wetland map completed as part of the Master Plan was reviewed and a brief discussion on endangered species ensued.

Colleen then moved on to alternatives, explaining that the next meeting will have a more detailed discussion. However, the basic alternatives include a new or redeveloped terminal, parking lot expansion, utility improvements, partial parallel taxiway (east side alternative only), new or realigned terminal loop road, and a borrow site (for fill). All these items will be one set of alternatives with a second set for the airport entrance road. A No Action will be included for both the road and the terminal alternatives per NEPA requirements.

Questions from attendees:

- The airport's water source is primarily from the infiltration gallery and some of those water rights are associated with the Tyner ditches. The Tribe has water rights in those ditches as well so we're interested in proposed impacts and increased water usage.

Colleen replied, as part of the Master Plan, there's a Water and Wastewater Master Plan that was developed which is available online – www.flydurango.com. The amount of water needed for the proposed development will be considered within the EA as well. Coordination with the SUIT on this topic will also be done.

- Clarification on the "No Action" associated with the airport entrance road and terminal was requested.

Colleen responded that a "No Action" alternative is required for comparison purposes under NEPA. The No Action for the road would leave the road as is and the No Action for the terminal would leave terminal as exists.

- Doesn't CDOT require the airport entrance to be relocated?

CDOT would prefer the entrance to be relocated for safety reasons and has noted that if a terminal expansion happens the entrance needs to be relocated.

- Are possible improvements to the southern end of 309A to accommodate traffic from Farmington and Aztec being contemplated?

No, that portion of the road is outside the scope of this project.

- Regarding the borrow site, are there plans for any disturbance of airport property near the river or will it be up near the mesa?

No, disturbance would be on the mesa, along 309A and State Highway 172 to accommodate the entrance.

5. Next Steps

Hilary discussed that there is extensive coordination involved in the EA and the consulting team is working through it. She reiterated that if anyone is missing to please let them know. It was discussed that the coordination will include a series of meetings, open houses, and tours. Communication will be disseminated via social media, airport commission briefings, information sessions, study sessions, and meetings. A public hearing will also be included at the end of the project.

Hilary noted the EA website would be live shortly – link provided from main airport website to EA. She also noted that the consulting team would be using virtual city hall where the community can pose questions and see feedback. Twitter and Facebook would also be used to announce meetings.

Hilary reviewed the upcoming project schedule to include what meetings/outreach efforts have been scheduled. Colleen added that the open houses would be done in the City of Durango and somewhere in the County (day and evening). They are hopeful the various meeting times and locations will give the public more opportunity to attend.

Hilary discussed that the next steps are working on the purpose and need chapter and beginning the documentation of the alternatives. More details will be given at the next meeting.

Questions from attendees:

- The SUIT has jurisdiction for the air quality process. These EA's take a lot of time and we need to look at staff resources. Would it be possible to send a more detailed schedule so we can ensure our resources are available?

Yes, we will get you a more detailed schedule and keep you well-informed. A subconsultant, KB Environmental will be conducting the air quality analysis for existing and future conditions. We will be sure to get them your contact information.

- We're responsible for air quality emissions, some of the planning members through the environmental commission should probably be put on your list, the Southern Ute Indian Tribe, the State of Colorado Environmental Commissioners, there are 6 Commissioners – they are actually the jurisdictional body.

Kandice will confirm if a letter went to Southern Ute Indian Tribe State of Colorado Environmental Commission. Letters went out to 29 different tribes. Southern Ute responded and maybe 4 others have as well to date.

Hilary concluded by giving out contact information for herself, Colleen, and Kip. She noted an email will be sent to everyone with links to the website. Colleen added that everyone should be sure they left their email address on the sign in sheet.

A 30 day notice will be given prior to the next meeting. Web conferences are available; however, the next meeting will be on site.

6. Action Items

- Kandice Krull to see if letter was sent to the SUIT State of the Colorado Environmental Commission.
- Colleen Cummins to send e-mail/letter to attendees and invitees with EA website once live.
- Colleen Cummins to send more detailed schedule to SUIT Air Quality Division.
- Colleen Cummins to have KB Environmental Sciences (subconsultant for Air Quality) contact SUIT Air Quality Division.



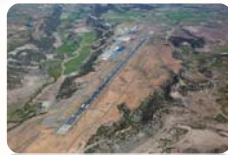
The EA will...

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- Identify alternatives including the Proposed Action (Master Plan recommendation)
- Analyze the affected environment in its current condition
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- Knowledge of the project's next steps
- Agency concerns



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» Master Plan Recommendations

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

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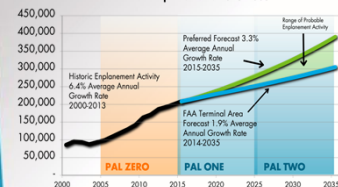
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Aviation Activity Forecasts*

Passenger Enplanements Forecast						General Aviation & Military Operations Forecast					
	2015	2020	2025	2030	2035		2015	2020	2025	2030	2035
Enplanements	205,594	241,427	283,505	332,917	390,941	General Aviation Operations	21,475	23,487	25,429	27,528	29,797

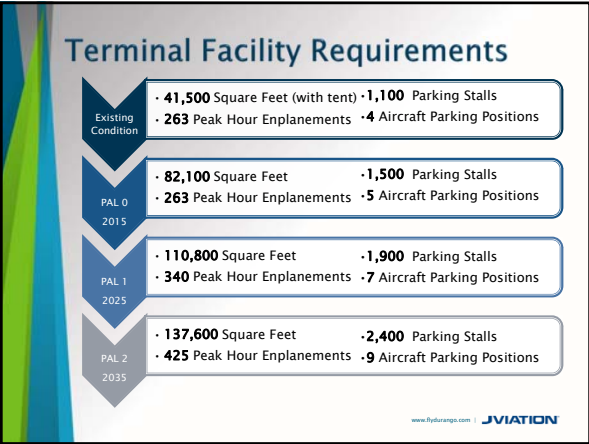
Commercial Operations Forecast						Based Aircraft Forecast					
	2015	2020	2025	2030	2035		2015	2020	2025	2030	2035
Commercial Operations	7,065	8,471	9,010	9,583	10,192	Based Aircraft	72	77	82	87	93

Enplanements: Forecast Range
Annual Enplanements 2015-2035



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

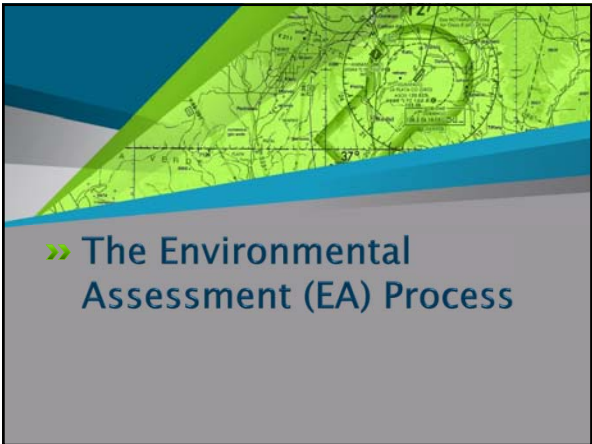
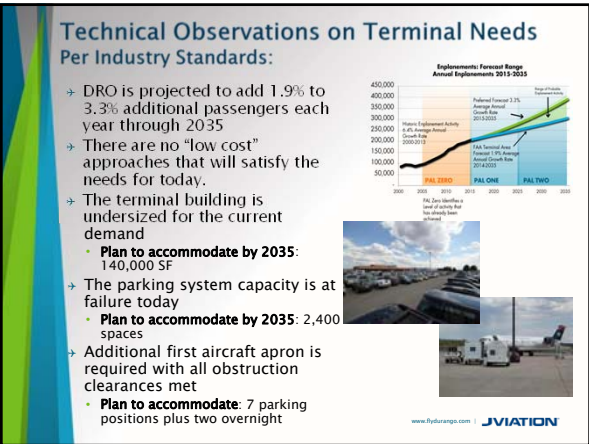
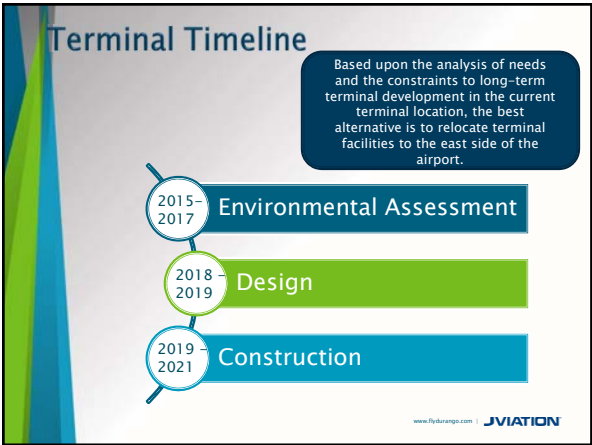
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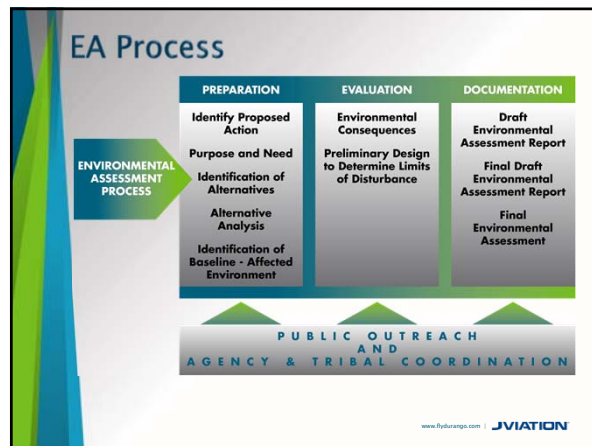


Landside Facility Requirements

Facility	Required to Meet 2035 Need
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- Department of Transportation, Section 4(f)
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- 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

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

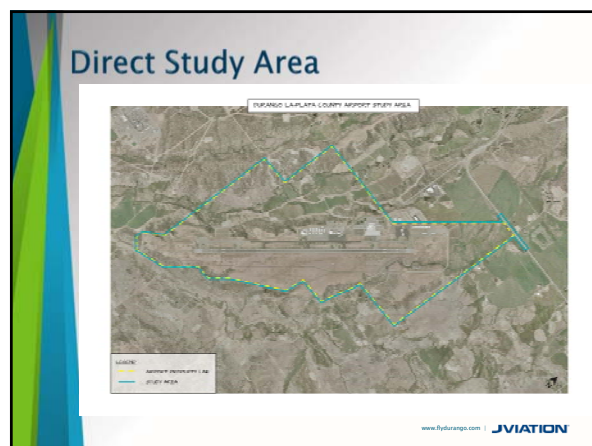
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Dismissed Categories

The following categories are not found within the study area:

- Coastal Resources
- Floodplains
- Wild and Scenic Rivers

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Of specific emphasis at DRO...

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



New Mexico Jumping Mouse

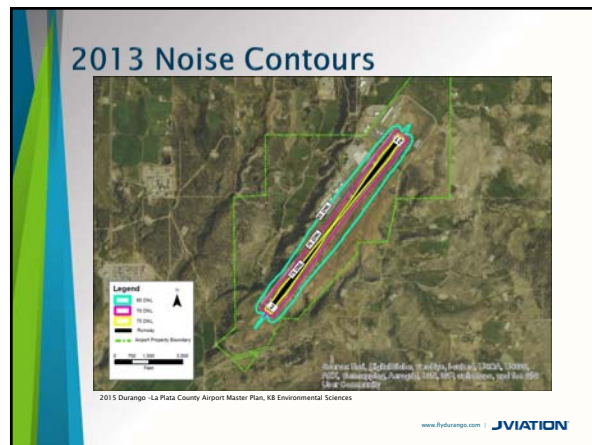
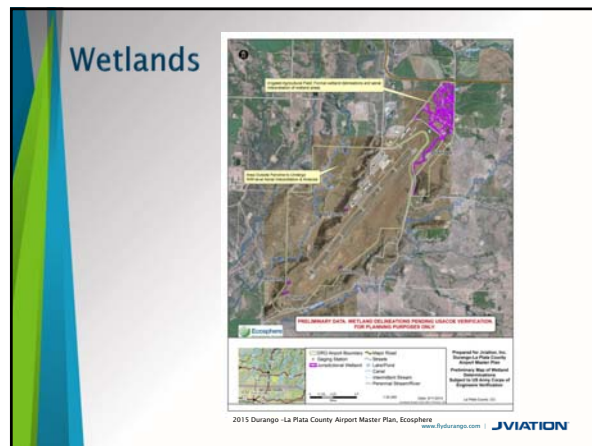


Southwestern Willow Flycatcher



Please fly quietly
Noise sensitive area
Use your aircraft noise abatement procedures

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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

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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

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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

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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

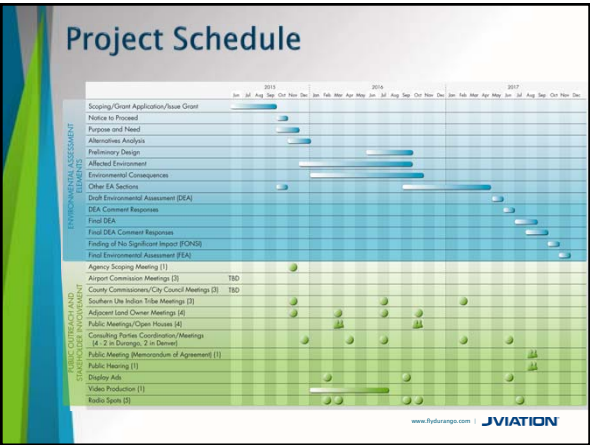


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Questions, Comments, Concerns???



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» 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

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



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PLEASE INITIAL NEXT TO YOUR NAME

DRO EA Agency Coordination Meeting
November 4, 2015

Initials	Last Name	First Name	Agency/Organization	Title	Email	Phone	Address	City	State	Zip
✓	Anderson	Carol	Environmental Protection Agency (EPA)		anderson.carol@epa.gov	303.312.6058	1595 Wynkoop St	Denver	CO	80202-1129
✓	Bechtolt	Richard	Airport Commission		richardbechtolt@bechtolt.com			Durango	CO	81301
	Cady	Tony	Colorado Department of Transportation (CDOT)	Manager	tony.cady@state.co.us	970.385.1430	3803 N Main Avenue Ste 100	Durango	CO	81301
	Chase	Joann K.	Environmental Protection Agency (EPA)	Director	Chase.joann@Epa.gov	202-564-0878	USEPA Headquarters William Jefferson Clinton Building	Washington, DC		20460
✓	Davis	Jim	La Plata County Public Works	Director	Jim.Davis@co.laplata.co.us	970.382.6363	1060 Main Avenue, Ste 104	Durango	CO	81301
	DeBerry	Drue	U.S. Fish & Wildlife Service (USFWS)		drue_deberry@fws.gov	303.236.4264	134 Union Blvd	Lakewood	CO	80228
	Garcia	Bert	Environmental Protection Agency (EPA)	Program Director	Garcia.bert@Epa.gov	303-312-6670	1595 Wynkoop St	Denver	CO	80202-1129
	Garcia	Mark	Town of Ignacio	Interim Town Manager	mgarcia@townofignacio.com	970.563-9494	540 Goddard Ave	Ignacio	CO	81137
	Genualdi	Robert	State of Colorado Department of Natural Resources		Robert.Genualdi@state.co.us		160 Rockpoint Drive Ste E	Durango	CO	81301
	Greenhut	Tom	Airport Commission		tgreen@bresnan.net			Durango	CO	81301
✓	Hellige	Kara	U.S. Army Corps / Durango Regulatory Office	Sr. Project Manager	kara.a.hellige@usace.army.mil	970.259.1604	1970 East 3rd Ave	Durango	CO	81301
✓	Hewitson	Ingrid	Colorado Dept of Public Health and Environment		Ingrid.Hewitson@state.co.us	303.692.6331	4300 Cherry Creek Dr S	Denver	CO	80246
	Humphrey	Thomas	Colorado Department of Transportation (CDOT)		thomas.humphrey@state.co.us	970.385.3637	3803 N Main Avenue Ste 100	Durango	CO	81301
	Ireland	Terry	U.S. Fish & Wildlife Service (USFWS)		Terry_Ireland@fws.gov	970.628.7188	445 W Gunnison Ave Ste 240	Grand Junction	CO	81501-5711
	Kerby	Joe	La Plata County	Manager	Joe.kerby@co.laplata.co.us	970-382-6210	1101 E 2nd Avenue	Durango	CO	81301
✓	Krull	Kandice	Federal Aviation Administration	Environmental Protection Specialist	kandice.krull@faa.gov	303.342.1261	26805 E 68th Avenue, Ste 224	Denver	CO	80249-6361
	LeBlanc	Ron	City of Durango	Manager	ron.leblanc@durangogov.org	970-375-5005	949 E 2nd Avenue	Durango	CO	81301
	McGrath	Shaun	Environmental Protection Agency (EPA)	Administrator	r8eisc@epa.gov	303-312-6312	1595 Wynkoop St	Denver	CO	80202-1129
✓	Murray	Daniel	La Plata County Historic Preservation	Planner II	daniel.murray@co.laplata.co.us	970.382.6268	1060 Main Avenue, Ste 104	Durango	CO	81301
	Nichols	Edward	State Historic Preservation Office (SHPO)	State Historic Preservation Officer	Ed.Nichols@state.co.us	303-866-3355	1200 Broadway	Denver	CO	80203
	Palomares	Art	Environmental Protection Agency (EPA)		Palomeres.art@Epa.gov	303-312-6053	1595 Wynkoop St	Denver	CO	80202-1129
	Peduto	Damian	La Plata County	Community Development Director	Damian.Peduto@co.laplata.co.us	970.382.6263	1060 E. 2nd Avenue	Durango	CO	81301
	Pfaltzgraff	Patrick	State of Colorado Department of Public Health & Environment	Division Director	patrick.pfaltzgradd@state.co.us	303-692-3100	4300 Cherry Creek Dr S	Denver	CO	80246
	Reynolds	Cynthia	Environmental Protection Agency (EPA)		Reynolds.cynthia@Epa.gov	303-312-6206	1595 Wynkoop St	Denver	CO	80202-1129

