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## Appendix P – Draft EA Response to Comments

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Included in this Appendix are the comments submitted on the Draft EA, as well as response to those comments. Comments are organized in alphabetical order under the last name of the individual who submitted the comment. Comments submitted by an official city, county or agency organization were filed under the name of the organization (i.e. Washington State University would be filed under “W” for Washington). Agency letters submitted during the comment period were put into separate appendices where appropriate. Comments provided during the public hearings along with the public hearing transcript are also included in this appendix.

Each comment is provided followed by the response to comment.

1 your address.

2 MR. BOYD: I'm Chris Boyd. 3805 Airport Road. And  
3 I just agree with what Carl's statement is.

4 MS. WILSON: Would anyone else like to be make a --  
5 you can only do one comment.

6 MS. ZAMBRI SKI: Can I also agree with his statement,  
7 though?

8 MS. WILSON: Well, not officially.

9 Anyone else like to make a statement?

10 If you do have thoughts that you would like to add  
11 and you have already made your statement, you can certainly  
12 write that down for us tonight, e-mail it to us for both of  
13 those things. We would include it in the same way that we  
14 would include your statements.

15 We want to make sure everyone has a chance.

16 I'm seeing no hands raised. So with that we will  
17 conclude our public testimony at this point. Again, if you  
18 would like to stay and take turns with the court reporter, and  
19 like you do at the pharmacy, you can stay back enough to give  
20 the next person a little bit of space, kind of congregate in  
21 this area. If you would like to leave written statements,  
22 feel free to stay and do that. And if you would like to take  
23 a look at any of the exhibits on your own, feel free to do  
24 that.

25 Thank you very much for attending. We appreciate

1 your interest in the project and hopefully this has been

1 have to endure. That's more potential disruption to the  
2 environment. That's more moving of earth.

3 And the last point I want to make is just, you know,  
4 this is a projection to 2033, and it seems woefully inadequate  
5 to me. I think we should be looking further, to 2050, and if  
6 we keep moving all of this earth, you know, we're just --  
7 we're digging a hole for the airport. We're effectively  
8 building a grave site for the airport, if you will, because we  
9 can't expand it further. And so it seems a little bit  
10 shortsighted in terms of future expansion.

11 So I think those are all of the points that I wanted  
12 to make. Thank you for the time.

13 MS. WILSON: Thank you for your comments.

14 Our next speaker is Carl --

15 MR. SCHMOKEL: Schmokel.

16 MS. WILSON: -- Schmokel. Thank you. And if you  
17 would follow the same name, address --

18 MR. SCHMOKEL: Sure.

19 MS. WILSON: -- and project so that our court  
20 reporter can hear you. Thank you.

21 MR. SCHMOKEL: My name is Carl Schmokel,  
22 S-C-H-M-O-K-E-L, and I'm at 3431 Airport Road.

23 And that -- so my statement is that particular  
24 parcel has been earmarked for future acquisition, and I co-own  
25 that with a friend of mine, and there are two businesses

1 located on that parcel, and those businesses are going to be  
2 very difficult to relocate.

3 And I just want to let, you know, the airport  
4 management know officially, and the FAA know, that there are  
5 at least two businesses that are going to be affected by this  
6 expansion potentially. And I accept the fact that that may be  
7 the reality of it and we just have to accept that, but if I  
8 had more feedback as to what the future plans are.  
9 Specifically, is a navigation easement a potential option? or  
10 is that not an option, eminent domain must happen, the  
11 property is going to be leveled. I just need to know that  
12 sooner rather than later because right now those businesses  
13 are undergoing an expansion, and it's hard to expand not  
14 knowing what's going to happen a year down the road or two  
15 years or five years.

16 That's it.

17 MS. WILSON: That's all?

18 MR. SCHMOKEL: Yeah.

19 MS. WILSON: Thank you for your time.

20 Those are the two names that we have signed in who  
21 would like to stand up and make or -- yeah, stand up, who  
22 would like to make public comment with your peers in the room.  
23 Is there anyone else who has changed their minds since they  
24 walked in the door and would like to make that comment?

25 Thank you, sir. Go ahead and state your name and

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## Response to Comment

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Boyd, Chris – Public Testimony received September 23, 2014

Dear Mr. Boyd:

Thank you for your public testimony on the Draft Environmental Assessment.

In response to your comment, the following response is provided:

The EA has identified your property for fee simple acquisition for the purposes of approach protection.

The Sponsor has specific duties under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). FAA Order 5100.37B, Land Acquisition and relocation Assistance for Airport Projects describes these mandates and provides the basis for FAA Airports monitoring and acceptance of airport sponsor real property acquisition and relocation assistance for the Airport Improvement Program (AIP) assisted projects and programs.

The Uniform Act (42 USC 4601 et seq.) was enacted January 2, 1971. This law applies to any Federal project or program that requires real property acquisition and people to be displaced from their acquired home, business, farm, or nonprofit organization real property. The purpose of the Uniform Act is:

- a) To ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in Federal and federally-assisted land acquisition programs:
- b) To ensure that persons displaced as a direct result of Federal or federally-assisted project are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and
- c) To ensure that Agencies implement these regulations in a manner that is efficient and cost-effective.

All land acquisition, including the property you own, will comply with the requirements outlined in the Uniform Act. All resources made available through the Uniform Act will be applied to ensure that you are compensated fairly, consistently, and equitably.

Nancy Chaney  
1333 Ponderosa Dr.  
Moscow ID 83843

September 24, 2014

Mead & Hunt  
9600 NE Cascades Parkway, Suite 100  
Portland OR 97220  
Attention: Kevin Mulcaster, Project Manager

RE: Public hearing comments, draft E-A, Pullman-Moscow Regional Airport proposed project

Dear Kevin and Mead & Hunt Team:

First, congratulations on your well-organized presentations and underlying process. Your constant professionalism, accessibility, and cordiality are much appreciated! As you know, I served as vice chair of the Pullman-Moscow Airport Board for eight years, ending in 2014. Accordingly, I have some 'history' with the runway realignment project and the associated environmental assessment. Please consider the following remarks as intended for the best outcomes for our region.

- 1) Runway safety, compliance, and all-weather access are fundamental to FAA's willingness to fund the lion's share of the proposed "high priority" project (now estimated at \$89-120M, less a local match of 10% or somewhat less). A *new terminal* appears to be anticipated in this and other documents, but the fact that it would be *funded separately by sources not identified*, with matches not explicitly called out, is *not sufficiently transparent* to public stakeholders, who have already been asked to dig deep for the local match for the runway alone. The Purpose and Need section should be explicit about funding expectations beyond what FAA has offered.
- 2) Socio-economic impact projections are too narrow in their scope. For example, airport partners in the City of Moscow and airport supporters in the governmental sector of Latah County are part of an EPA brownfields coalition (arguably germane in an E.A.), which has already master-planned an industrial park on a mildly contaminated aviation site south of Moscow, in cooperation with private property owners and other prospective investors. (At various times, that site has been contemplated for mitigation of displaced wetlands associated with this project.) In my former capacity as mayor, I consistently articulated the objective to include professional-technical "vo-tech" training and green/renewable energy job creation there, to complement research from the University of Idaho. Given the population demographics and economic circumstances in disadvantaged Idaho, it seems likely that the ancillary industrial development anticipated by the airport project would divert jobs and earnings to Washington. Ours may be a regional economy, but given the different tax structures between the states, different means of revenue sharing, and challenges faced by educational institutions in Idaho, it is important to include such evaluations in the socio-economic assessment section, particularly as related to brownfields clean-up and redevelopment and job creation in the environmental sector, including off-site.

- 3) The Purpose and Need section of this document assumes unrealistic population and university enrollment projections. It assumes unconstrained growth of the airport, but neglects that policies have fairly recently allowed establishment and expansion of conflicting uses in the vicinity. Good will relationships with neighboring property owners suggest that condemnation would not be the first action of choice. At the very least, they present unknown additional costs for property acquisition, re-location expenses, and compensation for job displacement.
- 4) I remain concerned about whatever mitigation might be anticipated for possibly displacing all or parts of R.B. Tukey Orchard and/or the WSU organic farm, especially as related to addressing food insecurity and nutritional needs of low-income and other vulnerable populations. Produce from those sites has been supplied to area food banks, Backyard Harvest, and directly to individuals, families, and groups for many years. The thought to move such resources to Tri-Cities would disadvantage vulnerable populations on the Palouse, including schools and children's health.
- 5) I am concerned about preserving/mitigating the loss of research activities that take place in the abovementioned farm and/or orchard, as well as in animal science/vet med facilities that may be adversely impacted by this project, including animal husbandry and the general well-being of research and companion animals kept in the vicinity. The E.A. does not make clear WSU's scientific educational obligations of the main campus of that land grant institution.
- 6) Contrary to the implication in this draft E.A., the No Action alternative is worthy of greater consideration. To be sure, it looks good on brochures to advertise that we have a truly local airport. If local, state, and Congressional budgets were overflowing with extra money and did not have so many competing priorities (like road, bridge, and other aging public infrastructure repair/maintenance, or even preserving taxpayer dollars and the cushion of foregone amounts for those inevitable "rainy days"), it would be extremely attractive to not look this multi-million gift horse in the mouth, as they say. Turns out, the public is both giver and receiver in this case, and the tradeoffs will be real: Potholed streets, missing sidewalks, green infrastructure, diminished local reserves, and a depleted federal budget, as examples. Although the draft E.A. indicates that there's no indication the airline plans to reduce the size of aircraft, it is nonetheless conceivable. The cost and availability of fossil fuels could influence the size of aircraft. Access to alternative fuels developed by university researchers could change the kinds of aircraft that are flown. The exclusive service provider could be swayed by market demands to move to larger, more lucrative markets, or shift smaller planes in its fleet here. The cost for technology to satisfy all-weather access by itself, without the runway, would still be less than the full project, and would still meet the needs of most private aircraft and medical flights. Reasonably near airports in Lewiston and Spokane already meet criteria for runways and approaches for larger aircraft. ***Much as we'd love to have a fully-developed airport right next door***, it behooves the E.A. to not give the No Action Alternative short shrift.
- 7) Please clarify and expand discussion of providing for safety and equitable treatment of users of non-motorized modes of transportation proximal to the proposed project, especially because justification for the project includes projections of population growth and more airport customers, which often equate with traffic and accompanying hazards. Non-motorized modes of transportation (common in university communities) are integral to environmental quality, including limiting greenhouse gas emissions, spelled out in the E.A. protocol. I was surprised to see that the trail proximal to the airport is categorized as being exclusively for recreation, rather

than transportation, in contrast to other such segments of the non-motorized transportation network in this region. Is that correct?

