

U.S. Department of Transportation
Federal Aviation Administration
Northwest Mountain Region
Denver Airports District Office

Finding of No Significant Impact/
Record of Decision

For the Runway Improvement Project at the
Grand Junction Regional Airport
Grand Junction, Colorado

April 2016

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I. Introduction

The Federal Aviation Administration (FAA) prepared this Finding of No Significant Impact/Record of Decision (FONSI/ROD) for the proposed Runway Improvement Project at the Grand Junction Regional Airport (GJT), operated by the Grand Junction Regional Airport Authority (Airport Sponsor). The attached Final Environmental Assessment (FEA), dated December 2015, has been prepared in accordance with the guidelines and requirements set forth by the Council on Environmental Quality (CEQ) and the FAA to implement the environmental review and disclosure provisions of the National Environmental Policy Act of 1969 (NEPA).

The Bureau of Land Management (BLM) was a partnering agency for the EA. The FAA sent the BLM a Letter of Intent on February 6, 2011 to outline the roles and responsibilities of each agency for the EA process. The FEA met the requirements of the FAA and the BLM. Each agency will issue separate findings.

In accordance with FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*, and based on the evaluation in the FEA, there are no significant impacts associated with the proposed project. Therefore, an Environmental Impact Statement (EIS) will not be prepared and a FONSI/ROD is being issued. This FONSI/ROD provides a review of the Proposed Action, mitigation requirements, and the basis for the FAA's finding. Specific details are defined further in the FEA.

II. Proposed Action

GJT is a non-hub, commercial service airport that is located approximately three and half (3.5) miles northeast of downtown Grand Junction and is owned by the City of Grand Junction and Mesa County and operated by the Grand Junction Regional Airport Authority Board. Together, all three are considered the Airport Sponsor. The Authority Board is composed of seven members: three appointed by Mesa County Commissioners, three appointed by Grand Junction City Council, and one Authority Board appointed at-large member with approval by Mesa County Commissioners and Grand Junction City Council.

The 2009 Airport Master Plan Update documented several non-standard conditions associated with Runway 11/29 and its associated connector taxiways (see the Purpose and Need below for more information). Between 1995 and 2008, the FAA approved several modifications to standards for these conditions. However, these modifications were always intended to be temporary until GJT could develop a plan to feasibly correct these deficiencies.

GJT's proposed action to correct the non-standard conditions to enhance safety is to relocate Runway 11/29 and all associated NAVAIDS approximately 637 feet to the northwest. The existing runway will be converted into a taxiway. The shift of the runway will require land from the BLM (approximately 188 acres), relocation of 27 ¼ Road, and construction of various detention ponds to accommodate additional stormwater runoff.

III. Purpose and Need (Chapter 1 of FEA)

The FAA has the responsibility to maintain and enhance safety and security in air commerce (Title 49 USC § 40101(d)). To meet this responsibility, the FAA has developed standards and recommendations for the design of civil airports to promote safety and security (Advisory Circular 150/5300-13A, *Airport Design*). These standards and recommendations are updated to incorporate new standards and technical requirements.

GJT has several airfield components that no longer meet FAA design standards:

- Runway 11/29 Transverse Gradient: portions of the runway exceed the maximum recommended design standard gradient of 1.5%.
- Runway 11/29 Longitudinal Gradient: a section of the runway near the approach end of Runway 29 exceeds the maximum recommended design standard of 0.8% gradient.
- Runway 11/29 Connecting Taxiway Gradient: a number of the connecting taxiways between Runway 11/29 and Taxiway A exceed the maximum recommended design standard gradient of 1.5%.
- Runway 11/29 and Runway 4/22 Runway Visibility Zone: numerous structures obstruct the line of sight between the runway mid-points.
- Runway 11/29 and Runway 4/22 Intersection: this runway intersection can be confusing to pilots and can increase the potential for runway incursions.

The problems to be fixed (the need) include the current non-standard conditions and the intersecting runways at the airport. Therefore, the overall project purpose is to achieve FAA design standards to enhance aviation safety at the Airport.

