

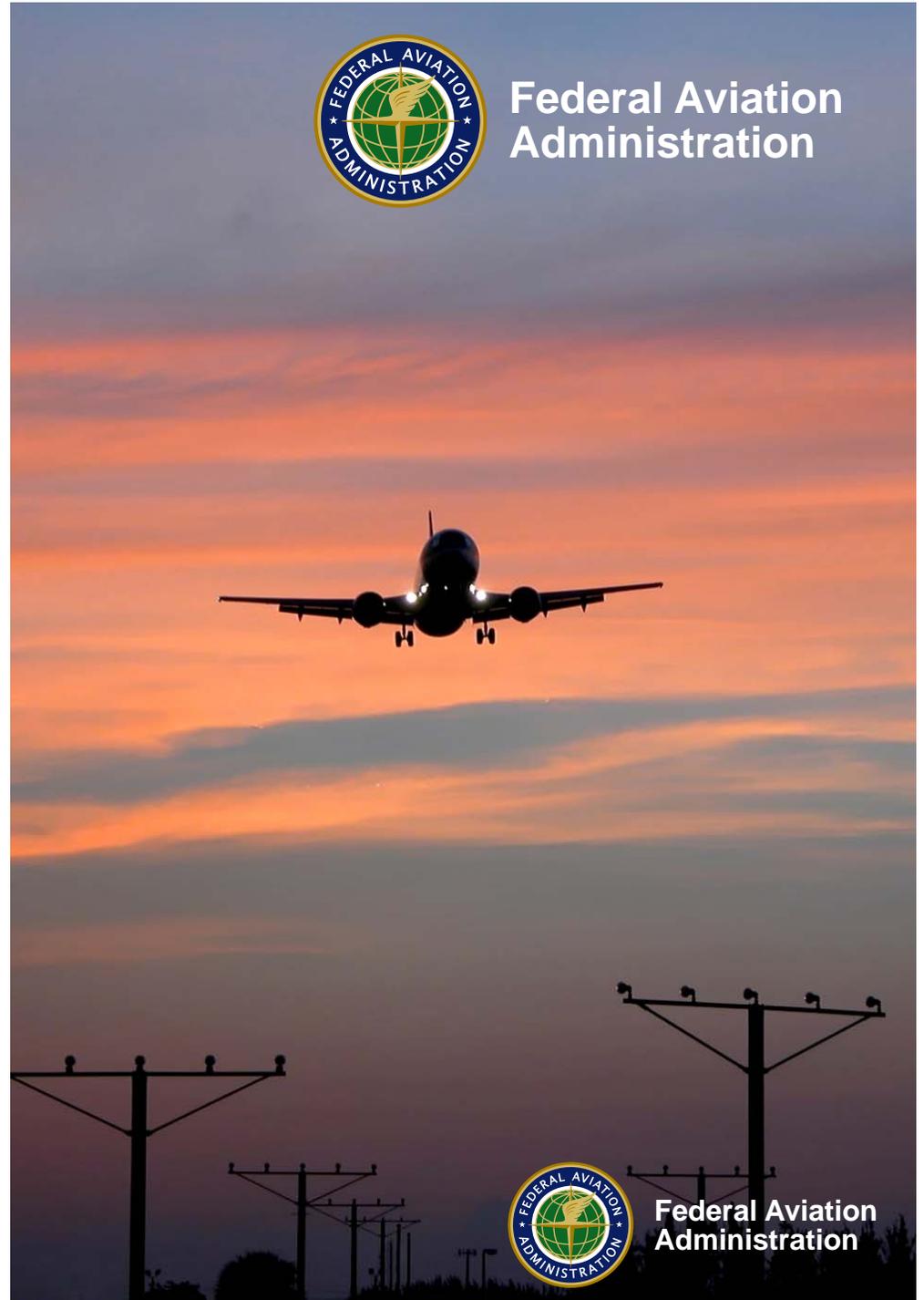
Environmental

Move to Completion

Prepared for: **2018 Southwest Region
Airports Conference**

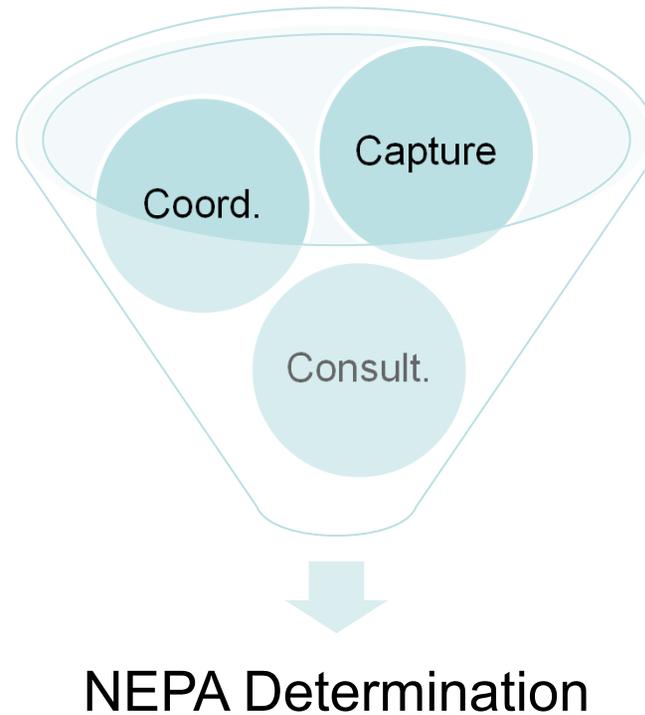
Presented by: **Robb Ramos
Env. Protection Specialist
ASW-630**

Date: **January 30, 2018**



Purpose

- **Identify issues that could arise without “The Three Cs”**
 - Capture
 - Coordination
 - Consultation



Background – Part 139 Airport

- **Approval of Revised Airport Layout Plan**
 - Terminal Complex relocation and infrastructure*
 - New passenger terminal and apron
 - New parallel taxiway
 - New parking lots and access road
 - New taxiway construction
 - Removal of on-airport obstructions
- ***Anything else?**



Environmental Status

- **Environmental Assessment required**
 - Impacts to Waters of the US
 - Section 404 Permit required
- **FONSI signed 2013**
- **FAA reauthorized FONSI March 2017**



Project Status to Date

- **Project halted 2013 – 2017**
 - Change in Airport leadership 2 years ago
 - FAA funded initial design phase for terminal/taxiway
 - Taxiway projects in FY19/20
 - Terminal in FY20
 - Local, PFC and State funds to supplement AIP