- 8) The assertion in the draft E.A. that this airport is a gateway to the world may be true in the broadest sense, but it is somewhat misleading when those from Moscow, Latah County, or the University of Idaho need to get to meetings in Boise must first fly to Seattle, typically requiring leaving a day early (with additional hotel and meal expenses) to arrive on time. The aspiration for improving this airport is to attract competition and reach a critical mass of traveling public to make it worthwhile to an airline/s. Advocates can't promise that would happen, so please consider extracting such a grand and hyperbolic phrase as "gateway..." from this draft E.A. Plenty of small rural communities with airstrips could also call themselves that, assuming that with a transfer or two, one can eventually get most anywhere s/he wants to go.
- 9) The Avista Corridor relocation seems advantageous to this proposed project. Although it would likely benefit some segments of the public, it would also benefit that company, so it is important to disclose aspects that could call into question the objectivity of rationale or recommendations provided by Avista or the Airport Board, given common membership in those organizations by the Latah County representative to the airport board, who is also an executive with Avista. Above board? Almost certainly. Publicly sensitive? Potentially. It may not be the responsibility of M-H consultants to make such a disclosure, but proactively covering the bases in this and future documents seems desirable.
- 10) Water conservation ought to be a huge element in any such documents, given the declining groundwater levels in the Palouse Basin, flow and drought projections related to climate change, competing demands among users, now and in the foreseeable future, on both sides of the state line, and with different water rights, plans for sustaining the supply, and water use regulations, generally involving the same groundwater source.
- 11) Air, soil, and water quality may not rise to the thresholds for mitigation, but the recent article that I sent you about the Hillsboro Airport in Oregon spells out the under-recognized hazards of atmospheric lead from combustion of leaded *avgas* fuel by piston engine aircraft, and the desire to reduce adverse impacts: Shouldn't those risks be spelled-out in this document too, if projections are for substantially increased use of this airport over the years?

[http://www.oregonlive.com/hillsboro/index.ssf/2014/09/hillsboro\\_airport\\_is\\_oregons\\_p.html](http://www.oregonlive.com/hillsboro/index.ssf/2014/09/hillsboro_airport_is_oregons_p.html)

Kevin and colleagues, you've known me to be a person who asked tough, sometimes pointed questions of the airport board and yourselves. I hope that you also recognize that I continue to do so with the best intentions for my community and this region. Thank you for taking my remarks in the spirit in which they are intended. The airport is fortunate to benefit from the talent on your team.

Sincerely,



Nancy Chaney

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## Response to Comment

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Chaney, Nancy – Public Comment received September 24, 2014

Dear Ms. Chaney:

Thank you for your comments on the Draft Environmental Assessment.

In response to your comment that the EA is not clear regarding project funding associated with the proposed terminal improvements the following response is provided:

- No federal funding has been identified for the terminal improvements identified in the EA. All federal and local funding is allocated to the runway realignment. Additional text to clarify this point was added to Chapter 2 Purpose and Need, Section 2.8 Proposed Federal Action and Anticipated Time Frame and Chapter 3 Alternatives, Section 3.3 Terminal Improvements.
- The existing terminal facilities will remain in use until funding is identified. Short term improvements to the existing terminal building could be considered by the Airport to alleviate some of the terminal capacity issues during the runway construction process.
- The Terminal Area Plan included in Appendix C identifies a need to expand or relocate the passenger terminal to accommodate existing and projected passenger demand. Passenger terminal improvements were included in the EA so that environmental analysis, planning and mitigation included the construction of new terminal facilities. For example, the proposed new terminal building would add impervious surface which impacts storm water management plans. The EA considered the impacts of the proposed terminal facility needs to accommodate the additional storm water that would result from the construction of a new terminal building.

In response to your comment that the Socio-Economic impact projects are too narrow in their scope the following response is provided:

- FAA Order 1050.1 E Environmental Impacts: Policies and Procedures, Section 16. Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks outlines the requirements for socio-economic impact assessment and thresholds of significance. The analysis and findings presented in the EA meet the requirements outlined by federal guidance.

The project is not being considered for the purposes of economic development and it is not the responsibility of the EA to determine the economic benefits that may result. Future development that is attributable to the proposed airport improvements, including where they might be located cannot be identified and consideration of such development would be speculative and beyond the scope of the EA.

- To your specific concern regarding the consideration of wetland mitigation sites within the City of Moscow, full consideration was given to multiple sites within the Moscow Area that were contained within the South Fork Palouse Subbasin. In working with several regulatory agencies (e.g. U.S. Army Corps of Engineers, Washington State Department of Ecology, and the Washington Department of Fish and Wildlife) it was determined that the required mitigation would be better fulfilled by one large site in comparison to several smaller sites spread all throughout the subbasin watershed. Consolidating mitigation measures at one large site verses a checker board approach is believed to yield higher success rates for the compensatory mitigation efforts and yield more measurable ecological and functional lifts. After several meetings with the regulatory agencies, the project team determined that the best practicable solution is the selected mitigation site, located along the South Fork of the Palouse River near Colfax. It should be noted, that the Palouse Land Trust (PLT), a non-profit organization housed in Moscow, was instrumental in helping to develop the conservation language and agreements for the selected mitigation site. If the selected mitigation site enters into a perpetual conservation easement, it has been established that the PLT will hold the actual conservation easement.

In response to your comment that the Purpose and Need assumes unrealistic population and university enrollment projections and assumes unconstrained growth of the Airport the following response is provided:

- Appendix C presents the passenger enplanement forecast. Demographic indicators such as total population, total employment, personal income per capita, gross regional product (GRP), and total retail sales were used to provide support for enplanement growth projections. These indicators demonstrate the expectations of population, industrial, and economic growth that is expected in the Pullman-Moscow region over time. The demographic information used is from 2012 forecasted by Woods & Poole Economics, Inc. Woods & Poole Economics, Inc is an independent firm that specializes in long-term county economic and demographic projections which are regularly used for aviation demand forecast.

In response to your comment regarding the establishment of conflicting land uses the following response is provided:

- The City of Pullman and Whitman County have an Airport Overlay Zone that protects encroachment of incompatible land uses and the quality of life and safety for the surrounding community. Development around the airport is guided by the Whitman County and City of Pullman Comprehensive Plans and Zoning Ordinances. It is the responsibility of Whitman County and the City of Pullman to review future development proposals for compliance with the Comprehensive Plans, Zoning Ordinances, and other applicable county/city codes.
- More information about land use is presented in the Final EA in Chapter 4 Affected Environment, Section 4.5 Compatible Land Use and Zoning and Chapter 5 Environmental Consequences, Section 5.4 Compatible Land Use and Zoning.

In response to your comment regarding condemnation and the land acquisition process the following response is provided:

- The FAA has specific duties under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). FAA Order 5100.37B, Land Acquisition and relocation Assistance for Airport Projects describes these mandates and provides the basis for FAA Airports monitoring and acceptance of airport sponsor real property acquisition and relocation assistance for the Airport Improvement Program (AIP) assisted projects and programs.
  
- The Uniform Act (42 USC 4601 et seq.) was enacted January 2, 1971. This law applies to any Federal project or program that requires real property acquisition and people to be displaced from their acquired home, business, farm, or nonprofit organization real property. The purpose of the Uniform Act is:
  - a) To ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in Federal and federally-assisted land acquisition programs:
  - b) To ensure that persons displaced as a direct result of Federal or federally-assisted project are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and
  - c) To ensure that Agencies implement these regulations in a manner that is efficient and cost-effective.

In response to your comments regarding impacts to WSU programs the following response is provided:

- All land acquisition, including the impacted WSU programs, will comply with the requirements outlined in the Uniform Act. All resources made available through the Uniform Act will be applied to ensure that WSU is compensated fairly, consistently, and equitably.
  
- The WSU Tukey Orchard purpose is not for food production and surplus fruit is sold to the general public to help offset operational costs. Any donations to local food banks is a small contributor from what is left over from fruit sales. The states of Washington and Idaho have an established network of food banks that are actively working to address food insecurities in the region. In Idaho, the Idaho Food Bank supports local food banks such as the Trinity Moscow Food Pantry and distributed 12.8 million pounds of food or 10.7 million meals in 2013. The City of Moscow has other food banks such as Backyard Harvest that provide additional support. In Washington, Northwest Harvest is a state-wide not-for profit food bank distributor that supports local food banks such as the Council on Aging & Human Services Food Bank in Colfax. In 2013, Northwest Harvest provided more than 24 million meals or 32 million pounds of food.

- The reestablishment of impacted facilities is at the discretion of Washington State University and the Airport and FAA will be coordinating with WSU throughout the land acquisition process to determine when, where, how the impacted facilities will be reestablished in a new location.
- If WSU reestablishes impacted facilities in a new location without Airport or FAA participation, WSU will be required to comply with the State Environmental Policy Act to address state environmental regulations.
- At this time, no reestablishment site has been identified and therefore cannot be analyzed as part of this EA.

In response to your comment that the No Action alternative is worthy of greater consideration the following response is provided:

- The No Action alternative analysis contained in the Draft EA meets the requirements outlined by the Council on Environmental Quality (CEQ). The CEQ defines the No Action alternative for instances involving federal decisions on proposals for projects as “proposed activity would not take place, and the resulting environmental effects from taking no action would be compared with the effects of permitting the proposed activity or an alternative activity to go forward”. This definition is included in the *Forty Most Asked Questions Concerning CEQ’s National Environmental Policy Act Regulations* (<http://energy.gov/sites/prod/files/G-CEQ-40Questions.pdf>).

Consideration of the impacts used as examples in your comments are speculative and would require intervening Federal, State or local government and thus by definition would not be a “No Action” alternative.

In response to your comment regarding the equitable treatment of non-motorized modes of transportation proximal to the airport project the following response is provided:

- Based on discussions with the City of Pullman, the road network surrounding the Airport (Terra View Drive and Airport Road) are at a Level of Service (LOS) A. LOS is a qualitative measure used to relate the quality of traffic service. LOS is used to analyze highways by categorizing traffic flow and assigning quality levels of traffic based on performance measure like speed and density. LOS A is defined as free flow. When considering the projected increase in passenger demand at the Airport, the City of Pullman stated that the LOS would remain an A.
- The City of Pullman is currently updating its Comprehensive Plan, including the Bicycle and Pedestrian Plans. The update will address the changes occurring at the Airport, surrounding road infrastructure, and the continued integration of non-motorized transportation with the surrounding road network. The update is scheduled to be complete in 2016.

In response to your comment that the Draft EA states the airport is the gateway to the world:

- The term gateway to the world is not included in any chapter of the EA.

In response to your comment regarding the objectivity by Avista or the Airport Board the following response is provided:

- Two members of the Airport Board are employed by project stakeholders (WSU and Avista). Those members of the Airport Board will continue to recuse themselves from discussions that are related to their employer. Airport legal council is present for all Airport Board meetings for the purpose of ensuring the Airport Board is transparent, objective, and follows local, state, and federal law.