The BLM has the responsibility, under the Federal Land Policy and Management Act of October 21, 1976 and Section 516 of the Airport and Airway Improvement Act of September 3, 1982, to respond to a request for conveyance of lands and a request for a right of way (ROW) grant authorizing use of public lands for airport purposes. The BLM purpose for the proposed project is to provide the Airport Sponsor with lands necessary to complete the Proposed Action.

IV. Agency Actions and Approvals

The FAA actions, determinations, and approvals necessary for this project to proceed include the following:

- A determination that the environmental analysis prerequisites associated with any future Airport Improvement Program (AIP) funding application have been fulfilled pursuant to 49 USC 47101.
- Unconditional approval of the Proposed Action as shown on the Airport Layout Plan.
- Development and implementation of procedures for the relocated runway.
- Relocation of NAVAIDS.

V. Alternatives (Chapter 2 of FEA)

In accordance with NEPA; FAA Orders 1050.1F and 5050.4B; and FAA design standards, the FEA identified and evaluated all reasonable alternatives.

A. Alternatives Examined but Eliminated from Detailed Study

- Other Modes of Transportation; Use of Other Airports; & Telecommunication Options
These alternatives looked at other options to meet the transportation needs for GJT users. However, because these alternatives did not meet the purpose and need (they did not correct the non-standard conditions), they were eliminated.
- Development Alternative 1: Reconstruct Runway 11/29 with 1,800' Shift Northwest
This alternative would not correct the connecting taxiway gradient nor does it fully correct the intersecting runway. Therefore, this alternative does not meet the purpose and need for the project.
- Development Alternative 2: Reconstruct Runway 11/29 with 1,800' Shift Northwest and Upgrade Runway 4/22
This alternative does not correct the connecting taxiway gradient issue and therefore does not meet the purpose and need for the project.
- Land Alternative 2: Memorandum of Understanding (MOU) Transfer
This alternative includes the transfer of 2,163 acres of Bureau of Land Management (BLM) to GJT in accordance with the 1991 MOU between GJT and BLM. This is more land than what is needed for the proposed project and was eliminated.
- Land Alternative 3: Aliquot Parts Transfer
This alternative included the transfer of 720 acres from the BLM to GJT. This is still more land than what is needed for the proposed project and was eliminated.
- Land Alternative 5: Minimum Acreage Transfer
This alternative would transfer 96 acres from the BLM to GJT. This alternative would require additional ROW from the BLM for the construction of drainage facilities and would not provide room for future development. As a result, this alternative was eliminated.

B. Alternatives Examined in Detail

- No Action Alternatives
The No Action Alternative assumes that existing conditions at GJT would remain and includes basic maintenance activities. The No Action Alternative includes no airport development and no transfer of BLM property.
Though the No Action alternative would avoid acquisition of BLM property it would not meet FAA design standards. Therefore, the No Action Alternative does not meet the purpose and need for the proposed project but will be carried forward to provide a baseline to determine potential impacts of the other alternatives.
- Development Alternative 3: Shift Runway 11/29 637.5' to the Northeast
This alternative includes the construction of a new runway approximately 637.5' to the northeast of the existing runway centerline (Figure 2-3 in the FEA). The existing runway would become the parallel taxiway for the new runway. The new taxiway centerline would be shifted 50' to the northeast, which will require 12.5 feet of new pavement to the northeast side and the removal of 87.5' of pavement on the southwest side. This will result in runway-taxiway separation of 600'.

Construction of the new runway is estimated to require excavation of approximately four million cubic yards to meet all FAA standards. The majority of this material will be reused as embankment but approximately 850,000 cubic yards would be stockpiled for future use. This alternative will also require the relocation of 27 ¼ Road around the RPZ. GJT would remain open and operational during construction.

This alternative will require acquisition of 188 acres of BLM property. The perimeter fence would need to be relocated to include all property acquired from the BLM.