PLEASE INITIAL NEXT TO YOUR NAME

DRO EA Agency Coordination Meeting
November 4, 2015

Initials	Last Name	First Name	Agency/Organization	Title	Email	Phone	Address	City	State	Zip
	Ryan	Kevin	State of Colorado Department of Natural Resources	State Engineer	Kevin.Ryan@state.co.us	303-866-3581	4300 Cherry Creek Dr S	Denver	CO	80203
✓	Storie	Scott	Colorado Department of Transportation (CDOT)	Aviation Planner	scott.storie@state.co.us	303.512.5251	5126 Front Range Airport	Watkins	CO	80137
	Strobel	Philip	Environmental Protection Agency (EPA)		Strobel.philip@Epa.gov	303-312-6704	1595 Wynkoop St	Denver	CO	80202-1129
	Thorpe	Matt	State of Colorado Department of Natural Resources	Area Wildlife Manager	Matt.Thorpe@state.co.us	970.247.0855	151 E 16th Street	Durango	CO	81301
✓	Turner	Kip	Durango-La Plata County Airport	Director of Aviation	kip.turner@durangogov.org	970-382-6068	1000 Airport Rd Box 1	Durango	CO	81303
	Wolfe	Dick	State of Colorado Department of Natural Resources	State Engineer	Dick.wolfe@state.co.us	303-866-3581	4300 Cherry Creek Dr S	Denver	CO	80203
✓	Lee	Paul	CDPHE - Air Division	Transportation Planner	Paul.Lee@state.co.us	303-692-3127	4300 Cherry Creek Dr. S	Denver	CO	80246
✓	Bechtolt	Rich	Airport Commission		Richard.Bechtolt@Bechtolt.com	970-259-7534	APCD-SS-B1 3059 main Durango	Durango	CO	81301
✓	Glenne	Gina	U.S. FWS	Western CO Eco. Services Office	Gina-Glenne@fws.gov	970-628-7183		Grand Junction	CO	81501
✓	Fowler	Sarah	EPA - Clean Water							



Environmental Assessment – Agency Meeting Minutes

Date: November 4, 2015 – 2:30 PM
Location: Durango-La Plata County Airport (DRO) Conference Room
AIP Project: Environmental Assessment
Subject: Agency Scoping/Coordination Meeting

In Attendance via Phone/Webinar:

Carol Anderson, Environmental Protection Agency – NEPA Compliance and Review Program
Jim Davis, La Plata County Public Works
Kara Hellige, U.S. Army Corps of Engineers
Ingrid Hewitson, Colorado Dept. of Public Health and Environment
Kandice Krull, Federal Aviation Administration
Daniel Murray, La Plata County Historic Preservation
Scott Storie, CO Dept. of Transportation – Aeronautics
Paul Lee, Colorado Dept. of Public Health and Environment – Air Division
Gina Glenne, U.S. Fish and Wildlife Service
Sarah Fowler, Environmental Protection Agency – Clean Water

Airport Staff

Kip Turner
Tony Vicari

Airport Commission

Rich Bechtolt

Consulting Team

Colleen Cummins, Jviation

1. Welcome/Opening Comments

Colleen Cummins opened the meeting by welcoming and thanking everyone for attending. She introduced herself and her affiliation with Jviation – the Airport’s consultant. Jviation has been working with DRO, the City, and County on the Master Plan since mid-2013 as well as engineering projects.

Colleen asked everyone to introduce themselves.

The purpose of this meeting is to introduce agencies to the proposed action that will be evaluated within the Environmental Assessment (EA) and to learn of any issues/concerns, level of coordination anticipated, and outreach efforts during the process.

Colleen reviewed the meeting objectives:

- 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

2. Purpose of Environmental Assessment (EA)

Colleen noted that the National Environmental Policy Act (NEPA) is a procedural law that applies to federal agencies (in this case the Federal Aviation Administration (FAA)). The EA is required to meet NEPA guidelines and provide informed decision making by federal agencies. The overall purpose is to determine if the proposed project would significantly impact the environment.

The process also promotes coordination and communication with other parties – federal, state, and local agencies, adjacent property owners, tribal groups, etc.

She also explained that the EA would identify a purpose and need based upon the information contained in the current Master Plan and that alternatives reviewed and analyzed in the Master Plan would be carried forward into the EA. The Master Plan is currently being finalized.

3. Master Plan Recommendations

A brief overview of the Master Plan recommendations was given by Colleen including the approved aviation forecast, facility requirements, and the Master Plan's preferred alternative – construct new terminal on east side of airfield. This would also include other infrastructure such as apron and taxiway development, on-airport circulation, auto parking, rental car parking, and employee parking. She continued by stating based upon the analysis completed as part of the Master Plan and the coordination effort completed, the Airport, Airport Commission, Planning Advisory Commission (PAC), Consultant (Jvation), County, and City decided this was the best alternative to move forward for long-range plans for the airport.

However, it was emphasized that going into the environmental process, reasonable alternatives will be evaluated as well – including renovating existing building and constructing a new terminal on the west side. Other options were considered during the Master Plan but deemed not feasible for a number of reasons (see Master Plan page at www.flydurango.com for additional details).

A brief review of the terminal timeline was given detailing the EA length (2015 – 2017), design (2018-2019), and construction (2019-2021).

Questions from attendees:

- Is the FAA providing money for development or do they simply issue a permit?

The FAA will issue an approval and contribute funding for the project. Funds for the project will also come from state funding programs – CDOT, Aeronautics – as well as local dollars. The project also will require an approval process – Airport Layout Plan.

4. Environmental Assessment Process

Colleen explained the EA process from preparation through documentation and that we were currently in the preparation phase – Purpose and Need, Identification of Alternatives, Alternative Analysis, and Affected Environment. Public outreach, agency, and tribal coordination will occur throughout the process and as the process advances it is typical for additional groups to become involved. As noted previously, the purpose and need and alternatives will be pulled from the Master Plan as well as some of the affected environment baseline information. Field work associated with the affected environment portion won't begin until April due to weather related issues. Impacts will be reviewed following field work, surveys, and preliminary design.

The guidance followed for the EA is contained within three FAA documents:

- FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions
- FAA Order 1050.1F, Environmental Impacts: Policies and Procedures
- FAA 1050.1F Desk Reference

A figure was shown detailing the direct study area for the EA. This study area includes the entire airport boundary as well as the portion of State Highway 172 that may be included as part of a new airport entrance. An indirect study area is also included as part of the process which includes adjacent property owners such as those here tonight.

A brief overview of impact categories was reviewed and an explanation given for those that will be briefly discussed and dismissed – coastal resources, floodplains, and wild and scenic rivers – as not present within the study areas. Areas of focus include wetlands, cultural resources, endangered species, noise, and secondary/socioeconomic based upon data gathered during the Master Plan.

Kara (Army Corps of Engineers) noted that although they didn't verify all the wetlands during the Master Plan process, they did concur that approximately 57 acres existed. Ecosphere identified the wetlands in the north with remote sensing and aerial review but did flag all to delineate as it is a very difficult site. A letter was sent from the Corps preliminarily agreeing that wetlands existed and that they appear to be Waters of the U.S. The Corps suggested that further field work be conducted once the planning has been refined.

Colleen added that since the Master Plan is in its final stages and we now have a better understanding of where the proposed road and other development would occur. Consequently, Ecosphere will conduct additional survey work within a refined area to better define the wetland areas.

A brief overview of the noise contours completed as part of the Master Plan was given and an explanation that an additional noise analysis is included in this EA.

Next, Colleen reviewed the alternative components that will be included as follows:

- 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 State Highway 172 – will be analyzed separately from the terminal development

Questions from attendees:

- Is there only one runway and taxiway?

Yes, DRO only has one runway and one parallel taxiway. Should the east side alternative be selected a partial parallel would be constructed on the east side. The need for a second runway or an extension to the existing was not identified within the planning period of the Master Plan.

- Was the *Pediocactus knowltonii* (cactus) considered during the biological survey done as part of the Master Plan?

Our subconsultant, Ecosphere, searched for listed species known to occur in the area but not positive this was looked for specifically.

Ecosphere's report was reviewed following the meeting and the cactus was included as part of their review and they determined that there was no potential for them to exist within airport boundaries.

- What was the extent of wetlands identified during survey done with Master Plan?

Ecosphere's field survey included all property within the existing airport boundary. As shown on the figure, several small wetlands were identified south of the runway and on the east and west sides. The majority of wetlands are located north of the runway. Coordination was done with the Army Corps during the Master Plan. Additional field surveys and coordination with the Army Corps will be done as part of this process.

- Interested in seeing the full build out of the east side alternative, i.e. is expansion possible without impacting additional wetlands?

The full build out of the alternative is available on the Master Plan website (www.flydurango.com). The relocated entrance road is the project component that would impact wetlands in this initial phase and there are no plans to expand the road to meet the 20-year planning period. However, a portion of the stream may be impacted when the partial parallel is extended to the north end of the runway.

It is important to note that the future expansion will be driven by the airport's growth and not by a year. The terminal size, parking, apron, etc. area all triggered by enplanement numbers as identified in the Master Plan. Thus, if the numbers are not reached in the 20-year planning period, an expansion would not occur.

- What is the reason for wanting to relocate the airport entrance? CDOT requirements?

Discussions with CDOT occurred during the Master Plan process which revealed the desire to relocate the existing airport entrance further to the east to alleviate safety concerns. It was decided that regardless of terminal expansion outcome (east or west side) that the entrance should be relocated.

- Will a scoping letter be sent out?

Yes, a letter will go out to agencies but it should be known that the FAA has approved the scope of work. Thus, the letter's intent will be to generate input on the process and how involved agencies would like to be.

- What does a Master Plan for a regional airport such as DRO look like? Is it done internally or is the FAA involved?

The FAA is involved in the process and provides funding to complete as does CDOT and the Airport Sponsor. FAA reviews the entire document and plan set and provides feedback but only approves the forecast and Airport Layout Plan.

- Will land acquisition be a part of the EA?

No, no land is needed for the proposed projects.

- Will the preliminary design include the new entrance road?

Yes, it will.

- Will the alternatives include different locations for the entrance road?

Based upon the analysis done in the Master Plan, the EA will consist of a No Action and a build alternative for the new entrance road.

- As wetlands exist in the area the new road would transect the Corps suggests keeping the impacts within the realms of a nationwide permit.

Unfortunately, we anticipate a few acres of impact which would require an individual permit.

- If over a half acre of impact, the Corps will require additional alternatives in the analysis.

Understood, we will work closely with the Corps to ensure we include the appropriate level of analysis.

5. Next Steps

Colleen reviewed the project schedule, noting the EA is slated for approximately two years. The timeframe is subject to coordination with agencies, review, and agency and public comment. She noted coordination is critical throughout the process and reviewed a list of groups that will be included.

Outreach efforts include airport tours, social media, community open houses, Airport Advisory Commission meetings, and Joint Study Sessions (City and County).

Four community open houses are scheduled during the process, with two being held on the same day at different times and locations to give the community a better opportunity to attend.

From now until January 2016, portions of the document will be drafted (Introduction, Purpose and Need, and Alternative Analysis); tribal coordination conducted, and some baseline data will be done including existing noise and air quality analyses. The field work (wetland, endangered species, and culture resources) cannot happen until the weather becomes warmer (April/May 2016).

Colleen thanked everyone for attending and directed everyone to keep their eyes open for the EA website (e-mail to be sent).

6. Action Items

- Colleen to send e-mail out to all participants and invitees once EA website is live and note location of this presentation.
- Colleen to distribute letter to agencies. The letter will include detailed information about alternatives and environmental baseline information collected during the Master Plan as well as what is scoped as part of the this EA.




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

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Meeting Objectives – we will leave with...

- 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



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» Master Plan Recommendations



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

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Master Plan Preferred Alternative:

Alternative Three

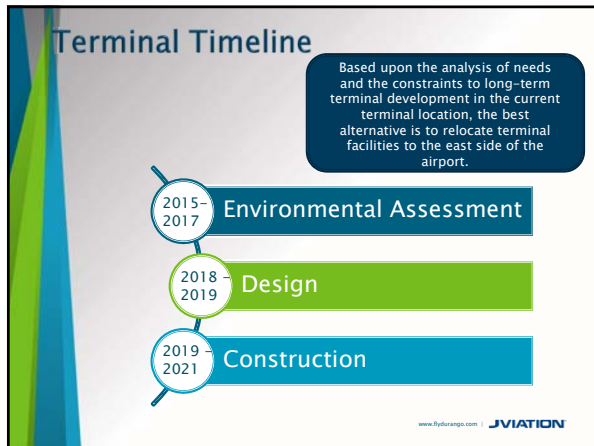
Construct new terminal complex on east side of airfield



LEGEND:

- Future Terminal Building
- Future Apron
- Future Taxiway
- Future Runway
- Future Parking
- Future Road
- Future Utility Corridor
- Future Wetland
- Future Wetland

Alternative Three PAL (1)
Construct New Terminal on East Side
January 2015



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*
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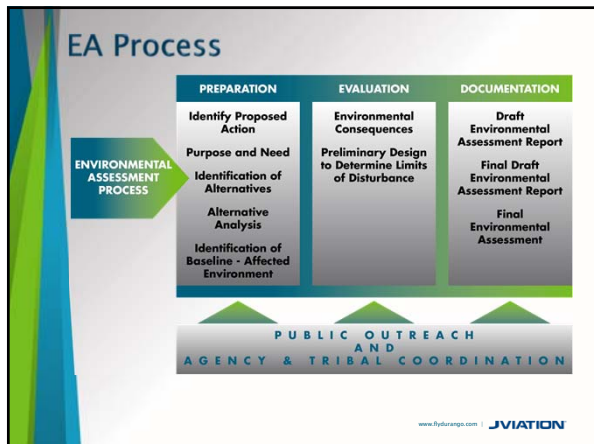
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» The Environmental Assessment (EA) Process

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Direct Study Area

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

- 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

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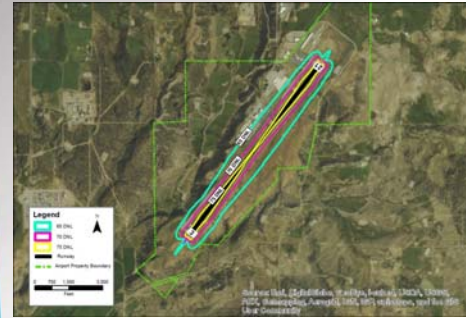
Dismissed Categories

The following categories are not found within the study area:

- Coastal Resources
- Floodplains
- Wild and Scenic Rivers

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2013 Noise Contours



2013 Durango - La Plata County Airport Master Plan, NE Environmental Sciences

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Of specific emphasis at DRO...

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



Southwestern Willow Flycatcher

New Mexico Jumping Mouse



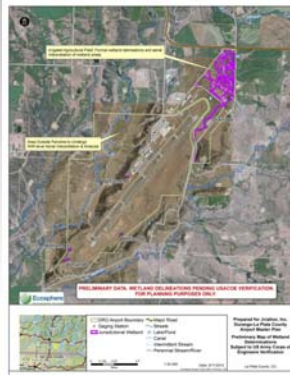
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- New Airport entrance road from SH 172 – this will be analyzed separately from the terminal development

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Wetlands



2015 Durango - La Plata County Airport Master Plan, Ecophase

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November 4th Coordination Meetings Summary

- Southern Ute Indian Tribe
 - 9 attendees
 - Continued coordination necessary throughout process
 - Submit detailed schedule to ensure staff available when needed for reviews/meetings (air quality, water quality, cultural resources)
- Agency
 - 13 attendees
 - One-time only meeting with broad group
 - Letter to agencies requesting additional input concerns will be distributed
 - On-going coordination throughout process as necessary

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November 4th Coordination Meetings Summary (continued)

→ Adjacent Land Owners

- 16 attendees
- First of four scheduled meetings
- Overall concern about cost of terminal project
- Other questions focused on the following:
 - New entrance road
 - Water/well impacts
 - Property values
- Postcards to be sent out with website link and contact information

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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



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» Next Steps

Social Media – Project Information

DESTINATION DRO WEBSITE:
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



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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

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Project Schedule



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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



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*Questions, Comments,
Concerns???*



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» 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

December 21, 2015

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XX
XX

RE: Durango-La Plata Airport Environmental Assessment - Agency Coordination

XX

Jviation, Inc. is assisting the Durango-La Plata Airport (DRO) in completing an Environmental Assessment (EA) for the renovation or relocation of the passenger terminal building and relocation of airport access road per requirements set forth in 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*.