In response to your comment that water conservation ought to be a huge element in any such document the following response is provided:

- We agree that a thorough evaluation of water resources should be prepared for projects like this. Appendix K Water Resources Analysis presents the detailed analysis that was conducted and included in the EA. The following project components are included as part of the water resources analysis in Appendix K:
  - Overview of the regulatory considerations pertaining to Waters of the United States, drainage associated with land disturbing activities and industrial land-use activities, and groundwater protection.
  - Documentation of baseline conditions including existing basin characteristics, networks of waterways and wetlands, storm water drainage infrastructure, wells, surface water rights, and water distribution infrastructure.
  - Presentation of project improvements, mitigation measures, and future regulatory consideration for project impacts to Waters of the United States, floodplains, stormwater drainage facilities, and groundwater resources.

In response to your comment regarding your statement that under-recognized hazards of atmospheric lead from combustion of leaded avgas fuel by piston engine aircraft, and the desire to reduce adverse impacts should be addressed in the document the following response is provided:

- There is no difference in the number of existing or projected aircraft operations by piston engine aircraft between the No Action and the Preferred Alternative. The Clean Air Act requires the Environmental Protection Agency to establish National Ambient Air Standards for pollutants considered harmful to public health and the environment. The Pullman-Moscow region air quality is in full attainment with all NAAQS criteria. Therefore, no changes in atmospheric lead will result from the Proposed Action.
- From a water quality standpoint, a total of five wells within the EA study area were tested and described in Appendix K. Lead was one of the water quality parameters tested for and detailed in Appendix K. As a byproduct of the pre-construction water quality testing, the lead background in the five groundwater samples varied between <0.001 to 0.00183 mg/L. The EPA established maximum contaminant level (MCL) for lead in a drinking water source is 0.015 mg/L.



**James P. DeVleming, O.D.**

238 East Main  
Pullman, WA 99163  
(509) 334-1131

**Mr. Kevin Mulcaster, AICP**

Project Manager  
Mead & Hunt, Inc.  
9600 NE Cascades Parkway, Suite 100  
Portland, OR 97220

9/25/14

Dear Mr. Mulcaster,

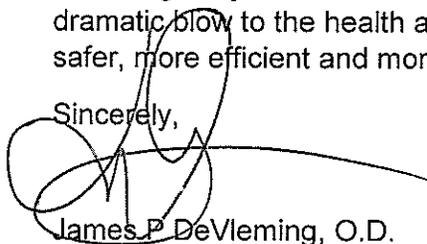
I support the changes and updates at the Pullman Regional Airport your company is working on. I was unable attend either of the public forums you had here in Pullman so I needed to write to you instead.

I am a Trustee for the American Optometric Association and I am out of my office traveling about 80 to 100 days a year. Having Pullman Regional so close and easy to use makes my traveling much more efficient and I would hate to lose that efficiency by not upgrading the airport to current FFA standards. While it may seem that an hour and half drive to and from the Spokane airport isn't a big deal, since most of my travels take me to the east coast, my return flights are not only late at night, but I am also mentally and physically three hours later than whatever time I land due to the time change. Being ten minutes from my house when I land at Pullman Regional is much safer and helps my wife not worry about me as much (and we all know the saying about a happy wife means a happy life!?!).

I understand the realignment will also lower the ceiling and visibility requirements making winter time landings much more predictable and safer; another great help in keeping travelers safe, happy and on schedule. Newer planes are also safer overall and "fixing" our airport so they are able to land and take off will benefit us all as well.

I speak of my personal desires to enhance our airport, but I am sure I speak for many of us that travel regularly into and out of Pullman Regional when I say losing our airport would be a dramatic blow to the health and economy of the Palouse region. I thank you for making us safer, more efficient and more easily connected to the world.

Sincerely,



James P. DeVleming, O.D.

*VISION SOURCE™*

Independently Owned and Operated by Local Optometric Physician

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## Response to Comment

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DeVleming, James P. – Public Comment received September 25, 2014

Dear Mr. DeVleming:

Thank you for your public comment on the Draft Environmental Assessment.

5 larger ones as it is the smaller ones -- they have to come to  
6 almost a complete stop to make that turn to get off the  
7 runway.

8 We're proposing they make those angled taxiways, and  
9 actually what would solve that even better is to put one right  
10 in the middle, because our aircraft is pretty much stopped  
11 until we get to halfway down the runway, and that leads to a  
12 long taxiway either direction to leave the taxiway, so we  
13 would like to see a taxiway in the middle to alleviate that  
14 problem and a 45-degree high-speed taxiway on each end so that  
15 aircraft coming and with going, whether large and small, can  
16 leave the runway as fast as possible in order to allow other  
17 planes departing to depart sooner. But it's just all of the  
18 flow thing that needs to be incorporated in the planning. We  
19 would like to see that considered.

20 Thank you.

21 MS. WILSON: Thank you for your comment.

22 Those are the four names of people who indicated  
23 they would like to make public testimony here tonight. Is  
24 there anyone else who would like to speak tonight?

25 MR. EALY: Quick question. Nathaniel Ealy,

1 318 South Howard, Moscow.

2 I'm interested particularly in private development  
3 around the airport, and I would like to know what the  
4 realignment -- the impact that the realignment would have  
5 on -- further impact, specifically on the northeast corner of

6 the map there across the highway, as that builds out and is  
7 connected to the airport, will it limit any development there  
8 or will it facilitate it? Will it facilitate development  
9 elsewhere by being realigned or limit it?

10 MS. WILSON: Thank you for voicing your question.  
11 We have captured that question and we will respond to that as  
12 part of the final environmental assessment.

13 Is there anyone else who would like to make a public  
14 comment here in the room?

15 Seeing no hands raised, at this point we are going  
16 to conclude our public testimony period, and as was stated  
17 just before this, if you would like to make an individual  
18 comment, we will have our court reporter here until 6:00  
19 o'clock, and we will limit those comments as well to the  
20 5 minutes, I believe.

21 You are, welcome to stay and review the paper  
22 document. You are welcome to stay and leave written comment  
23 or review the slide shows that are going in the back, which  
24 are the presentation that you just saw.

25 So with that, we thank you for spending the time

1 with us tonight and for your interest on the project and have  
2 a good evening.

3 (Whereupon, the proceedings concluded at 6:00 p.m.)

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## Response to Comment

Ealy, Nathaniel – Public Testimony received September 24, 2014

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Dear Mr. Ealy:

Thank you for your public testimony on the Draft Environmental Assessment.

In response to your comment on what impact the runway realignment project will have on future development the following response is provided:

- The City of Pullman and Whitman County have an Airport Overlay Zone that protects encroachment of incompatible land uses and the quality of life and safety for the surrounding community. Development around the airport is guided by the Whitman County and City of Pullman Comprehensive Plans and Zoning Ordinances. It is the responsibility of Whitman County and the City of Pullman to review future development proposals for compliance with the Comprehensive Plans, Zoning Ordinances, and other applicable county/city codes.
- More information about land use is presented in the Final EA in Chapter 4 Affected Environment, Section 4.5 Compatible Land Use and Zoning and Chapter 5 Environmental Consequences, Section 5.4 Compatible Land Use and Zoning.

2 routes, whatever they say in this part of the country.

3 The next one, how many acres will WSU be giving or  
4 selling and how much is that costing, how much we will be  
5 paying for that?

6 And I think the final one, both Moscow and Pullman  
7 will pay 5 percent of this total, I'm wondering, even though  
8 it doesn't necessarily say that in what I've read so far.

9 And then my last comment, I've wondered in the  
10 previous open house, which is a relatively short period of  
11 time, from what I wrote down from the beginning, 2013,  
12 November, till now that not that, that long, but I was  
13 wondering if they were as extensive as tonight as far as  
14 detailed information.

15 Thank you very much.

16 MS. WILSON: Thank you for your comment.

17 The next name on the list to speak is Jack Fellman.

18 MR. FELLMAN: I just wanted to bring up three quick  
19 points. I'm --

20 MS. WILSON: If you could restate your name.

21 MR. FELLMAN: I'm Jack Fellman. 831 East 7th  
22 Street.

23 I'm here as a time-slip employee underling for the  
24 Turkey Orchard, but I'm mainly representing myself as a  
25 geography student at UI who studies human resource and land

♀

1 interactions, and I've got to say, you guys kind of botched  
2 this.

3           First off, the public comment period has not been  
4 nearly as well advertised as you guys think. How many people  
5 in this community really read the newspaper, especially my  
6 age?

7           Also, you know, a lot of UI students and WSU  
8 students that don't live here or have grown up here, like I  
9 have, don't have quite the level of commitment, so advertising  
10 in the Argonaut and the Evergreen isn't necessarily your best  
11 foot forward.

12           Also, the two towns are going to grow into each  
13 other. It's inevitable. It's going to happen. It's been  
14 happening. It's been a process since Moscow and Pullman came  
15 together -- have been founded as towns. And I think it is  
16 naive of us to think that putting an airport right in between  
17 the middle of the two towns, where we're growing into each  
18 other, is a good idea. I mean, it really -- if we're having  
19 issues now with runway exemptions for the Tukey Farms, for the  
20 roads, for the power poles, then what -- what next exemption  
21 are we going to need when a neighborhood wants to go up next  
22 to that mini golf course? What's going to happen next when  
23 Pullman expands further or Whitman County decides to develop  
24 the corridor along the highway? And I don't feel these issues  
25 have been addressed.

1           Thanks.

2           MS. WILSON: Thank you for your comments.

3           Although Damon told me four people -- oh, here's the  
Page 37

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## Response to Comment

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Fellman, Jack – Public Testimony received September 24, 2014

Dear Mr. Fellman:

Thank you for your public testimony on the Draft Environmental Assessment.

In response to your comment that the public comment period was not well advertised the following response is provided:

- Public participation is an important element of the National Environmental Policy Act of 1969, as amended (42 U.S.C. §4321 et seq.). FAA Order 1050.1E, Environmental Impacts: Policies and Procedures paragraph 209 c outlines the requirements for advertisements of public open houses, public hearings, and the Notice of Availability of the Draft Environmental Assessment. Paragraph 209 c states that advertisements should appear in local, general circulation newspapers.
- All public open houses, public hearings, and the Notice of Availability were advertised in the Moscow-Pullman Daily News, the Daily Evergreen, and The Argonaut. Advertisements were also placed on the project website [www.puw-ea.com](http://www.puw-ea.com).
- Appendix O Public Coordination contains the dates, locations, advertisements, and comments received for each public open house and the public hearing transcripts.