- Land Alternative 4: Straight Line Transfer

This alternative would transfer approximately 188 acres of BLM property to GJT. This would allow GJT to construct Development Alternative 3 and have enough space to meet future aeronautical need on the northeast side of the new runway. As a result, only land needed for aviation purposes would be transferred.

C. Preferred Alternative (Chapter 2 of the FEA)

After careful analysis and consultation with various resource agencies, Development Alternative 3 and Land Alternative 4 were selected as the FAA's Preferred Alternative. These alternatives satisfy the purpose and need while minimizing overall impacts.

The Preferred Alternative includes:

- Relocation of Runway 11/29 637.5' to the northwest;
- Conversion of the existing Runway 11/29 into a parallel taxiway and construction of associated connector taxiways;
- Relocation of 27 ¼ Road to the northwest, outside of the relocated Runway Protection Zone;
- Construction of various detention ponds, water quality ponds, and culverts in accordance of FAA AC 150/5200-33B (*Hazardous Wildlife Attractants On or Near Airports*) to accommodate changes in drainage patterns associated with the new runway;
- Installation/relocation of Runway 11/29 NAVAIDS, visual aids, remote transmitter and receiver, and runway/taxiway lighting;
- Construction of perimeter fence and perimeter service road;
- Removal of existing pavement that is no longer needed;
- Relocation of aircraft maintenance run-up area and installation of blast fences;
- Land transfer of approximately 188 acres of BLM property (80 acres in Parcel A and 108 acres in Parcel B); and
- Acquisition of Right-of-Way rights needed for the construction of drainage facilities.

VI. Affected Environment (Chapter 3 of the FEA)

GJT is located approximately 3.5 miles northeast of downtown Grand Junction, Colorado. GJT includes property within the jurisdiction of both the City of Grand Junction and Mesa County. Areas to the south and west of GJT consist of residential and commercial development. The majority of the land to the north and east of GJT is federally owned and managed by BLM.

GJT is located on gently sloping terrain and as a result, all drainages located within GJT property eventually drains to the Colorado River. All of Mesa County, including GJT, is in attainment for all criteria pollutants. Given the location of GJT, there are no coastal resources or wild and scenic rivers in the project area.

VII. Environmental Consequences of the Preferred Alternative (Chapter 4 of the FEA)

Environmental impact categories identified in FAA Orders 1050.1F and 5050.4B were evaluated in the FEA. Environmental consequences of the No Action Alternative and the Proposed Action are included in Chapter 4 of the FEA. Below is a summary of the findings.

A. Air Quality (Section 4.2 of FEA)

All of Mesa County, including GJT, is within attainment for all National Ambient Air Quality Standards. The Proposed Action is not anticipated to increase air traffic or airport related emissions over the No Action alternative. Therefore, it is expected that the project will not adversely impact air quality. Best Management Practices would be utilized during construction to limit construction related impacts.

B. Climate/Greenhouse Gases (Section 4.3 of FEA)

The Proposed Action is not anticipated to result in an increase in air traffic or operations at GJT. Therefore, the project should not result in any increase in greenhouse gas emissions.

C. Compatible Land Use (Section 4.4 of FEA)

The Proposed Action is consistent with existing zoning and planned future land uses. In addition, no sensitive land uses are located within the 65 DNL noise contour. The Proposed Action does include the transfer of 188 acres of BLM managed property, which is currently being used for recreational purposes. This land has been identified for airport use and the transfer will not negatively impact the remaining BLM land.

D. Construction Impacts (Section 4.5 of FEA)

Earth-moving equipment would be active on the site during construction of the runway and would result in a temporary increase in noise and dust in the immediate project area (within airport boundary). Best Management Practices (BMPs) will be utilized during construction to limit noise and dust impacts. Traffic impacts are expected to be minimal during construction and the relocation of 27 ¼ Road due to the low traffic volume in the area. Steps will be taken to minimize any impacts.

