

Appendix O – Public Coordination

Public Open Houses

Tuesday, November 5, 2013

Holiday Inn Express – Pullman

1190 SE Bishop Boulevard, Pullman, WA

4pm-7pm

Wednesday, November 6, 2013

University Inn Best Western Center – Moscow

1516 Pullman Road Moscow, ID

4pm-7pm

Tuesday, April 22, 2014

Brelsford WSU Visitor Center

150 E. Spring Street, Pullman, WA

4pm-6pm

Wednesday, April 23, 2014

University Inn Best Western Center – Moscow

1516 Pullman Road Moscow, ID

4pm-6pm

Draft Environmental Assessment Public Comment Period

The public comment period extended from Wednesday August 20, 2014 through October 6, 2014. The Notice of Availability was published in the Moscow-Pullman Daily News, The Argonaut, the Daily Evergreen, and on the project website (www.puw-ea.com). The Notice of Availability is included in this appendix.

Public Hearings

Tuesday, September 23, 2014

Residence Inn Marriott

1255 Northeast North Fairway Road

Pullman, WA

4pm-6pm

Wednesday, September 24, 2014

University Inn Best Western Center – Moscow

1516 Pullman Road

Moscow, ID

4pm-6pm

NOTICE OF AVAILABILITY
PULLMAN-MOSCOW
REGIONAL AIRPORT
Draft Environmental Assessment
Runway Realignment Project

The Pullman-Moscow Regional Airport (PUW) has completed a draft Environmental Assessment (EA) to comply with FAA Design Standards, meet runway length requirements, improve all-weather reliability, and terminal improvements. The draft EA has been prepared to fulfill the requirements of the National Environmental Policy Act of 1969. This document will be made available for Public Review beginning **Wednesday August 20, 2014** at the locations listed below.

The implementation of this Proposed Action will address the following needs:

- Meeting FAA design standards for the runway
- Providing adequate runway length and width to meet requirements
- Improving the ability to operate to and from the Airport during inclement weather
- Providing terminal capacity and functionality

Comments received during the public comment period will be used by the Federal Aviation Administration (FAA) in making an environmental determination on the project.

Document Availability: The draft EA will be available for review at the following locations:

Federal Aviation Administration
Northwest Mountain Region
Airports Division
1601 Lind Avenue, S.W., Suite 250
Renton, WA 98057-3356
Hours of operation: Monday through Friday, 8 A.M. to 5 P.M.

Pullman-Moscow Regional Airport
Executive Director's Office
3200 Airport Road
Pullman, WA 99163
Hours of operation: Monday through Friday 8 A.M. to 12 P.M. and 1 P.M. to 5 P.M.

City of Pullman
Department of Public Works
325 SE Paradise Street
Pullman, WA 99163
Hours of operation: Monday through Friday 8 A.M. to 12 P.M. and 1 P.M. to 5 P.M.

Neill Public Library
201 N. Grand Avenue
Pullman, WA 99163
Hours of operation: Monday through Friday 9 A.M. to 6 P.M.

City of Moscow
Paul Mann Building
221 E. Second Street
Moscow, ID 83843
Hours of operation: Monday through Friday 8 A.M. to 12 P.M. and 1 P.M. to 5 P.M.

Moscow Public Library
110 S. Jefferson Street
Moscow, ID 83843
Hours of operation: Monday 10 A.M. – 8 P.M., Tuesday and Wednesday 10 A.M. – 6 P.M., Thursday 10 A.M. – 7 P.M., Friday 10 A.M. – 6 P.M., Saturday 10 A.M. – 5 P.M.

Public Comments: The public comment period will extend from **Wednesday August 20, 2014 through October 6, 2014**. Comments may be submitted in writing through U.S. Mail or email to the following address throughout the public comment period.

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

All written or emailed comments must be received by **5:00 p.m. on October 6, 2014**, the last day of the public comment period. The FAA will consider all pertinent comments received on the EA prior to project approval or disapproval. Pertinent comments received on the Draft EA will be addressed in the Final EA.

Public Hearings: Two public hearings are scheduled. Meeting dates, times, and locations are listed below.

September 23, 2014

4-6 P.M.

Residence Inn Marriott
1255 Northeast North Fairway Road
Pullman, WA 99163

September 24, 2014

4-6 P.M.

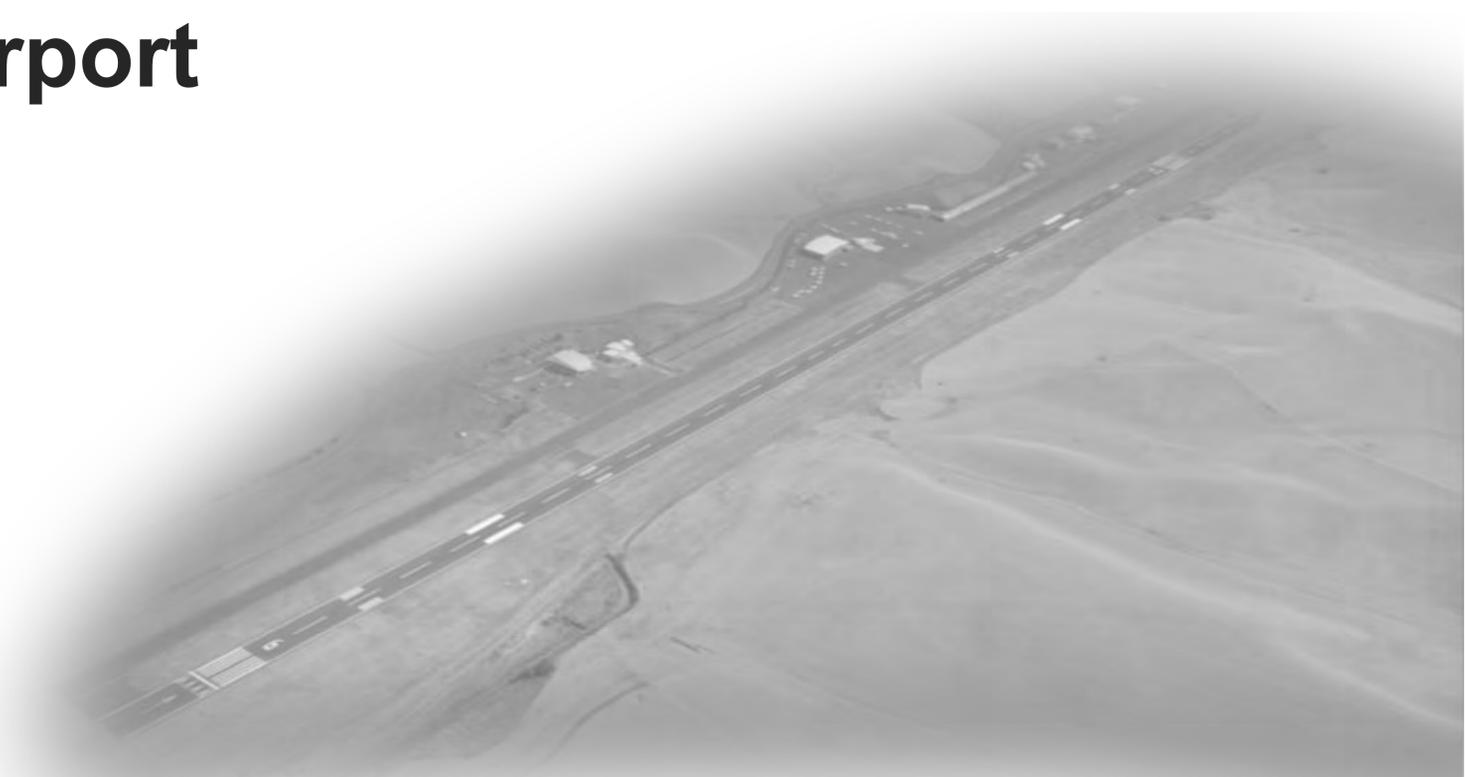
Best Western Plus University Inn
1516 W Pullman Rd
Moscow, ID 83843



Welcome

Pullman-Moscow Regional Airport
Draft Environmental Assessment
Runway Realignment Project

Public Hearing
September 23 & 24, 2014

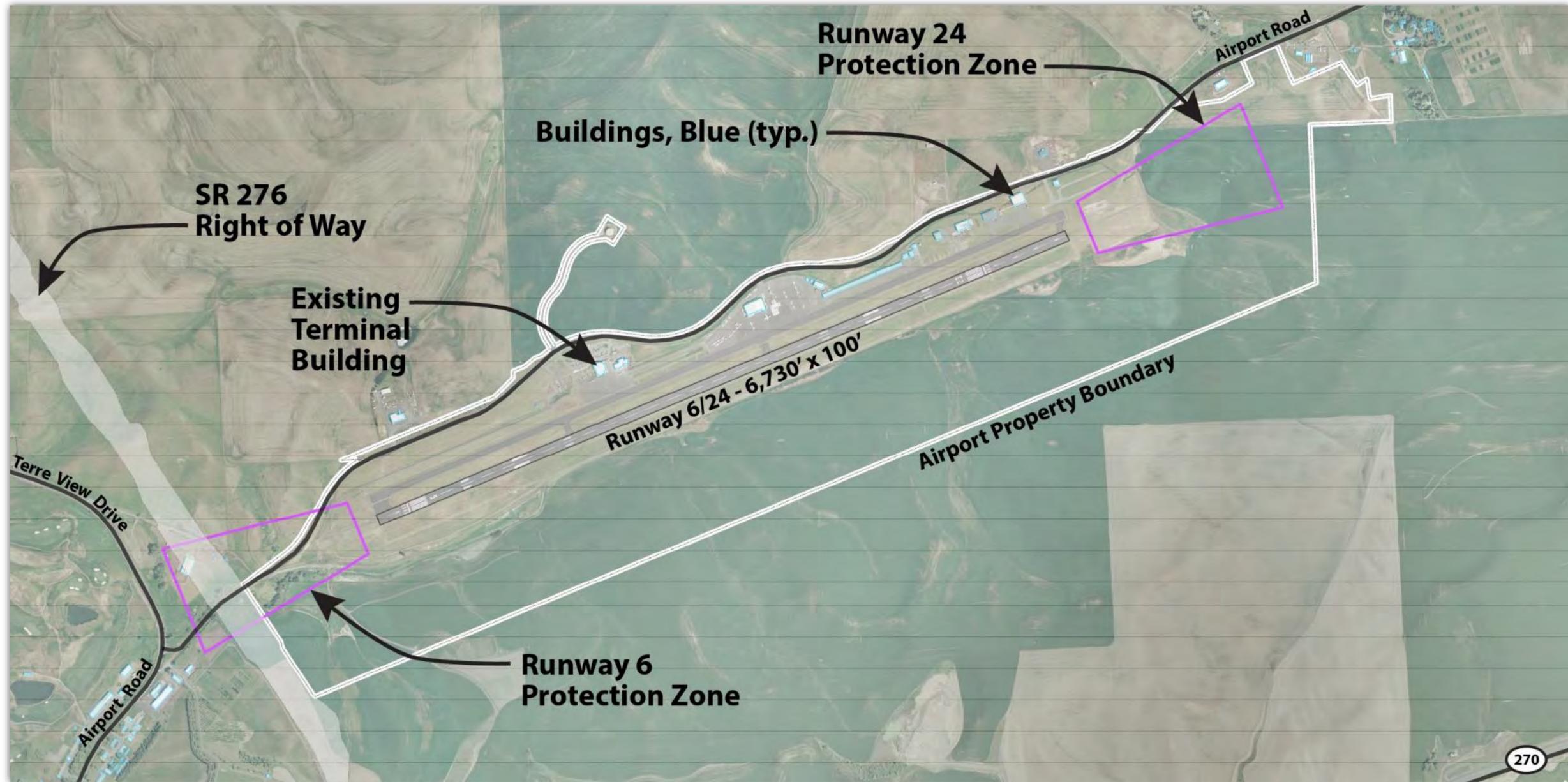


Public Hearing Agenda

- Project Team Introductions
- Existing Conditions
- Purpose and Need for Proposed Action
- What is an Environmental Assessment?
- Alternatives Considered
- Environmental Considerations
- Estimate of Probable Cost
- Public Participation Summary
- Public Testimony
 - Facilitated by Lynn Wilson, AICP



Existing Conditions



Project History

- 1970** – Pullman and Lewiston Regional Study
- 1999** – Airport Master Plan (January 1999)
- 2004** – Airport Site Investigation Report and Instrument Runway Designation Report (June 2004)
- 2007** – Pullman – Moscow Regional Airport Master Plan Phase I (2007)
- 2010** – Phase II Master Plan (2013)



Purpose and Need

✈ The Implementation of the Proposed Action Will Address the Following Needs:

- Meeting FAA Design Standards for C-III Aircraft
- Providing Adequate Runway Length and Width to Meet Requirements
- Improving the All-Weather Reliability of the Airport
(CAT-I ILS with 200 1/2 –Mile Visibility)
- Providing Terminal Improvements to Meet Passenger Demand



Proposed Action

- Realign Runway 6/24 to meet design standards for *C-III* aircraft
- Extend the realigned Runway 6/24 from 6,700' to 7,100'
- Widen Runway 6/24 from 100' to 150'
- Provide taxiway infrastructure to serve realigned runway and aircraft parking areas
- Develop revised approach and departure procedures for realigned runway to provide approach capabilities for Category I with ½ mile and 200' visibility
- Provide runway and taxiway lighting for new pavement
- Relocate or replace existing ground based navigational aids
- Expand or relocate the existing passenger terminal
- Acquire land through avigation easement, fee simple, or both as needed to support development of the preferred alternative identified in the Environmental Assessment



What is an Environmental Assessment?



→ Purpose of an Environmental Assessment

- An Environmental Assessment (EA) is a comprehensive analysis of the social, economic and environmental impacts, both positive and negative, of a particular project. At the conclusion of the EA, which involves public outreach and involvement, a determination will be made as to whether or not the potential impacts are significant enough to warrant the preparation of an Environmental Impact Statement. An EA typically takes between 18-24 months to complete.

→ Why are We Doing an Environmental Assessment?