The renovation or relocation of the terminal building and relocation of the airport access road is recommended as part of DRO's Master Plan, which is currently being completed. The Master Plan determined that the existing terminal building does not accommodate current or future passenger demands. It was recommended that the existing terminal building be renovated or a new terminal building be constructed adjacent to the existing terminal or on the east side of DRO's property. The EA will evaluate three alternatives for potential impacts to the environment, as identified within the Master Plan, as well as relocation of the existing entrance road; alternative exhibits are shown in **Attachment A**.

An agency coordination meeting was held on November 4, 2015 at DRO as part of the project kick-off. The meeting reviewed the EA purpose, Master Plan recommendations, EA process, and next steps. A copy of the presentation and meeting minutes may be found on the EA website at www.flydurango.com under the Environmental Assessment/Meetings tab.

The purpose of this letter is to seek input from federal, state, and local agencies concerning potential adverse environmental effects associated with the proposed action. Should your agency have any information, comments, or concerns relating to potential adverse environmental effects reviewed in **Attachment B**, please provide this information by January 21, 2016. *Concurrence with the proposed action is assumed if no comments are received.*

A project schedule (**Attachment C**) and list of agencies coordinated with (**Attachment D**) are also included in this package, for reference purposes.

We greatly appreciate your time and assistance in this process.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Colleen Cummins', with a long horizontal flourish extending to the right.

Colleen Cummins, AICP
Senior Aviation Planner

Copy: Kip Turner – DRO, Airport Director

Attachments:

- A – Alternatives
- B – Environmental Resource Categories
- C – Project Schedule
- D – Distribution List

ATTACHMENT A: EA ALTERNATIVES

Terminal Building Alternatives

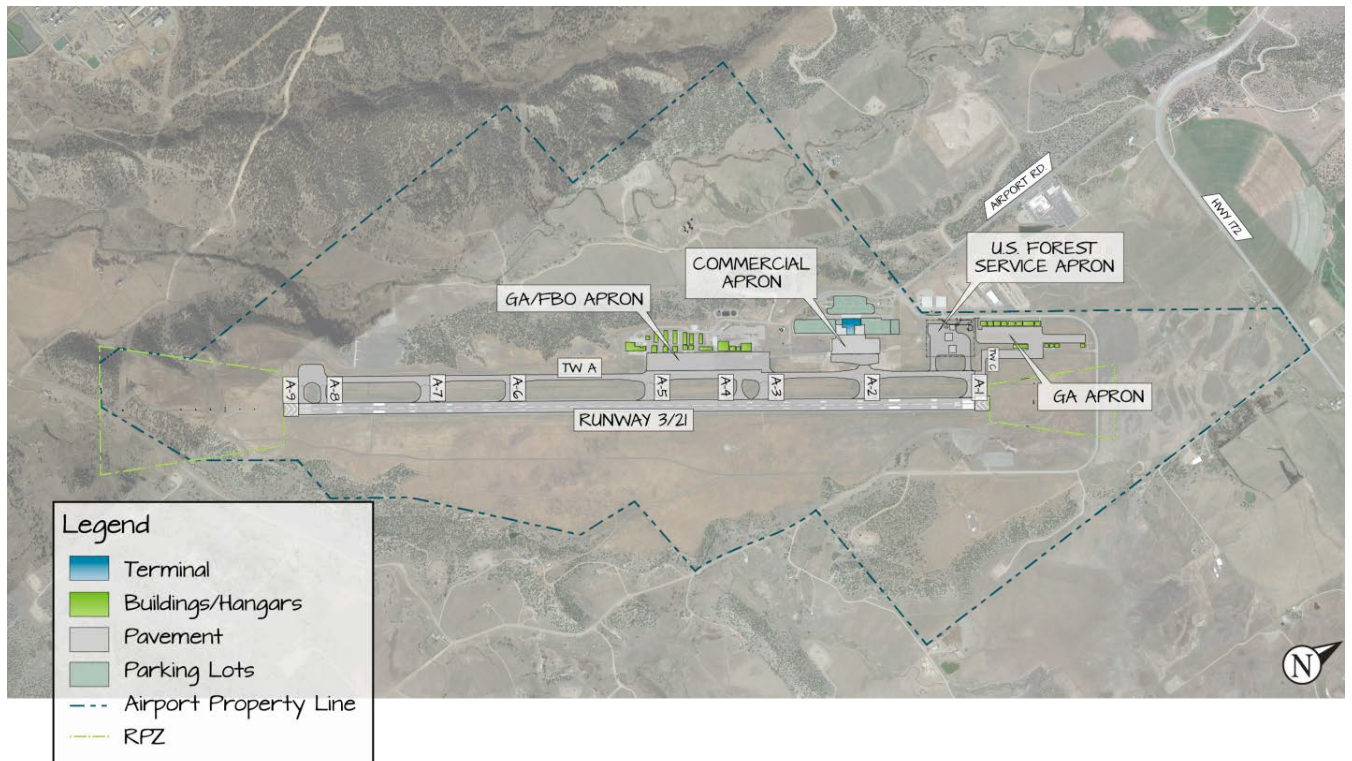
The following elements are shared by Terminal Building Alternatives 1b, 1c, and 1d:

- new or expanded terminal parking;
- new or expanded terminal apron;
- utility improvements;
- new or realigned terminal loop road; and
- borrow site.

Alternative 1a: No Action Alternative

Alternative 1a, the No Action Alternative for the terminal building, would not result in any improvements or changes to the existing terminal building, terminal parking, terminal apron, airfield system, utilities, airport access road, or other airport facilities. **Figure 1** shows the existing layout.

FIGURE 1 – EXISTING AIRPORT LAYOUT



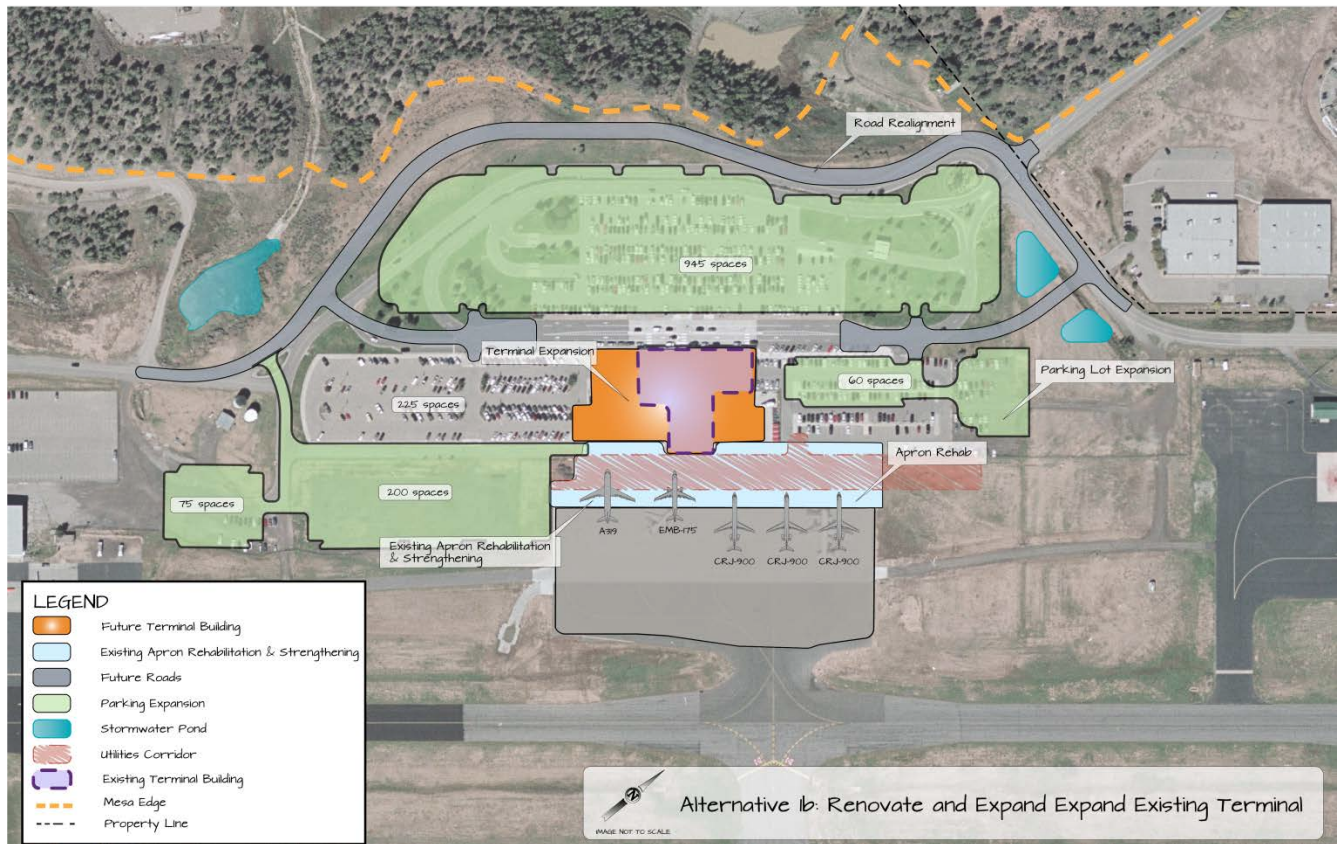
Note: Not to scale
Source: Jvation, 2015

Alternative 1b: Renovate and Expand Existing Terminal

Alternative 1b proposes renovation and expansion of the existing terminal building. This alternative seeks to use the existing airfield and landside infrastructure to its greatest extent (see **Figure 2** for Alternative 1b). Project components include:

- enlargement of existing terminal building – 80,000 sq. ft. of new building;
- reconfiguration of existing building;
- new boarding lounges with boarding bridges;
- reconstruction of aircraft parking apron to accommodate five aircraft parking positions and increased pavement strength (where needed); and
- construction of new auto parking and realignment of the airport loop road.

FIGURE 2 - ALTERNATIVE 1B: RENOVATE AND EXPAND EXISTING TERMINAL



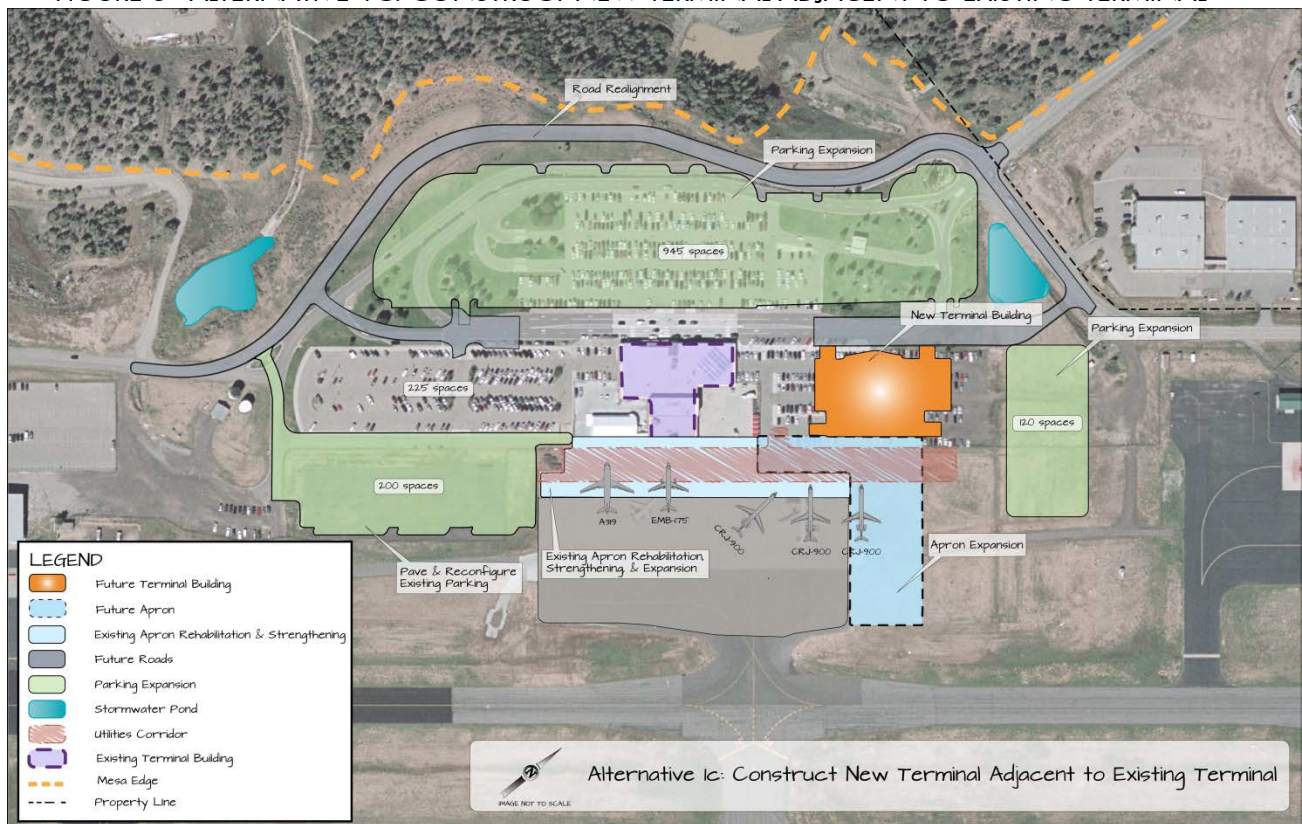
Note: Not to scale
Source: Jviation, 2015

Alternative 1c: Construct New Terminal Adjacent to Existing Terminal

Alternative 1c proposes to construct a new terminal building next to the existing terminal building and seeks to use the existing airfield and landside infrastructure to its greatest extent with the addition of a new building (see **Figure 3**). Project components include:

- construction of new high-performance terminal building;
- demolition of existing terminal building;
- construction of new aircraft parking apron to accommodate five aircraft parking positions and increased pavement strength (where needed);
- construction of new auto parking and realignment of airport loop road; and
- reconstruction of utility mains and services.

FIGURE 3 - ALTERNATIVE 1C: CONSTRUCT NEW TERMINAL ADJACENT TO EXISTING TERMINAL



Note: Not to scale

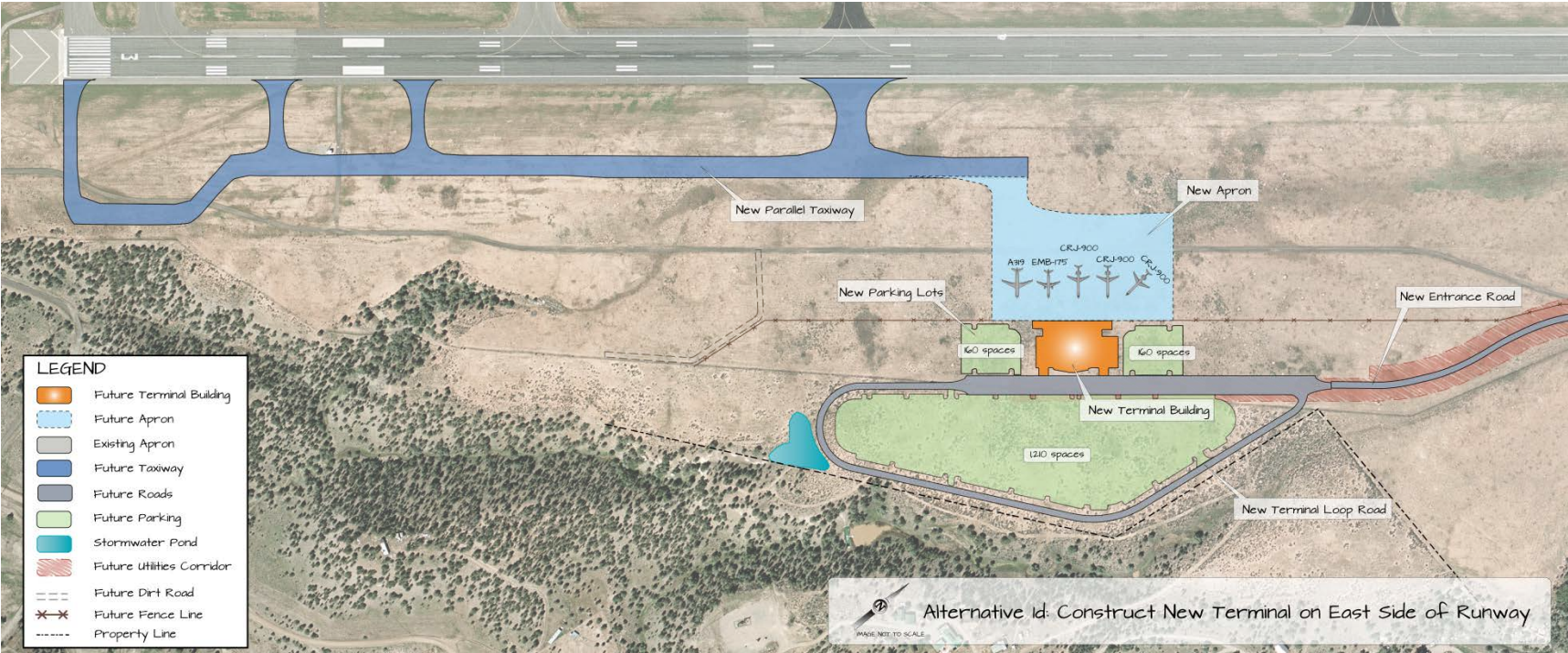
Source: Jviation, 2015

Alternative 1d: Construct New Terminal on East Side of Runway (Preferred Action)

Alternative 1d involves construction of all-new terminal facilities on undeveloped land (see **Figure 4**). This alternative employs available land on the eastern side of the airfield for development. Construction of a new terminal, aircraft parking apron, partial parallel taxiway, auto parking, and access roadways from County Road 309A (CR 309A) to State Highway 172 (SH 172) will be required. The former terminal location will be made available for lease or redevelopment. Project components include:

- construction of new terminal building;
- construction of new aircraft parking apron to accommodate five aircraft parking positions;
- construction of new partial parallel taxiway and connector taxiways;
- construction of new auto parking;
- construction of new airport access road;
- construction of new utility infrastructure (water, sanitary sewer, storm sewer, natural gas, electric, communications, and irrigation); and
- construction of new electrical vault.