In response to your comment as to whether or not it is appropriate to put an airport in between Pullman and Moscow because the two are growing together, the following response is provided:

- The Airport has been in its current location since 1932 and the City of Pullman and Whitman County have included the airport in recent comprehensive plans and zoning ordinances to protect both the encroachment of incompatible land uses on the Airport but also to maintain the safety and quality of life for the surrounding community. The project proposes to improve the existing airport, not build a new airport. An Airport Overlay Zone is in place both in the City of Pullman and Whitman County. The overlay zones are intended to guide development around the airport in a responsible manner balancing the interests of both the Airport and the surrounding community. The Airport Overlay Zone would be amended to address the changes proposed to occur at the Airport and any future land use compatibility concerns.
- The Final EA does address the issue of land use compatibility in Chapter 4 Affected Environment Section 4.5 Compatible Land Use and Zoning and Chapter 5 Environmental Consequences, Section 5.4 Compatible Land Use and Zoning. Based on the analysis performed for the EA, neither the No Action Alternative nor the Proposed Action would produce significant short-term or long-term land use impacts.

## Kevin Mulcaster

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**From:** Larry Gropp <lgropp@kplusgarchitects.com>  
**Sent:** Monday, September 15, 2014 5:22 PM  
**To:** Kevin Mulcaster  
**Subject:** Pullman Regional Airport

Mr. Mulcaster,

I am aware that some property owners adjacent to the airport will be affected by the expansion. I am a property owner that was notified by the airport board a year ago that my property might be affected but have not heard since of any proposed action.

I would appreciate a list of property owners that will be affected.

Respectfully,

Larry Gropp, Architect  
509-432-5234

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## Response to Comment

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Gropp, Larry – Public Comment received September 14, 2014

Dear Mr. Gropp:

Thank you for your public comment on the Draft Environmental Assessment.

In response to your comment requesting a list of property owners that will be affected the following response is provided:

- Figure 5-2 Proposed Future Property Boundary included in Chapter 5 Environmental Consequences identifies property impacted by the proposed action. The following is a list of Assessor Parcel Numbers for impacted properties and type of acquisition:
  - 2-0000-45-15-25-3891 Fee Simple Acquisition
  - 2-0000-45-15-25-3892 Fee Simple Acquisition
  - 2-0000-45-15-36-1000 Fee Simple Acquisition
  - 2-0000-45-15-36-2900 Fee Simple Acquisition
  - 2-0000-45-15-35-4900 Fee Simple Acquisition
  - 2-0000-45-15-35-3901 Fee Simple Acquisition
  - 2-0000-45-15-35-3790 Fee Simple Acquisition
  - 8-1559-00-00-00-0003 Fee Simple Acquisition
  - 2-0000-45-14-03-1690 Fee Simple Acquisition
  - 2-0000-45-15-34-3800 Fee Simple Acquisition / Avigation Easement
  - 2-6000-45-15-34-3600 Fee Simple Acquisition
  - n/a WSDOT SR276 ROW Property Fee Simple Acquisition

## Kevin Mulcaster

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**From:** Doug Gadwa <interstate@pullman.com>  
**Sent:** Wednesday, September 24, 2014 4:55 PM  
**To:** Kevin Mulcaster  
**Subject:** PUW Comment

Sept.24, 20

Kevin

Two things of concern:

1.

The locations of the exit taxiways will leave a small aircraft with a very long roll out. This will tie up the runway for aircraft on final and make for bad aircraft spacing. An additional mid field taxiway will solve the problem. I like the two taxiways where they are at for the heavier aircraft that will be able to clear the runway for opposite end departure aircraft. These taxiway could be the angled higher speed taxiways.

2.

The transition from old to New has me worried. A 30 day closure will be bad for our business any time of the year. A 4500 foot daylight hours only would keep our doors open. If this will not work we will be looking for options like airport compensation for time of closure and inconvenience cost for relocating our service to say Lewiston.

On a positive note I think the long run will be good for Inter-State Aviation and the local area.

Doug Gadwa

**Inter-State Aviation, Inc.**

4800 Airport Complex N.

Pullman WA 99163

Phone: (509) 332-6596

Fax: (509) 334-1751

[interstate@pullman.com](mailto:interstate@pullman.com)

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## Response to Comment

Gadwa, Doug, Inter-State Aviation – Public Comment received September 24, 2014

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Dear Mr. Gadwa:

Thank you for your public comment on the Draft Environmental Assessment.

In response to your comment that Inter-State Aviation would like the design to consider 45-degree high speed taxiways on each end of the runway and add a mid-field taxiway connector the following response is provided:

- Right-angle intersections are the standard for all runway/taxiway intersections, except where there is a need for high-speed exit taxiways based on requirements for enhanced airport capacity. Right-angle taxiways provide the best visual perspective to a pilot approaching an intersection with the runway to observe aircraft in both the left and right directions. They also provide the optimum orientation of the runway holding position signs so they are visible to pilots.
- Taxiway locations were determined by analyzing the stopping distance of the most demanding aircraft that utilize the Airport. FAA design criteria also emphasize limiting the access points to a runway which reduces the potential for human error causing runway incursions. In addition, the current design for the runway realignment results in an approximate 12 foot difference in elevation between the runway and taxiway at midfield and prevents a midfield taxiway from being feasible.
- Advisory Circular 150/5300-13A, Airport Design outlines taxiway design criteria.
- The purpose of a high speed exist is to enhance airport capacity. The existing and projected number of operations at the Airport do not result in airport capacity constraints that would warrant the use of high speed exits. Advisory Circular 150/5060-5, Airport Capacity and Delay, outlines the process to calculate airport capacity.

In response to your comment regarding temporary runway closures associated with runway construction that may impact the business of Inter-State Aviation the following response is provided:

- During the design process a construction phasing plan will be developed. One of the goals of the phasing plan will be to minimize runway closures and identify opportunities to maintain utilization of all or a portion of the existing and/or realigned runway during construction. Within construction safety and phasing constraints, consideration will be given to night-time closures, temporary day-time closures aligned with low operational frequency, and maintaining an open runway at either full or partial length. Until design is complete and the construction phasing plan is developed it is unknown what runway closures will occur. The Airport will coordinate with all airport users to work cooperatively to manage flight schedules ahead and during construction to minimize disruptions and provide the greatest convenience possible to the flying public.

- The FAA does not compensate for lost revenue incurred by a business at an airport during construction.

4 other one. Next name on the list, Chic Jensen.

5 MR. JENSEN: Yes. Hi. I'm Chic Jensen. I'm with  
6 Inter-State Aviation. I'm also at 2106 Cambridge Court. I  
7 think that's right. I just moved there.

8 Can you hear?

9 I'm actually here to talk about the airport design.  
10 I know it's probably a different topic a little bit, but what  
11 would I like to talk about now -- and Doug kind through me in  
12 the fire, so bear with me for a minute.

13 Do we have a design for the airport and runways and  
14 taxiway that we can put up on the screen? And someone had a  
15 pointer; I wonder if I could borrow their laser pointer for  
16 just a minute. These also work well for cats as a toy too,  
17 FYI.

18 Okay. Thank you.

19 The thing that -- a concern that I would like to  
20 bring forward from Inter-State is on this design. As you see  
21 on the taxiways, there's straight 90-degree taxiways here and  
22 here and on each end. And from what I heard from the numbers  
23 today as far as growth and how we're going to expand the  
24 runways, and we'll just still have a single runway; we're  
25 going to have to make the most of what we have.

1 The things that we would like to propose are with  
2 your taxiways right here. This one and this one right here is  
3 a 90-degree taxiway off the runway, and by doing that an  
4 airplane that lands -- this is not so much an issue with the

5 larger ones as it is the smaller ones -- they have to come to  
6 almost a complete stop to make that turn to get off the  
7 runway.

8 We're proposing they make those angled taxiways, and  
9 actually what would solve that even better is to put one right  
10 in the middle, because our aircraft is pretty much stopped  
11 until we get to halfway down the runway, and that leads to a  
12 long taxiway either direction to leave the taxiway, so we  
13 would like to see a taxiway in the middle to alleviate that  
14 problem and a 45-degree high-speed taxiway on each end so that  
15 aircraft coming and with going, whether large and small, can  
16 leave the runway as fast as possible in order to allow other  
17 planes departing to depart sooner. But it's just all of the  
18 flow thing that needs to be incorporated in the planning. We  
19 would like to see that considered.

20 Thank you.

21 MS. WILSON: Thank you for your comment.

22 Those are the four names of people who indicated  
23 they would like to make public testimony here tonight. Is  
24 there anyone else who would like to speak tonight?

25 MR. EALY: Quick question. Nathaniel Ealy,

1 318 South Howard, Moscow.

2 I'm interested particularly in private development  
3 around the airport, and I would like to know what the  
4 realignment -- the impact that the realignment would have  
5 on -- further impact, specifically on the northeast corner of

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## Response to Comment

Jensen, Chic, Inter-State Aviation – Public Testimony received September 24, 2014

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Dear Mr. Jensen:

Thank you for your public testimony on the Draft Environmental Assessment.

In response to your comment that Inter-State Aviation would like the design to consider 45-degree high speed taxiways on each end of the runway and add a mid-field taxiway connector the following response is provided:

- Right-angle intersections are the standard for all runway/taxiway intersections, except where there is a need for high-speed exit taxiways based on requirements for enhanced airport capacity. Right-angle taxiways provide the best visual perspective to a pilot approaching an intersection with the runway to observe aircraft in both the left and right directions. They also provide the optimum orientation of the runway holding position signs so they are visible to pilots.
- Taxiway locations were determined by analyzing the stopping distance of the most demanding aircraft that utilize the Airport. FAA design criteria also emphasize limiting the access points to a runway which reduces the potential for human error causing runway incursions. In addition, the current design for the runway realignment results in an approximate 12 foot difference in elevation between the runway and taxiway at midfield and prevents a midfield taxiway from being feasible.
- Advisory Circular 150/5300-13A, Airport Design outlines FAA taxiway design criteria.
- The purpose of a high speed exist is to enhance airport capacity. The existing and projected number of operations at the Airport do not result in airport capacity constraints that would warrant the use of high speed exits. Advisory Circular 150/5060-5, Airport Capacity and Delay, outlines the process to calculate airport capacity.

## Kevin Mulcaster

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**From:** Michol Ann Jensen <micholann@yahoo.com>  
**Sent:** Wednesday, September 24, 2014 10:10 AM  
**To:** Kevin Mulcaster  
**Subject:** PUW DRAFT EA comment

As a long-term resident of the Palouse, I applaud the dedication of the army of individuals who have been working together toward a solution to the Pullman-Moscow Regional Airport runway issues that have hamstrung the airport's (and region's) growth potential. If left unaddressed, those shortfalls would send the Palouse region into the realm of a transportation backwater.

I live in an unincorporated area of Latah County, Idaho, and therefore do not share some of the detailed concerns of those physically closer to the airport. I do, however, have strong opinions about having continued access to the MedStar air ambulance service and commercial air service. I know that SEL and other industries key to the economic well being of the region, as well as both universities, depend on PUW and would logically better utilize an improved airport.

I cannot speak to which alternatives should address each aspect, but I do know that they have been exhaustively researched. I am in favor of the project as a whole.