- **Required by Law** – National Environmental Policy Act (NEPA) of 1969
- **Federal Money or Federal Permits** – The NEPA Process is required when federal actions (issuance of federal funding, ALP, or permit approvals) are involved
- **Unknown Environmental Impacts** – An EA is required to determine potential impacts associated with a proposed action



NEPA Categories

During the EA, the following environmental categories will be evaluated for potential significant impacts to the surrounding communities and the environment:

- Air Quality
- Climate
- Coastal Resources
- Compatible Land Use and Zoning
- Construction Impacts
- Department of Transportation: Section 4(f)
- Farmlands
- Wildlife and Vegetation
- Floodplains
- Hazardous materials, pollution, and solid waste
- Historical, Architectural, Archaeological, and Cultural Resources
- Light Emissions and Visual Environment
- Natural Resources and Energy Supply
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Environment, Environmental Justice, and Children's environmental Health and Safety Risks
- Water Quality
- Wetlands and Waters of the US
- Wild and Scenic Rivers
- Cumulative Impacts



NEPA Process

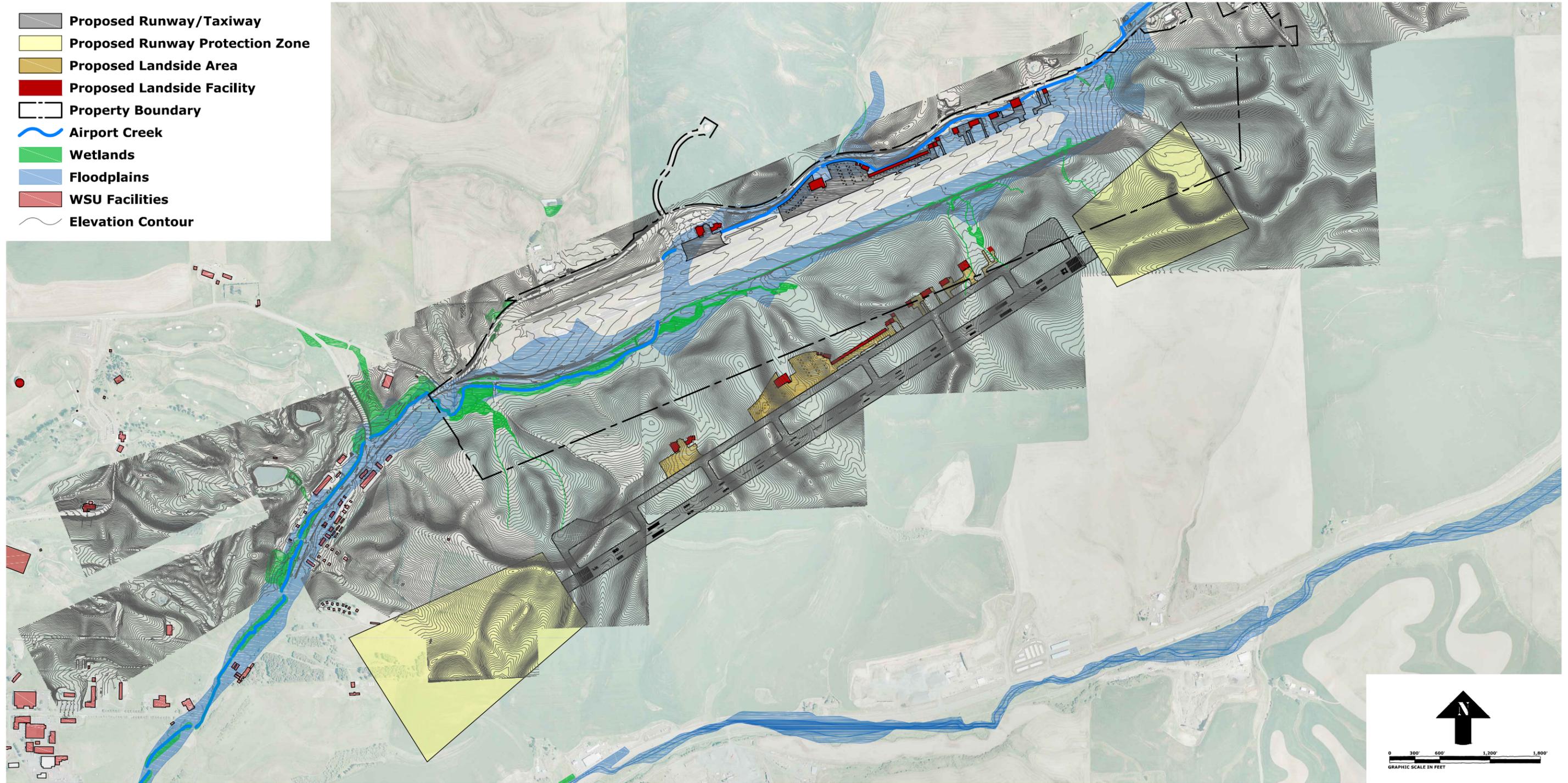
✈ Continuous public involvement through public open houses and the public hearing.





Pullman-Moscow Regional Airport
Runway Realignment Project

Figure 3-1 **Improvements to the Existing Runway**



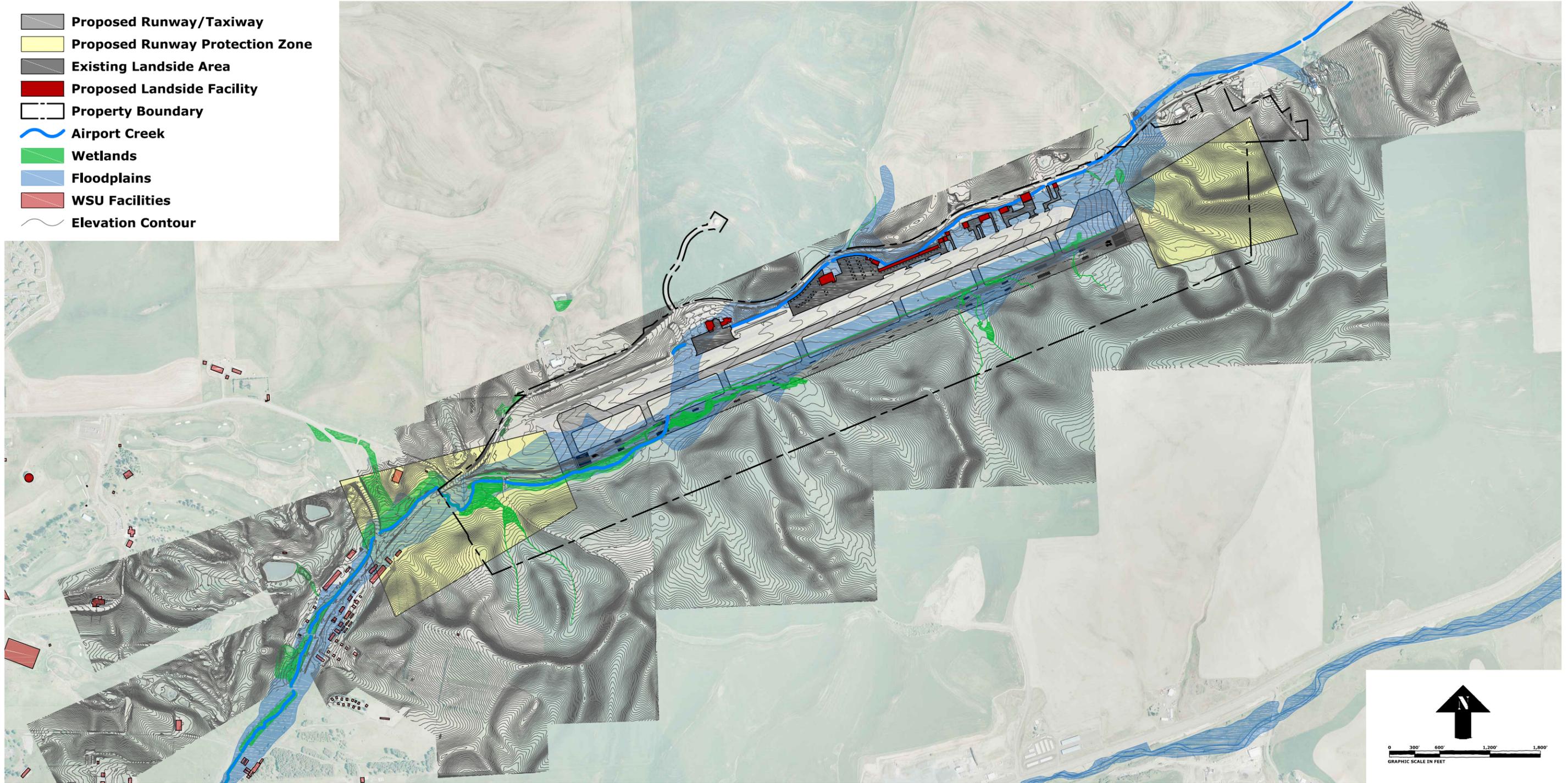


Figure 3-3 **Alternative 1: Shift of Runway South of Existing Runway**



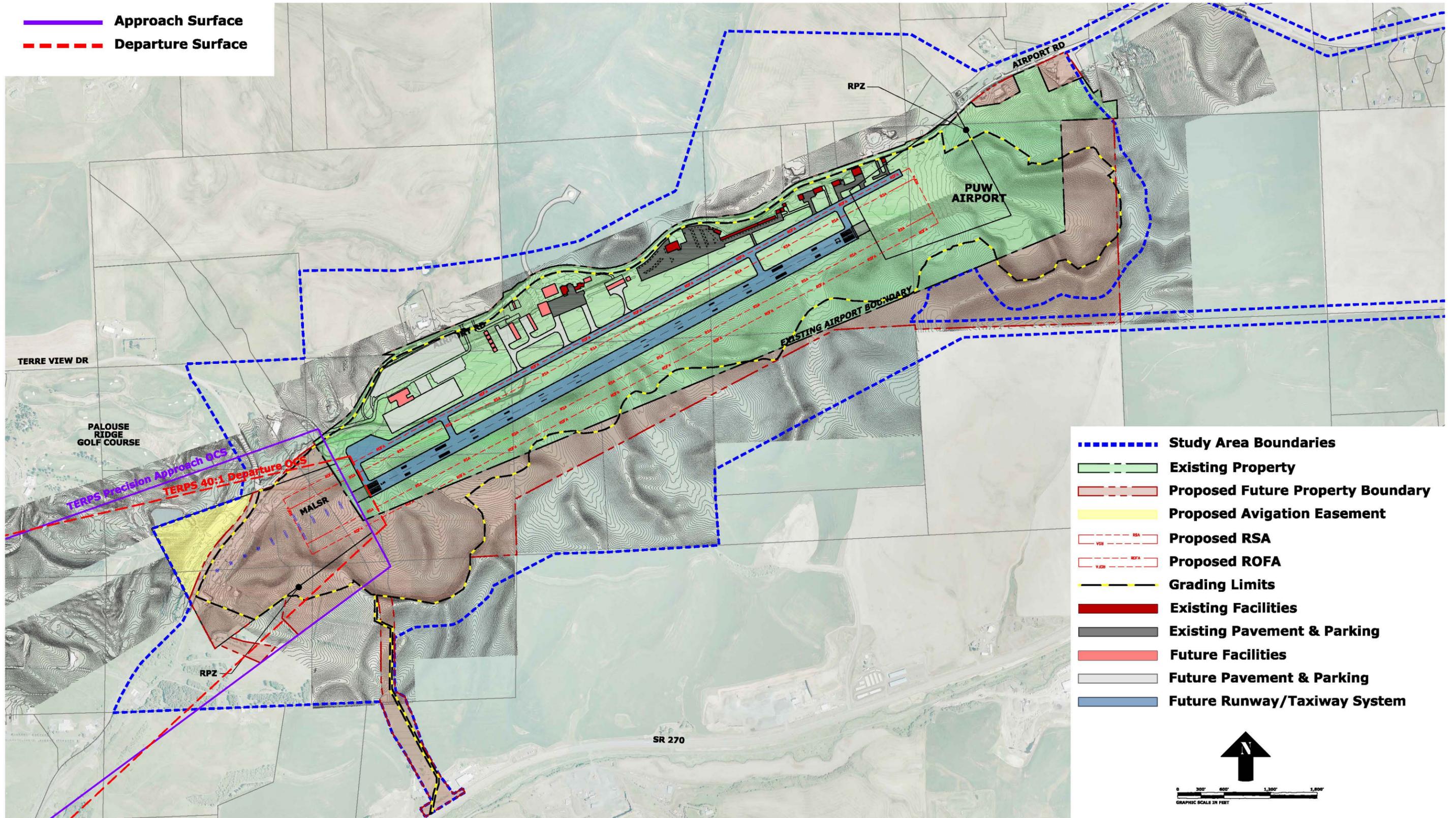
Figure 3-4 **Alternative 2: Shift of Runway with Counterclockwise Realignment**

Comparison of Runway Improvement Alternatives Summary

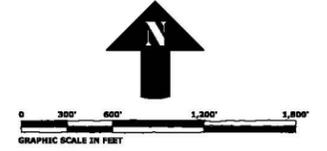
	Summary	Riverine Wetland Impact (Acres)	Sloped Wetlands and Ephemeral Channels (Acres)	Airport Creek (Feet)	Construction Impact (Volume of cut material)	Meets FAA C-III Design Standards	Runway Length	Estimated Cost (millions)	
								Alternative Cost	Contingency Cost
No Action	No Action	0	0	0		No	6,731 ft.	\$0	\$0
Alt 1	Shift of Runway South of Existing Runway	11.4	9.7	10,700	8.6 Million Cubic Yards	Yes	7,100 ft.	\$153	\$51
Alt 2	Shift of Runway with Counterclockwise Realignment	11.4	9.7	10,700	6.4 Million Cubic Yards	Yes	7,100 ft.	\$89.1	\$29.9



——— Approach Surface
- - - - Departure Surface



- - - - - Study Area Boundaries
- Existing Property
- - - - - Proposed Future Property Boundary
- Proposed Avigation Easement
- - - - - Proposed RSA
- - - - - Proposed ROFA
- Grading Limits
- Existing Facilities
- Existing Pavement & Parking
- Future Facilities
- Future Pavement & Parking
- Future Runway/Taxiway System