FIGURE 4 - ALTERNATIVE 1D: CONSTRUCT NEW TERMINAL ON EAST SIDE OF RUNWAY



Note: Not to scale
Source: Jviation, 2015

Access Road Alternatives

The intersection of SH 172 and CR 309 provides access to DRO and is identified as a safety problem by La Plata County and the Colorado Department of Transportation (CDOT). The intersection was analyzed as part of a traffic study completed for the 2015 Master Plan. Additionally, a portion of existing CR 309A is located within Runway 21's runway protection zone (RPZ) which is considered an incompatible land use per FAA guidance.

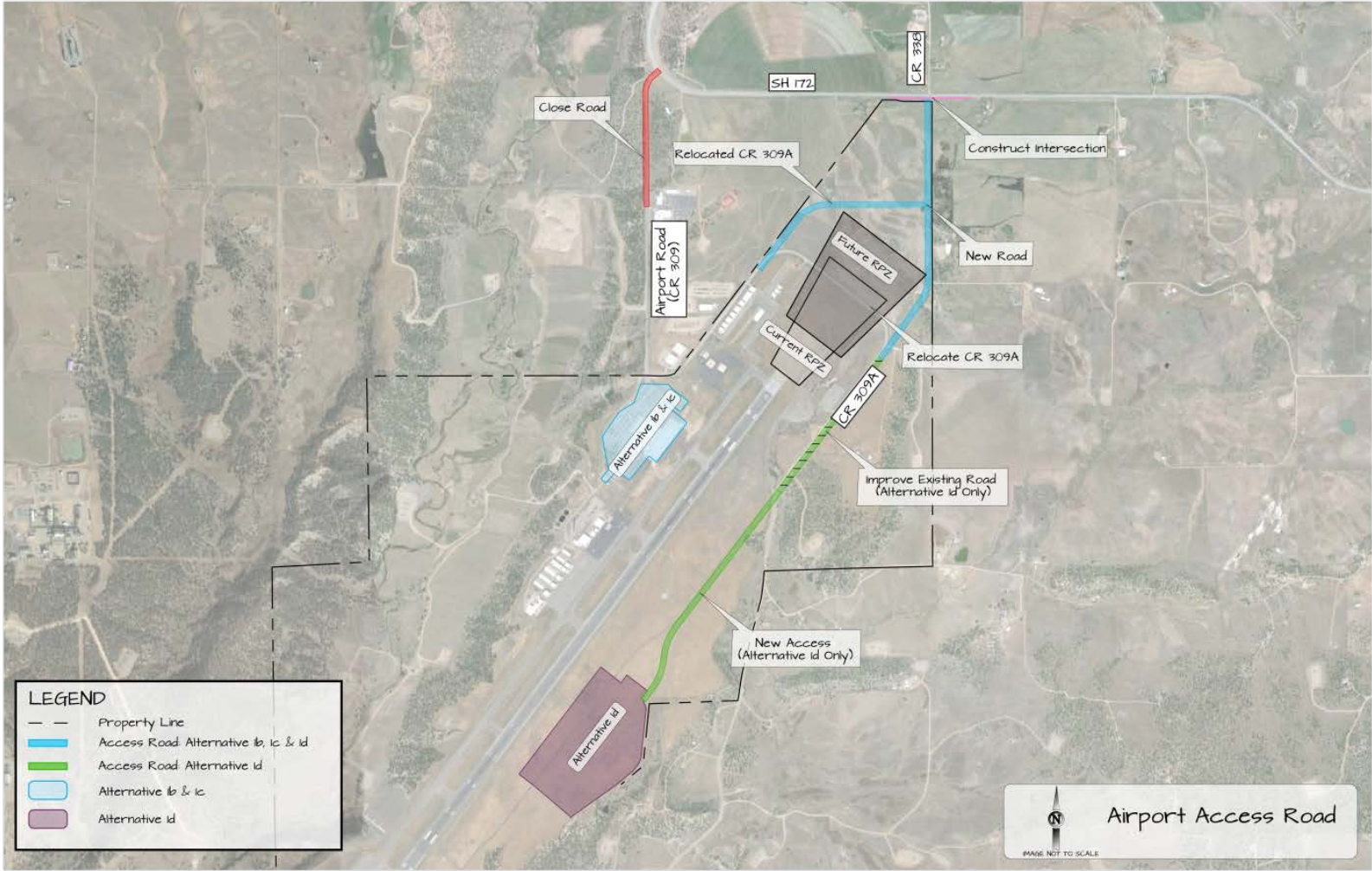
Alternative 2a: No Action Alternative

Alternative 2a, the No Action Alternative for the airport access road does not result in any improvements or changes to the existing airport access roads. The No Action Alternative does not resolve the safety issues identified at the intersection of SH 172 and CR 309 nor does it relocate existing CR 309A outside of Runway 21's RPZ.

Alternative 2b: Construct New Airport Access Road

Alternative 2b shows the construction of a new airport access road (see **Figure 5**). Access needs to be relocated with the existing intersection closed or limited to address safety concerns expressed by CDOT. The preferred location for the new access road is east of the existing entrance in alignment with existing CR 338. Roadway improvements required beyond the new access road and relocated CR 309A are dependent on the terminal site alternative that is selected.

FIGURE 5 – ALTERNATIVE 2B: CONSTRUCT NEW AIRPORT ACCESS ROAD



Note: Not to scale
Source: Jvation, 2015

ATTACHMENT B: ENVIRONMENTAL RESOURCE CATEGORIES

The EA will evaluate the environmental resources as described in FAA Order 1050.1F. Each category is described below relative to DRO and information known to date.

Air Quality

DRO is located in La Plata County, which is designated by the EPA as being in attainment status for all parts of the county in all criteria. The Airport is also located within the exterior boundaries of the Southern Ute Indian Reservation (Reservation). The Southern Ute Indian Tribe (Tribe) has an Air Quality Program dedicated to monitoring and ensuring that tribal air remains clear and safe. The Tribe maintains air quality monitoring stations as a part of a monitoring program that is responsive to Reservation needs, while simultaneously adhering to U.S. Environmental Protection Agency (EPA) guidelines.

An air quality analysis will be completed using the Aviation Environmental Design Tool (AEDT), version 2.0b. The operational emissions inventory will be performed for the 2025 no action and build alternatives. Motor vehicle emissions will be computed using the EPA MOVES model.

Biological Resources (fish, wildlife, and plants)

A Biological Resource Review was completed by Ecosphere as part of the 2015 Master Plan for airport property and included both a desktop and field review. The review found 12 federal- and 31 state-listed plant, animal, and insect species are known to occur in La Plata County; however, only three (the Southwestern willow flycatcher, New Mexico meadow jumping mouse, and the Burrowing Owl) have the potential to occur within the survey boundary (airport property). The remaining listed species were eliminated from further review due to lack of habitat in the survey area or because their known range was outside the survey area.

The following recommendations are given as a result of the Biological Resource Review:

Southwestern Willow Flycatcher

Potential breeding habitat for southwestern willow flycatcher is found to occur along CR 309A. Ecosphere recommends that a USFWS protocol survey be completed by a permitted biologist to determine the presence or absence of any southwestern willow flycatcher. This survey will be completed as part of the EA.

New Mexico Meadow Jumping Mouse

Potential habitat for New Mexico meadow jumping mouse is found at three locations within the survey area and was documented on the Florida River in 2007 (Frey 2008). Ecosphere recommends that a USFWS protocol survey be completed by a permitted biologist to determine the presence or absence of any New Mexico meadow jumping mouse. This survey will be completed as part of the EA. It is also recommended that that USFWS be contacted for “Interim Survey Guidelines for the New Mexico Meadow Jumping Mouse,” which are currently in preparation.

Burrowing Owls (and raptors and other breeding birds)

Ecosphere recommends that ground disturbance and vegetation clearing be avoided during the breeding bird season, approximately May 1 through August 1. If ground disturbance/vegetation clearing cannot be avoided in the May 1 to August 1 timeframe, then it was recommended that a qualified biologist conduct a nest clearance survey of the project area no more than five days prior to construction. If active nests are found, options are available to avoid impacts to migratory birds while allowing activities to continue; however, agency coordination may be required. Ecosphere also recommends that a nesting raptor survey be completed during the year of construction to determine active nests (including burrowing owls). These surveys will not be completed as part of the EA, but will be completed prior to construction, as needed.

Additionally, Ecosphere recommends that inactive bald eagle nests located on airport property be monitored during breeding season (January/February). They also recommend pedestrian surveys be completed to locate alternate golden eagle nests within the territory; and the removal of two cottonwood trees that are potential bald eagle winter roosts. These surveys will not be completed as part of the EA, but will be completed prior to construction, as needed.

Climate

The EA will discuss whether a reduction of emissions is possible as well as how the alternatives may be affected by future climate conditions (climate adaptation)

Coastal Resources

DRO is located in Colorado, a state that does not contain any coastal resources. As such, this environmental resource category will not be evaluated further in the EA.

Department of Transportation Act, Section 4(f)

Existing information does not reveal any recorded Section 4(f) lands in, or adjacent to, DRO. However, the Cultural Resource Survey completed as part of the 2015 MP identified four National Register of Historic Places (NRHP) eligible sites and several potentially eligible sites. All identified sites are archaeological sites. In order to be considered a 4(f) resource, coordination and consultation will need to require these sites to be preserved in place. The sites are eligible for information to be gained and are not required to be preserved in place. Additional survey work and coordination will be completed as part of the EA to determine eligibility.

Farmlands

The Natural Resources Conservation Service (NRCS) Web Soil Survey was used to review soils on and around DRO. Only three of eight soil types found on DRO are classified as prime farmland. However, the Farmland Protection Policy Act (FPPA) excludes land dedicated to urban use (including aviation) prior to 1982; therefore, those soils found on DRO are exempt.

However, since a small portion of property off-airport may be disturbed for the construction of the new access road, the Natural Resource Conservation Service (NRCS) Form AD-1006, “Farmland Conversion Impact Rating” (Form AD-1006) will be completed and coordinated with NRCS as part of the EA, if deemed necessary.

Hazardous Materials, Solid Waste, and Pollution Prevention

A Phase I Environmental Site Assessment (ESA) was completed in October 2014 as part of the 2015 Master Plan. The ESA concludes that the Airport has a low environmental risk from potential contamination associated with hazardous substances or petroleum hydrocarbons. In addition, a second ESA will be conducted within the new entrance road right-of-way (ROW) to support CDOT permitting. Waste disposal facilities and capacities for types of waste currently generated, and waste that may be generated by the project, will be identified.

Historical, Architectural, Archeological, and Cultural Resources

A Cultural Resource Survey was completed as part of the 2015 Master Plan. The survey documents 14 newly recorded archaeological sites and 28 isolated finds. Historic building documentation was not a part of the study as DRO was constructed in 1973 and no other standing historic structures are within the survey area (airport property). The survey concluded that none of the isolated finds are eligible for inclusion on the NRHP due to their small size, lack of cultural context, and lack of archaeological depth, or further information potential. The study found seven potentially eligible sites. Additional survey work is recommended and will be completed as part of the EA.

Land Use

Impacts to existing land uses and zoning conditions, as well as how existing land uses may affect the alternatives will be evaluated in the EA.

Natural Resources and Energy Supply

The EA will include a general assessment of the impact alternatives may have on natural resources and energy supply. The basic infrastructure providing these resources will also be reviewed.

Noise and Compatible Land Use

The extent of noise as a result of aircraft operations at DRO was determined in the Master Plan using the FAA-approved computer simulation model Integrated Noise Model (INM-Version 7.0d). The INM produces Day-Night Average Sound Level (DNL) contours (i.e., lines of equal noise exposure). As shown in **Figure 1**, the 2013 65 DNL contour remains primarily within the DRO property boundary. It is also shown that no residences or other noise sensitive land uses are within the 65 DNL. As of May 29, 2015, the FAA is requiring the latest noise model, Aviation Environmental Design Tool (AEDT) version 2.0b be used to generate all noise contours for NEPA projects. As such the EA will include the preparation of new 65, 70, and 75 DNL contours for each terminal alternative.

Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks

The EA will discuss existing traffic patterns and capacity, demographics (income, employment, population, housing, public services and social conditions), and children's health and safety risk in the study area. Existing traffic volume data, to document traffic volume levels in the area, will also be collected. The EA will evaluate potential effects the proposed development actions may

have on the social and community aspects of the area. Road closures, realignments/relocations, and surface transportation disruptions will be identified and described where appropriate.

Visual Effects (including light emissions)

The EA will evaluate the potential for the alternatives to cause lighting or visual impacts on areas of unique natural beauty and historic or architectural significance. It will also be determined if lighting impacts other light sensitive land uses, such as residences.

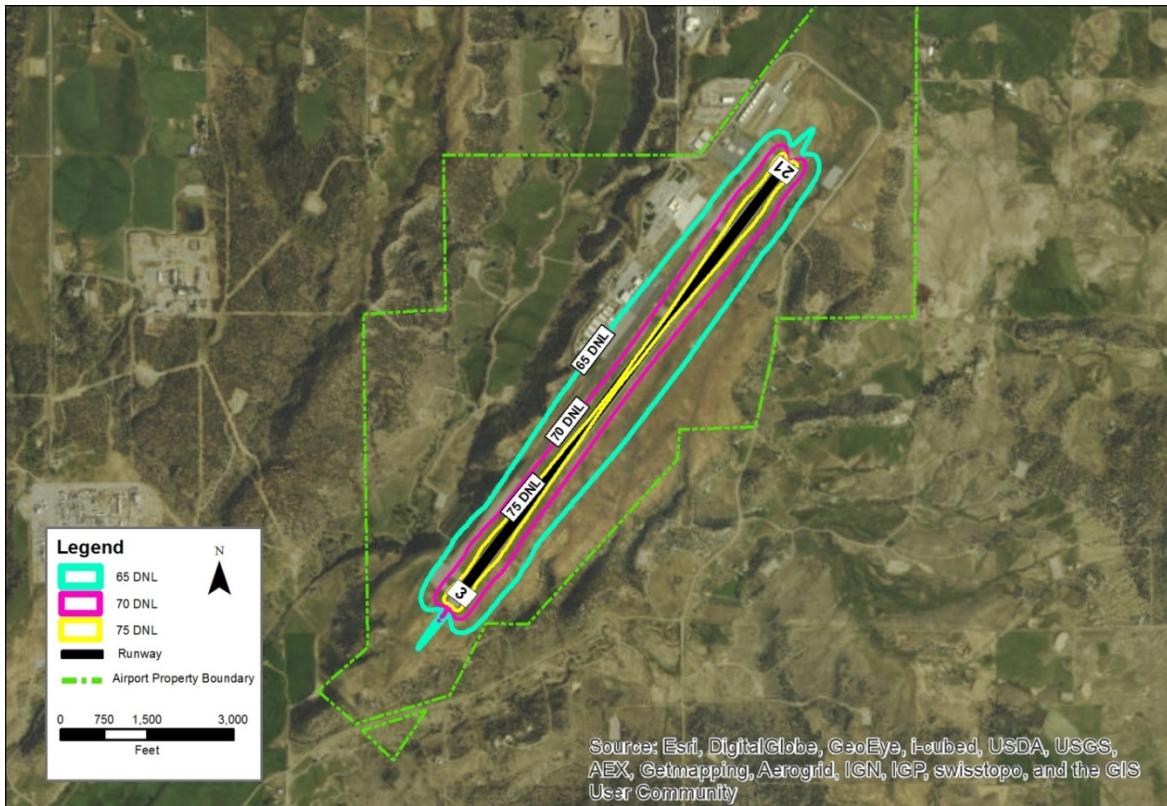
Water Resources (including wetlands, floodplains, surface waters, groundwater, and Wild and Scenic Rivers)

A wetland delineation, of Airport property, was conducted for the 2015 Master Plan. The Wetland and Waters of the U.S. Preliminary Jurisdictional Delineation Report found a total of six wetland verification areas. Other wetlands within the study area, totaling approximately 37 acres, were identified using the NWI classification method. In total, approximately 57 acres of potentially jurisdictional wetlands were delineated and mapped in the study area. See **Figure 2** for location of identified wetlands. Additional wetland delineation and reporting is necessary along the new entrance road corridor and will be completed as part of the EA.