Michol Ann Jensen  
PO Box 222  
Potlatch, ID 83855

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## Response to Comment

Jensen, Michol Ann – Public Comment received September 14, 2014

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Dear Ms. Jensen:

Thank you for your public comment on the Draft Environmental Assessment.

1       situation and the reason for this process.

2                   Does anyone have any questions about this process,  
3       what I've just talked to you about, the timing or how this is  
4       going to work?

5                   Okay. All right. Well, with that, the first person  
6       who is on the list indicating they would like to offer public  
7       testimony is Martin Erkela?

8                   MR. ERKELA: Erkela.

9                   MS. WILSON: Erkela, E-R-K-E-L-A. And if you would  
10      like to restate, again, your name and your address for the  
11      court reporter, and she will also let you know if she can't --  
12      has any trouble hearing you.

13                  MR. ERKELA: You want me to stand in any particular  
14      place?

15                  MS. WILSON: No. You can stand right there if that  
16      works for you. Thank you very much.

17                  MR. ERKELA: I'm Martin Erkela. I'm the Latah  
18      Economic Development Council president, chairman of the board,  
19      and our position in Latah Economic Development is that we  
20      strongly support the airport expansion project for a variety  
21      of reasons.

22                  The mission of our organization is to stimulate  
23      economic development and expansion in Latah County. We cannot  
24      do that without a viable, active and expanding, improved  
25      airport. It's absolutely critical to not only the existing

1 financial and economic health of Latah County and our  
2 surrounding partners, but it's also very critical of how we  
3 move forward in the future with other ongoing projects.

4           If you look at the impacts of what happens if we do  
5 not do anything -- and that's what concerns us a lot, because  
6 in talking to the airport board and attending some of the  
7 public information meetings around town, it's my understanding  
8 that we're working under an FAA waiver, that we do not meet  
9 FAA minimums. If we lose this opportunity, if we do not move  
10 forward with taking and meeting those FAA minimums, then we  
11 risk losing the airport as we know it. It becomes a much  
12 smaller airport. And when you look at the number of  
13 organizations, both economically, institutionally from an  
14 educational standpoint, as well as culturally, we feel that  
15 this is a very important project that needs to move forward.

16           We have a great partnership here that I think needs  
17 to be really emphasized a lot. Two cities, two counties, two  
18 states working together for the common good of a regional  
19 airport. This is a concept that I think is very rare in the  
20 country. It's unique. Let's build on that partnership.  
21 Again, all of us working together can see this thing forward.

22           If you look at the city of Moscow, they've already  
23 weighed in on how they're going to help fund some of the  
24 matching funds that we're talking about. We're talking with  
25 other agencies. We're talking with private businesses. We're

1 talking with the universities.

2 Again, the risk of losing this opportunity and  
3 losing this airport has a tremendous impact not only on our  
4 existing financial position, but it really limits our future  
5 availability as well.

6 You also look at some the nonfinancial and  
7 noneconomic impacts that have been potentially are here by  
8 losing this airport, including losing MedStar, including  
9 losing all of the revenue and the ability of the two  
10 world-class institutions to bring in sporting teams, to bring  
11 in charter flights, to bring in world-class faculty for  
12 research and for speaking. If you look at the lack of the  
13 loss of the potential of the arts that we bring in here by not  
14 being able to have world-class speakers and theatrical events  
15 and some things like that, this is a significant, potential  
16 loss to the community. So I think that we really need to move  
17 forward with this and Latah Economic Development Council  
18 strongly supports moving ahead with the airport expansion.

19 Thank you.

20 MS. WILSON: Thank you. Great comment.

21 One thing I did not mention earlier as I was going  
22 over opportunities for public input, if you chose to, if you  
23 hear something tonight that you agree with, it is perfectly  
24 acceptable to make your comment be, I would like to support or  
25 agree with something said by someone else. And what that does

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## **Response to Comment**

Erkela, Martin, Latah County Economic Development – Public Testimony received September 24, 2014

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Dear Mr. Erkela:

Thank you for your public testimony on the Draft Environmental Assessment.

**Kevin Mulcaster**

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**From:** Anthony Bean <airport@pullman.com>  
**Sent:** Wednesday, October 01, 2014 11:10 AM  
**To:** Kevin Mulcaster  
**Subject:** FW: Pullman-Moscow Regional Airport

See comment below from Bill Paul.

Anthony Bean, C.M.  
Executive Director  
Pullman-Moscow Regional Airport  
509 338-3223 509 334-5217 [fax]  
tony.bean@pullman-wa.gov

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**From:** Pullman Chamber of Commerce [mailto:chamber@pullmanchamber.com]  
**Sent:** Tuesday, September 30, 2014 3:21 PM  
**To:** tony.bean@pullman-wa.gov  
**Subject:** FW: Pullman-Moscow Regional Airport

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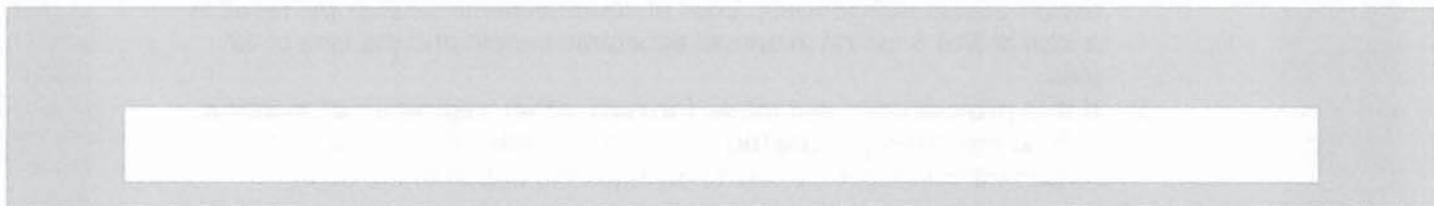
**From:** wrpaul@frontier.com [mailto:wrpaul@frontier.com]  
**Sent:** Tuesday, September 30, 2014 1:15 PM  
**To:** chamber@pullmanchamber.com  
**Subject:** Re: Pullman-Moscow Regional Airport

ONLY EDITOR

Please forward to airport consultant team.....  
I fully support the PUW airport realignment program. It would be a valuable asset to Pullman, Moscow, cities and Whitman and Latah counties, plus 2 universities . It would support the economy and future growth of our area.

Sincerely, Wm. R. ( Bill) Paul

On Tuesday, September 23, 2014 1:21 PM, Pullman Chamber of Commerce <chamber@pullmanchamber.com> wrote:



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## Response to Comment

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Paul, Wm. R. (Bill) – Public Comment received October 1, 2014

Dear Mr. Paul:

Thank you for your public comment on the Draft Environmental Assessment.

1 is that also may give you some additional time to speak on a  
2 topic, so I forgot to mention that, so I offer that to you.

3 The next name on the list who's indicated interest  
4 in speaking is Suzanne Polle.

5 MS. POLLE: Polle, yeah.

6 MS. WILSON: And again, would you restate again your  
7 name and your address for us please and speak so that the  
8 court reporter can hear you.

9 MS. POLLE: Fine. Suzanne Polle, P-O-L-L-E, and I  
10 live on North Street in Pullman. Mine will not be as eloquent  
11 as his. Mine is short questions or comments, so I'll just be  
12 speaking.

13 I wanted to know how the exhaust and other emissions  
14 from the airplane will affect the WSU organic farm.

15 And did -- I'm curious to know if the Pullman and  
16 Moscow planning commission played any role in land use for  
17 decision here.

18 And I'm wondering if the entire airport -- it  
19 sounded to me like -- will be demolished and everything is  
20 going to essentially start all over again. Maybe I  
21 misunderstood that.

22 And that segues into, I still wonder if -- besides  
23 what you showed us here, if there were sites that were  
24 considerably further from where the airport is that were  
25 considered.

1 I wondered if flight routes would be changing, or

2 routes, whatever they say in this part of the country.

3 The next one, how many acres will WSU be giving or  
4 selling and how much is that costing, how much we will be  
5 paying for that?

6 And I think the final one, both Moscow and Pullman  
7 will pay 5 percent of this total, I'm wondering, even though  
8 it doesn't necessarily say that in what I've read so far.

9 And then my last comment, I've wondered in the  
10 previous open house, which is a relatively short period of  
11 time, from what I wrote down from the beginning, 2013,  
12 November, till now that not that, that long, but I was  
13 wondering if they were as extensive as tonight as far as  
14 detailed information.

15 Thank you very much.

16 MS. WILSON: Thank you for your comment.

17 The next name on the list to speak is Jack Fellman.

18 MR. FELLMAN: I just wanted to bring up three quick  
19 points. I'm --

20 MS. WILSON: If you could restate your name.

21 MR. FELLMAN: I'm Jack Fellman. 831 East 7th  
22 Street.

23 I'm here as a time-slip employee underling for the  
24 Turkey Orchard, but I'm mainly representing myself as a  
25 geography student at UI who studies human resource and land

♀

1 interactions, and I've got to say, you guys kind of botched  
2 this.

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## Response to Comment

Polle, Suzanne – Public Testimony received September 24, 2014

---

Dear Ms. Polle:

Thank you for your public testimony on the Draft Environmental Assessment.

In response to your how the exhaust and other emissions from the airplane will affect the WSU organic farm the following response is provided:

- The project emissions are in compliance with the Clean Air Act. Air emissions associated with the project, including in the area of the Tukey Orchard will be similar to the existing conditions. There is no difference in the number of existing or projected aircraft operations by piston engine aircraft between the No Action and the Preferred Alternative. The Clean Air Act requires the Environmental Protection Agency to establish National Ambient Air Standards for pollutants considered harmful to public health and the environment. The Pullman-Moscow region air quality is in full attainment with all NAAQS criteria. Therefore, no changes in atmospheric lead will result from the Proposed Action.

In response to your comment if the Pullman and Moscow planning commission played any role in land use for decisions here the following response is provided:

- The Airport is located in Whitman County, Washington, less than five miles west of the Idaho-Washington border. The Airport is publicly owned by the City of Pullman, and is operated and sponsored jointly by the City of Pullman, Washington and the City of Moscow, Idaho. Because the Airport is located entirely within the city limits of Pullman, the City of Moscow does not have a land use decision on the project and only the City of Pullman and Whitman County planning departments were included in coordination of land use issues.
- The Whitman County and City of Pullman Planning Departments have been active participants in the planning and environmental processes. Coordination with both departments has taken place regularly throughout the process.
- The City of Pullman and Whitman County have an Airport Overlay Zone that protects encroachment of incompatible land uses and the quality of life and safety for the surrounding community. More information about land use is presented in the Final EA in Chapter 4 Affected Environment, Section 4.5 Compatible Land Use and Zoning and Chapter 5 Environmental Consequences, Section 5.4 Compatible Land Use and Zoning.