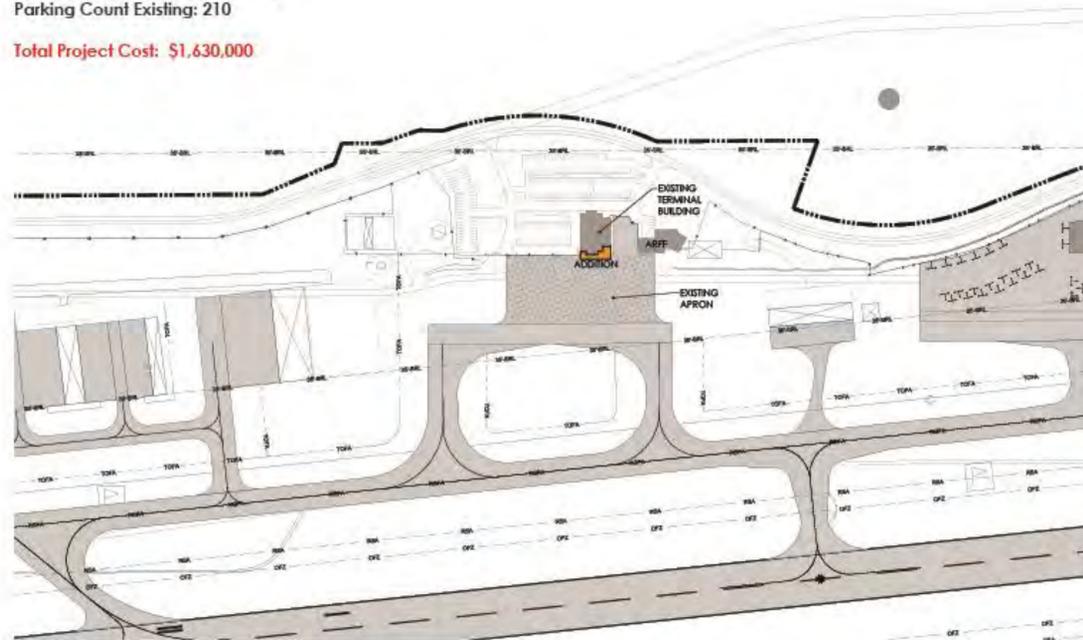


Terminal Alternatives

SITE ALTERNATE 1

Parking Count Existing: 210

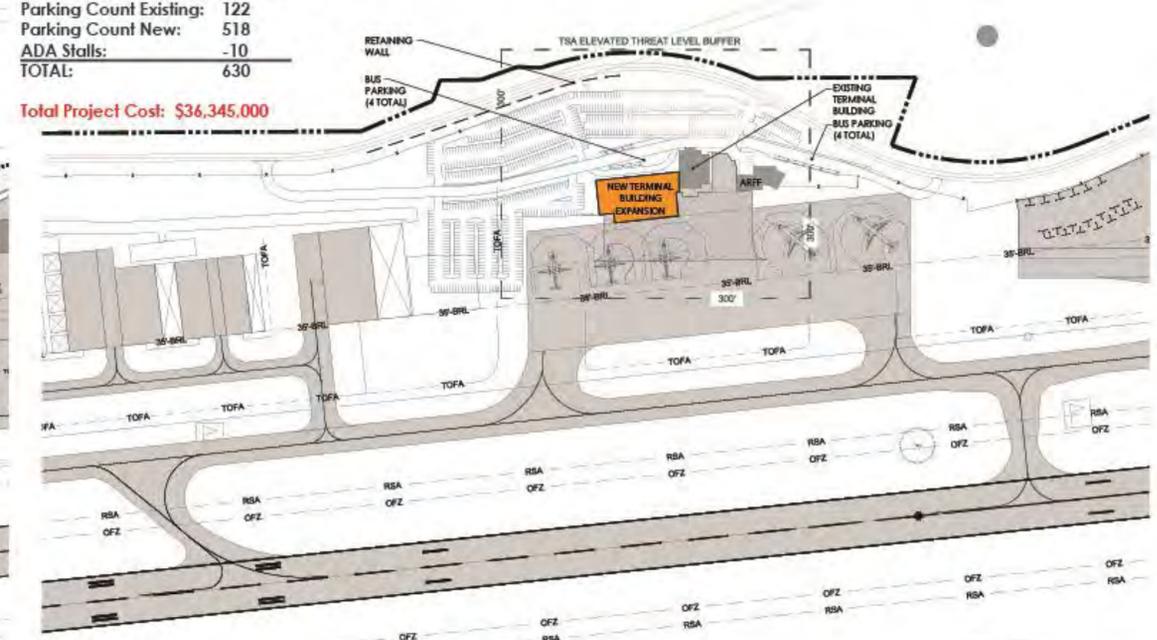
Total Project Cost: \$1,630,000



SITE ALTERNATE 2

Parking Count Existing: 122
 Parking Count New: 518
 ADA Stalls: -10
 TOTAL: 630

Total Project Cost: \$36,345,000



SITE ALTERNATE 3

Parking Count New: 962
 ADA Stalls: -10
 TOTAL: 952

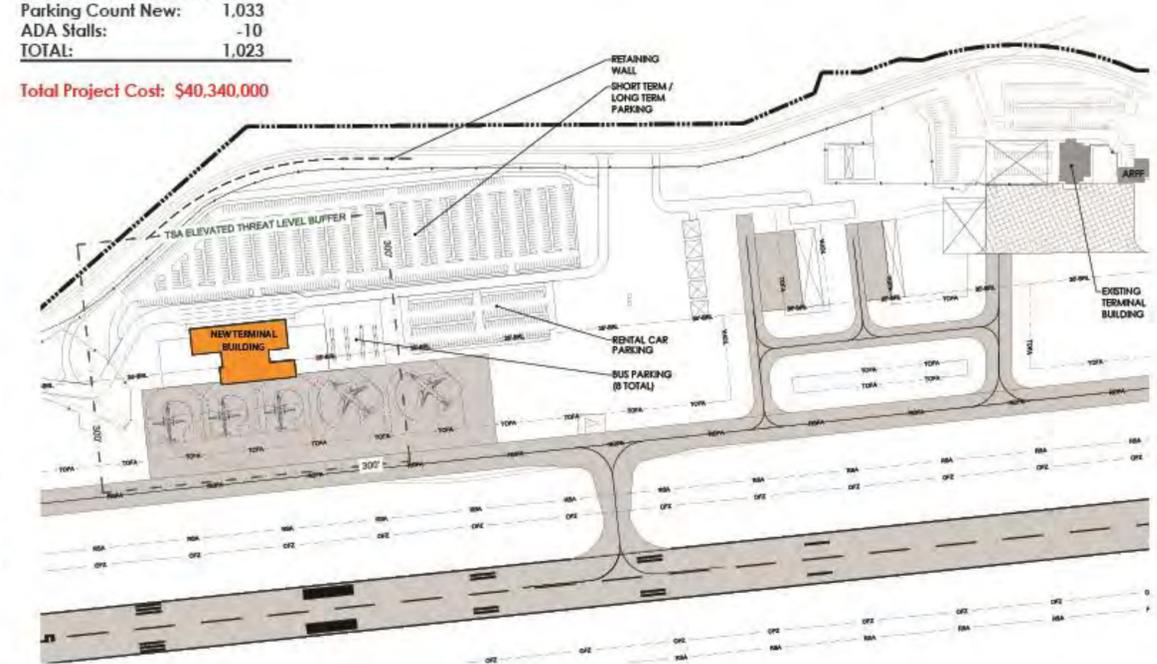
Total Project Cost: \$39,590,000



SITE ALTERNATE 4

Parking Count New: 1,033
 ADA Stalls: -10
 TOTAL: 1,023

Total Project Cost: \$40,340,000



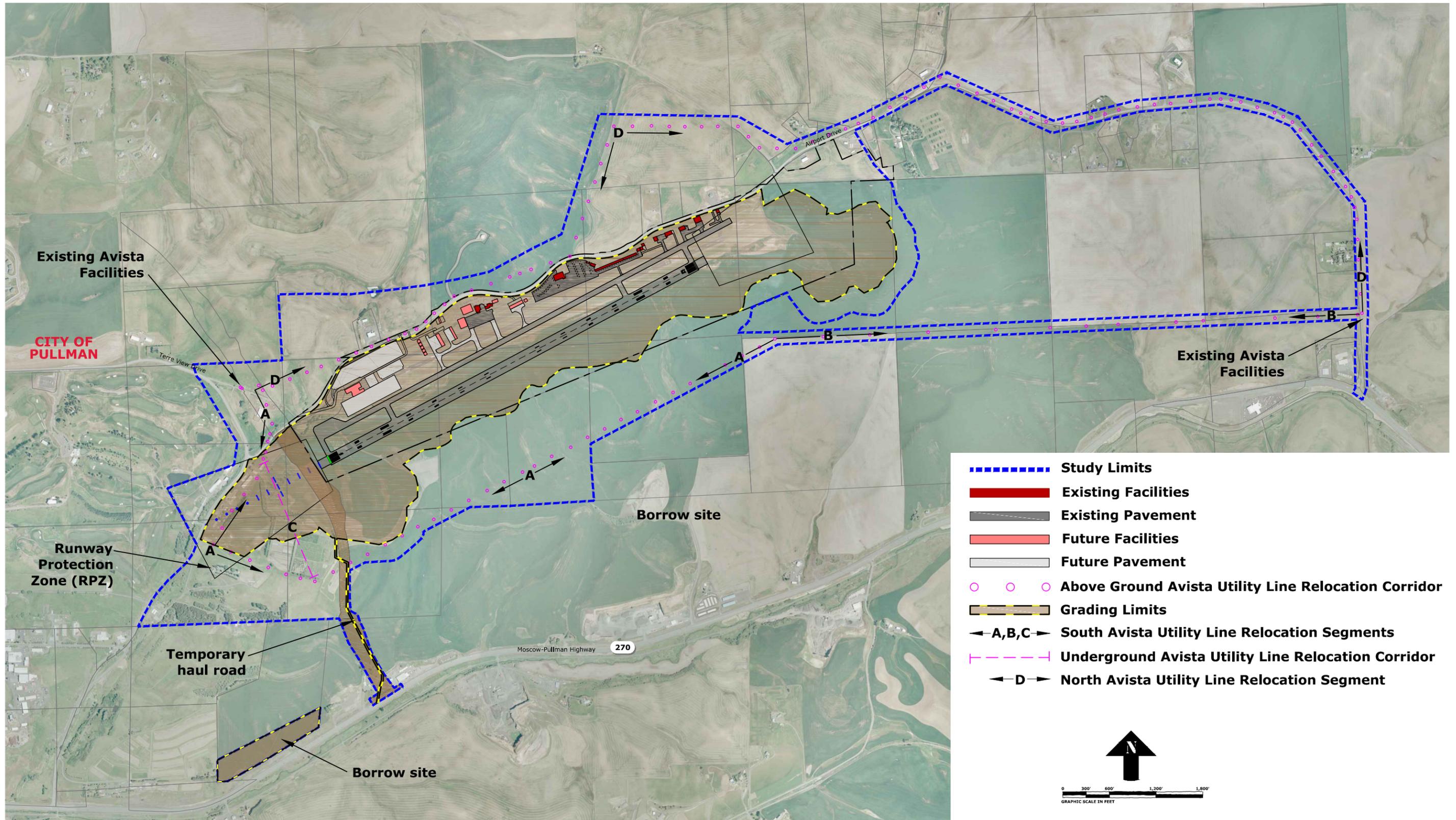
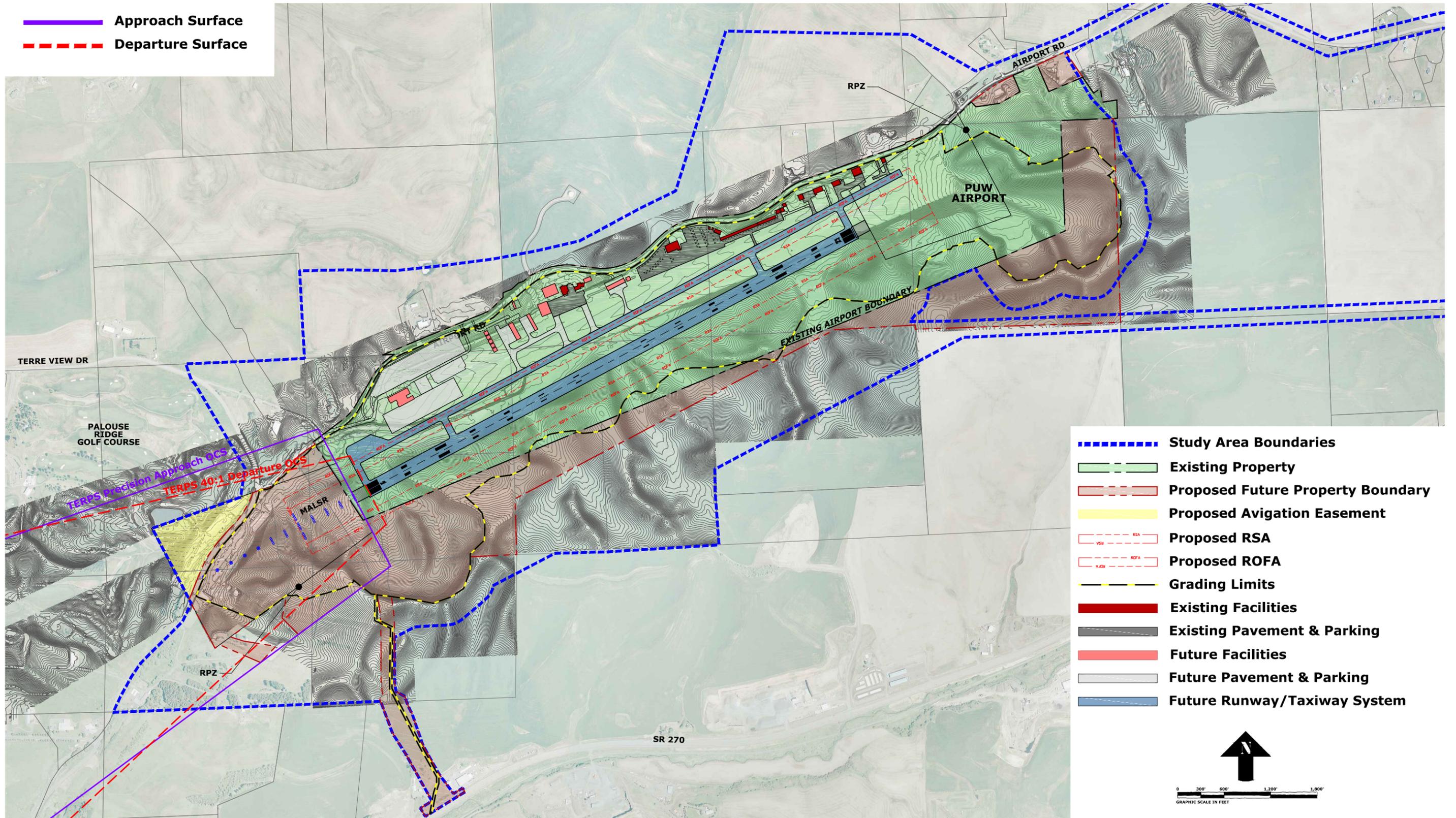