The EA will also identify and evaluate potential impacts to other water resources such as floodplains, surface waters, groundwater, and wild and scenic rivers

FIGURES

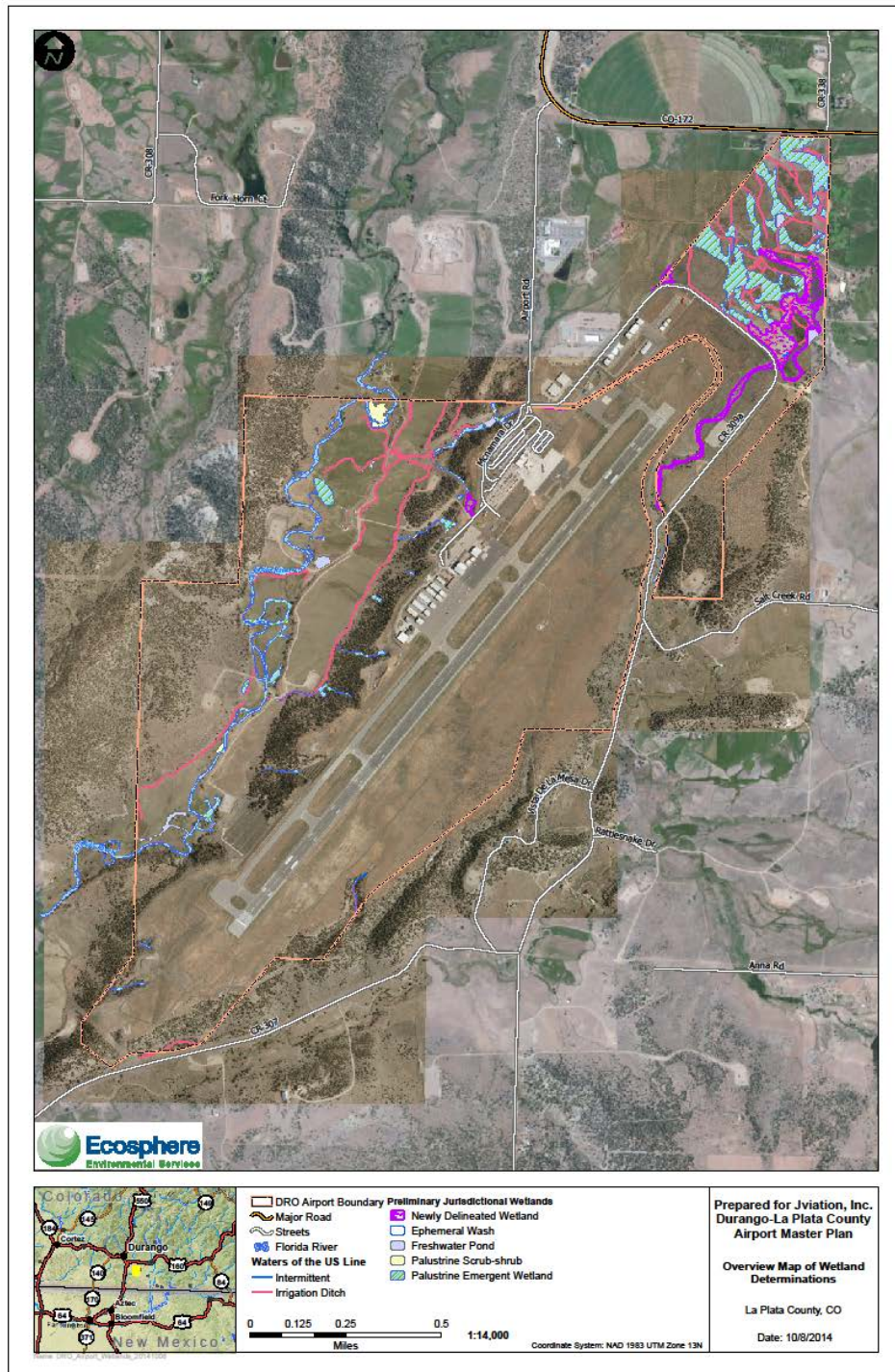
FIGURE 1 – 2013 65-75 DNL CONTOURS



Note: Not to scale

Source: KB Environmental Sciences, Inc.

FIGURE 2 – WETLANDS



Note: Not to scale

Source: Ecosphere Environmental Sciences, 2014

ATTACHMENT C: EA SCHEDULE

The following is a general schedule of the EA and how agencies can stay involved.

EA PROJECT SCHEDULE

Task	Date
Technical Analysis	October 2015 - April 2017
Draft EA	May 2017
Final Draft EA	July 2017
30-Day Public Review Period	July/August 2017
FAA Decision	October 2017
Final EA	November 2017

How Agencies Can Stay Involved

Agencies have been contacted as part of the initial coordination process. They are also receiving this coordination package that includes disclosure of alternatives considered in the EA, discussion of environmental resources to be assessed, and a list of all agencies on the Agency Coordination List (see **Attachment D**). The Draft EA will be placed on the project website and notification sent to interested agencies. Interested agencies will also be notified of the final draft EA release for review and comment.

ATTACHMENT D: AGENCY COORDINATION LIST

Carol Anderson
Environmental Protection Agency (EPA)
1595 Wynkoop St
Denver, CO 80202

Tony Cady, Manager
Colorado Department of Transportation (CDOT)
3803 N Main Avenue, Ste 100
Durango, CO 81301

Joann K. Chase, Director
Environmental Protection Agency (EPA)
USEPA Headquarters William Jefferson Clinton Building
1200 Pennsylvania Ave, NW Mail Code 2690R
Washington, DC 20460

Jim Davis, Director
La Plata County Public Works
1060 Main Avenue, Ste 104
Durango, CO 81301

Drue DeBerry
U.S. Fish & Wildlife Service (USFWS)
134 Union Blvd
Lakewood, CO 80228

Durango-La Plata County Airport Commission
1000 Airport Road
Durango, CO 81301

Sarah Fowler
Environmental Protection Agency (EPA) - Clean Water
1595 Wynkoop St
Denver, CO 80202

Bert Garcia, Program Director
Environmental Protection Agency (EPA)
1595 Wynkoop St
Denver, CO 80202

Mark Garcia, Interim Town Manager
Town of Ignacio
540 Goddard Ave
Ignacio, CO 81137

Robert Genualdi
State of Colorado Department of Natural Resources
160 Rockpoint Drive, Ste E
Durango, CO 81301

Gina Glenne
U.S. Fish & Wildlife Service (USFWS)
Western Colorado Ecological Service Office
445 West Gunnison Avenue, Suite 240
Grand Junction, CO 81501

Kara Hellige, Sr. Project Manager
U.S. Army Corps / Durango Regulatory Office
1970 East 3rd Ave
Durango, CO 81301

Ingrid Hewitson
Colorado Dept of Public Health and Environment
4300 Cherry Creek Dr S
Denver, CO 80246

Thomas Humphrey
Colorado Department of Transportation (CDOT)
3803 N Main Avenue, Ste 100
Durango, CO 81301

Terry Ireland
U.S. Fish & Wildlife Service (USFWS)
445 W Gunnison Ave, Ste 240
Grand Junction, CO 81501

Joe Kerby, Manager
La Plata County
1101 E 2nd Avenue
Durango, CO 81301

Kandice Krull, Environmental Protection Specialist
Federal Aviation Administration
26805 E 68th Avenue, Ste 224
Denver, CO 80249

Ron LeBlanc, Manager
City of Durango
949 E 2nd Avenue
Durango, CO 81301

Paul Lee, Transportation Planner

Durango-La Plata County Airport – Environmental Assessment

Colorado Dept of Public Health and Environment - Air Pollution Control Division
4300 Cherry Creek Dr S
APCD-SS-B1
Denver, CO 80246

Shaun McGrath
Administrator Environmental Protection Agency (EPA)
1595 Wynkoop St
Denver, CO 80202

Daniel Murrar, Planner II
La Plata County Historic Preservation
1060 Main Avenue, Ste 104
Durango, CO 81301

Edward Nichols, State Historic Preservation Officer
State Historic Preservation Office (SHPO)
1200 Broadway
Denver, CO 80203

Art Palomares
Environmental Protection Agency (EPA)
1595 Wynkoop St
Denver, CO 80202

Damian Peduto, Community Development Director
La Plata County
1060 E. 2nd Avenue
Durango, CO 81301

Patrick Pfaltzgraff, Division Director
State of Colorado Department of Public Health & Environment
4300 Cherry Creek Dr S
Denver, CO 80246

Cynthia Reynolds
Environmental Protection Agency (EPA)
1595 Wynkoop St
Denver, CO 80202

Kevin Ryan, State Engineer
State of Colorado Department of Natural Resources
4300 Cherry Creek Dr S
Denver, CO 80203

Stephanie Schuler, District Wildlife Manager

Durango-La Plata County Airport – Environmental Assessment

State of Colorado Department of Natural Resources
151 E 16th Street
Durango, CO 81301

Scott Storie, Aviation Planner
Colorado Department of Transportation (CDOT)
5126 Front Range Airport
Watkins, CO 80137

Philip Strobel
Environmental Protection Agency (EPA)
1595 Wynkoop St
Denver, CO 80202

Dick Wolfe, State Engineer
State of Colorado Department of Natural Resources
4300 Cherry Creek Dr S
Denver, CO 80203

Meeting Agenda

New Airport Access/Intersection Discussion

Date: 2-18-16

Location: La Plata County Public Works - 1060 Main Avenue Ste 104

ATTENDEES:

Kip Turner - DRO	Thomas Humphrey - CDOT	Ben Gonzales - Jviation
Jim Davis – La Plata County Public Works	Colleen Cummings - Jviation	Shea Suski – FHU (phone)
Michael D McVaugh - CDOT	Travis Vallin – Jviation	Lyle DeVries – FHU (phone)

DETERMING THE AREA IMPACTED BY THE NEW AIPORT ACCESS/INTERSECTION

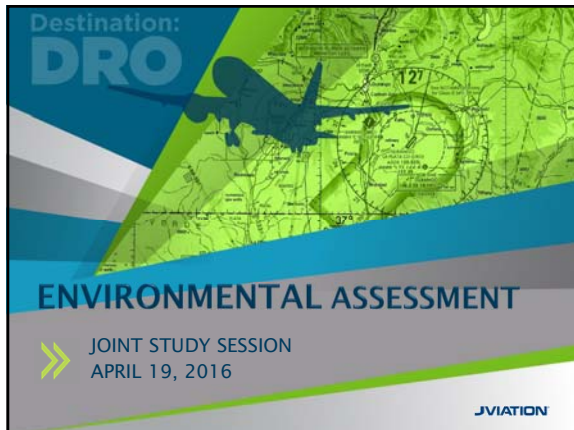
- ◆ Jviation process for determining alignment
 - RPZ
 - Airport Boundary
 - Intersection layout
- ◆ Other information that should be considered to determine impact area
 - CO 172 ROW width

NEXT STEPS

- ◆ Traffic Counts
- ◆ Cultural Resources Survey
- ◆ Wetland Survey
- ◆ Phase I Environmental Site Assessment
- ◆ Adjacent Land Owner Meeting – April 19, 2016
- ◆ Public Open Houses – April 20, 2016

FOLLOW UP MEETING(S)

- ◆ Follow-up meeting with CDOT/County – Late July 2016
- ◆ Public outreach meetings (Fall 2016)
- ◆ Adjacent land owner meeting (Fall 2016)



Why is an Environmental Assessment (EA) necessary and what is its purpose?

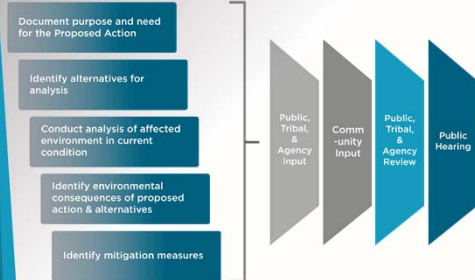
- The National Environmental Policy Act (NEPA) is a **procedural law** that applies to federal agencies including the FAA
- The objective of NEPA is informed decision making through full disclosure and documentation
- It is designed to promote coordination and communication with agencies and the public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

AGENDA

- 1 Environmental Assessment (EA) Process
- 2 Master Plan Recommendations
- 3 Proposed Actions
- 4 EA Study Categories
- 5 Public Outreach & Next Steps



The EA will be a coordinated effort with public input gathered throughout the entire process.....

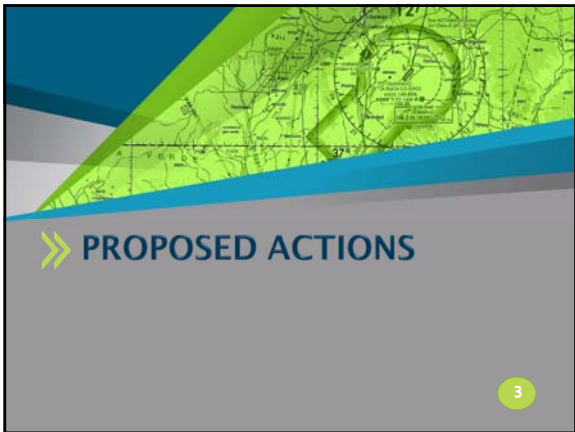
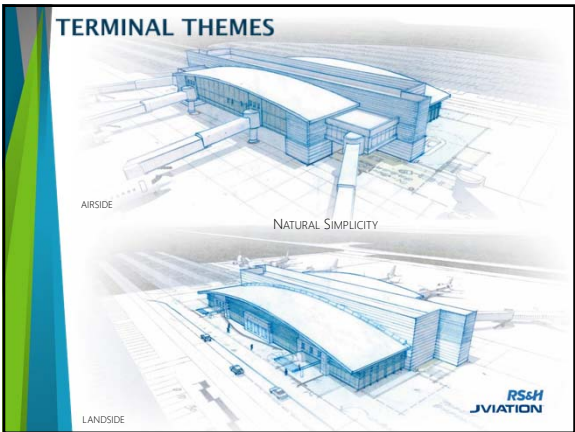
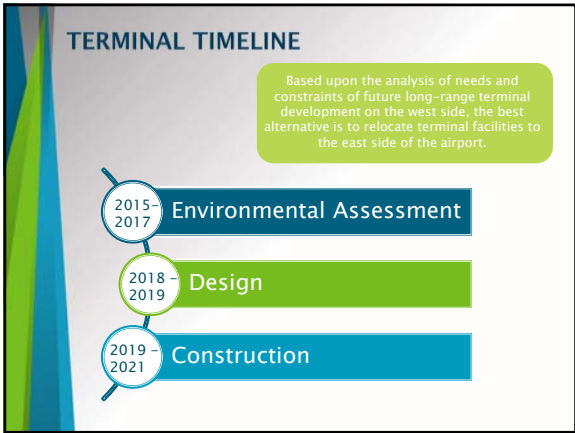
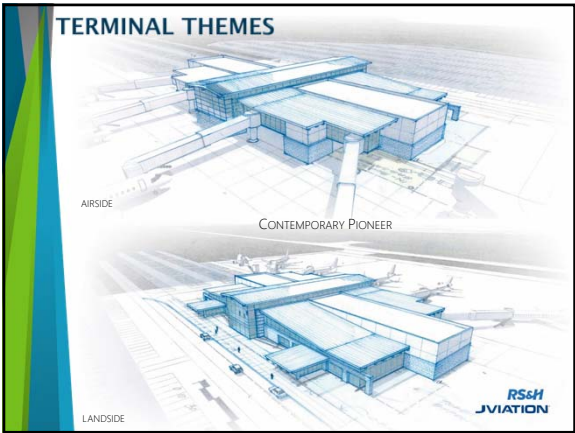
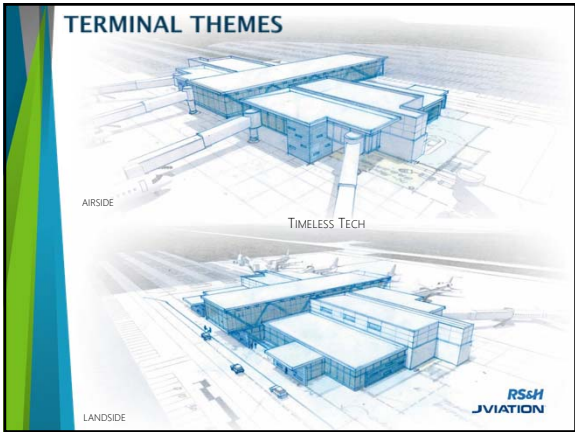
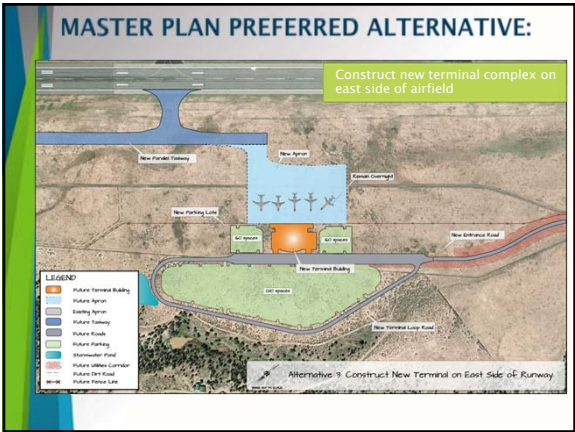


» THE ENVIRONMENTAL ASSESSMENT PROCESS

1

» MASTER PLAN RECOMMENDATIONS

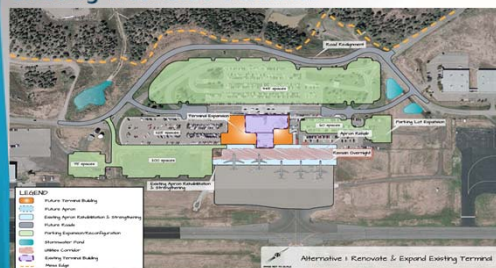
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PURPOSE & NEED

- **Purpose** – To increase the terminal facilities' level of service to the public and enhance the safety of the airport access road intersection.
- **Need** – To better meet the existing service and facility needs of DRO in a manner that allows for future growth and development.