Solid waste generated during construction would consist mainly of concrete and asphalt debris derived from the runway. These materials may be recycled or disposed of at a licensed industrial/demolition waste disposal facility. The contractor will be required to dispose of all construction waste in accordance with all applicable state and federal guidelines.

A Stormwater Construction Permit will provide BMPs to prevent stormwater pollution and erosion during construction. The contractor will be required to obtain the permit and follow all conditions of the permit during construction.

All construction impacts will be temporary and will subside once construction is completed.

E. Department of Transportation Act Section 4(f) (Section 4.6 of FEA)

The Proposed Action will require a transfer of approximately 188 acres from the BLM to GJT. The land included in the transfer is used for recreation purposes and is therefore considered a Section 4(f) resource. There is a historic railroad grade that is also considered a Section 4(f) resource. The Proposed Action will impact both resources by removing the 188 acres from recreation use and destroying the historic railroad grade.

The Section 4(f) Evaluation (Appendix 8 of the FEA) determined that there are no prudent and feasible alternatives that meet the purpose and need that are able to avoid Section 4(f) resources. Refer to Section VIII (Environmental Mitigation) for information on mitigation.

F. Farmlands (Section 4.7 of FEA)

There are no prime or unique farmlands within the Proposed Project area, including the BLM managed property.

G. Fish, Wildlife and Plants (Section 4.8 of FEA)

▪ Common Wildlife

The proposed BLM transfer land is degraded from recreation uses and grazing. GJT property is degraded from development and is fenced, which limits use by wildlife. Impacts to common wildlife are not expected with the Proposed Action.

▪ BLM Sensitive Species

Two BLM sensitive species (white-tailed prairie dog and the Botta's pocket gopher) were identified in the study area in 2010. The Proposed Action includes grading within areas of mapped white-tailed prairie dog habitat. The grading and construction activities will result in the migration or death of white-tailed prairie dogs. However, the Proposed Action will unlikely cause a significant reduction in the overall population. Sufficient white-tailed prairie dog habitat will remain in the area including BLM property and GJT property that is not fenced as part of the proposed project.

There are approximately 26 acres of Botta's pocket gopher habitat within the proposed BLM transfer property and approximately 10.7 acres on GJT property. Impacts to the Botta's pocket gopher are not expected because no grading activity is proposed within the identified habitat areas.

▪ Threatened and Endangered Species

There are four endangered fish that reside in the Colorado River (Colorado Pikeminnow, Humpback Chub, Bonytail and Razorback Sucker). All water that flows over GJT property eventually flows to the Colorado River. The Proposed Action will result in the depletion of 0.26 acre-feet of water from the Colorado River basin due to the proposed stormwater facilities. In February of 2012, a Biological Assessment was submitted to the US Fish and Wildlife Service (USFWS) with a determination that the Proposed Action may affect, likely to adversely affect, the four Colorado River endangered fish. The USFWS concurred with this effects determination in a letter dated March 22, 2013 (Appendix 13 of the FEA) and stated that the water depletions are addressed by the USFWS 2009 Programmatic Biological Opinion (PBO) and the water depletions would be reported under the annual reporting provisions of the PBO.

▪ Migratory Birds

No raptors or other migratory bird nests were identified within the Proposed Action area during the 2010 survey. Raptor surveys are only valid for two years. Refer to Section VIII (Environmental Mitigation) for information on mitigation.

H. Floodplains (Section 4.9 of FEA)

The Proposed Action is not located within a 100-year floodplain. However, a portion of the GJT property is within a 100-year floodplain. To prevent flooding downstream, water quality and detention ponds have been included in the Proposed Action.

I. Hazardous Materials, Pollution Prevention, and Solid Waste (Section 4.10 of FEA)

A Phase I Environmental Site Assessment (Appendix 10 of the FEA) did not identify any hazardous materials. The Proposed Action is not anticipated to create any hazardous materials. There would likely be a temporary increase in the amount of solid waste generated during construction. The local landfill has enough capacity to accommodate this slight increase. It is unlikely that the uranium mill tailings located at the existing remote transmitter/receiver (RTR) site would be impacted during the relocation of the RTR. If they will be impacted, the Colorado Department of Health has indicated that the uranium mill tailings can be relocated on site as long as they are buried under at least six inches of good material and the location is not accessible to the general public.

