

Runway 2-20 Safety Improvements

- **Runway Safety Area and Runway Object Free Area:** Bring the Runway 2 (south) end up to current FAA runway safety area (RSA) and runway object free area (ROFA) standards.
- **Improve Safety for Landing/Takeoff:**
 - Selectively clear existing tree obstructions from the approach/departure areas at both ends of Runway 2-20, including purchase of avigation easements as required to remove trees off airport property.
 - Establish new GPS (RNAV) vertically-guided approaches to Runway 2 to allow landings during inclement weather.
- **Improve Operational Safety:** Increase the length of Runway 2-20 to allow the current critical aircraft (CRJ 200) to operate at full payload service capabilities, including during hot weather.
- **Address Incompatible Land Uses:** Purchase residential land at the Runway 20 (north) end that is incompatible with current noise levels (located within the 65 DNL contour) and the Runway Protection Zone.

Runway 2-20 Safety Improvements Environmental Assessment

What will it include?

- Public Input and Participation
- Input from Federal, State and Local Agencies
- Purpose and Need
- Proposed Actions
- Identify Alternatives
- Identify Effects of the Alternatives On:
 - Air Quality
 - Compatible Land Use (Aircraft Noise)
 - Farmlands
 - Wildlife, Plants and Biotic Communities
 - Floodplains
 - Historical, Architectural, Archaeological and Cultural Resources
 - Natural Resources and Energy Supply
 - Socioeconomic, Environmental Justice and Children's Health and Safety Risks
 - Water Quality
 - Wetlands
- Will Explain:
 - Construction Impacts
 - Light Emissions and Visual Effects
 - Noise Impacts
 - Solid Waste Impacts

EA Environmental Justice

Environmental Justice: Executive Order 12898, 2-11-1994: requires agencies to *consider* and *address* the adverse environmental effects of proposed federal projects on minority and low-income communities. Elements:

- Identify demographic potential for Environmental Justice issues.
- Identify, as appropriate, *disproportionately high adverse* human health or environmental effects of the proposed project alternatives on minority and low-income populations.
- Addressing, as appropriate, any such effects identified.
- Ensure public participation and community awareness of the project and potential impacts.

Environmental Assessment Process

- Airport Identifies Project Scope and Coordinates with FAA (complete)
- Airport/FAA Conduct “Scoping” Process for Environmental Assessment (in progress)
- Airport/FAA Gather Data and Prepare Draft EA (in progress)
- Release of Draft EA
- Agency and Public Review of Draft Environmental Assessment
- Public Information Workshop(s)
- Airport/FAA Review Agency and Public Comments
- Preparation of Final EA
- FAA Accepts Final EA and Publishes Finding

Next Steps After EA

- 2012 - Project Design and Permits
- 2012 - Tree Location Surveys
- 2012 - Begin Land Purchases:
 - Appraisal
 - Review Appraisal
 - Survey
 - Environmental Audit
 - Fair Market Value
 - Relocation and Moving Assistance
- 2012 - Begin Tree Removal Off Airport
- 2013 - Construction (on Airport)
- 2013 - Continue Land Purchases
- 2013 – Continue Tree Removal Off Airport