ALTERNATIVE 1 – Renovate & Expand Existing West Side Terminal

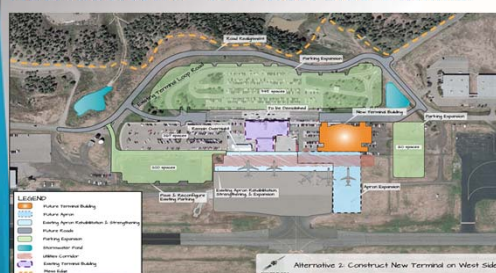


- Expand Terminal building to approx. 80,000 square feet
- Ongoing operational impact during construction
- Accommodate 5 aircraft parking positions – 4 gate and 1 overnight-only positions
- Expanded surface parking to accommodate a total of 1,500 spaces
- Realigned roadway system is required
- No future growth potential beyond 20-year Master Plan
- 20-year Master Plan full buildout cost is \$141.5M

PROPOSED ACTIONS

- 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
- New Airport entrance road from SH172
- All identified alternatives will be carried through the entire EA evaluation

ALTERNATIVE 2 – New West Side Terminal



- Old terminal building would be demolished after construction of new terminal building
- Construction phasing done to minimize impacts to airport operations
- Accommodate 5 aircraft parking positions – 4 gate and 1 overnight-only positions
- Expand surface lot parking to accommodate a total of 1,500 spaces
- Realigned roadway system is required
- No future growth potential beyond 20-year Master Plan
- 20-year Master Plan full buildout cost is \$133.6M

NO ACTION ALTERNATIVE

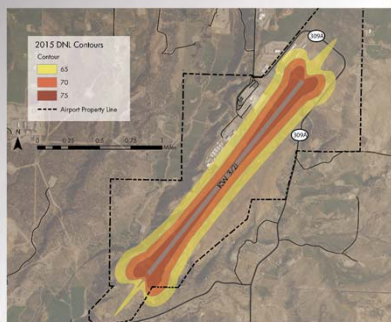


- High building maintenance costs
- Inadequate surface parking
- Inadequate aircraft parking positions
- Inadequate air carrier, security, and baggage makeup space
- Poor customer experience
- Existing conditions remain – no capital improvements will be completed
- Safety issues at Intersection SH172 & CR309 will not be addressed
- Intersection sight distance limitations will remain
- Intersection continues to be designated as top priority for safety improvements

ALTERNATIVES 1 & 2 - Airport Access Road



2015 NOISE CONTOURS



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

TRAFFIC STUDY

- Will identify future traffic impacts
- Peak hour intersection traffic counts will be taken at:
 - SH172/CR309
 - CR309/CR309A
 - SH172/CR338
- Intersection evaluation will be done for CR309/CR309A
- 24 hour traffic counts will be done at key roadway segments
- Study period is May-June 2016



Master Plan Survey identified habitat areas for the following:



New Mexico Jumping Mouse – Endangered Species



Bald Eagle

Southwestern Willow Flycatcher – Endangered Species



The Airport is within a bird conservation region

Field surveys will be underway throughout the summer

» OUTREACH & NEXT STEPS

5

CULTURAL RESOURCES

- Preliminary field assessment is complete & 7 potential sites have been identified
- Field surveys will be underway throughout the spring
- Work is being coordinated with the Tribes



Coordination is key throughout the process...

Over the 18 month EA project, a series of meetings and coordination will occur with:

- Adjacent Landowners
- City of Durango
- Colorado Department of Transportation – Access Management, Environmental Program, Aeronautics
- Colorado Parks & Wildlife
- Federal Aviation Administration
- La Plata 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. Environmental Protection Agency
- And others as identified through the process

OUTREACH EFFORTS

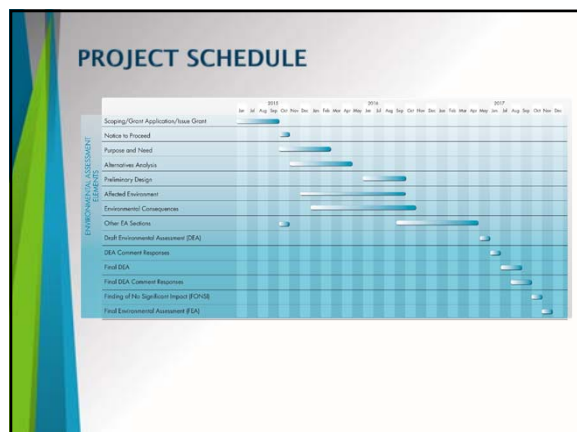
- Coordination Meetings
- Community Open Houses
- Civic and Community
- Social Media
- Presentations
- Airport Advisory Commission
- Joint Study Sessions with Elected Officials
- Public Hearing




FACEBOOK:
www.facebook.com/DROAirport

TWITTER:
<https://twitter.com/DROAirport>

DESTINATION DRO WEBSITE:
www.flydurango.com
 Select *Airport Environmental Assessment* for project related documents



NEXT STEPS

- Completion of Purpose & Need Chapter and documentation of Alternatives
- Initiate Preliminary Engineering Design
- Field Surveys and Documentation
- Ongoing Agency & Tribal Coordination
- **Fall 2016 Community Meeting**



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

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



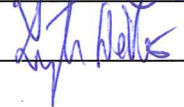
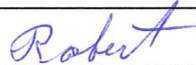
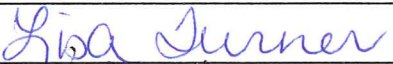

PLEASE SIGN NEXT TO YOUR NAME

DRO EA Land Owner Meeting
April 19, 2016

Signature	Last Name	First Name	Business	Mailing Address	Phone Number	E-mail
	Alexander	Mary Anne		2126 CR 309A, Ignacio, CO 81137		
	Alexander	Byron		2126 CR 309A, Ignacio, CO 81137		
<i>SB Barkley</i>	Barkley	Steven Lee		7300 CR 307, Ignacio, CO 81137		
	Hawk	Andy	BP America Production Co.	380 Airport Road, Durango, CO 81303		
	Brann	Jennifer		1627 CR 309A, Ignacio, CO 81137		
	Brann	Jerrid		1627 CR 309A, Ignacio, CO 81137		
	Dalton	Linda		70 CR 338, Ignacio, CO 81137		
	Dalton	John		70 CR 338, Ignacio, CO 81137		
	Hronich	Megan		764 Vista de la Mesa Dr, Ignacio, CO 81137		
<i>KL</i>	Hronich	Kevin		764 Vista de la Mesa Dr, Ignacio, CO 81137		
	Huston	Billie		6561 St Hwy 172, Ignacio, CO 81137		
	Jacobson	Jaren		1658 CR 309A, Ignacio, CO 81137		
			Koinonia Properties LLC	820 Airport Rd, Durango, CO 81303		
<i>Allen McCaw</i>	McCaw	Allen		6581 St Hwy 172, Ignacio, CO 81137		
	McCaw	David		35 CR 338, Ignacio, CO 81137		
<i>Allen McCaw</i>	McCaw	Jerry		7063 St Hwy 172, Ignacio, CO 81137		
	McCaw	Jolene		35 CR 338, Ignacio, CO 81137		
<i>Allen McCaw</i>	McCaw	Meghan		6581 St Hwy 172, Ignacio, CO 81137		
<i>Paul McCaw</i>	McCaw	Paul	McCaw Cattle, LLC	5881 St Hwy 172, Ignacio, CO 81137		<i>send copy of boards via mail</i>
	McCoy	Shelly R.		1923 CR 309A, Ignacio, CO 81137		
	McCoy	Wm Todd		1923 CR 309A, Ignacio, CO 81137		
	Miller	Dawn R.		PO Box 1021, Ignacio, CO 81137		
	Mohar	John		1662 CR 309A, Ignacio, CO 81137		
	Mohar	Veatrice		1662 CR 309A, Ignacio, CO 81137		
	Poer	Margaret		2510 W 3rd Ave, Durango, CO 81301		
	Rea	Earl Lowell Jr,		329 Salt Creek Rd, Ignacio, CO 81137		
	Rea	Arlene		1911 CR 309A, Ignacio, CO 81137		
	Reed	Joan		172 Salt Creek Rd, Ignacio, CO 81137		
	Reed	Terry		172 Salt Creek Rd, Ignacio, CO 81137		

PLEASE SIGN NEXT TO YOUR NAME

DRO EA Land Owner Meeting
April 19, 2016

Signature	Last Name	First Name	Business	Mailing Address	Phone Number	E-mail
	Salvo	Marisa		560 Vista de la Mesa Dr, Ignacio, CO 81137		
	Salvo	Robert		560 Vista de la Mesa Dr, Ignacio, CO 81137		
	Small	Allen		2510 W 3rd Ave, Durango, CO 81301		
	Thibodeaux	Steven		1658 CR 309A, Ignacio, CO 81137		
	Watson	Carolyn		778 Salt Creek Rd, Ignacio, CO 81137		
	Williams	Craig		80 Salt Creek Rd, Ignacio, CO 81137		
	STOCKTON	KEVIN	PS+H			
	Felsburg/Kelli Velez	Lyle	FHV			
	Seibert	Robert + Pat				
	Turner	Lisa				
	FASSBENDER	KEITH		1189 AIRPORT RD Durango	81303	



Why is an Environmental Assessment (EA) necessary and what is its purpose?

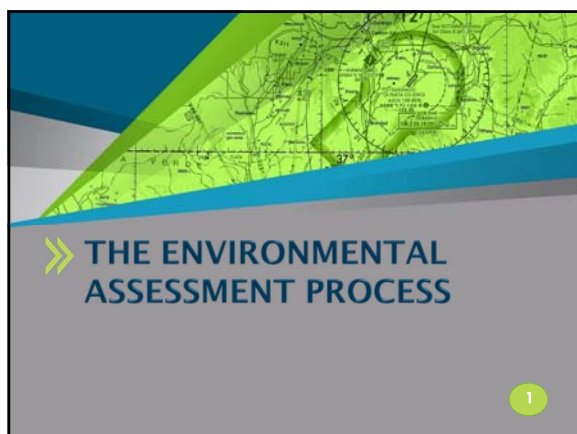
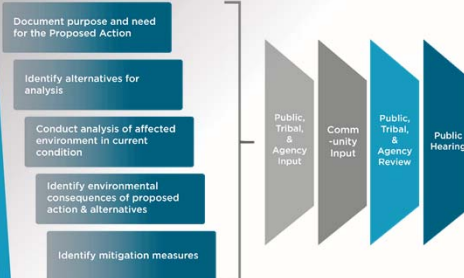
- The National Environmental Policy Act (NEPA) is a **procedural law** that applies to federal agencies including the FAA
- The objective of NEPA is informed decision making through full disclosure and documentation
- It is designed to promote coordination and communication with agencies and the public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

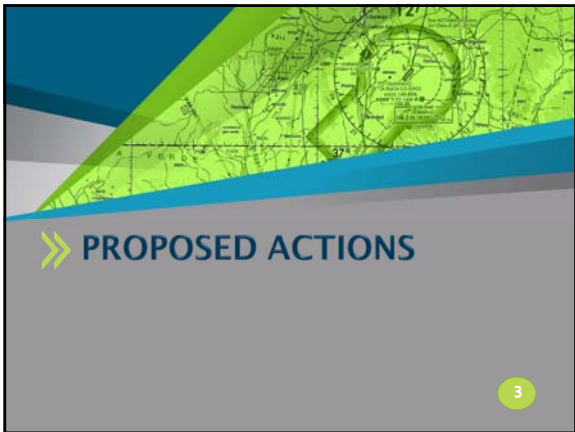
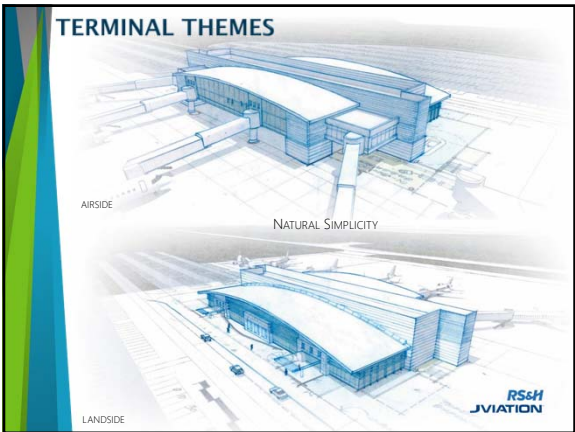
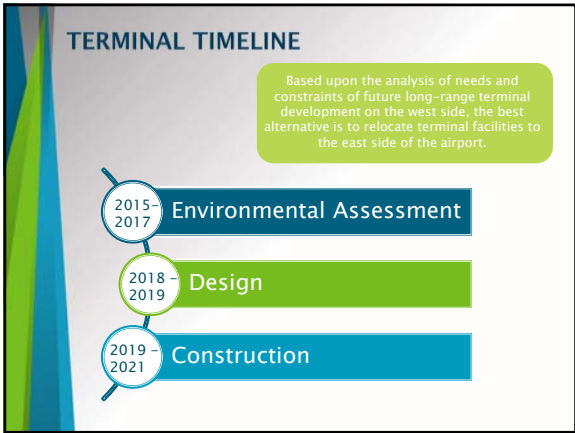
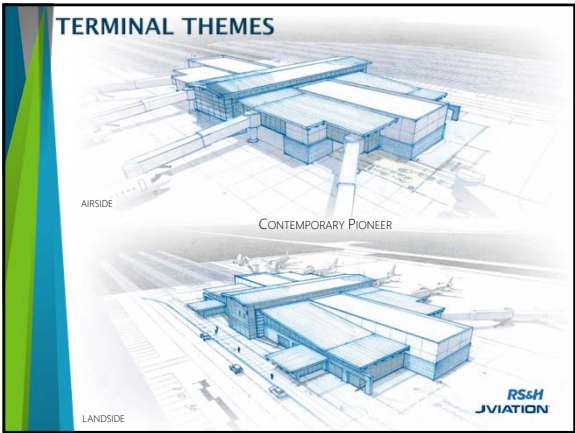
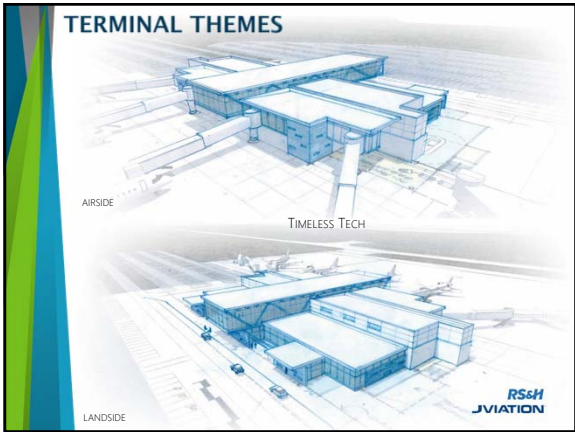
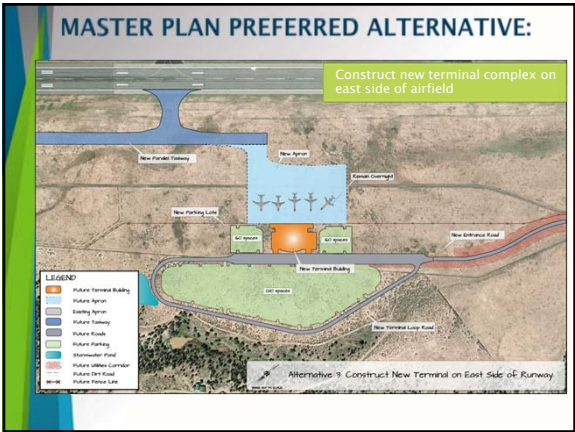
AGENDA

- 1 Environmental Assessment (EA) Process
- 2 Master Plan Recommendations
- 3 Proposed Actions
- 4 EA Study Categories
- 5 Public Outreach & Next Steps



The EA will be a coordinated effort with public input gathered throughout the entire process.....





PURPOSE & NEED

- **Purpose** -To increase the terminal facilities' level of service to the public and enhance the safety of the airport access road intersection.
- **Need** - To better meet the existing service and facility needs of DRO in a manner that allows for future growth and development.

ALTERNATIVE 1 – Renovate & Expand Existing West Side Terminal

LEGEND

- Passenger Terminal Building
- Airline Station
- Existing Airport Administration & Engineering
- Airline Station
- Parking Expansion/Construction
- Maintenance Shop
- Office Complex
- Existing Maintenance Building
- Power Sub

Alternative 1: Renovate & Expand Existing Terminal

- Expand Terminal building to approx. 80,000 square feet
- Ongoing operational impact during construction
- Expanded 5 aircraft parking positions – 4 gate and 1 overnight-only positions
- Expanded surface parking to accommodate a total of 1,500 spaces
- Reallocated roadway system is required
- No future growth potential beyond 20-year Master Plan
- 20-year Master Plan full buildout cost is \$141.5M

PROPOSED ACTIONS

- 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
- New Airport entrance road from SH172
- All identified alternatives will be carried through the entire EA evaluation

ALTERNATIVE 2 - New West Side Terminal

The map shows the current terminal building (green) and parking lots (grey). The proposed new terminal building (orange) is located on the west side of the existing terminal. A large blue hatched area indicates the realigned roadway system. Various other features like taxiways, runways, and existing buildings are labeled. A legend box in the bottom left corner defines the symbols used.