J. Historical, Architectural, Archeological and Cultural Resources (Section 4.11 of FEA)

A cultural resource survey completed in March 2011 identified three historic sites and nine isolated finds. Only one site, a segment of the railroad bed of the historic Little Book Cliff Railway (5ME1768.4), was found to be eligible for listing on the National Register of Historic Places (NRHP) because of its association with transportation/industry and the pioneering development of energy resources in the area.

The Proposed Action would result in adverse impacts to a portion of the Little Book Cliff railroad bed during construction of the perimeter fence and perimeter service road. A Memorandum of Agreement between the BLM and State Historic Preservation Office (Appendix 12 of the FEA) identifies the mitigation for the impact, which consists of Level II photo documentation.

K. Light Emissions and Visual Impacts (Section 4.12 of FEA)

The relocation of runway/taxiway lighting will shift the lighting further from residential areas and closer to BLM recreational property. This change is not expected to be substantial since the BLM property is mainly used during daylight hours and GJT is located in an urban environment. The level of change to the characteristic landscape created by the Proposed Action would be moderate and considered acceptable by the BLM.

L. Natural Resources and Energy Supply (Section 4.13 of FEA)

The Proposed Action would result in a minor, temporary increase in fuel consumption and use of natural resources during construction. The increase should be accommodated by existing supply and will not negatively impact the availability of the resource.

M. Noise (Section 4.14 of FEA)

While the Proposed Action would not change the number or type of operations at GJT, it does result in a shift of the runway location that would result in an associated shift of the noise contours. The Proposed Action would shift the noise away from residential and incompatible land uses resulting in no residential or other incompatible land uses in the 65 DNL or greater noise contours for the year of implementation (2025) and five years later (2030).

N. Secondary (Induced) Impacts (Section 4.15 of FEA)

The Proposed Action is not expected to alter or shift population, housing and/or business development in the vicinity of GJT. Off-road vehicle users would be displaced from a portion of the existing recreation area for the land transfer. However, the land transfer will only transfer a small percentage of the recreation area and enough land will remain to accommodate recreation users.

O. Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risk (Section 4.16 of FEA)

There will be no changes in population patterns or growth, disruption of existing communities or neighborhoods, displacement of existing populations, or relocation of residences or businesses associated with the Proposed Action. Noise will shift away from populated areas. The analysis in the FEA found that there will be no disproportionate impacts to minority or low-income individuals.

P. Water Quality (Section 4.17 of FEA)

The Proposed Action will change the drainage patterns and slightly increase the amount of impervious surface. As a result, there will be a slight increase in the amount of stormwater runoff. The Proposed Action includes the construction of detention ponds, water quality ponds, and appropriately sized culverts to accommodate changes in drainage patterns and stormwater runoff. All water features will be designed to meet FAA AC 150/5200-33B (*Hazardous Wildlife Attractants On or Near Airports*) to prevent a hazardous wildlife attractant from being created. It is expected that the proposed water features would reduce the amount of salt and sediment currently being carried downstream to the Colorado River.

There are ten drainage areas, two intermittent and eight ephemeral, which are considered Waters of the US and fall under the jurisdiction of the US Army Corps of Engineers (USACE). These drainages serve to move water from the surrounding landscape to drainage ditches that eventually flow to the Colorado River. Water would continue to flow through the drainages during storm events but would be detained for a short period of time to slow flows, decrease erosion downstream and improve water quality. In total, approximately 7,475 linear feet and 0.38 surface acre of ephemeral drainage would be impacted by the Proposed Action. Mitigation options will be included in the project to minimize impacts (Appendix 11 of the FEA).

Q. Wetlands (Section 4.18 of FEA)

A survey of the Proposed Project area, including the BLM managed property, was completed in 2010. No wetlands were identified.