In response to your comment if the entire airport will be demolished and everything is going to essentially start over again the following response is provided:

- The airfield will be reconstructed; this includes the runway, taxiways, and associated improvements such as navigational aids and airfield lighting. A list of project elements is included in Chapter 2

Purpose and Need, Section 2.7 Proposed Action. The only improvements to the landside (building areas) included in the EA are improvements to the passenger terminal. However, no funding has been identified for terminal improvements.

In response to your comment about whether there were sites that were considerably further from where the airport is that were considered the following response is provided:

- Previous planning studies including the 1999 Airport Master Plan, 2004 Site Investigation and Instrument Runway Designation Report, and the 2007 Phase I Airport Master Plan all considered airport relocation. However, in each case it was determined that a suitable replacement site was either not available and/or would be cost prohibitive.
- The Draft EA included the use of other airports as an alternative by shifting operations or passengers to other local airports such as Lewiston-Nez-Perce County Airport or Spokane International Airport. Because this alternative would not meet the Purpose and Need for the project it was dismissed from further consideration.

In response to your comment about whether flight routes would be changing the following response is provided:

- The FAA and the Airport cannot determine the specific flight path of every aircraft operation as the flight path is left to the discretion of the pilot. Aircraft arriving and departing PUW normally follow similar flight paths, or tracks. Different aircraft will use different tracks based on various factors. The size of the aircraft may determine how soon after departure (or prior to arrival) that aircraft turn from the heading of the runway. Larger aircraft require more time to climb (and descend) and will usually turn at points further from the runway. The origin or destination of the aircraft also helps determine which way aircraft travel to and from the runway. During Instrument Flight Rule (used during inclement weather) conditions, aircraft may be directed by air traffic control on different routes that same aircraft would take during Visual Flight Rules (clear day) conditions.
- It is assumed that the Instrument Approach Procedures (IAPs) to the future runway alignment will be amended. Specific procedure details of these future IAPs are unknown at this time. For the purposes of modeling noise on the future runway alignment, the EA assumed that the existing IAPs will shift to the new runway alignment. The location of the modeled flight paths of aircraft utilizing the IAPs, and the underlying land uses are assumed to be similar to the existing scenario, but follow the new runway alignment. The future RNAV IAPs are anticipated to maintain the 2.4 nautical mile straight in final approach.
- Appendix L Noise Analysis outlines the assumed changes in flight paths. Noise impacts are not anticipated as a result of the re-aligned runway.

In response to your comment regarding how many acres WSU will be giving or selling and how much that would cost, the following response is provided:

- The project will require the fee simple acquisition of approximately 114 acres and an avigation easement of 15.3 acres of land owned by WSU. The estimate of probable cost includes \$12.0 million for land acquisition.

In response to your comment both Moscow and Pullman will pay 5 percent of the total cost the following response is provided:

- The Airport is responsible for 10 percent of FAA eligible project costs. FAA Order 5100.38D Airport Improvement (AIP) Handbook provides guidance and sets forth policy and procedures used in the administration of the AIP program. The AIP handbook is available at [http://www.faa.gov/airports/aip/aip\\_handbook/media/AIP-Handbook-Order-5100-38D.pdf](http://www.faa.gov/airports/aip/aip_handbook/media/AIP-Handbook-Order-5100-38D.pdf)

In response to your comment if the public open houses were as extensive as the public hearing as far as detailed information the following response is provided:

- Four public open houses and two public hearings were held. The primary difference between the public open houses and public hearings is that the public hearing included a formal presentation by the project team. The public open houses offered an interactive setting for interested citizens to learn more about the environmental assessment process, the purpose and need for the proposed action, alternatives considered, and the environmental categories being evaluated as part of the project. The open houses included multiple project displays and information. Airport staff and the project team were on site to answer questions. Attendees were encouraged to provide written comment.
- Appendix O Public Coordination contains the dates, locations, advertisements, and comments received for each public open house and the public hearing transcripts.



Draft Environmental Assessment  
Public Hearing Comment Form

Your comments and questions about the airport's Draft Environmental Assessment project:

Concern re: WSU orchards at end  
of new Runway. They are important  
& irreplaceable Resource - Hope you  
can find a way to avoid or  
minimize Need/Damage to Preserve  
Or Reduce.

Please Maximize Use of "cut &  
Fill" to shrink cost of removal &  
disposal of removed material.

Please tell us about yourself (optional):

Name: Louise Regelin

City of residence or zip code:

Moscow Citizen / Tax Payer / Traveler

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## Response to Comment

Regelin, Louise – Public Comment received September 24, 2014

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Dear Ms. Regelin:

Thank you for your public testimony on the Draft Environmental Assessment.

In response to your comment regarding avoidance and minimization of impact to the Tukey Orchard the following response is provided:

- Chapter 5 Environmental Consequences, Section 5.4 Land Use and Zoning describes the land uses that would be impacted by the project. The WSU facilities impacted by the project are necessary for both physical construction of the project and approach protection.

In response to your comment regarding minimization of cut and fill to shrink costs of removal and disposal of material the following response is provided:

- Construction of the preferred alternative will not require the relocation and disposal of earth off-site, defined as the proposed future property boundary. This reduces costs and construction impacts to the surrounding community. The design process that would follow the environmental process will look to refine the earthwork requirements for the project in an effort to reduce project cost.

1 have to endure. That's more potential disruption to the  
2 environment. That's more moving of earth.

3 And the last point I want to make is just, you know,  
4 this is a projection to 2033, and it seems woefully inadequate  
5 to me. I think we should be looking further, to 2050, and if  
6 we keep moving all of this earth, you know, we're just --  
7 we're digging a hole for the airport. We're effectively  
8 building a grave site for the airport, if you will, because we  
9 can't expand it further. And so it seems a little bit  
10 shortsighted in terms of future expansion.

11 So I think those are all of the points that I wanted  
12 to make. Thank you for the time.

13 MS. WILSON: Thank you for your comments.

14 Our next speaker is Carl --

15 MR. SCHMOKEL: Schmokel.

16 MS. WILSON: -- Schmokel. Thank you. And if you  
17 would follow the same name, address --

18 MR. SCHMOKEL: Sure.

19 MS. WILSON: -- and project so that our court  
20 reporter can hear you. Thank you.

21 MR. SCHMOKEL: My name is Carl Schmokel,  
22 S-C-H-M-O-K-E-L, and I'm at 3431 Airport Road.

23 And that -- so my statement is that particular  
24 parcel has been earmarked for future acquisition, and I co-own  
25 that with a friend of mine, and there are two businesses

1 located on that parcel, and those businesses are going to be  
2 very difficult to relocate.

3 And I just want to let, you know, the airport  
4 management know officially, and the FAA know, that there are  
5 at least two businesses that are going to be affected by this  
6 expansion potentially. And I accept the fact that that may be  
7 the reality of it and we just have to accept that, but if I  
8 had more feedback as to what the future plans are.  
9 Specifically, is a navigation easement a potential option? or  
10 is that not an option, eminent domain must happen, the  
11 property is going to be leveled. I just need to know that  
12 sooner rather than later because right now those businesses  
13 are undergoing an expansion, and it's hard to expand not  
14 knowing what's going to happen a year down the road or two  
15 years or five years.

16 That's it.

17 MS. WILSON: That's all?

18 MR. SCHMOKEL: Yeah.

19 MS. WILSON: Thank you for your time.

20 Those are the two names that we have signed in who  
21 would like to stand up and make or -- yeah, stand up, who  
22 would like to make public comment with your peers in the room.  
23 Is there anyone else who has changed their minds since they  
24 walked in the door and would like to make that comment?

25 Thank you, sir. Go ahead and state your name and

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## Response to Comment

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Schmokel, Carl – Public Testimony received September 23, 2014

Dear Mr. Schmokel:

Thank you for your public testimony on the Draft Environmental Assessment.

In response to your comment, the following response is provided:

The EA has identified your property for fee simple acquisition for the purposes of approach protection.

The Sponsor has specific duties under the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act). FAA Order 5100.37B, Land Acquisition and relocation Assistance for Airport Projects describes these mandates and provides the basis for FAA Airports monitoring and acceptance of airport sponsor real property acquisition and relocation assistance for the Airport Improvement Program (AIP) assisted projects and programs.

The Uniform Act (42 USC 4601 et seq.) was enacted January 2, 1971. This law applies to any Federal and Federally-assisted project or program that requires real property acquisition and people to be displaced from their acquired home, business, farm, or nonprofit organization real property. The purpose of the Uniform Act is:

- a) To ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in Federal and federally-assisted land acquisition programs:
- b) To ensure that persons displaced as a direct result of Federal or federally-assisted project are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and
- c) To ensure that Agencies implement these regulations in a manner that is efficient and cost-effective.

All land acquisition, including the property you own, will comply with the requirements outlined in the Uniform Act. All resources made available through the Uniform Act will be applied to ensure that you are compensated fairly, consistently, and equitably.

Bill Skavdahl  
310 NW North St  
Pullman, WA 99163  
509-595-8485

Mr. Kevin Mulcaster, AICP  
Project Manager  
Mead & Hunt, Inc.  
9600 NE Cascades Parkway, Ste 100  
Portland, OR 97220

October 1, 2014

Dear Mr. Mulcaster,

Unfortunately I was unable to attend either of the public hearings regarding the Pullman-Moscow Regional Airport, however, hope you find my written comments pertinent.

My home lies within the traffic pattern for NW Medstar helicopters and the church we attend is in the flight path for commercial and private air traffic. Neither my wife nor I have found noise from such to be disruptive.

This airport supports the economy in our community by providing:

1. Air service for local businesses such as Schweitzer Engineering.
2. Efficient travel for businessmen and other travelers who need quick connections to Seattle and other NW destinations.
3. Emergency medical flying services, currently provided by NW Medstar.

Washington and Idaho DOT studies indicate that the services currently provided by PUW contribute in excess of \$20 million to our local economy with hundreds of jobs supported. I am convinced that the Pullman-Moscow Regional Airport is a critical element in our transportation infrastructure and enhancing operations important for economic growth in the Palouse. Accordingly I support the runway realignment project.

Respectfully,

Bill Skavdahl

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## **Response to Comment**

Skavdahl, Bill – Public Comment received October 1, 2014

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Dear Mr. Skavdahl:

Thank you for your public comment on the Draft Environmental Assessment.



STATE OF WASHINGTON  
DEPARTMENT OF ECOLOGY

4601 N Monroe Street • Spokane, Washington 99205-1295 • (509)329-3400

October 2, 2014

Mr. Kevin Mulcaster  
Project Manager  
Mead & Hunt, Inc  
9600 NE Cascades Parkway, Suite 100  
Portland, OR 97220

Re: Pullman-Moscow Regional Airport Draft Environmental Assessment-Runway  
Realignment Project

Dear Mr. Mulcaster:

Thank you for the opportunity to comment on the proposed runway realignment project to include meeting FAA Design Standards for runway length requirements, making improvements to all weather reliability and various terminal improvements (Proponent-Pullman-Moscow Regional Airport). The Department of Ecology has reviewed the documents and submits following comments:

Shorelands and Environmental Assistance Program-Wetlands

Ecology has been involved on the wetland impacts of this project and is supportive of the conceptual mitigation for those impacts, which will improve wetland, stream, and upland ecological functions within the same watershed.