LEGEND:

- Existing Passenger Building
- Future Airport
- Existing Airport Infrastructure & Improvements
- Future Road
- Parking Expansion
- International Road
- Offices Landmark
- Existing Terminal Building
- New Road

Alternative 2: Construct New Terminal on West Side

- Old terminal building would be demolished after construction of new terminal building
- Construction phasing done to minimize impacts to airport operations
- Accommodate 5 aircraft parking positions - 4 gate and 1 overnight-only positions
- Expand surface lot parking to accommodate a total of 1,500 spaces
- Realigned roadway system is required
- No future growth potential beyond 20-year Master Plan
- 20-year Master Plan full buildout cost is \$133.6M

NO ACTION ALTERNATIVE

- High building maintenance costs
- Inadequate surface parking
- Inadequate aircraft parking positions
- Inadequate air carrier, security, and baggage makeup space
- Poor customer experience
- Existing conditions remain - no capital improvements will be completed
- Safety issues at Intersection SHI 72 & CR309 will not be addressed
- Intersection sight distance limitations will remain
- Intersection continuities to be designated as top priority for safety improvements

ALTERNATIVES 1 & 2 - Airport Access Road

Legend

- Property Line
- Section 18 of 20th Township & 4th Range
- Airport Access Alternatives 1 & 2
- General Alternatives 1 & 2

Map Labels:

- 16th St
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Inset Map Labels:

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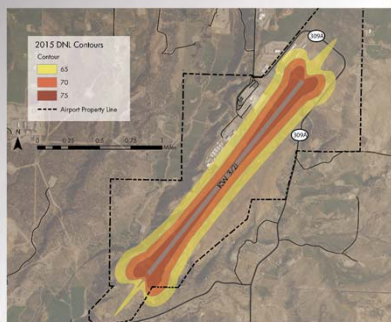
Scale: 1" = 100'

North Arrow: N

Legend:

- Airport Access Road
- Website Terminal Alternatives

2015 NOISE CONTOURS



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

TRAFFIC STUDY

- Will identify future traffic impacts
- Peak hour intersection traffic counts will be taken at:
 - SH172/CR309
 - CR309/CR309A
 - SH172/CR338
- Intersection evaluation will be done for CR309/CR309A
- 24 hour traffic counts will be done at key roadway segments
- Study period is May-June 2016



Master Plan Survey identified habitat areas for the following:



Southwestern Willow Flycatcher – Endangered Species

New Mexico Jumping Mouse – Endangered Species



Bald Eagle

The Airport is within a bird conservation region

Field surveys will be underway throughout the summer

» OUTREACH & NEXT STEPS

5

CULTURAL RESOURCES

- Preliminary field assessment is complete & 7 potential sites have been identified
- Field surveys will be underway throughout the spring
- Work is being coordinated with the Tribes



Coordination is key throughout the process...

Over the 18 month EA project, a series of meetings and coordination will occur with:

- Adjacent Landowners
- City of Durango
- Colorado Department of Transportation – Access Management, Environmental Program, Aeronautics
- Colorado Parks & Wildlife
- Federal Aviation Administration
- La Plata 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. Environmental Protection Agency
- And others as identified through the process

OUTREACH EFFORTS

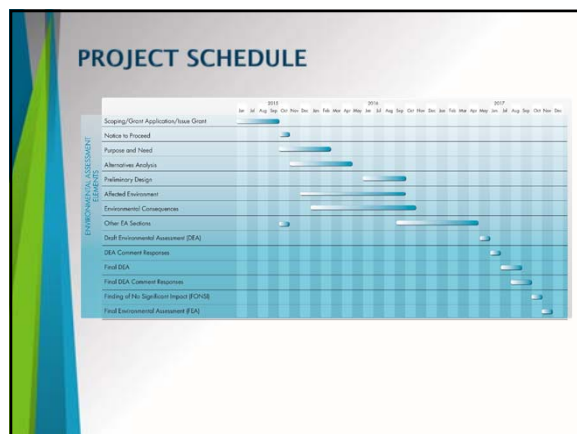
- Coordination Meetings
- Community Open Houses
- Civic and Community
- Social Media
- Presentations
- Airport Advisory Commission
- Joint Study Sessions with Elected Officials
- Public Hearing




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NEXT STEPS

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- Field Surveys and Documentation
- Ongoing Agency & Tribal Coordination
- **Fall 2016 Community Meeting**



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kip.turner@durangogov.org
 970.382.6051

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

COMMENT CARD

Name (optional): Reed 0
Address (optional): 172 Salt Creek Rd
Phone (optional): _____
Email (optional): _____

COMMENTS:

Noise of Planes
Lights of Tower Hitting
house
Home Value - Falling

COMMENT CARD

Name (optional): Wayne Semler
Address (optional): _____
Phone (optional): _____
Email (optional): _____

COMMENTS: COST 138 mil + + + economic benefit
258 mil ??? - - -

LET those who use and those who
Benefit pay for it
SALES TAX everybody pays, property TAX
some pay,
Highway safety
Durango WANTS LET Durango pay for it

COMMENT CARD

1 of 2

Name (optional): Patty Mickey

Address (optional): _____

Phone (optional): _____

Email (optional): _____

COMMENTS: No Action is my choice but if
it comes to pass it should not be a
property tax but a sales tax. The entrance
needs to be moved to the west end of the
county property not the east side 309th
runs in front of businesses so that road
would need to stay there.
wildlife will be greatly effect as well

COMMENT CARD

2 of 2

Name (optional): Patty Mickey

Address (optional): _____

Phone (optional): _____

Email (optional): _____

COMMENTS: as water (irrigation and water
ground water) will be ~~effect~~ effected
negatively

COMMENT CARD

1082

Name (optional): Our irrigation wastewater is
Address (optional): Currently coming from the area
Phone (optional): of the wetland delineation through
Email (optional): current runoff and ditch system.

COMMENTS: I spoke with Tom Fiddler and
was told that the ditch systems that
carry the water cannot be changed
(Tom - water commissioner) I am concerned
about that wet land. Where that is
currently channeled is at the NE corner
of the runway on 309-A

page 1

Sandy Seibert

COMMENT CARD

Wild life impact 1082

Name (optional): With out the wetlands and
Address (optional): Collection of water there its
Phone (optional): negatively will impact existing
Email (optional): wild life. upset that the

COMMENTS: eagle tree has already been
taken down so have impacted them
a few years ago. The deer ~~are~~
heavily cross currently also at the
NE end of the runway, south of
the DOT test tract and 1/2 south
of the DOT track

Sandy Seibert

page 2

COMMENT CARD

Name (optional): Ralph Klusmann

Address (optional): _____

Phone (optional): _____

Email (optional): _____

COMMENTS:

~~The~~ no action Alternative is the best action that can be taken.
A sales tax would be better than a property tax with an airport user fee being the best way to fund an airport.
NO NEW TAXES is best

COMMENT CARD

Name (optional): Craig Wilbourn

Address (optional): _____

Phone (optional): _____

Email (optional): _____

COMMENTS:

prefer the existing site

COMMENT CARD

Name (optional): _____

Address (optional): _____

Phone (optional): _____

Email (optional): _____

COMMENTS: _____

Well done - information was well thought out
& I love the idea of the expansion & modernization
of the facilities.



Environmental Assessment Open House Sign-In Sheet

Name	Zip Code	Telephone	Email Address
1 Patty Mackey	81137	984-9255	
2 Theresa Anderson	81303	759-5023	tanderson@southernute-nsn.com
3 CRAIG WILLIAMS	81137	749/1952	
4 Robert Seibert	11137		
5 Terry Reed	81137	769-1424	
6 Kevin Maller	81137	563-0220	kmaller@southernute-nsn.gov
7 Steve Whitman	81137	563-0130	swhitman@southernute-nsn.gov
8 Wayne Semler	81122	884-2663	
9 Ellen Harris	81137	970 903-7387	eeharris@durango.net
10 Andy Juber	81137	970-41316	
11 Lena Atencio	81137	970-5630125	latencio@southernute-nsn.gov
12 Germaine Ewing	81137	563-0125	gewing@southernute-nsn.gov
13			
14			
15			
16			
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Environmental Assessment Open House Sign-In Sheet

Name	Zip Code	Telephone	Email Address
22 Carole McWilliams	81122	884-2331	news@pinerivertimes.com
23 Ralph Klusman	81137	563-4406	K
24 Dan Thomas	81137		
25 Julie Westendorff			
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COMMENT CARD

Name (optional): Bud MacAulay

Address (optional): _____

Phone (optional): _____

Email (optional): Ford 292000 @ Yahoo.com

COMMENTS: _____

Biggest hurdle will be funding.
Suggest: Scaled Backplan
! Bond - GOA
! make all users fund
ie Farmington
! ~~Get~~ Get Airlines to help
fund terminal

COMMENT CARD

Name (optional): CHARLES MacKOWN

Address (optional): 531 FRONTIER DR

Phone (optional): _____

Email (optional): _____

COMMENTS: WHERE IS THE ARCHEOLOGIST?

COMMENT CARD

Name (optional): Jim Ketter

Address (optional): _____

Phone (optional): 970.946.5630

Email (optional): kpmc@mydwango.net

COMMENTS: Great job! Looks like you
have a great process going.

COMMENT CARD

Name (optional): Tonya McKnight

Address (optional): ANIMAS VALLEY RESIDENT

Phone (optional): _____

Email (optional): moodymcknight@gmail.com

COMMENTS: _____

ALL FOR A NEW FACILITY!

LIKE THE SLOPED ROOF IDEAS.

FLAT ROOFS IN OUR SEASONS

NOT THE BEST DESIGN-MY OPINION.

THANK YOU FOR YOUR EFFORTS.

COMMENT CARD

Name (optional): John Gilleland

Address (optional): _____

Phone (optional): _____

Email (optional): johnnyg@cjgravel.com

COMMENTS: _____

I support the new airport to help bolster economic growth in our area. I would also support Alternative (3). We should not be short sighted.

COMMENT CARD

Name (optional): Allen McCaw

Address (optional): 6581 State Highway 172 Ignacio, CO 81132

Phone (optional): (970) 799 2462

Email (optional): jallenmccaw@gmail.com

COMMENTS: 5. If bond fails, does road fail as well.

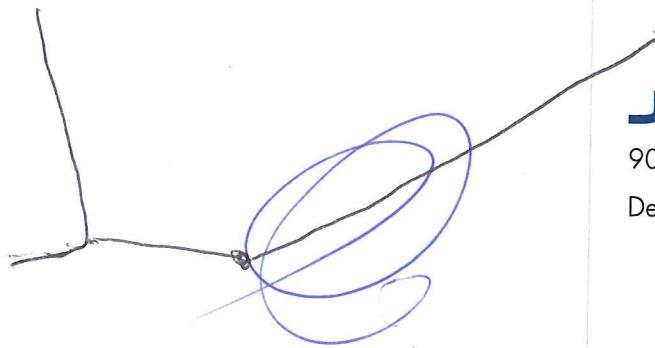
1. New Road alignment should be looked at to miss wildlife trees (raptors) and large spring.

2. How will noise and dust impacts be addressed for new road?

3. How will water rights and ditches be moved?

4. Is current CDOT ROW wide enough for intersection?

6. EA should encompass north side of Hwy 172.
7.



JVIATION®

900 S. Broadway, Suite 350
Denver, CO 80209



Environmental Assessment Open House Sign-In Sheet

Name	Zip Code	Telephone	Email Address
43 Sandy Alexander	81326	817-658-6643	
44 KENNETH STEWELL	81303	970-375-2191	
45 Allen McLaw	81137	970-799-2462	
46 Warren Little	81301	970-382-8897	
47 MATT MYRANO	81301	970-385-1433	
48 Ann McCoy Harold	81137	970-415-7416	
49 BRIAN GIDSON	81301	970-563-4780	bgidson@southernute-usn.gov
50 JESSICA PACE	81301	970-375-4586	
51 LYLE MCKNIGHT	81301	970-759-1021	lyle@lylemcknight.com
52 Tonya McKnight	81301	Same as above	
53 CHARLES MACKOWN	81137	970-426-1692	
54 JOHN GILLEGAND	81303	970-759-4112	jshmyg@cjgravel.com
55 GARY PERINGTOR	81303	247-8477	
56 BUD MACAWAY	81303	426-8148	
57 Julie Westendorf			
58 Jim Ketter	81301	946-5630	kpmc@mydurango.net
59 BOB BLAKE	81303	749-7128	bbmcc@frontier.net
60 Doug Lyon	81301	360-1753	
61			
62			
63			



Environmental Assessment Open House Sign-In Sheet

Name	Zip Code	Telephone	Email Address
1 Jason Mietchen	81137	563-4780	jmietchen@southernute-nsn.gov
2			
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Meeting Notes

Agency Meeting

Date: May 25, 2016

Time: 8:00 AM

Location: CDOT Region 5 Office, 3803 North Main Ave Ste 100 Durango, CO

ATTENDEES:

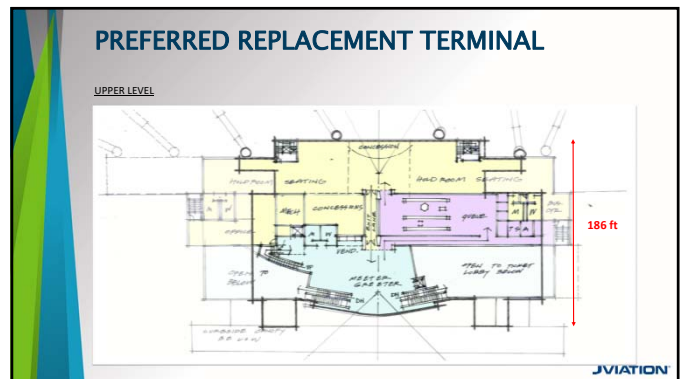
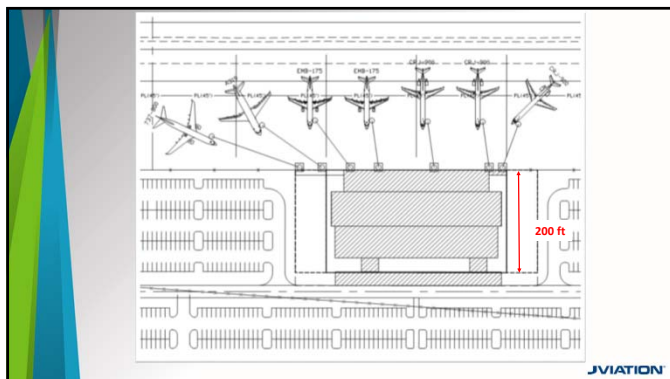
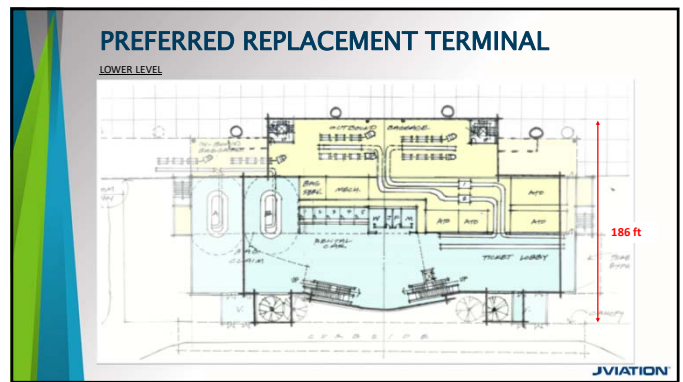
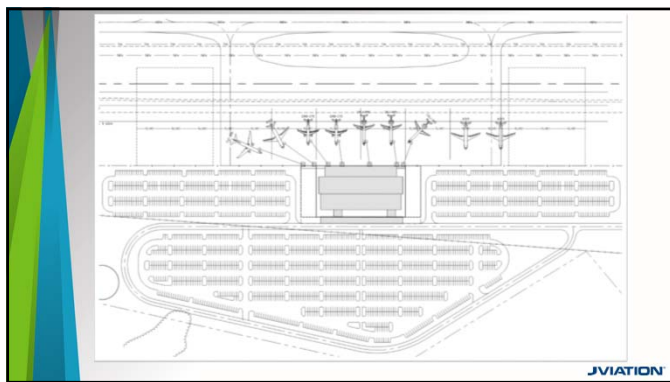
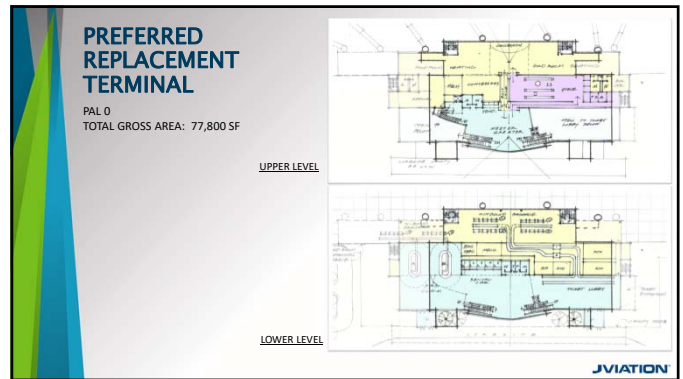
Colleen Cummins - Jviation	Joe Kerby - La Plata County Manager	Dan Murphy, County Planning
Travis Vallin - Jviation	Tony Vicari -DRO	Jim Davis - Public Works Director
Kandice Krull - FAA	Kip Turner - DRO	Michael McVaugh - CDOT
Janell Barrilleaux - FAA	Daniel Murray, County Planning	Tony Cady - CDOT