VIII. Environmental Mitigation (Chapter 4 of FEA)

The Airport Sponsor has committed to the following mitigation measures as part of the Preferred Alternative:

- Construction of parking/staging area adjacent to 27 ¼ Road for users of the BLM recreational area in exchange for the land transfer from BLM.
- Level II photo documentation of the railroad bed of the historic Little Book Cliff Railway (5ME1768.4) that will be impacted by the Proposed Action (Appendix 12 of FEA).
- Completion of a raptor survey prior to any construction activities occurring between February 1 and August 15. The survey will be shared with the FAA, USFWS and BLM. If any raptors are identified, the appropriate timing limitations will apply.
- Obtain a nationwide permit for all work within Waters of the US that fall under the jurisdiction of the USACE. Complete all mitigation included in the permit that is approved by the USACE in accordance with the terms of the permit.

- Include Best Management Practices (BMPs) to limit construction impacts. The contractor would be required to carry out dust and erosion control procedures, such as watering to control dust, seeding with a temporary cover crop in work areas that are temporarily inactive, and installation/maintenance of silt fence. These requirements would be included in the project drawings and specifications under the FAA standard specification Item P-156, "Temporary Air and Water Pollution, Soil Erosion, and Siltation Control" (AC 150/5370-10).
- Development of a Storm Water Pollution Prevention Plan (SWPPP) in association with the NPDES Construction Permit.
- All water features will be designed to meet FAA AC 150/5200-33B (*Hazardous Wildlife Attractants On or Near Airports*).
- All phases of construction would be performed in accordance with FAA AC 150/5370-10, Standards for Specifying Construction of Airports.
- Contaminated soil and water will be handled and disposed of in accordance with applicable federal, state and/or local regulations.
- In the event that cultural or archaeological resources are discovered during construction, all work will stop until GJT notifies SHPO and the FAA Denver Airports District Office (DEN-ADO). GJT shall protect the area until cultural/archaeological resource concerns have been appropriately addressed, and GJT shall take action to comply with the National Historic Preservation Act, the Native American Graves Protection and Repatriation Act, and the Archaeological Resources Protection Act, as appropriate.
- During construction, in the event that previously unknown contaminants are discovered or if a reportable spill occurs, work shall cease until GJT notifies appropriate local, state, and Federal agencies.
- The contractor will receive a packet that identifies the threatened and endangered species that could be found in the project area. If threatened and endangered species are sighted during construction, work shall cease in the immediate area of the endangered species and all sightings shall be reported to the USFWS and the FAA.
- If the uranium mill tailings located at the existing remote transmitter-receiver (RTR) are disturbed during the relocation of the RTR, the tailings will be reburied on site under at least six inches of good material in a location inaccessible by the general public. The Colorado Department of Health will be contacted prior to relocation to ensure compliance with all regulations and requirements.

IX. Public and Agency Coordination (Chapter 1 of FEA)

Public involvement is a vital component of the NEPA process. Public and agency coordination was conducted throughout the NEPA process. Scoping was completed early in the NEPA process to identify potential concerns (Appendix 1 of the FEA). There were two meetings (October 19, 2011 and June 20, 2012) with recreational users to discuss the Proposed Action and potential mitigation options.

The Draft EA was released for agency and public review on June 19, 2015 for a 45-day comment period. To facilitate comments, the Airport Sponsor held four public hearings (one on July 21, 2015, two on July 22, 2015 and one on July 23, 2015) (Appendix 16 of the FEA). No formal

comments were provided at any of the hearings. Agency and public comments received during the comment period (June 19 – August 3) were considered in the development of the FEA. Three comments were received during the comment period from West Star Aviation, Mesa County Operations Department, and Grand Valley Power (Appendix 17 of FEA). Responses to all verbal and written comments are provided in Appendix 18 of the FEA.