Figure 5-1
Avista Energy Corridor
Relocation Options

——— Approach Surface
- - - - Departure Surface



- - - - - Study Area Boundaries
- - - - - Existing Property
- - - - - Proposed Future Property Boundary
- - - - - Proposed Avigation Easement
- - - - - Proposed RSA
- - - - - Proposed ROFA
- - - - - Grading Limits
- Existing Facilities
- Existing Pavement & Parking
- Future Facilities
- Future Pavement & Parking
- Future Runway/Taxiway System

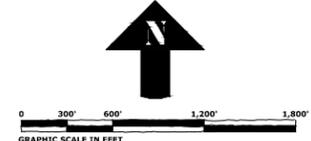
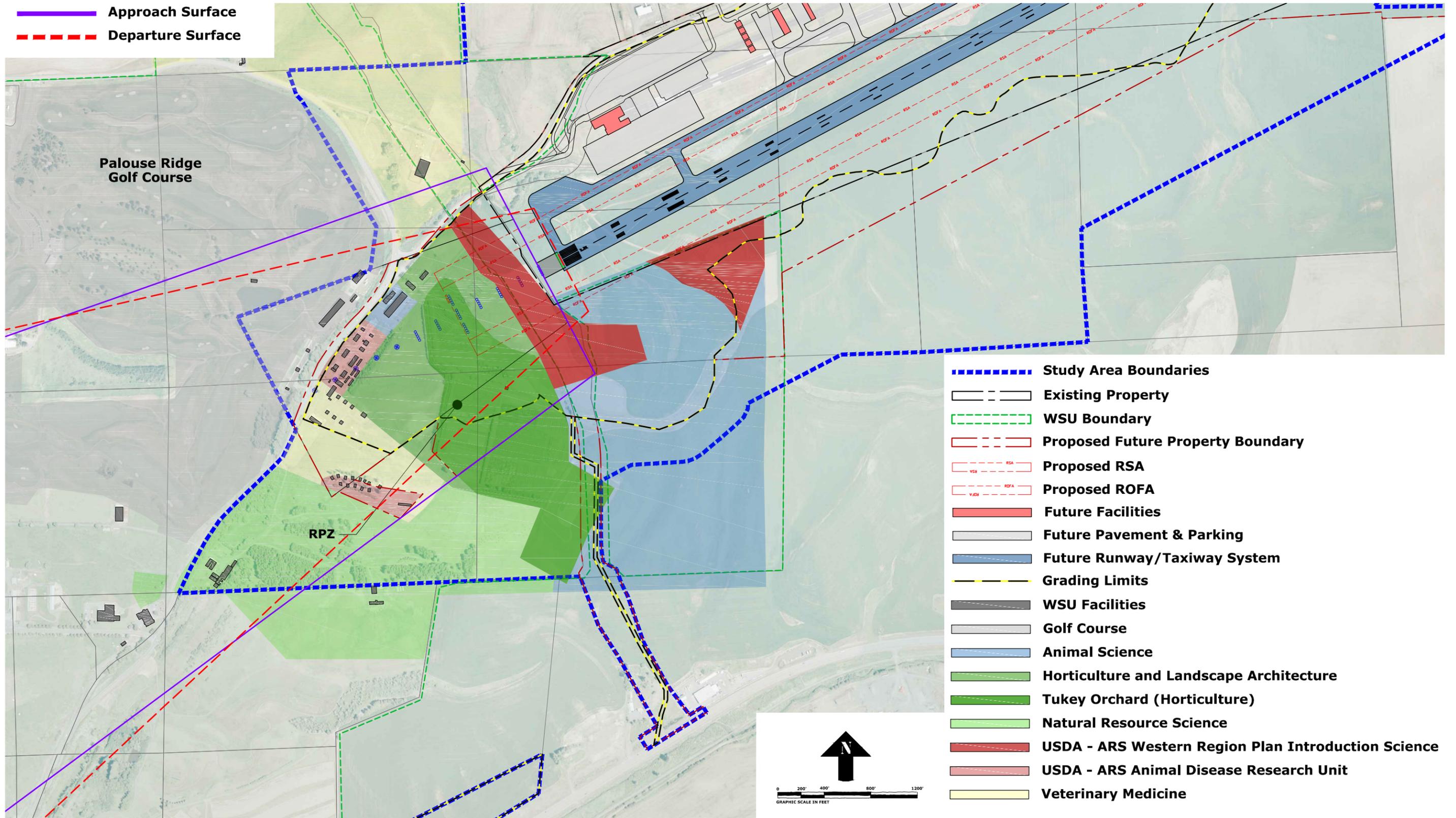
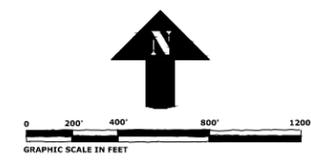


Figure 5-2
Proposed Future Property Boundary

——— Approach Surface
- - - - - Departure Surface

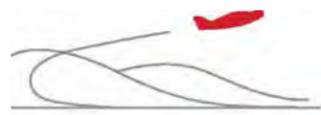
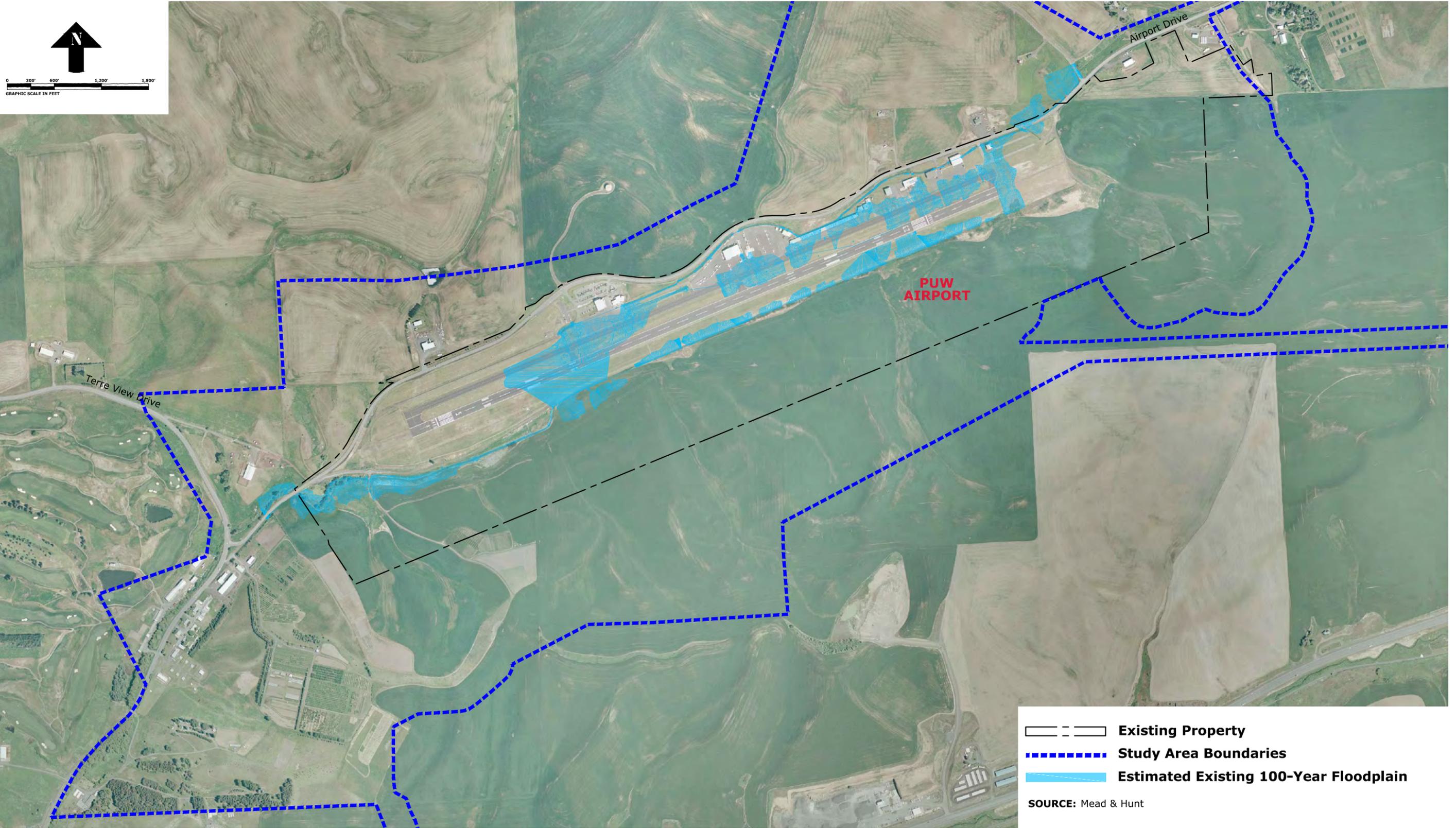


- - - - - Study Area Boundaries
- Existing Property
- - - - - WSU Boundary
- Proposed Future Property Boundary
- Proposed RSA
- Proposed ROFA
- Future Facilities
- Future Pavement & Parking
- Future Runway/Taxiway System
- Grading Limits
- WSU Facilities
- Golf Course
- Animal Science
- Horticulture and Landscape Architecture
- Tukey Orchard (Horticulture)
- Natural Resource Science
- USDA - ARS Western Region Plan Introduction Science
- USDA - ARS Animal Disease Research Unit
- Veterinary Medicine



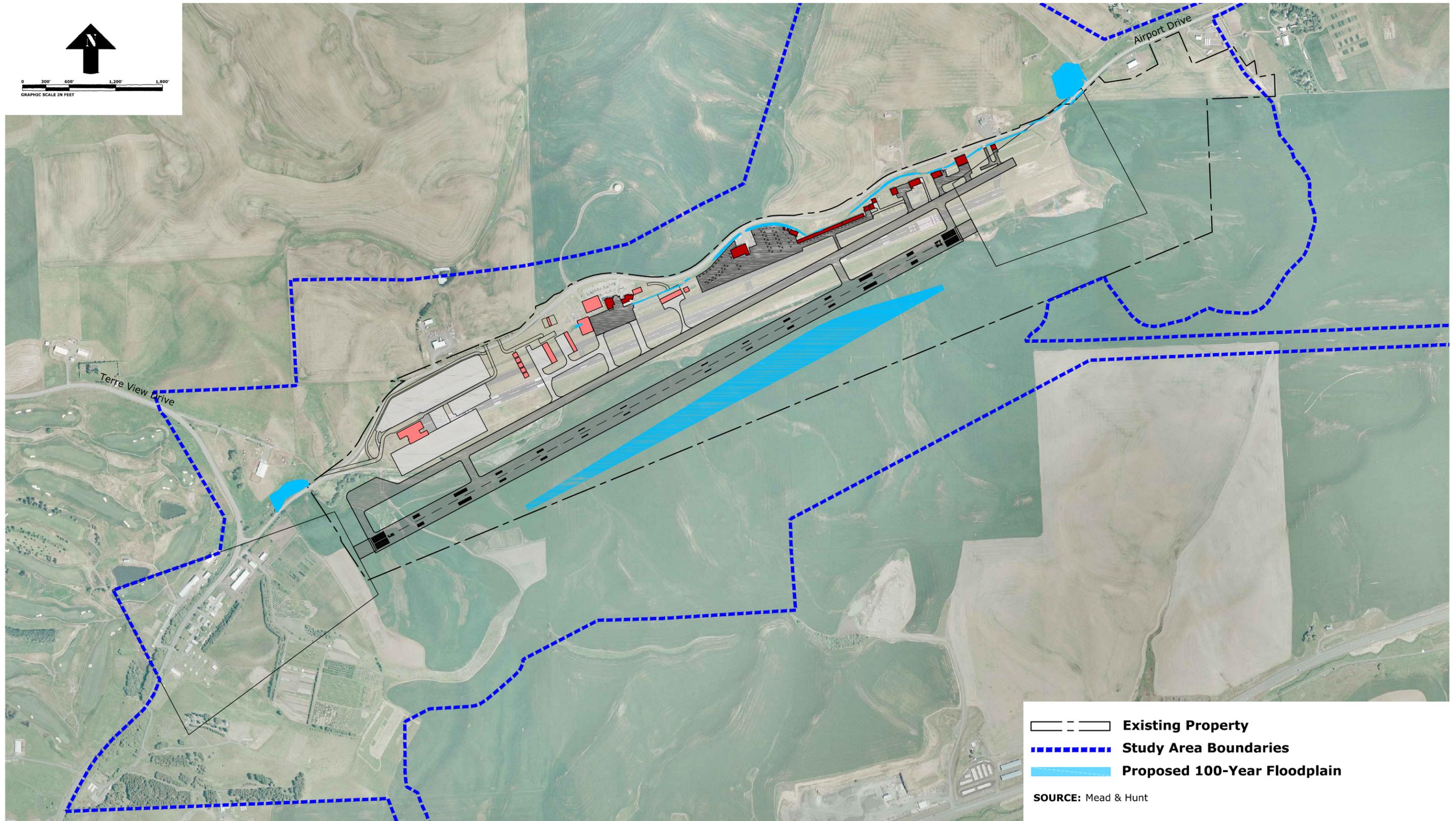
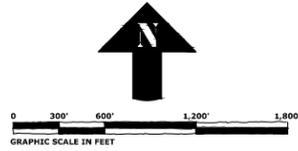
Pullman-Moscow Regional Airport
Runway Realignment Project