Assuming the Army Corps of Engineers requires an individual permit for the project, the project will need an individual 401 permit from Ecology for wetland impacts. Ecology has one year from the end of the public notice period on the Corps individual permit. The individual 401 can cover impacts at the airport site and the mitigation site. Separate permits may be needed for mitigation done in advance of obtaining the individual 401.

Please contact David Moore at (509) 329-3474 or david.moore@ecy.wa.gov for more information.

Water Quality Program

Page 4-25 of the Environmental Assessment describes the known water quality issues related to Airport Creek and the surrounding watershed. The third paragraph discusses a 1998 TMDL. This TMDL was only for the Idaho portion of Paradise Creek and therefore, did not include Airport Creek. Washington completed a TMDL for fecal coliform bacteria for the South Fork Palouse River watershed which includes Airport Creek. This TMDL was approved by EPA in January 2010. This TMDL indicates an 84% to 93% reduction of bacteria at the mouth of Airport Creek is necessary for the stream to meet state water quality standards. Washington also has a TMDL under development which will address temperature, dissolved oxygen, and pH impairments in the watershed.

Page 5-41, second paragraph indicates there will be removal of large vegetation. Any vegetation near waterways, such as Airport Creek, should be left in place or replaced with native vegetation to ensure there are no impacts to water temperature. Native vegetative shade along riparian areas is necessary to meet water quality standards for stream temperature.

Early coordination with the Water Quality Program is needed to determine if this project will require an Individual NPDES Construction Stormwater Permit or additional requirements under the General NPDES Construction Stormwater Permit.

Please contact Jeremy Ryf at (509) 329-3610 or [Jeremy.Ryf@ecy.wa.gov](mailto:Jeremy.Ryf@ecy.wa.gov) for more information.

State Environmental Policy Act (SEPA)

Ecology's comments are based upon the information submitted for review. As such, they do not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

Sincerely,  
Cindy Anderson for:



Terri Costello  
SEPA Coordinator  
Phone: (509)329-3550  
Email: [temi461@ecy.wa.gov](mailto:temi461@ecy.wa.gov)

E14-106

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## Response to Comment

Washington State Department of Ecology – Letter from Anderson, Cindy received October 2, 2014

Dear Ms. Anderson:

Thank you for your comments on the Draft Environmental Assessment.

In response to your comment on Shorelands and Environmental Assistance Program-Wetlands the following response is provided:

- Thank you for Ecology's coordination efforts linked to the proposed wetland mitigation site. If this proposed action moves forward, the project team will apply for an individual 401 permit from Ecology.

In response to your comment on Water Quality Program the following response is provided:

- FAA appreciates Ecology clarifying the TMDL that applies to Airport Creek. Within Chapter 4 Affected Environment, Section 4.16 has been edited and updated to reflect the TMDL information presented by Ecology.

In response to your comment regarding text on page 5-41 regarding removal of large vegetation the following response is provided:

- On the Airport Property, only a few scattered woody riparian trees and shrubs currently exist along Airport Creek. This upper segment of Airport Creek is dominated by cattails and reed canary grass. The proposed modifications to the drainage network on the Airport Property yields a high percentage of underground piping. Resulting water temperatures of Airport Creek should become lower than or equal to the current conditions based on the anticipated piping modifications. Native woody riparian vegetation are planned to be installed at the offsite mitigation site. Planting trees on the Airport Property is not conducive to limiting wildlife habitat or minimizing the hazards of wildlife strikes with aircrafts.

In response to your comment regarding early coordination with the Water Quality Program the following response is provided:

- If this proposed action moves forward, the FAA and Airport will work with Ecology in the development of the Stormwater Pollution Prevention Plan (SWPPP) and the General NPDES Construction Stormwater Permit.

September 23, 2014

Mr. Kevin Mulcaster  
Mead and Hunt  
9600 NE Cascades Parkway; Suite 100  
Portland, OR 97220

*Re: Pullman-Moscow Airport Draft EA*

Dear Mr. Mulcaster;

Thank you for the opportunity to review the above Draft Environmental Assessment. The Washington State Department of Transportation (WSDOT) does support the proposed expansion of the runway and airfield facilities. We do however have the following comments for your consideration:

1. No discussion regarding the needed relocation of SR 276 is included in the environmental document. In order to vacate the current SR 276 right of way, which is shown as a property to be acquired, the function and designation of SR 276 will need to be transferred to Airport Road. This designation will be from where the SR 276 right of way is relinquished south to the intersection of Airport Road and SR 270. The relocation of this right of way is a direct impact of the proposed airport runway project. The environmental document should include a section on this relocation similar to what is shown for the Avista power line.
2. Depending on the preferred alternative, a portion of Airport Road/SR 276 may be located in the "Runway Protection Zone" (RPZ). WSDOT has been in discussions with FAA on having SR 276 located in the RPZ. Appendix L of the Pullman-Moscow Regional Airport Master Plan Phase II addresses this discussion. The FAA has also issued guidance on this matter in the form of e-mails that would provide for this roadway in the RPZ (see attached). The implications of having SR 276 located in the Runway Protection Zone should be addressed in the environmental document and a copy of the concurrence e-mail included.

If you should have any questions regarding these comments please do not hesitate to contact me at (509) 324-6199.

Sincerely,

A handwritten signature in cursive script, appearing to read "Greg Figg".

Greg Figg  
Transportation Planner

attachment:

cc: Charlene Kay, WSDOT Regional Planning Manager  
Mark Workman, City of Pullman Manager  
Project File

Wednesday, September 25, 2013 11:56 AM  
Wagemann, Glenn; Kay, Charlene; Figg, Greg  
Fw: Request for Review: RPZ for new RW at PUW

To:  
Subject:

Glenn, Char and Greg,

Thank you so much for the call this morning. Karen, Deepa and I fully understand why you are in need of a letter from FAA that shows support of the preferred alignment for SR 276 in the Technical Memo. Let us know the types of things you think will need to be covered in the letter. In the meantime, want to forward the concurrence e-mail that we received from our Headquarters.

Cayla Morgan  
Environmental Protection Specialist  
Seattle Airports District Office  
Federal Aviation Administration  
425-227-2653

----- Forwarded by Deepeka Parashar/ANM/FAA on 08/16/2013 12:30 PM -----

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| From: |  
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| Danielle Rinsler/AWA/FAA |  
| APP-400, National Planning and Env Division |  
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| To: |  
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| Carolyn Read/ANM/FAA@FAA |  
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| Cc: |  
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| Carol Suomi/ANM/FAA@FAA, Deepeka Parashar/ANM/FAA@FAA, Don Larson/ANM/FAA@FAA, John  
Dermody/AWA/FAA@FAA, Ralph Thompson/AWA/FAA@FAA, |  
| Sarah Dalton/ANM/FAA@FAA, Luis Loarte/AWA/FAA@FAA, Steven Debban/AWA/FAA@FAA  
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>----->  
| Re: Request for Review: RPZ for new RW at PUW |  
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Carolyn,

Per our discussion earlier this week, APP-400 and AAS-100 have reviewed the project background material and alternatives analysis prepared for the Pullman-Moscow Regional Airport (PUW) proposed runway realignment project and the associated evaluation related to land uses within the future runway protection zones. Based on this review, we concur with ANM's review and recommendation to conditionally approve the sponsor's preferred Alternative 1 (the SR 276 ROW relocation alternative). Unconditional approval of this alternative remains subject to the sponsor fulfilling NEPA review requirements.

If you have any questions, please give me a call.

Danielle

Danielle J. Rinsler, AICP  
Assistant Manager  
Planning and Environmental Division (APP-400) Federal Aviation Administration  
800 Independence Avenue, SW  
Washington, DC 20591  
(202) 267-8784  
(202) 267-5257 fax  
danielle.rinsler@faa.gov

|----->  
| From: |  
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>----->  
| Carolyn Read/ANM/FAA |  
| ANM-610, Planning, Environmental & Financial |  
>----->

|----->  
| To: |

|----->  
>-----|  
| Don Larson/ANM/FAA@FAA, Carol Suomi/ANM/FAA@FAA, Deepeka Parashar/ANM/FAA@FAA, Sarah  
Dalton/ANM/FAA@FAA |  
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| Request for Review: RPZ for new RW at PUW |  
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[attachment "Memo to APP-400 7-25-13 - PUW.pdf" deleted by Danielle Rinsler/AWA/FAA] [attachment "Final RPZ Tech Report PUW 7-16-13.pdf" deleted by Danielle Rinsler/AWA/FAA]

Danielle and company-  
We would like to set up a quick telecon to go over this proposal.

Are you all available after tomorrow's national telecon? or Wednesday afternoon or Thursday?

Carolyn T. Read, P.E.  
Manager, Planning, Environmental  
and Financial Programs Branch  
(425)227-2608

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## Response to Comment

Washington State Department of Transportation – Letter from Figg, Greg received September 14, 2014

Dear Mr. Figg:

Thank you for your comments on the Draft Environmental Assessment.

In response to your comment no discussion regarding the needed relocation of SR 276 is included in the environmental document the following response is provided:

- The following text was added to Chapter 5 Environmental Consequences, Section 5.4.2:  
*Additionally, land acquisition would include approximately 32 acres of the SR 276 right-of-way. The right-of-way will be purchased from the Washington State Department of Transportation. The SR 276 right-of-way corridor must be maintained, therefore, WSDOT is working with the City of Pullman to designate Airport Road from SR 270 north to Terra View Drive as part of the SR 276 corridor. The FAA has approved Airport Road to be maintained within the Runway Protection Zone. The framework of the purchase of SR 276 right-of-way was negotiated between the FAA and WSDOT and correspondence is included in Appendix Q. The FAA analysis on compatible land use including roads within the RPZ is included in Appendix Q.*

In response to your comment that the RPZ memo developed as part of the planning process should be included in the environmental document along with the concurrence emails the following response is provided:

- The SR 276 RPZ Technical Memorandum and concurrence emails are included in Appendix Q of the Final EA.

October 3, 2014

Kevin Mulcaster, AICP  
Mead & Hunt, Inc  
9600 NE Cascade Parkway, Suite 100  
Portland, OR 97220

Dear Mr. Mulcaster,

Washington State University (WSU) appreciates receiving the Environmental Assessment for the proposed re-alignment of the Pullman-Moscow Regional Airport runway. We understand the need for a new Pullman-Moscow Regional Airport runway and the fact the current proposed realignment of the runway necessitates the relocation of several Washington State University research, teaching and extension programs. Two of the primary colleges impacted by the re-alignment are the College of Agricultural, Human and Natural Resources Sciences and the College of Veterinary Medicine.