X. Agency Findings

The FAA makes the following determinations for this project based upon a careful review of the attached FEA, comments on the Draft EA, the supporting administrative record, and appropriate supporting information.

The following determinations are prescribed by the statutory provisions set forth in the Airport and Airway Improvement Act of 1982, as codified in 49 USC §47106 and 47107.

A. The Project is reasonably consistent with existing plans of public agencies for development of the area surrounding the airport (49 USC §47106(a)(1)).

The determination prescribed by this statutory provision is a precondition to agency approval of Airport Improvement Program (AIP) funding. Extensive coordination regarding the Proposed Action has taken place among federal, state and local agencies. The Proposed Action is not in conflict with the comprehensive planning and goals of the City of Grand Junction, Mesa County or BLM. Evidence of public and agency coordination can be found in Appendices 1, 8, 11, 12, 13, 15, and 17 of the FEA.

B. The interests of the community in or near which the project may be located have been given fair consideration (49 USC §47106(b)(2)).

The determination prescribed by this statutory provision is a precondition to agency approval of AIP funding. The Airport Sponsor and BLM hosted two meetings (October 19, 2011 and June 20, 2012) with recreation users of BLM land to discuss potential impacts and develop mitigation strategies (Appendix 8 of the FEA). There were four public hearings (one on July 21, 2015, two on July 22, 2015 and one on July 23, 2015) with the release of the Draft EA (Appendix 16). Appendix 15 contains transcripts from the meetings and Appendix 17 has copies of all comments received (three in total). There were no changes made to the document as a result of the comments received.

C. The airport sponsor has taken, or will take, actions to restrict land use in the airport vicinity, including adoption of zoning laws, to ensure the uses are compatible with airport operations (49 USC §47107(a)(10)).

The determination prescribed by this statutory provision is a precondition to agency approval of AIP funding. As a recipient of AIP funding, the Airport Sponsor has signed grant assurances that require them to take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. Both the City of Grand Junction and Mesa County have enacted zoning laws to ensure land uses in the vicinity are compatible with GJT. Chapter 7 of the City's Zoning and Development Code includes a special regulation entitled Airport Environs Overlay Zoning District intended to protect public health, safety and welfare by regulating development and land use within noise sensitive areas and airport hazard areas.

D. Certification from the airport sponsor that it has provided an opportunity for a public hearing (49 U.S.C. 47106(c)(1)(A)(i))

The determination prescribed by this statutory provision is a precondition to agency approval for grant funding applications for airport development projects involving the location of a new airport or new runway or a major runway extension. GJT hosted four public hearings with the release of the Draft EA:

- July 21, 2015 at GJT
- July 22, 2015 at the Mesa County Central Public Library
- July 22, 2015 at the Fruita Community Center
- July 23, 2015 at the Palisade Community Center

E. Certification from the airport sponsor that the airport management board has voting representation from the communities in which the project would be located or that the sponsor has advised communities they have a right to petition the Secretary of Transportation about a proposed project (49 U.S.C. 47106(c)(1)(A)(ii))

The determination prescribed by this statutory provision is a precondition to agency approval for grant funding applications for airport development projects involving the location of a new airport or new runway or a major runway extension. The Airport Sponsor certified that the airport management board has voting representation from the communities in which the project would be located in a letter to FAA dated February 22, 2016. A copy of the certification is attached to this FONSI/ROD.

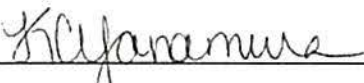
XI. Decision and Order

After careful and thorough consideration of the facts contained herein, the undersigned finds that the proposed Federal action, namely the Preferred Alternative, is consistent with existing national environmental policies and objectives as set forth in Section 101 (a) of NEPA and other applicable environmental requirements and is not a major federal action significantly affecting the quality of the human environment or otherwise, including any condition requiring consultation pursuant to Section 102(2)(c) of NEPA.