Figure 5-3
WSU Land Use Assignments



Pullman-Moscow Regional Airport
Runway Realignment Project

Figure 4-4
Floodplains

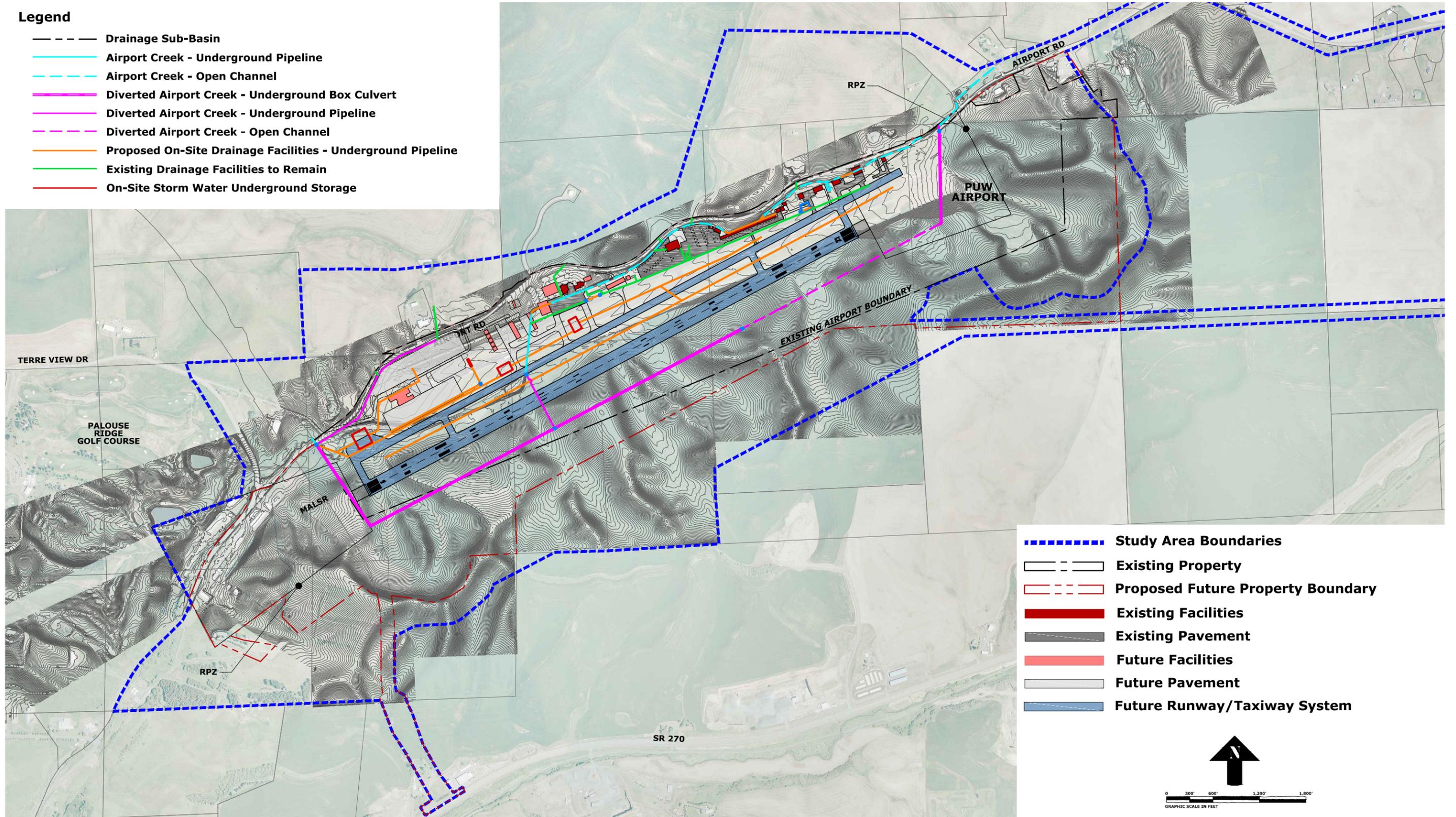


Pullman-Moscow Regional Airport
Runway Realignment Project

Figure 5-4
FEMA Floodplain Improvements

Legend

- Drainage Sub-Basin
- Airport Creek - Underground Pipeline
- - - Airport Creek - Open Channel
- Diverted Airport Creek - Underground Box Culvert
- Diverted Airport Creek - Underground Pipeline
- - - Diverted Airport Creek - Open Channel
- Proposed On-Site Drainage Facilities - Underground Pipeline
- Existing Drainage Facilities to Remain
- On-Site Storm Water Underground Storage



- Study Area Boundaries
- Existing Property
- Proposed Future Property Boundary
- Existing Facilities
- Existing Pavement
- Future Facilities
- Future Pavement
- Future Runway/Taxiway System

Figure 5-8
Proposed Drainage Layout Plan

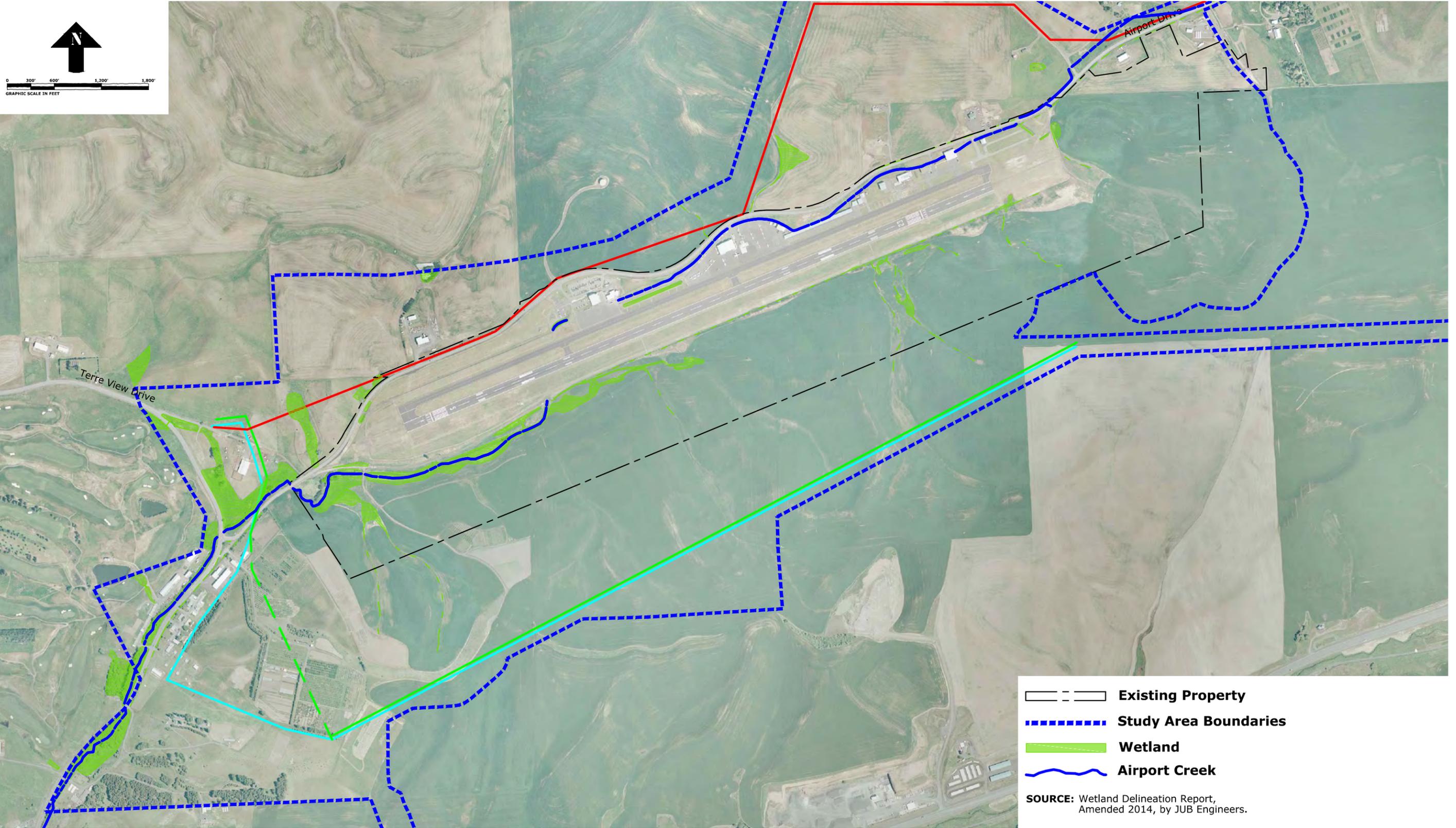


Figure 4-11
Wetlands

Summary of Anticipated Wetland Stream Impacts

Riverine Wetlands - 10.3 Acres
 Sloped Wetlands - 7.0 Acres
 Depressional Wetlands - 0.9 Acres
 Airport Creek - 10,700 Feet

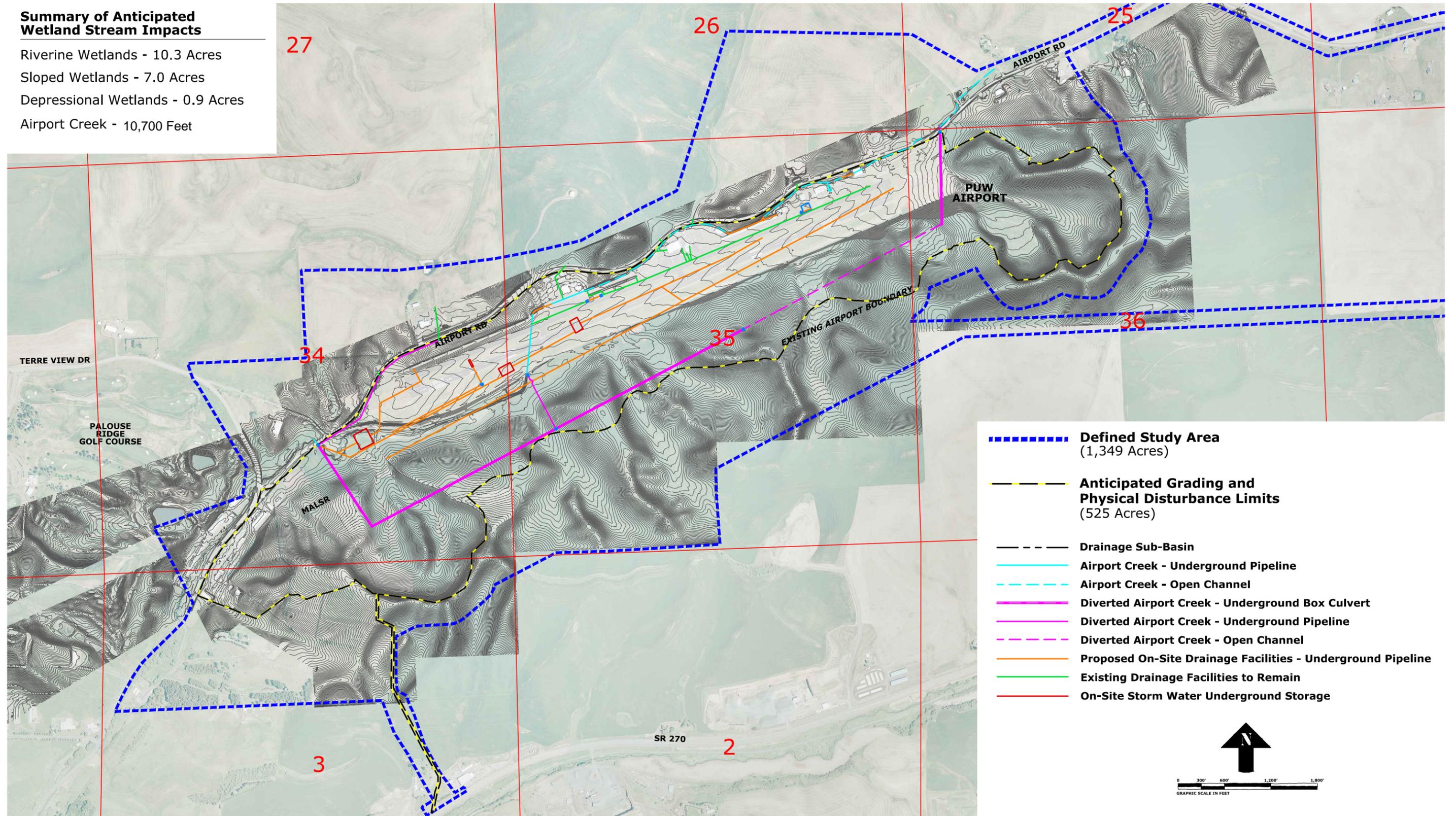


Figure 5-9
Anticipated Wetland/Stream Impacts

Estimate of Probable Cost

→ Phase II Master Plan

- **\$66.6 million**
- **2011 dollars**
- **Planning Level Estimate**

→ Environmental Assessment

- **Preliminary Engineering**
- **Unique Level of Cost Estimation for EA**



EA Project Refinements

✈ Runway Width

- Increased from 100' to 150'
- 25' paved shoulders
- 30% increase in pavement, floodplain and storm water requirements

✈ Avista Utility Relocation

- Consideration of Partial Underground Alternative

✈ Floodplain

- Unmapped by FEMA
- Modeling revealed more complex solution was required



EA Project Refinements

→ Land Acquisition

- Refinements to acquisition cost through detailed analysis
- WSU research facilities

→ All-Weather Reliability

- FAA and Sponsor added additional equipment
 - Centerline lighting
 - Remote Visual Range

→ Inflation

- Increase 11.1% from 2011-2015
- EA estimate includes estimated inflation through project completion