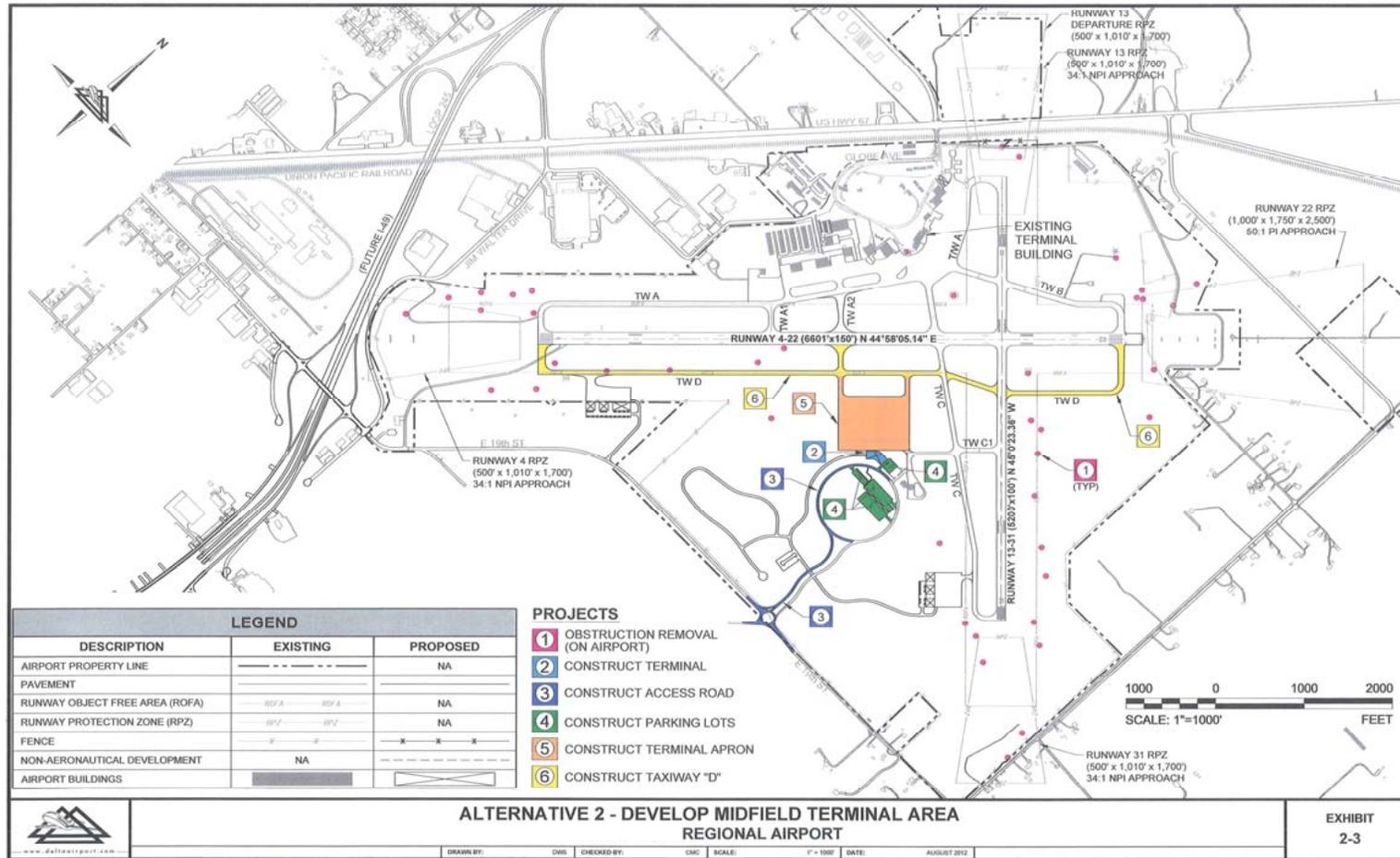
Preferred Alternative

- **From 2013 EA:**

“Alternative 2 proposes to develop a new midfield passenger terminal area located south of the intersection of Runways 4/22 and 13/31. The new terminal area would entail the construction of a new terminal building, a full parallel taxiway (Taxiway 'D') to the east of Runway 4/22, and an apron to serve the new terminal. The apron would have a connector taxiway to the new parallel taxiway. Employee and public parking lots would also be constructed with surface access to the area connecting to East 19th Street (future Interstate Highway)”.



Preferred Alternative Overview



Preferred Alternative

- **From 2013 FONSI*:**

“Approval of the revised Airport Layout Plan showing the proposed development (construction of a new midfield passenger terminal complex south of the intersection of Runways 4/22 and 13/31), consisting of a new terminal, terminal area located south of the intersection of Runways 4/22 and 13/31, consisting of a new terminal, terminal apron, parallel taxiway D, parking lots and access road; and removal of on-airport obstructions.”