One of our major concerns is that the \$12.0 million estimate cited in the Environmental Assessment may be significantly below the amount needed to relocate our existing programs. Here are some of the issues as we see them.

A new site will need to be identified before the programs can be relocated from their current WSU site to the new site. If the programs are moved to land not owned by WSU, the University will need to agree that the location is suitable, and the new land will need to be purchased and transferred to WSU in an agreed-upon fair market exchange for the land conveyed for the runway.

If the new site is currently owned by WSU, a fair market value will need to be paid to WSU for the new site in an agreed-upon fair market exchange for the land conveyed for the runway. If other programs are currently on the existing WSU site and those programs have to be relocated, funding to cover the costs to relocate those programs will have to be paid to the University as well. If any of the programs affected by the relocation generate revenues, and those revenues are negatively impacted by the relocation, the losses will need to be covered by the runway project.

In order to relocate the programs, the new infrastructure must be adequate to meet the operational needs of the programs. Such infrastructure may include, but not be limited to, replacement roads; utilities; water wells; irrigation; fuel stations; animal fencing; animal food storage; weather stations; security; and human, animal and research waste streams.

More detailed information on the direct impacts to the University's programs are outlined in the attached memoranda.

Beyond the direct costs of relocating the programs, WSU has and will continue to incur expenses in planning, design, project management and other project costs related to the assessment and implementation of relocation scenarios. These internal costs will be tracked and considered part of WSU's \$1.0 million total commitment to the match. Alternatively, the University can bill the project for these costs and separately fulfill its \$1.0 million match commitment.

Another major concern relates to the timeline. The impacted research and teaching programs cannot move out of their current facilities until the new facilities are constructed, operational and acceptable to the program areas. Then the existing operations can be decommissioned. In certain cases, overlap may be required to ensure the integrity of the research, instruction and extension activities. It is imperative these programs have uninterrupted operations. Given the time that may be required to resolve the above issues, we have concerns that the timeline indicated in the Environmental Assessment may be unrealistic.

We look forward to further discussions with you on relocation and the resolution of the impacts to Washington State University.

Sincerely,

A handwritten signature in black ink that reads "Roger D. Patterson". The signature is written in a cursive style with a long horizontal stroke at the end of the name.

Roger D. Patterson  
Vice President for Finance & Administration

cc

Elson S. Floyd, President  
Daniel Bernardo  
Bryan Slinker  
Ron Mittelhammer  
Don Knowles  
Mel Taylor  
Olivia Yang

Attachments

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## Response to Comment

Washington State University – Letter from Patterson, Roger received October 3, 3014

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Dear Mr. Patterson:

Thank you for your comments on the Draft Environmental Assessment (DEA) wherein you expressed concerns about the project impacts on WSU programs and facilities.

As outlined in the DEA, all land acquisition, including the impacts to WSU facilities will comply with the requirements outlined in FAA Order 5100.37B, Land Acquisition and Relocation Assistance for Airport Projects and the Uniform Relocation assistance and Real Property Acquisition Policies Act (Uniform Act).

The Uniform Act (42 USC 4601 et seq.) was enacted January 2, 1971. This law applies to any Federal and Federally-assisted project or program that requires real property acquisition and people to be displaced from their acquired home, business, farm, or nonprofit organization real property. The purpose of the Uniform Act is:

- a) To ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in Federal and federally-assisted land acquisition programs:
- b) To ensure that persons displaced as a direct result of Federal or federally-assisted project are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and
- c) To ensure that Agencies implement these regulations in a manner that is efficient and cost-effective.

Your comment that the \$12.0 million estimate of probable cost for land acquisition required for the project is significantly below the amount needed to relocate the Washington State University programs is of concern as it was based upon the most comprehensive information available at the time, including the following:

- Information provided by WSU including parcel boundaries, WSU land use assignments, number of buildings impacted, and square footage of buildings impacted. No additional information was available regarding the contents and function of each building.
- The project team estimate for fee simple acquisition of WSU parcels impacted by the project.
- Multiple data sources including a wide range of farm, agricultural, irrigation and structural construction and relocation experts throughout eastern Washington.

- Local real estate market data and comparable sales derived from multiple listing services, interviews, and correspondence with commercial brokers based in Pullman, Washington.
- Title reports collected to determine what encumbrances affect the properties within the study area, including those owned by WSU.
- An appraisal conducted by the project team of the State Route SR 276 right-of-way impacted by the project and to estimate the cost per acre for land owned by WSU and identified for acquisition.
- Comparable property sales data gathered from local real estate professionals to assist in determining price per square foot values.

Until the time of actual acquisition, it is difficult to predict what the just compensation will be but failure to resolve the differences in land and relocation costs for WSU could threaten the viability of the project.

Your letter also expressed concern about the potential operational impact of the program. The project team has discussed this issue with WSU on several occasions and has related WSU's concerns to the Airport and FAA. Avoidance and minimization of operational impacts to the impacted programs will be evaluated through the design and construction phasing process.

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## Response to Comment

Zambriski, Jennifer – Public Testimony received September 23, 2014

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Dear Ms. Zambriski:

Thank you for your public testimony on the Draft Environmental Assessment.

In response to your comment concerning noise and traffic near your home the following response is provided:

Your property is located 2.85 miles southwest of the proposed west runway end and 2.92 miles from the existing west runway end. The existing straight in approach to Runway 6 flight path is approximately 0.35 miles north of your home while the future straight in approach to Runway 5 flight path would be approximately 0.25 miles south of your home.

In terms of noise levels at your home, the noise analysis revealed that the noise contours and exposure resulting from the project would be similar to how it is today. Runway improvements associated with the Proposed Action, including approach and departure procedures, would shift the 65 DNL contour to align with the new runway (see Chapter 5 Environmental Consequences, Figure 5-7, *Noise Contours for Proposed Action*).

In response to your comment that the selected alternative will result in more environmental impact the following response is provided:

- As described in Chapter 3, Alternatives, only two build alternatives met the Purpose and Need for the project. Both development alternatives would require a new runway and supporting taxiway system to be constructed and would result in similar impacts to wetlands, WSU facilities, and adjacent land owners. However, Alternative 1 would require approximately 2 million cubic yards more of earth movement than Alternative 2 because Alternative 2 conforms more closely to the existing topography. As a result, it involves significantly less earthwork and has a lower cost than Alternative 1. With all other impacts being similar, Alternative 2 was selected as preferred because it reduces the amount of required earthwork and project costs.
- If during the land acquisition process it is determined that WSU will reestablish impacted facilities in a new location without Airport or FAA participation, WSU will be required to comply with the State Environmental Policy Act to address state environmental regulations.
- At this time, no reestablishment site has been identified and therefore cannot be analyzed as part of this EA.

In response to your comment that the projections of aviation activity should look out to 2050 the following response is provided:

- Evaluation of environmental impacts through 2061 would include actions that are not reasonably foreseeable as defined by FAA Order 5050.4B National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, Chapter 1, Section 9.
- Chapter 2 Purpose and Need, Section 2.1.2 Aviation Activity Forecast outlines the projections of aviation activity through the year 2061.

♀

1           At the conclusion of the public testimony period,  
2 when you all say, no, I don't wish speak, and we have covered  
3 that in the room, at that point you are invited to remain if  
4 you would like to sit with the court reporter. You're invited  
5 to remain if you would like to leave a written comment. But  
6 our team at that point is not going to go back to an  
7 open-house format. So the displays will still be up if you  
8 want to look at those, but we, for reasons of maintaining the  
9 integrity of the public hearing, need to just wish you a good  
10 evening at that point. It's kind of awkward because we don't  
11 want to feel like we're kicking you out, but -- so thank you  
12 for your understanding.

13           Is there anyone who has a question about the  
14 logistics of what is about to happen?

15           Okay. So our first speaker tonight will be  
16 Jennifer Zambri ski. Did I say that correctly, Jennifer?

17           MS. ZAMBRI SKI: Yeah, you did a good job.

18           MS. WILSON: Jennifer, if you would like to restate  
19 your name and your address as you begin. And Kevin is going  
20 to be keeping the time, and he will hold up three fingers at  
21 3 minutes, four fingers at 4 minutes, and give you a five when  
22 you have 30 seconds left. Okay? And if you would like to  
23 stand and -- you're welcome to and project so that our court  
24 reporter can hear you. You can begin at any time.

25           MS. ZAMBRI SKI: My name is Jennifer Zambri ski, and

1 my address is 420 SE Dexter Street in Pullman, Washington.

2 So I just had a few things that I wanted to bring  
3 up. I think in the interest of full disclosure, I should tell  
4 you I am a Washington State University professor, and I am  
5 employed in the College of Veterinary Medicine, and the  
6 demolition of the buildings in the projected alignment area  
7 will impact my research, which can be a negative in some  
8 respects, but it can also be positive because it means I could  
9 get a fancy new building, which would be ideal, but I'm  
10 speaking to you really as a private citizen and not as a WSU  
11 employee. And I want to make that clear.

12 The first thing that is of concern to me is the  
13 noise and the traffic that is going to be going over my house.  
14 I live on Pioneer Hill and it's already loud, and I just don't  
15 want these jets going over my house.

16 The next thing is the concept that the -- these two  
17 plans that you presented, the realignment versus the simple  
18 extension, that they're in some way equivalent or that the  
19 alignment -- realignment is better because there's less  
20 movement of earth. And it seems to me that if we have to  
21 demolish all of these buildings that are WSU facilities and  
22 then rebuild them someplace else, that's going to be a lot  
23 more movement of earth and a lot more environmental impact,  
24 and I'm concerned about what that assessment is going to be  
25 and, you know, as a citizen, that's more construction that I

1 have to endure. That's more potential disruption to the  
2 environment. That's more moving of earth.

3 And the last point I want to make is just, you know,  
4 this is a projection to 2033, and it seems woefully inadequate  
5 to me. I think we should be looking further, to 2050, and if  
6 we keep moving all of this earth, you know, we're just --  
7 we're digging a hole for the airport. We're effectively  
8 building a grave site for the airport, if you will, because we  
9 can't expand it further. And so it seems a little bit  
10 shortsighted in terms of future expansion.

11 So I think those are all of the points that I wanted  
12 to make. Thank you for the time.

13 MS. WILSON: Thank you for your comments.

14 Our next speaker is Carl --

15 MR. SCHMOKEL: Schmokel.

16 MS. WILSON: -- Schmokel. Thank you. And if you  
17 would follow the same name, address --

18 MR. SCHMOKEL: Sure.

19 MS. WILSON: -- and project so that our court  
20 reporter can hear you. Thank you.

21 MR. SCHMOKEL: My name is Carl Schmokel,  
22 S-C-H-M-O-K-E-L, and I'm at 3431 Airport Road.

23 And that -- so my statement is that particular  
24 parcel has been earmarked for future acquisition, and I co-own  
25 that with a friend of mine, and there are two businesses