EA Project Refinements

→ Oil Costs

- Influence due to large amount of paving and grading

→ Conservative Estimate

- 25% contingency
 - Inflation
 - Project refinements



Estimate of Probable Cost

Description	Cost	Contingency	Total
Land Acquisition	\$9.0 million	\$3.0 million	\$12.0 million
Wetlands / Stream Relocation	\$0.9 million	\$0.3 million	\$1.2 million
Floodplain Relocation	\$7.2 million	\$2.4 million	\$9.6 million
Power Line Relocation	\$6.7 million	\$2.2 million	\$8.9 million
Mobilization, Ect.	\$5.0 million	\$1.7 million	\$6.7 million
Site Prep / Earthwork	\$21.9 million	\$7.3 million	\$29.2 million
Drainage Earthwork	\$1.9 million	\$0.6 million	\$2.5 million
Pavement	\$21.3 million	\$7.1 million	\$28.4 million
Drainage	\$4.5 million	\$1.5 million	\$6.0 million
Airfield Lighting	\$1.6 million	\$0.6 million	\$2.2 million
NAVAIDS and Weather Reporting Equipment	\$2.2 million	\$0,7 million	\$2.9 million
Fencing	\$1.0 million	\$0.3 million	\$1.3 million
Runway Centerline Lighting	\$1.6 million	\$0,6 million	\$2.2 million
Remote Visual Range	\$0,4 million	\$0.1 million	\$0,5 million
Future Terminal Storm System Improvements	\$3.1 million	\$1.1 million	\$4.2 million
Future Terminal Deicing System Improvements	\$0,4 million	\$0.2 million	\$0,6 million
GA Deicing System Improvements	\$0,4 million	\$0,2 million	\$0,6 million
Total Project Cost	\$89.1 million	\$29.9 million	\$119.00 million



Public Participation Summary

→ Four Public Open Houses

- October 5, 2013 Pullman, WA
- October 6, 2013 Moscow, ID
- April 22, 2014 Pullman, WA
- April 23, 2014 Moscow, ID

→ All Meetings Advertised

- Moscow-Pullman Daily News
- The Argonaut
- The Daily Evergreen
- Project Website: www.puw-ea.com



Draft Environmental Assessment Public Comment Period

- ➔ **Published August 20, 2014**

- ➔ **Public Comment Closes October 6, 2014**

- ➔ **Notice of Availability Advertised**
 - **Moscow-Pullman Daily News**
 - **The Argonaut**
 - **The Daily Evergreen**
 - **Project Website: www.puw-ea.com**



Draft Environmental Assessment

Availability

- Federal Aviation Administration
Northwest Mountain Region
Airports Division
1601 Lind Avenue, S.W., Suite 250
Renton, WA 98057-3356
Hours of operation: Monday through Friday, 8 A.M. to 5 P.M.
- Pullman-Moscow Regional Airport
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Friday 10 A.M. – 6 P.M., Saturday 10 A.M. – 5 P.M.



Draft Environmental Assessment

Methods to Provide Public Comment

- **Formal Statements** may be made during the public testimony period
- **Verbal statements** may be shared with the court reporter at the conclusion of the public testimony period
- **Comment forms** may be filled out on site and deposited into the comment boxes
- **Written comments** may be provided via email to:
Kevin.Mulcaster@meadhunt.com
- **Written Comments** may be mailed to the following address:
Mead & Hunt
9600 NE Cascades Parkway, Suite 100
Portland, OR 97220



Draft Environmental Assessment

Public Testimony Period

- **Facilitated Period**
- **Each person has 5 minutes to present testimony**
- **Each person may only speak once**
- **The project team will not be answering questions**





Thank You

Pullman-Moscow Regional Airport
Draft Environmental Assessment
Runway Realignment Project

Public Hearing
September 23 & 24, 2014



NEWS REVIEW PUBLISHING COMPANY

The Moscow-Pullman Daily News

P.O.Box 374

Lewiston, Idaho 83501

(208) 743-9411

Date:

09/20/2014

INVOICE NO.

99506

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30102565

Description

99506 NOTICE OF

**LEGAL ADVERTISING
INVOICE**

ROUTE TO: <u>Times</u>	DATE: <u>3</u>
APP'D BY: _____	DATE: _____
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PHASE _____	TASK _____
ORG/NOTES: _____	PO# _____

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\$ 450.46

Sold To: MEAD & HUNT Lynn Wilson
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LANSING MI 48840

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Please Retain This Invoice as Your Statement Will Refer to Invoice by No. Only.

**NOTICE OF AVAILABILITY
PULLMAN-MOSCOW REGIONAL AIRPORT
Draft Environmental Assessment
Runway Realignment Project**

99506

The Pullman-Moscow Regional Airport (PUW) has completed a draft Environmental Assessment (EA) to comply with hours of operation: Monday through Friday 9 A.M. to 12 P.M. and 1 P.M. to 5 P.M.

Moscow Public Library
110 S. Jefferson Street
Moscow, ID 83843

Hours of operation: Monday 10 A.M. - 8 P.M., Tuesday and Wednesday 10 A.M. - 6 P.M., Thursday 10 A.M. - 7 P.M., Friday 10 A.M. - 6 P.M., Saturday 10 A.M. - 5 P.M.

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

All written or emailed comments must be received by 5:00 p.m. on October 6, 2014, the last day of the public comment period. The FAA will consider all pertinent comments received on the EA prior to project approval or disapproval.

AFFIDAVIT OF PUBLICATION

Karen J. Lewis _____, Legal Clerk
being first duly sworn, on oath deposes
and says: I am the printer of
Moscow-Pullman Daily News, a newspaper
of general circulation, published daily
except Sunday at Moscow, Latah County,
Idaho, in compliance with Sections 60-106,
60-107, and 60-108 of the Idaho Code and the
amendments thereto; and an official newspaper
for Whitman County, Washington as required
by R.C.W. 36.72.071 and other provisions of
the Revised Code of Washington and the
amendments thereto: that the notice of which the
annexed is a full, true and correct printed
copy was published in the regular and entire
issues of said newspaper and not in a
supplement thereto, upon the following dates:

August 16, 2014
September 6, 20, 2014

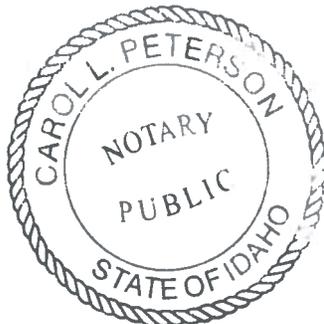
the same being the date designated for
the publication of said notice.

Karen J. Lewis

On this 23rd day of September
in the year of 2014 before me, a Notary Public,
personally appeared Karen J. Lewis
known or identified to me to be the person
whose name subscribed to the within instrument,
and being by me first duly sworn, declared that
the statements therein are true, and acknowledged
to me that he executed the same.

Carol Peterson
Notary Public for Idaho,

Residing at Lewiston, Idaho
My Commission Expires 9-1-2017



NEWS REVIEW PUBLISHING COMPANY

The Moscow-Pullman Daily News

P.O.Box 374

Lewiston, Idaho 83501

(208) 743-9411

Date:

09/20/2014

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100517

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30102565

Description

100517 NOTICE O

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INVOICE**

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PROJECT # _____		
PHASE _____	TASK _____	
ORG/NOTES: _____		PO# _____

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LANSING MI 48840

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Please Retain This Invoice as Your Statement Will Refer to Invoice by No. Only.

**NOTICE OF PUBLIC HEARING
PULLMAN-MOSCOW REGIONAL AIRPORT
Draft Environmental Assessment
Runway Realignment Project**

100517

The Pullman-Moscow Regional Airport (PUW) has completed a draft Environmental Assessment (EA) to comply with FAA Design Standards, meet runway length requirements, improve all-weather reliability, and terminal improvements. The draft EA has been prepared to fulfill the requirements of the National Environmental Policy Act of 1969. This document was made available for Public Review on Wednesday August 20, 2014 in a variety of public locations.

The Pullman-Moscow Regional Airport will hold two public hearing events:

Tuesday September 23, 2014 from 4-6 PM
Residence Inn Marriott
1255 Northeast North Fairway Road, Pullman, WA

September 24, 2014 from 4-6 PM
Best Western University Inn
1516 West Pullman Road, Moscow, ID

The events will provide interested citizens and community representatives with an opportunity to learn about the results of the Draft Environmental Assessment for the runway realignment project. The purpose of the public hearing is to provide an opportunity for formal public comment on the Draft Environmental Assessment. A stenographer will be present to document testimony. Comment forms will also be available for attendees to submit written comments on the Draft Environmental Assessment.

The schedule of events for both public hearings is as follows:

4:00 - 4:30 PM Open House
4:30 - 5:00 PM Project Team Presentation
5:00 - 6:00 PM Public Testimony (time will be extended if needed to ensure all attendees have an opportunity to provide

AFFIDAVIT OF PUBLICATION

Karen J. Lewis, Legal Clerk
being first duly sworn, on oath deposes
and says: I am the printer of
Moscow-Pullman Daily News, a newspaper
of general circulation, published daily
except Sunday at Moscow, Latah County,
Idaho, in compliance with Sections 60-106,
60-107, and 60-108 of the Idaho Code and the
amendments thereto; and an official newspaper
for Whitman County, Washington as required
by R.C.W. 36.72.071 and other provisions of
the Revised Code of Washington and the
amendments thereto: that the notice of which the
annexed is a full, true and correct printed
copy was published in the regular and entire
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supplement thereto, upon the following dates:

September 6, 20, 2014

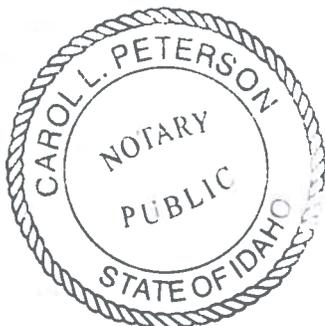
the same being the date designated for
the publication of said notice.

Karen J. Lewis

On this 23rd day of September
in the year of 2014 before me, a Notary Public,
personally appeared Karen J. Lewis,
known or identified to me to be the person
whose name subscribed to the within instrument,
and being by me first duly sworn, declared that
the statements therein are true, and acknowledged
to me that he executed the same.

Carol Peterson

Notary Public for Idaho,
Residing at Lewiston, Idaho
My Commission Expires 9-1-2017



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PULLMAN-MOSCOW REGIONAL AIRPORT
RUNWAY REALIGNMENT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING
1255 NORTHEAST NORTH FAIRWAY ROAD, PULLMAN, WASHINGTON
SEPTEMBER 23, 2014

FACILITATED BY:
LYNN WILSON - Public Involvement Coordinator, Mead & Hunt

REPORTED BY:
VALERIE J. LEGG, CSR
Notary Public

- 1 PROJECT TEAM
- 2 Kevin Mulcaster - Project Manager, Mead & Hunt
- 3 Jennifer Wolchansky - Lead Environmental Planner, Mead & Hunt
- 4 Scott Cary - Lead Design Engineer, Mead & Hunt
- 5 Tony Bean - Executive Director, Pullman-Moscow Regional
6 Airport
- 7 Cayla Morgan - Environmental Protection Specialist, Federal
8 Aviation Administration
- 9 Vince Barthels - Lead Environmental Scientist, J-U-B Engineers
- 10 Mitch Hooper - Lead Planner
- 11 Damon Smith - Principal for the Consulting Team

- 12 SIGN-IN SHEET
- 13 Jennifer Zambri ski , Pullman, Washi ngton 99163
- 14 Carl Schmukel , Pullman, Washi ngton 99163
- 15 Bill Vertrees, Pullman, Washi ngton 99163
- 16 Scott Webri ght, Pullman, Washi ngton
- 17 Glenn Johnson, Pullman, Washi ngton
- 18 Bobbi e Ryder, Pullman, Washi ngton
- 19 Darrel Carstel , Pullman, Washi ngton
- 20 El i zabeth D' Auri a, Pullman, Washi ngton
- 21 Kevi n Gardes, Pullman, Washi ngton
- 22 Deb Pehrson, Deary, Idaho 83823
- 23 Joe Poovai ah, Pullman, Washi ngton
- 24 Larry Groff, Pullman, Washi ngton
- 25 Kevi n Chas, Pullman, Washi ngton

1 PULLMAN, WASHINGTON, TUESDAY, SEPTEMBER 23, 2014, 4:35 P.M.

2 ***

3 MR. MULCASTER: Good afternoon. Welcome to the
4 public hearing for the Pullman-Moscow Regional Airport Runway
5 Realignment Project. Thank you all for being here today.

6 The purpose of our meeting and our hearing today is
7 to solicit your feedback, to listen to your concerns and ideas
8 about the project. The Draft Environmental Assessment was
9 published on August 20, 2014, so hopefully some or all of you
10 have had the opportunity to review that document. We ask that
11 you reserve all your comments and questions until the end of
12 the presentation during the formal testimony period that will
13 follow.

14 For the next 30 minutes the project team will
15 present the overview of the Draft Environmental Assessment.
16 The order of the presentation generally follows the content
17 within the Draft Environmental Assessment. There will be a
18 facilitated public comment period at the conclusion of the
19 presentation. This is your opportunity to provide comment,
20 and we value your feedback and your participation in the
21 process.

22 Lynn Wilson here is our hearing facilitator, and she
23 will discuss other options for the public comment besides at
24 the meeting here tonight.

25 Members of the project team that are in attendance

2 Cayla Morgan with the FAA. She's the environmental
3 specialist responsible for managing this process.

4 Tony Bean is the executive director for the
5 Pullman-Moscow Regional Airport.

6 We have Lynn Wilson, as I mentioned, as the hearing
7 facilitator.

8 Scott Cary in the back of room there is the lead
9 project engineer for the consultant team.

10 Jennifer Wolchansky is the lead environmental
11 planner for project team.

12 Vince Barthels, lead environmental scientist for the
13 lead consultant team.

14 And I've got two other guys, Mitch Hooper, lead
15 planner for the team, and then Damon Smith, who's the
16 principal for the consulting team.

17 Next slide, please.

18 This slide is intended just to give you an idea of
19 what the existing facility looks like and where it is in
20 relation to the surrounding communities. The Pullman-Moscow
21 Regional Airport is located within Whitman County just west of
22 the city -- or I'm sorry just east of the city of Pullman and
23 less than 5 miles from the Moscow -- or I'm sorry, the
24 Idaho/Washington state line.