***Anything else to Capture?**



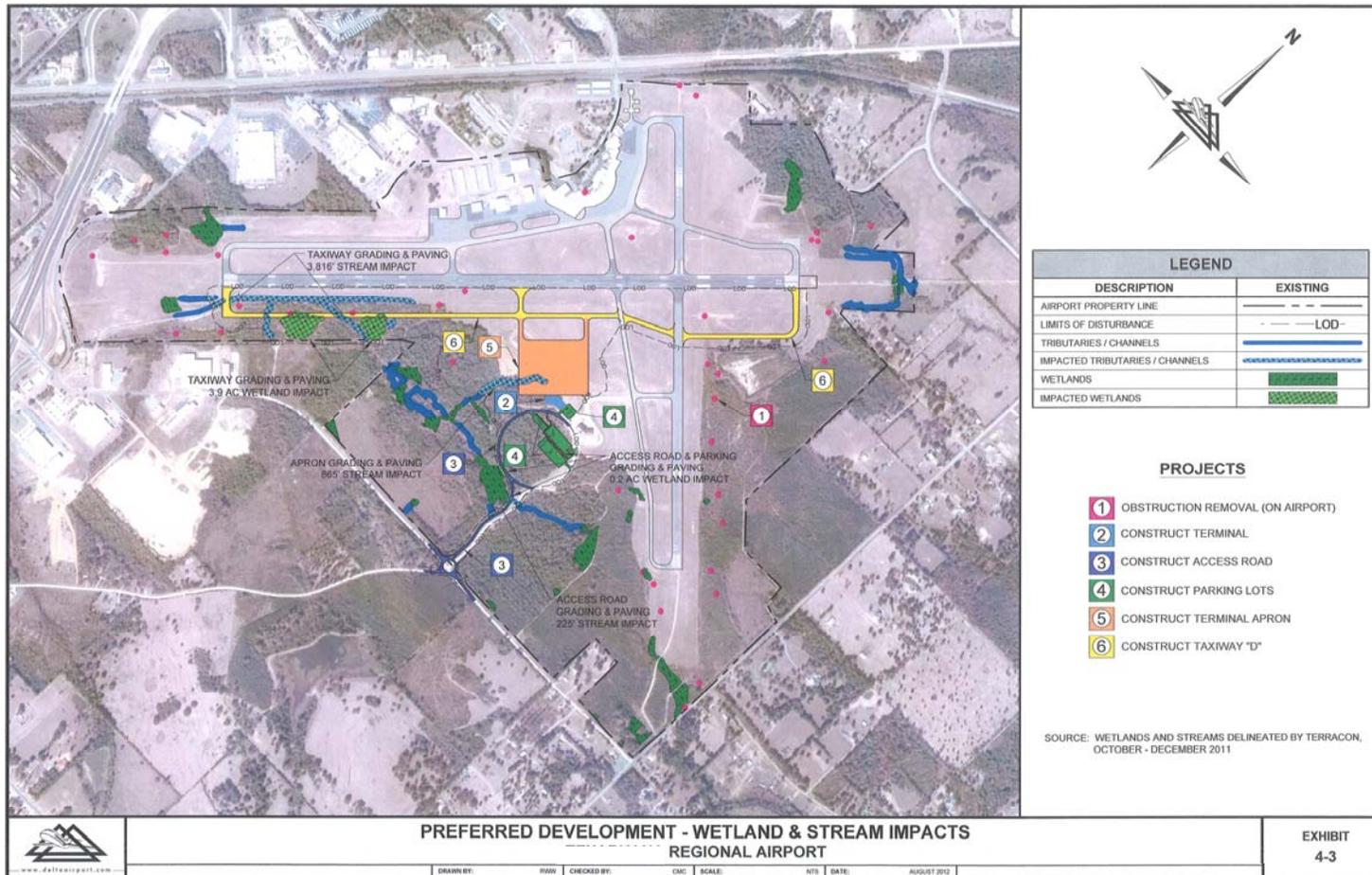
Impacts to Waters of the US

- **14.1 acres of wetlands delineated**
- **14,599 linear feet of tributaries delineated**
 - Preliminary Jurisdictional Determination August 2012

Construction Component	Wetland Impacts (Ac)	Stream Impacts (LF)
Terminal Apron	0	865
Parallel Taxiway	3.9	3,816
Access Road	0.12	225
Parking Lots	0.08	0
Total Impacts:	4.1	4,906



Impacts to Waters of the US



Mitigation of WOTUS Impacts

- **Sponsor would purchase:**
 - 42.5 wetlands credits @ \$25/credit
 - 11,597 stream credits @ \$950/credit
 - Total cost: \$330,000
 - Mitigation a condition of Section 404 permit