The FAA has carefully and thoroughly considered the facts contained in the attached FEA. Based on that information, the FAA finds that the proposed action is consistent with existing national environmental policies and objectives of Section 1010(a) of the NEPA and other applicable environmental requirements. FAA also finds that the proposed Federal action will not significantly affect the quality of the human environment or include any condition requiring any consultation pursuant to Section 102(2)(C) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement.

This decision does not constitute a commitment of funds under the Airport Improvement Program (AIP); however, it does fulfill the environmental prerequisites to approve applications for grants of AIP funds for the proposed project in the future. (49 U.S.C § 47101)

Accordingly, under the authority delegated to me by the Administrator of the FAA, I approve and direct that agency action be taken to carry out implementation of the Proposed Action



KC Yanamura
Regional Administrator
FAA Northwest Mountain Region



Date

Right of Appeal

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to the exclusive judicial review under 49 USC § 46110 by the US Circuit Court of Appeals for the District of Columbia or the US Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate US Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 USC § 46110. Any party seeking to stay implementation of the ROD must file an application with the FAA prior to seeking judicial relief as provided in Rule 18(a) of the Federal Rules of Appellate Procedure.



February 22, 2016

Mr. John Bauer
Manager
U.S. Department of Transportation
Federal Aviation Administration
Northwest Mountain Region
Denver Airports District Office
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Denver, CO 80249-6361

RE: Grand Junction Regional Airport Runway Project – Certification of Community Representation

Dear Mr. Bauer,

The Grand Junction Regional Airport Authority (GJRAA) is the owner and operator of the Grand Junction Regional Airport (GJT). In cooperation with the Federal Aviation Administration (FAA) Airports District Office and regional staff, we have completed work on the Environmental Assessment currently under review by your agency for the relocation of Runway 11/29. We have been asked to provide a certification that responds to the requirements of 49 USC §47106(1)(A)(ii) and Order 5050.4B, §1203(b)(2). These provisions require that in the case of a proposed new runway, an airport sponsor certify that “the airport management board has voting representation from the communities in which the project would be located or that the sponsor has advised communities they have the right to petition the Secretary of Transportation about a proposed project...”

GJT is located within the City of Grand Junction, Mesa County, Colorado. The “airport management board” for GJT consists of a seven-member Board of Commissioners. Per Colorado Revised Statutes §41-3-101 (1963) the Walker Field, Colorado, Public Airport Authority (later changed to GJRAA) filed Articles of Incorporation as a Body Corporate and Politic on March 24, 1971. The GJRAA Board of Commissioners consists of three Commissioners appointed by Mesa County, Colorado, three Commissioners appointed by the City of Grand Junction, and the seventh Commissioner being selected at-large by the six appointed Commissioners. Commissioners appointed by Mesa County, and the at-large commissioner must be a resident and taxpaying elector of Mesa County and Commissioners appointed by the City of Grand Junction must be resident, tax paying electors of the City of Grand Junction.

The GJRAA Board of Commissioners has voted most recently on the proposed runway relocation at the November 17, 2015 Regular Board Meeting of the GJRAA, approving the Airport Capital Improvement Program, in which the runway relocation is a major portion, and the AIP application for the Overall Design of the runway. In addition, the GJRAA Board has voted several times and held discussions



regarding the proposed project at multiple GJRAA Board Meetings since 2008 approving the work associated with the Airport Master Plan Update, Capital Improvement Plans, Environmental Assessment, Pre-Design of the relocated runway, two separate alternative studies and other work associated with the relocation of the runway.

In addition, GJRAA held four public hearings on the proposed Environmental Assessment and runway relocation project on July 21, 2015 in Grand Junction, Colorado, on July 22, 2015 in Grand Junction, Colorado, on July 22, 2015 in Fruita, Colorado and on July 23, 2015 in Palisade, Colorado. The public was advised at these hearings the various methods to provide comments including a comment station at the hearings.

If you should have any further questions please feel free to contact GJRAA directly.

As Sponsor, the undersigned certifies to the truth and accuracy of the preceding statements.

Steve Wood,
Chairman, GJRAA Board of Commissioners

2-22-16

Date