25 The airport is publicly owned by the city of Pullman

1 and is operated and sponsored jointly by both cities, Moscow
2 and Pullman. This map gives you a little bit of perspective
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3 of what's there today and where it is in relationship to the
4 surrounding communities. It's bounded by Airport Road to the
5 north, Terra View Drive on the west end. This is the
6 beginning of the WSU campus. And then we've got about 5 miles
7 to go heading east before you get to the state line, as I
8 previously mentioned.

9 This airport is not sized properly for the types of
10 aircraft that are flying into the airport. Several years ago,
11 over the last decade or more, the airport has been
12 transitioning from smaller aircraft to larger aircraft, and
13 that changes the design requirements that are associated with
14 and required by the FAA, and that is why we're conducting this
15 environmental assessment, to evaluate various alternatives
16 that could correct that issue, and then evaluate what the
17 potential impacts would be of constructing a new runway.

18 Go to the next slide.

19 The airport and the FAA have long recognized the
20 nonstandard conditions at the airport. There have been four
21 planning studies that have been conducted since 1999. Most
22 recently a two-phase master plan was conducted beginning in
23 2007 and was completed in 2013. These studies evaluated over
24 20 different alternatives that looked at how to realign this
25 runway or relocate the runway to better accommodate larger

1 aircraft.

2 The next steps in the process was to prepare an
3 environmental assessment, which we have as the draft document

4 that's out for public review, as I previously mentioned, and
5 we'll discuss the environmental process in more detail in just
6 a couple minutes.

7 Next slide, please.

8 The proposed runway project has addressed several
9 proposed -- I'm sorry. The proposed action will address the
10 following needs for the purpose of why we're doing this
11 project.

12 The first is, as I previously discussed, design
13 standards. So the airport has been designed for and
14 constructed for smaller aircraft. That aircraft has changed
15 and the requirements associated with the aircraft that are
16 operating there today are different. An example of that is
17 the separation of the runway and taxiway. It's currently at
18 200 feet, but the FAA requirement for the types of aircraft
19 that are operating here are 400 feet, so that gives you a
20 perspective of what the change needs to be.

21 I'd also like to give you a little bit of
22 perspective on the evolution of aircraft. Back in 1994
23 Pullman was served by a 15- to 30-seat aircraft. In the
24 mid-1990s that aircraft transitioned to a 37-seat aircraft,
25 and in the late 2000s it became what's here today, the Q400

1 operated by Alaska Airlines which has a seating capacity of 76
2 seats. You have seen over time the aircraft change which
3 places additional requirements on the airport to comply with
4 the design standards set forth by the FAA.

5 The secondary goal of this project was to provide
6 adequate runway length to meet the user needs. During the
7 Phase 2 of the master plan a runway length justification was
8 studied -- or was completed as part of that study, and the FAA
9 recommended runway length as a result of that was 7100 feet.
10 The existing runway is roughly 6700 feet. What this does is
11 allow the corporate jet operators at the airport to fully
12 utilize their aircraft. So right now if they're operating and
13 they want to fly to a designation, they have to either
14 off-load fuel or passengers so that they can utilize the
15 runway. This extension will allow them to make maximum
16 utility of their aircraft and not have to make an interim stop
17 or kick people or cargo off the plane to be able to reach
18 their final designation.

19 Improving all-weather reliability was a secondary
20 goal of the project, and when the master plan was going on, if
21 you're going to undertake such significant effort to correct
22 the design standards, what other benefits can be provided by
23 doing this project? And one of the most important ones is to
24 improve the all-weather reliability.

25 I'm sure all of you have been users of the airport

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1 in the past and you've experienced some of the challenges that
2 are associated with flying in and out of Pullman in the
3 wintertime. Last year alone there were over 120 cancellations
4 during the winter months. Over 5,000 passengers were impacted
5 by that. The approaches that are at the airport today are not

6 on par with other similar commercial airports in the country,
7 and so what this project would do, would improve that
8 condition and would allow the airport to become more reliable
9 and have less cancellations and less deviations or delays than
10 you're experiencing today.

11 Providing terminal improvements to meet the
12 passenger demand: This is a component of the project that is
13 not -- has not had a funding identified with it, but since we
14 were going through this environmental process, there are
15 several benefits of including it. There's -- since -- in 1989
16 was when the building was built, and that building was built
17 for the passenger demand at that period, which was 29,000
18 passengers per year. In 2011 PUW served over 80,000
19 passengers per year utilizing the same field and footprint
20 that was built for almost a third of those passengers, and the
21 FAA forecast that was prepared as a part of this study
22 projects that there's going to be over 280,000 users per year,
23 passengers per year by the year 2033, and so you can see how
24 this issue compounds, so building an adequate facility to
25 accommodate that future demand is an important aspect of this

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1 project. The existing terminal -- just to give you a little
2 bit of perspective, the existing terminal is 50 percent
3 undersized for the traffic that is there today.

4 So how do we -- how do we answer all those questions
5 or how do we improve all of those conditions that we just
6 discussed? The intent of the runway realignment project is

7 bring the airport in compliance with the design standards and,
8 as I said, improve the all-weather reliability, provide
9 adequate runway length, and to provide an opportunity for
10 terminal improvements. And so this is list of all of the
11 different components of the project, and I'm not going to read
12 all of these, but as I mentioned, the primary issues are the
13 design standards, the runway length, and the all-weather
14 reliability. A lot of these are associated with the
15 all-weather reliability issue.

16 Next slide.

17 So I'm going to give it over to Jen here, and she's
18 going to talk a little bit about the environmental process
19 that we're in right now so that everybody has a better
20 understanding of what it is that we've been up to for the last
21 couple years.

22 MS. WOLCHANSKY: So what is an environmental
23 assessment? An environmental assessment is an analysis for
24 the potential social, economic, and environmental impacts that
25 can occur as a result of a project, and in determining these

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1 impacts, we can see how the project affects the community, how
2 it affects the local economy or environmental features, and
3 these impacts we're going to evaluate to see or we ultimately
4 evaluate to see if they're significant enough that we'll move
5 on to an environmental impact statement.

6 Why are we conducting an environmental assessment?
7 The National Environmental Policy Act states that if a project

8 is either partially or wholly paid for using federal funds, an
9 environmental assessment is required, and also it provides us
10 the opportunity to determine how this project is going to
11 impact the environment, impact the surrounding community.

12 So what resources are evaluated in an environmental
13 assessment? I think this list shows just how comprehensive an
14 environmental assessment is. As I mentioned, we look at
15 economic resources, social resources, environmental resources.
16 So we're looking at air quality. We're looking at the
17 socioeconomic environment of the project area. And all of
18 these -- an analysis of all of these categories and all of
19 these resources are required for NEPA regulations. And later
20 in this presentation we're going to be discussing a few of
21 these categories in more detail because they presented great
22 challenges for the project.

23 Now, I know it's difficult to read this slide, but I
24 will discuss, generally, what we're looking at. The NEPA
25 process includes public involvement throughout the life of a

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1 project. The public involvement is carried out through
2 technical considerations, design considerations, mitigation
3 decisions, and throughout, like I said, the life of the
4 project.

5 So in November 2013, about a year ago, the first
6 component of public involvement for our environmental
7 assessment was hosted as a public open house in Pullman and in
8 Moscow, and from there we started to collect the data and to

9 conduct the environmental analysis, and in the spring of this
10 year, spring 2014, we had another open house to update the
11 public on where we were in the NEPA process.

12 Now, since then we've compiled the data, we have
13 aggregated all the environmental analysis, and now we've
14 published for your review, for public review and for agency
15 review, the Draft Environmental Assessment, and using your
16 public comment, using agency comments and responding to those,
17 we will draft the final EA, and finally we will write the
18 final environmental finding.

19 I think it's important to note that the NEPA process
20 helps to determine whether the project meets federal
21 environmental regulations, so it's up to the FAA, it's an FAA
22 decision to say this project meets these regulations, and it's
23 the FAA's decision to fund this project.

24 Separately, moving forward with the project is a
25 decision of local consideration, so it will be up to the

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1 airport board to decide that they want to move -- with
2 environmental clearance, they will want to move forward with
3 this project.

4 MR. MULCASTER: Thank you, Jen.

5 The Draft Environmental Assessment that you've all
6 had an opportunity to take a look at considers a variety of
7 alternatives to correct the issues that we've just discussed,
8 including a no-action alternative, which would be -- I won't
9 say, do nothing, Cayla, but it means keep the airport as it is

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10 today. But because we're limited on time today in the
11 presentation, I wanted to focus on the four build alternatives
12 that are included in the draft.

13 So this exhibit illustrates the first concept that
14 the project team considered which was, let's leave the runway
15 where it is and let's separate the runway and the taxiway and
16 push all of that -- the taxiway and all of the associated
17 buildings north of the airport, so this is the existing
18 runway.

19 The problems with this alternative is that by
20 relocating this taxiway to provide the separation, you have to
21 demolish and relocate every single building that is at the
22 airport, so that cost is prohibitive. This alternative would
23 cost approximately \$297 million to implement. It also would
24 require the relocation of Airport Road to accommodate that
25 initial-built environment at the airport.

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1 Next slide.

2 The second concept we looked at was to go the other
3 way, and how do we get away from those constraints on the
4 north side of the airport? So we looked at the south
5 ridgeline that is located south of the airport. And what this
6 does is it puts the airport, the runway, up on the hill, which
7 is great because it improves all-weather reliability, extends
8 the runway. You can meet all of the requirements of the
9 project.

10 However, the biggest challenge associated with this
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11 alternative is the elevation change between the new runway and
12 the existing building area is significant. And so you can't
13 taxi an aircraft up that hill and back down the hill, and so
14 that presented an interesting problem to have to solve. And
15 so how do you do that? You have to relocate all the
16 associated facilities, the building facilities up there too.
17 So this alternative is also very cost prohibitive at about
18 \$300 million to implement this alternative, so it was also
19 dismissed from further consideration.

20 Next slide.

21 This alternative evaluated shifting the runway. The
22 first alternative we looked at looked at shifting the taxiway;
23 this one looks at shifting the runway. So this basically
24 moves the runway 400 feet south of the existing runway and
25 keeps it on its current alignment. It doesn't impact the

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1 building areas. It does open up a little bit of area on the
2 west end for additional development. It allows for the runway
3 expansion or the runway extension to take place. It has great
4 benefit in terms of providing all-weather reliability at the
5 airport, but it does cost a lot of money. It's -- this
6 section in here requires about 16 million -- I'm sorry --
7 8.5 million cubic yards of earth to be relocated, which is
8 significant. And so the cost for this alternative is
9 \$153 million with the contingency budget of \$53 million. This
10 alternative does meet the purpose of need, however, so it was
11 carried forward for further refinement.

12 Next slide.

13 This alternative, the final alternative that we
14 looked at was very similar to the previous alternative that we
15 just looked at, but essentially shifts the runway south and
16 also rotates it counterclockwise 5 1/2 degrees, and so this
17 runway alternative has equal benefit in terms of providing
18 all-weather reliability, being able to extend the runway, and
19 providing adequate space for a terminal building, and it also
20 opens up a greater area for future airport development.

21 And that's significant -- I mentioned it before --
22 significant because the airport is operated by revenues
23 generated out of the airport, and right now they're very
24 constrained in terms of the amount of land that's available to
25 buildings and collect ground leases and contribute to the

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1 operating budget of the airport, so this provides a
2 significant opportunity for the airport to recapture
3 additional revenue for the airport. This alternative would
4 cost \$89.1 dollars and has a contingency budget of 29.75
5 million. This alternative does meet the purpose and need of
6 the project and was carried forward for further evaluation.

7 Next slide.

8 Because the alternatives that I just talked about --
9 alternative 1 and Alternative 2, the south shift and the
10 counterclockwise shift -- are very similar in terms of the
11 benefits they provide, we had to look at a variety of
12 different issues to try and separate them.

13 So from an environmental standpoint, they have the
14 identical impacts in terms of the acres of wetland that they
15 would impact, the number of linear feet of Airport Creek that
16 would be need to be relocated. The basic difference between
17 them is the amount of earth that would need to be moved. So
18 you have 8.6 million for Alternative 1 and 6.4 for
19 Alternative 2, and the most basic translation of that is cost.
20 So the difference in the cost that I mentioned is primarily
21 the difference in the cost to move the earth associated with
22 the alternatives. For that reason, because the alternatives
23 were so similar, the issue of selecting a preferred
24 alternative was reduced to cost, and so this alternative,
25 Alternative 2 -- next slide -- was selected as the preferred

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1 alternative.

2 So the next couple of minutes I'm going to talk
3 about some of the various aspects of this alternative,
4 including the Avista utility relocation, the impacts to the
5 surrounding land owners, and several other -- other pieces of
6 this project.

7 So you can go ahead and go to the next slide.

8 One of the first components that we had to consider
9 was -- once we had a preferred alternative, was what we were
10 going to do to address the terminal constraints, so the EA
11 looked at four different alternatives, and I'm going to make
12 this very simple because we could spend a lot of time talking
13 about this. But as I mentioned before, the terminal building

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14 is approximately 50 percent undersized, and so trying to
15 accommodate not only the number of people that are going come
16 through the building, but where are they going to park their
17 cars, how are they going to circulate the airport, how are
18 they going to interact with taxis and charter buses and all
19 those things had to be considered when selecting a preferred
20 alternative.

21 So just real quickly, terminal -- or Site 1 was just
22 a small expansion of the existing terminal building, provides
23 adequate storage -- not storage, bad choice of word -- but
24 adequate hold room for one commercial flight with the aircraft
25 that's operating there today, so it doesn't meet the long-term

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1 needs of the airport. Also, it has additional constraints,
2 and the parking area wouldn't be able to accommodate the
3 additional parking spots that are needed.

4 Alternative 2 is a larger expansion of the existing
5 terminal building; again, provides some improvement to the
6 parking lot but not enough.

7 And Alternative 3 is basically a new building in a
8 close proximity to the existing terminal building and does
9 provide adequate parking -- or almost adequate parking spot,
10 we're almost there with that, and also improves the
11 circulation.

12 And then finally the preferred alternative that was
13 ultimately sought was a relocation to the west end of the
14 airport in that area that I highlighted on the previous slide.