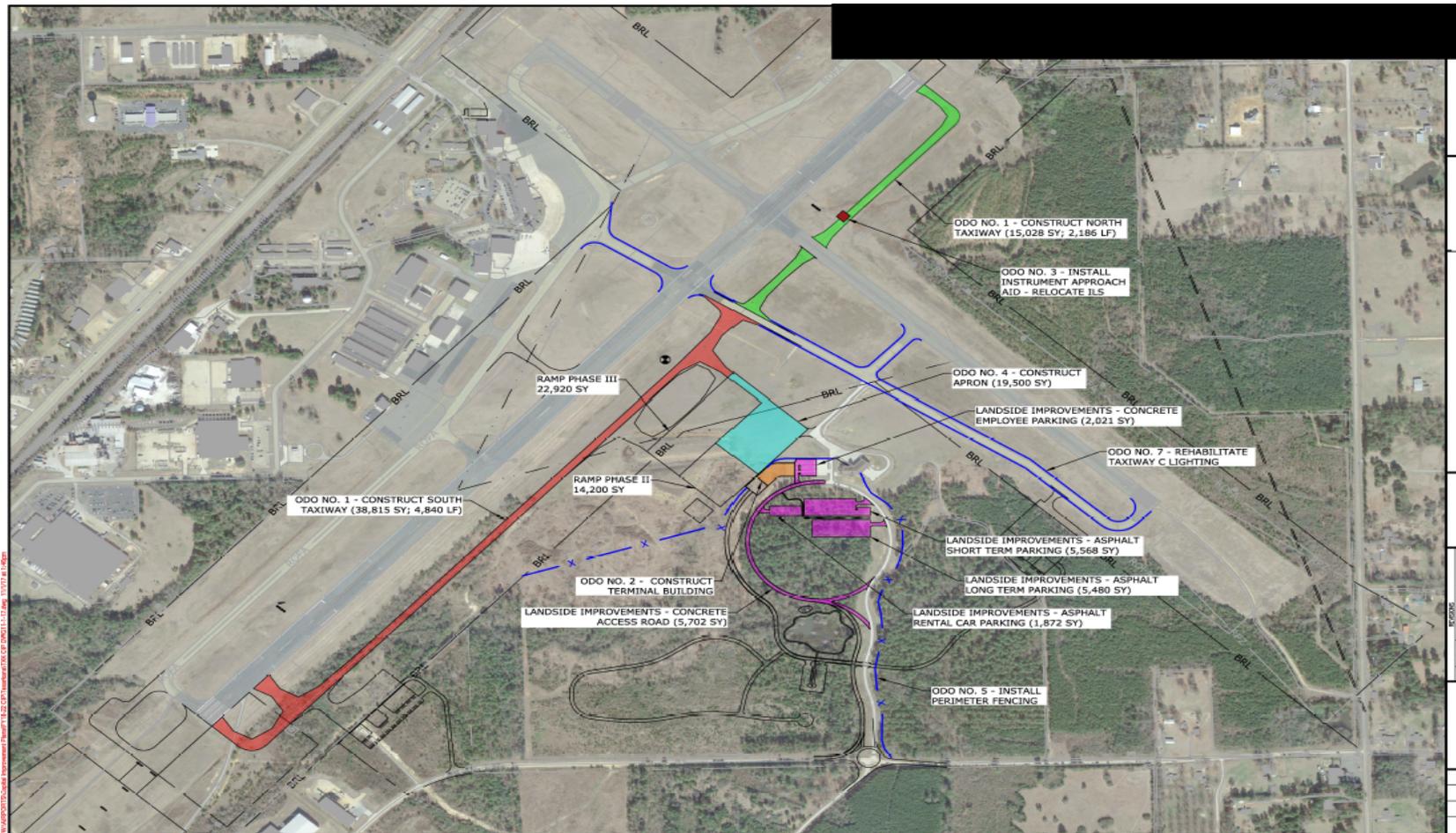


Capture – All Potential Impacts

- ***Relocation of Perimeter Fence**
- **Not captured in EA**
- **Not captured in original FONSI**
- **Not addressed in 2017 FONSI reauthorization**
- **Will require separate environmental review**



Proposed Fence Realignment



Coordination

- **USACE halted Permitting Process**
 - Individual Permit application completed 2012
 - Permit withdrawn by Corps of Engineers
 - Lack of communication
 - Lack of timely response on mitigation credits purchase
 - 5-year limit on permit request
 - Perimeter fence outside original study area
- **USACE will reactivate permit upon request**
 - Requires agent authorization from Sponsor



Consultation

- **Don't start without us.**
- **Work together (Sponsor, Consultant, ADO) from project conception to get it right.**
- **Let FAA review the scope of work.**
- **Keep FAA in the loop.**



Resolution

- **FAA amended FONSI January 2018**
- **Sponsor contacted USACE in November 2017**
 - Reauthorized Airport agent
 - Requested reactivation of 2013 permit
- **No additional mitigation credits required**
 - Wetlands bank will honor 2013 agreement
 - **No change to cost**



Questions?