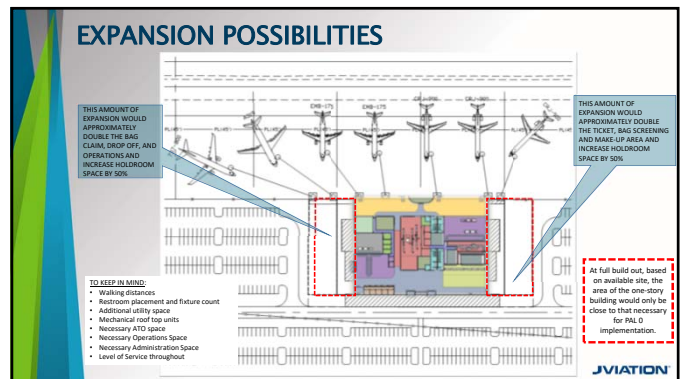
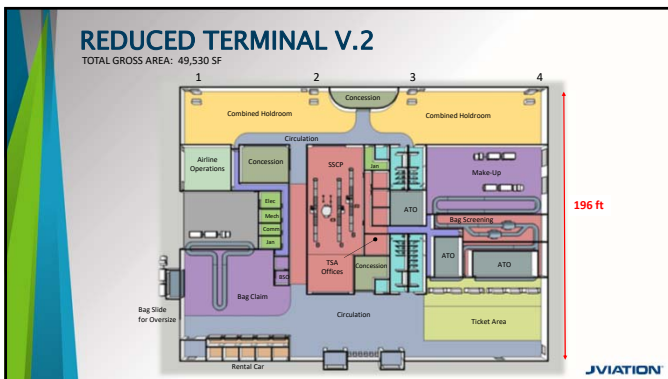
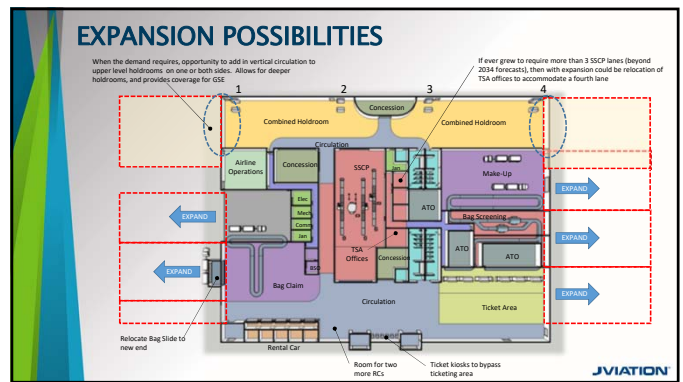
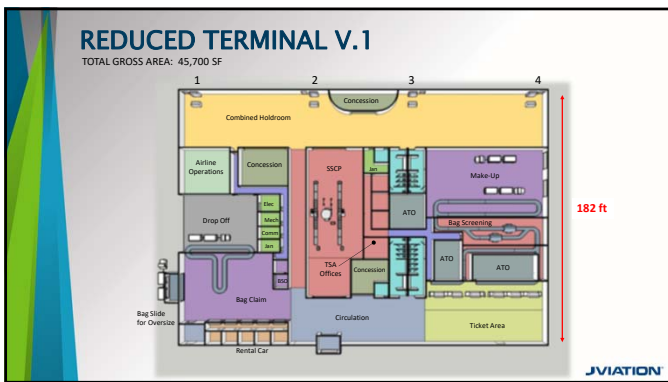
1. Purpose of meeting: Opportunity for FAA, CDOT, County, Airport, and Jviation to discuss road alignment and EA process and schedule.
2. New Roadway – Figures handed out to show proposed alignment compared to prior proposal and in relation to wetlands, cultural sites, and utilities. The new alignment reduces impacts to wetlands and existing utility lines. The below text summarizes the discussion.
 - A. Introducing curvature to the new roadway will slow traffic in a positive way and should reduce speeding issues.
 - Anticipate posted speed limit of 35-45 and design should be done for 10 miles per hour over posted.
 - B. The new roadway will likely be a two-lane county road at inception but is anticipated to grow to a three or four lane road in the future (outside timeframe of analysis included in Environmental Assessment). Design to be based on 20-year traffic count forecast.
 - C. The new roadway appears to cross existing natural gas lines which could be costly. The project may necessitate lowering the lines.
 - D. The new 172 intersection will likely need to be signalized or a high-speed rural roundabout could also be considered.
 - E. A round-about could also be considered at the CR309A and new access roadway intersection.
 - F. Shoulders need to be incorporated on the new roadway. Vehicle breakdowns will cause undue delays if they are not.
 - G. In the event that the majority of the vehicle traffic is diverted to the new access road (the case if terminal moves to east side), can the existing intersection remain a full intersection instead of right in, right out? This would eliminate the need to relocate CR309A out of the runway protection zone (RPZ), as it could simply be closed in that location.
 - CDOT responded they would be open to this idea in the event that traffic counts determine that the remaining general aviation vehicle traffic would fall below an acceptable safety threshold.

- The average daily traffic (ADT) should be looked at to determine level of service safety; result will determine if intersection could remain as is for now.
 - The existing intersection cannot be signalized due to limited sight distance.
 - CDOT added that future developers of the west side of the airfield could be asked to help pay for a CR309A relocation outside the RPZ as growing traffic counts once again limit the existing intersection to right in, right out.
 - City may want to start collecting development fees to help pay for relocation of 309A in future if this is the case.
 - FHU to analyze traffic going to the terminal versus to general aviation area versus CR309A.
 - FHU also needs to consider traffic using old terminal should facilities move to the east.
 - H. The new HWY 172 intersection could be included in an updated CDOT Surface Transportation Improvement Plan (STIP).
 - A revised STIP will be completed in next few years.
 - I. The State Infrastructure Bank could be a potential source of affordable funding – 1.8% interest rate.
3. Terminal Facility
- J. FAA noted that the terminal re-use must be included throughout all analysis.
4. Environmental Considerations
- K. Biological review should include state-listed species within 172's right-of-way. If Ecosphere isn't including in their analysis, CDOT may be able to do.

ACTION ITEMS:

- I. Business Park Development Study – Joe Kerby to send to Jvation
- II. Wetland Delineation – Colleen Cummins to coordinate with Ecosphere regarding updated alignment.
 - *Colleen coordinated with Ecosphere as needed and wetland delineation field work was completed in June 2016.*
- III. Jvation to coordinate with FHU regarding analysis.
 - *On-going.*



[illegible]

TERMINAL ROM COST COMPARISON



PREFERRED REPLACEMENT TERMINAL CONCEPT.....\$34,100,000 Terminal Only

MEETS PAL 0 PLANNING PARAMETERS

77,800 SF (2 LEVELS)

Rough Order of Magnitude
Cost Assessments



REDUCED VERSION 2 TERMINAL CONCEPT.....\$21,900,000 Terminal Only

DOES NOT MEET PAL 0 PLANNING PARAMETERS

47,862 SF (1 LEVEL)

JVIATION

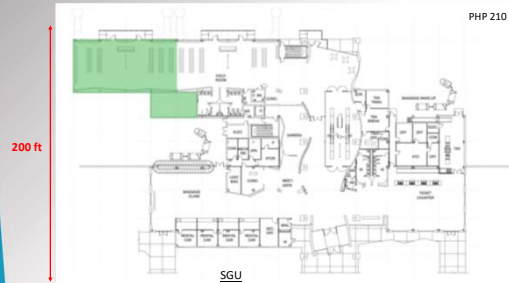
TERMINAL EXAMPLE



JVIATION

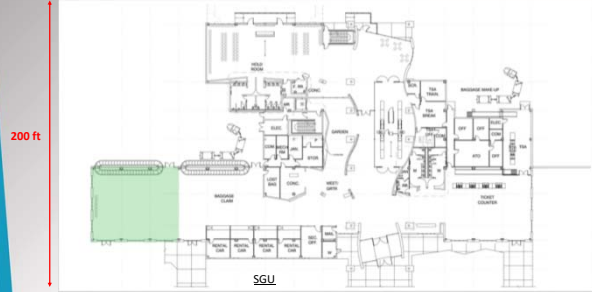
TERMINAL EXAMPLE

TOTAL GROSS AREA: 33,500 SF base building



JVIATION

TERMINAL EXAMPLE



JVIATION

TERMINAL EXAMPLE



JVIATION

TERMINAL EXAMPLE



JVIATION

ROUGH ORDER OF MAGNITUDE COSTING (ROM)

2016 CONSTRUCTION COST (PAL 0)	TERMINAL	\$34,100,000
	CIVIL	<u>\$31,000,000</u>
		\$65,100,000
2017 POTENTIAL MODIFICATIONS (LESS THAN PAL 0 – ROM COSTS)	TERMINAL	\$21,900,000
	CIVIL	<u>\$30,600,000*</u>
		\$52,500,000

* Pavement pricing fluctuations

JAVIATION

EXISTING TERMINAL IMPROVEMENT OPTIONS

PRIORITY	LOW PRIORITY	MEDIUM PRIORITY	HIGH PRIORITY
Airline Operating Areas: Office/CCS Baggage/Traveller parking	Re-organize and improve existing space to maximize efficiency and ease of access AND/OR relocate gift shop and to preserve the footprint for airline office space. ROM Cost Estimate: \$21,000 / \$40,000 Funding Sources: Airport Cash Reserves	Construct an additional temporary structure south of the existing airline operating areas primarily to accommodate ESI storage. ROM Cost Estimate: \$100,000 / \$100,000 Funding Sources: Airport Cash Reserves	Expand terminal building to the south of the existing airline operating areas. ROM Cost Estimate: \$160,000 / \$1,200,000 Funding Sources: Possible eligibility for FAA grants & PFC's
Commercial Apron - Additional RON parking, apron	Institute a mandatory push-back requirement for air carriers. Allow for a 15h regional jet RON aircraft. ROM Cost Estimate: \$5,000 Funding Sources: Airport Cash Reserves	A medium scope project will not provide significant value in terms of the ability to accommodate a 5th RON aircraft, with at least one as a maximum aircraft larger than an Airbus A321.	Relocate existing utilities and strengthen apron pavement, allowing aircraft to be staged closer to the terminal. Expand commercial apron to accommodate a larger 5th RON aircraft. Create a dedicated de-icing pad. ROM Cost Estimate: \$4,200,000 / \$6,000,000 Funding Sources: FAA grants & PFC's
Baggage Claim	Adapt existing "large item drop" for use as a backup bag drop. ROM Cost Estimate: \$15,000 / \$10,000 Funding Sources: Airport Cash Reserves	Install a temporary structure immediately north of the terminal to accommodate a preliminary baggage drop. Would infringe on existing rental car parking. ROM Cost Estimate: \$100,000 / \$100,000 Funding Sources: Airport Cash Reserves	Expand terminal building to the north of the existing baggage claim area, toward additional bag drop site and bike. Would infringe on existing rental car parking. ROM Cost Estimate: \$1,000,000 / \$1,100,000 Funding Sources: FAA grants & PFC's
Vehicle Parking	Expand lower over-flow lot by relocating cable fencing to accommodate an additional full row of vehicles. AND/OR eliminate drive lane between the CC parking lot and the upper over-flow lot to maximize existing space. ROM Cost Estimate: \$5,000 / \$75,000 Funding Sources: Airport Cash Reserves	Pave existing upper and lower over-flow lots to increase parking efficiency. ROM Cost Estimate: \$1,000,000 / 3,000,000 Funding Sources: Airport Cash Reserves	Expand main parking lot by reclaiming grassy areas and eliminating the inner loop road. Expand parking to the north of the existing rental car lot. ROM Cost Estimate: \$1,000,000 / \$6,000,000 Funding Sources: Airport Cash Reserves

All projects listing FAA grants as a funding source would require a revision to the Airport Layout Plan (ALP), a product of the Airport Master Plan, in order to meet eligibility thresholds. The current ALP depicts future buildout as occurring on the east side of the airfield. An ALP update could take 6-12 months and could cost \$125,000-\$200,000

JAVIATION



Timeline

- 09/01/16 Meeting with Airport, City/County Admin, Jviation
 - Strategy discussion re: Jumping Mouse & Roadway Analysis
- 09/20/16 Letter to FAA requesting meeting with FAA, USFS, Airport, Jviation
- 10/27/16 Meeting FAA, CDOT, City/County Admin, Airport, Jviation
 - Discussion of Jumping Mouse and Mitigation
- 11/17/16 Meeting Airport Advisory Commission
 - Terminal modifications
- 01/10/17 Joint Study Session
 - Election debrief discussion

JVATION

Agenda

- 2016-2017 Timeline
- Project Scope Change
- Commission Questions
- Ongoing Environmental Assessment Work Effort
- Project Schedule
- Next Steps

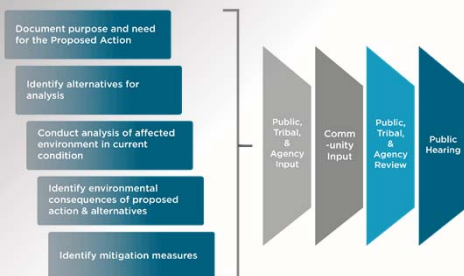
JVATION

Timeline

- 02/14/17 Joint Study Session
 - Received support of long-term preferred alternative and existing terminal interim modifications
- 2/16/17 Airport Advisory Commission
 - Project update
- 06/14/17 Letter from CDOT to FAA
 - Provision of additional intersection safety analysis
- 09/11/17 Letter from FAA to Airport
 - Determination from FAA to remove intersection relocation from Project Scope – "...we do not agree that the proposed terminal project is a significant re-development project. Therefore, the intersection relocation should be removed as part of the proposed terminal project."
- 09/15/17 Telecon with FAA, Jviation
 - Agreement on next steps for project
- 11/03/17 Meeting with CDOT, Airport, County
 - Agreement that SH172/CR309 will be placed on 2018 intersection priority list

JVATION

The EA Process



JVATION

Ongoing EA Work Effort

- Completed Willow Flycatcher field survey – no evidence of species present
- Completed revision to chapters regarding project scope change
- Completed chapter edits based upon comments received from Airport
- Submitted chapters to FAA for review and comment
 - Chapter 1 - Introduction
 - Chapter 2 - Purpose and Need
 - Chapter 3 - Alternatives
 - Chapter 4 - Affected Environments
- Initiated draft of Chapter 5 - Environmental Consequences

JVATION

Commission Questions

1. How does the FAA's decision change the funding and expenses of the EA?
2. Who takes the lead on the intersection and endangered species now?
3. What change in use triggers a definitive break point at the existing intersection?
4. Why are we continuing with the EA in general given that the ballot measure failed?
5. If the FAA will not fund any consulting work related to the new access road or intersection, will they still pay for the TES analysis and mitigation plan?

JVIAATION

3. What change in use triggers a definitive break point at the existing intersection?

- 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

JVIAATION

1. How does the FAA's decision change the funding and expenses of the EA?

- The new intersection was not eligible for FAA funding and had been allocated for local and CDOT funding
- The EA scope & funding included the potential for endangered species and accompanying mitigation plan
- The environmental data collection was complete prior to the intersection removal
- The EA contract is a lump sum contract and therefore non-significant changes in tasks do not result in fee adjustment (such as additional effort to work with FAA and CDOT, reduction of one mitigation plan, revisions to EA documents due to project changes, etc.)
- The data collected-to-date will serve as a baseline for a future CDOT study
- FAA grant will likely not be adjusted due to the minor task adjustment

JVIAATION

4. Why are we continuing with the EA in general given that the ballot measure failed?

- The EA contains an environmental evaluation of the all the primary alternatives identified in the Master Plan:
 - No Action
 - Remodel of existing terminal
 - West-side development of new terminal facility
 - East-side development of new terminal facility
- The existing facility does not meet the current & future demand
- The ballot represented one funding mechanism – other methods may be considered
- The elected officials have expressed support of the Preferred Alternative for the long-term solution

JVIAATION

2. Who takes the lead on the intersection and endangered species now?

- CDOT will be the lead coordinating agencies when the intersection moves forward
- CDOT wildlife biologists have successfully mitigated other projects that impact the New Mexico Jumping Mouse

JVIAATION

5. If the FAA will not fund any consulting work related to the new access road or intersection, will they still pay for the TES analysis and mitigation plan?

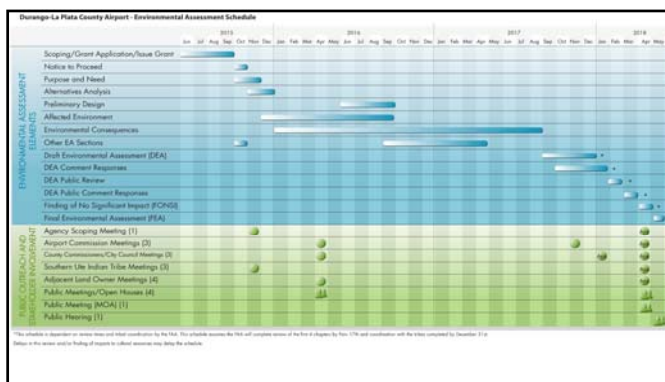
- All the required biological surveys have been completed (New Mexico Jumping Mouse in 2016 & Willow Flycatcher in 2017)
- The Biological Assessment is being finalized to reflect the project scope change and is covered under the current grant
- The proposed project (with the removal of the access road) will not result in any direct impact to these species and therefore no mitigation plan is required
- The cost of implementing a mitigation plan is typically covered in the design/construction fee (rather than the EA fee)

JVIAATION

Next Steps

- Finalize draft Chapter 5, Environmental Consequences
- Submit to Airport and FAA for review and comment
- Conduct Agency coordination (FAA task)
- Initiate EA public review and comment period

JVIATION



Destination: DRO

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