15 Actually, I can show you that over here. It's down in this
16 area here, is where that building would go. And that provides
17 several benefits.

18 Number 1, it separates the commercial and general
19 aviation traffic which enhances the security of the airport.
20 It also provides a long-term solution for the airport in terms
21 of being able to provide a flexible solution, so you can build
22 this alternative over time, you don't have to build it all at
23 once, but you implement as the demand changes, so for those
24 reasons this alternative was selected as the preferred
25 alternative.

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1 Next slide.

2 The other elements, once we had a preferred
3 alternative, was what we were going to do with the existing
4 Avista high-voltage transmission line which runs through the
5 airport, and so obviously we don't want to have an overhead
6 transmission line crossing a runway, so we had to look at
7 opportunities to relocate this runway, so we've developed
8 three different alternatives.

9 There's one alternative that runs north of the
10 airport, follows Orville Boyd Road to the north and back down
11 to Airport Road and then terminates near Terre View Drive.
12 The issues with this alternative are primarily that we're
13 introducing a new utility corridor into an area that
14 previously hasn't had that type of utility. There's
15 residential, industrial, commercial uses up there that would

16 be impacted by this project.

17 The second alternative would be to stay aboveground
18 on the south side of the airport -- sorry, my laser pointer's
19 not working that great -- and essentially this is the existing
20 piece of the corridor, which would remain in place, and then
21 it would parallel the existing runway and then come back
22 around the west end and terminate back into the existing
23 facilities on the northwest corner the airport.

24 And then finally there was a hybrid alternative that
25 was looked at about how to mitigate airspace penetrations with

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1 these poles and also how to co-locate a utility with an
2 approach landing system for the airport, and so this
3 alternative varies the utility underground through the end of
4 the runway and then pops back up on the north side. The
5 alternatives for this range from 3- to \$7 million, and there
6 has not been a selection of a preferred alternative as of yet,
7 and we're hopeful that your comments tonight will help make
8 that decision.

9 Next slide.

10 Property acquisition. The area here, this exhibit
11 shows in green what the airport owns today. The area in red,
12 or rose, depends on your eyes, is the area that would be
13 acquired for the project. It's about 255 acres. And then
14 this area in yellow here is a navigation easement that's over
15 the Palouse Ridge Golf Course. There would not be any
16 physical disturbance to the land there, but it would simply

17 limit the height of vegetation and height of the structures
18 that can be built there in the future.

19 Go ahead and go to the next slide.

20 And finally this is a closeup of the west end of the
21 proposed runway, and this really focuses on the WSU facilities
22 that are located off the west end, and so we wanted to make
23 sure that we illustrated the impacts to that area tonight.
24 The impacts associated with -- or the facilities with the
25 organizations that would be impacted by the project include

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1 animal science; horticulture; landscape architecture,
2 including the Tukey Orchard; the USDA animal disease research
3 unit; the USDA western region plant introduction service;
4 veterinary medicine; and natural resource sciences.

5 Next slide.

6 I'm going to hand it over to Vince, and he's going
7 to talk you through some of the water related issues.

8 MR. BARTHEL'S: Good evening. I'm Vince Barthel's of
9 J-U-B Engineers. Tonight I'd like to touch on floodplains,
10 the proposed drainage layout, and wetlands and streams.

11 According to the flood insurance rate map, a lot of
12 the Pullman Airport is mapped as Zone A, which means it's in
13 the 100-year flood zone. An hydraulic study was done to
14 determine the flood storage capacity and how long the flood
15 travel time would flow through the airport property. This
16 exhibit does a good job of illustrating the 100-year
17 floodplain as it is currently out there today.

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18 As Kevin mentioned earlier, the proposed project
19 would include a lot of significant earthwork and alterations
20 to the floodplain. The next slide kind of illustrates some
21 the proposed changes to the floodplain.

22 Conceptually there's three areas that would house
23 the majority of the flood storage, and that's in the north,
24 east, south, and northwest of the runway realignment.
25 Modifications made to the floodplain would minimize the

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1 adverse impact of the floodplain's natural and beneficial
2 values and would also maintain the flood carrying capacity
3 around the airport.

4 Next slide, please.

5 Next slide kind of highlights the proposed drainage
6 layout. The proposed drainage layout essentially takes
7 Airport Creek -- I don't have a laser pointer, so I'm going to
8 go -- thank you, Scott. So it essentially takes Airport Creek
9 as it enters the airport property, northeast quadrant, if you
10 will, and splits the flows into basically one-third and
11 two-thirds. So a combination of surface and stormwater would
12 be directed and conveyed through the airport property through
13 a series of underground pipes, concrete box culverts, settling
14 basins, and even open concrete channels.

15 In terms of modifications to the drainage layout,
16 the idea, again, is to maintain the flood capacity and the
17 flood flows on the airport property. None of the alterations
18 would alter the drainage patterns downstream or downgrading at

19 the airport.

20 Next slide, please.

21 So transitioning kind of into the wetlands and
22 streams. Wetlands and streams were delineated for the EA
23 study area, which were -- the EA study area was 1349 acres,
24 and essentially this exhibit does a pretty good job of
25 illustrating where the wetlands and streams are located. In

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1 a nutshell, the summary of the delineation found that there
2 are 44.3 acres of wetlands and 15,709 linear feet of Airport
3 Creek; Airport Creek being the primary stream going through
4 the airport property. The delineation was verified by the
5 Corps of Engineers through what's called an approved
6 jurisdiction of termination that was issued July 7 of 2014, of
7 this year.

8 Next slide, please.

9 This slide talks about the anticipated
10 wetlands/stream impacts, and the upper left-hand corner really
11 itemizes what the impacts are projected to be. This slide
12 also does a good job of projecting the grading limits and
13 physical limits of disturbance, and that encompasses about
14 525 acres, and that's kind of the black and yellow line as you
15 can see that kind of going around.

16 So again, in summary, if you added all the wetland
17 impacts you're going to come up with 18.2 acres of wetland
18 impacts and 10,700 linear feet of Airport Creek impacts.

19 Conceptually we're looking at mitigation off-site

20 and in kind and within the same watershed subbasin, which is
21 the South Fork of the Palouse River subbasin. The draft EA
22 has identified a 120-acre mitigation site, and we feel that
23 this site could and should handle the required compensatory
24 mitigation for this project.

25 Thanks. And with that I'll turn it over to Scott.

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1 MR. CARY: So when you take all those different
2 components and you put it all together, the next question is,
3 what does it cost?

4 The master plan that was completed in 2011 showed a
5 cost of around \$66 million for this project. It was in 2011
6 dollars. So that's the year that they did the study and is a
7 planning level estimate, so it took the basic footprint and
8 said, okay, we think it's about this. It's going to be this
9 and we're going to have to do some drainage work.

10 Since then, when you get to the environmental
11 assessment, in order to figure out the environmental impacts,
12 you get to do a little bit more detail. You get to find out
13 some more things because you need to know how much earth
14 you're going to move. Do you have to take it off-site? Do
15 you do things with floodplains?

16 Next slide.

17 And what came out of the environmental assessment is
18 what we're just going to kind of go through. How did we get
19 from 66 million to where we are now? I want to make sure that
20 everybody is aware of what came in.

Page 23

21 During the environmental assessment, the Federal
22 Aviation Administration updated their criteria for the size of
23 aircraft that you have on the airport that you're currently
24 servicing. They said, now, we used to say you need a
25 100-foot-wide runway; now, with that same aircraft, we want

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1 you to make it 150 feet. And now, when you used to be able to
2 turf shoulders, grass shoulders? yeah, could you please put
3 25 feet more pavement off the edges on either side just to
4 make sure.

5 They're all good things. They help with snow
6 removal. They help with debris getting into engines.
7 Everything that has been put forward by the FAA are good
8 things, but it adds pavement. It adds cost. It's added over
9 30 percent of the pavement to the project. A typical 2-lane
10 road is 24-feet wide. One shoulder is a mile and a half of
11 2-lane road. It's a little over a mile and a half.

12 Another item that we've spent a lot of detail on is
13 working with Avista on, what do we do for the high-voltage
14 line running through the airport and maintaining that service
15 and reliability for the community? And for the purposes of
16 the cost estimate, we took the highest number of the
17 alternatives. We took the alternative that said, we're going
18 to put a good portion of this project underground, which is
19 significantly more expense than the standard way of going
20 overhead.

21 Floodplains. Vince gave you some of the details.

22 We have gentlemen that love to figure out floodplains and love
23 to figure out where things go, and the initial concept was,
24 we've got an existing line through the airport. It should
25 hold things. It's been working somewhat. It should hold

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1 things, and we're just going to continue that. Well, when we
2 actually modeled it, we found out that we're going to flood
3 the terminal and said, okay, let's fix this. This is the time
4 to do it if we're going to do it, and modeled the floodplain
5 and that resulted in all the things Vince was talking about.

6 Land acquisition. Kevin went through all the pieces
7 that went into -- of all the tenants involved at Washington
8 State University and understanding what is going to be
9 required for acquisition of those facilities.

10 The FAA also saw a good opportunity to try and take
11 very good reliability and make it even better, and said, you
12 know what, based on this location, a couple things we want to
13 add to the navigational aides that help pilots get in when the
14 fog comes and the clouds come in. We want to add more lights
15 into the runway, so that the pilot can see the centerline
16 lights and can see that some of in the back in terms of lights
17 and how it's set up.

18 And then there's also some additional weather
19 equipment. It is called runway visual range. It gives an
20 idea of what the fog is on the ground so that the pilots can
21 know that as they're coming in that, hey, when I pop through,
22 I want to be clean all the way in from a certain elevation.

23 Now let's talk inflation between 2011 and 2015; it's
24 over 11 percent. Anytime that a planning document is done, it
25 is not known when you're going to actually do the work, so you

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1 document the planning document to say, this is when we did the
2 estimate, and this is what the dollars are based upon. And as
3 you move closer to the time that you actually do the work, you
4 update those estimates, and this is the next step in that
5 process.

6 I'm a civil engineer and kind of a geek. Oil costs,
7 the people ask us what things are going to cost, and I'm
8 dealing with scrapers and large trucks trying to move dirt.
9 The first thing I ask is, what's going to happen with the cost
10 the oil? Swings in the price of oil directly affect the cost
11 of the moving dirt, earthwork.

12 And so we have been looking at the cost here in
13 Eastern Washington of recent bids and looking at where they
14 have been and getting input on that based on the soils that
15 are actually out on the site and the place it's actually going
16 to go and adapt the cost. And then to make sure that we're
17 looking at this in terms of future proofing, in planning for
18 the future of saying, how long is this going to take? What's
19 going to happen with inflation? What's going to change over
20 the next five, seven years or whenever the community decides
21 they wish do this project? we added a contingency onto the
22 project of 25 percent to make sure that it's a safe number to
23 start with.

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24 Go to the next slide.
25 So when you add all those things up, you have a base

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1 project that's roughly \$89 million with a contingency of
2 \$29.9 million, and it's \$119 million total.

3 Lynn.

4 MS. WILSON: All right. I'm Lynn Wilson, and it is
5 my pleasure to be moving on to the public participation. I'll
6 be facilitating the conversation that goes along with the
7 public testimony this evening.

8 And just as a quick review, many of you have
9 attended one or more of the previous open house events that we
10 have held in -- as part of this environmental assessment. The
11 first pair were held about a year ago in October. Another
12 update, an open house event, took place earlier this year in
13 the spring. Each of those events was published in your local
14 newspapers, the Pullman-Moscow Daily News, in your two student
15 papers. We also have a project Web site that has been
16 promoted along with those announcements and maintained, so
17 this information was available on the Web site.

18 As Kevin mentioned, the Draft Environmental Document
19 was made available on August 20th. It is still available for
20 review, and it will be available for review through the public
21 comment time, which will be open until October 6. That -- if
22 you've seen that in the paper, that was published again in
23 those same three newspapers and has been posted, not only the
24 notice of availability, but the document itself on the project

25 Web site.

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1 You probably cannot read it up on the screen, but
2 you do have in your flier -- if you didn't pick one up on your
3 way in, please pick one up on your way out tonight. There is
4 a list in this flier of the different places that the paper
5 copy of the document is available for your review. We want to
6 make it very accessible to you.

7 Next slide.

8 There are a lot of ways to provide public comment
9 during this public comment period, and one of those ways is to
10 take up to five minutes tonight -- and we'll talk a little bit
11 more about the protocol for that -- to stand up this evening
12 in this meeting and make your statement. And we have court
13 reporter here who is recording everything that we say. She
14 will also record everything that you say. If you'd like to
15 make that statement in front of your peers, this is your
16 opportunity to do that.

17 At the conclusion of the public testimony period, if
18 you don't choose to make that statement in front of your
19 peers, you may take turns and take up to that same five
20 minutes and sit with the court reporter and she will record
21 your comment for you.

22 Another option is that back on the round table we do
23 have public comment forms. You may choose to leave a written
24 comment tonight, and there's an envelope, just slip your
25 comment in that envelope.

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1 You may also submit comments by e-mail to
2 Kevin Mulcaster as the project manager or by US -- or paper
3 mail to the office. And all of those things are also listed
4 in this flier, so you have all those things written down.

5 Each of those input opportunities is weighed the
6 same, so it's your choice. We wanted to let you make your
7 comments in the way that you are most comfortable making them.

8 Okay. Next slide.

9 Okay. As a facilitator I will work with you this
10 evening to walk you through this very formal process. And
11 this is a legal requirement of our process, and so we have to
12 follow a certain protocol, and we ask your understanding of
13 that.

14 Each person will be given up to five minutes to
15 speak, and we will have that timed. We will give you a notice
16 when you have -- at 3 minutes, at 4 minutes, and when you have
17 30 seconds left. So think about what you want to say and
18 frame it to that time. I don't like to be the person cutting
19 you off, so we give you lots of different ways to make
20 comments. Tonight you also have one opportunity to make that
21 public statement during that 5 minutes, so I wanted to let you
22 know than ahead of time.

23 The project team is here, but -- and we are
24 listening, but we are not answering your questions tonight.
25 We are not going to respond to your questions. We want you to

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1 ask questions if you have them, and our court reporter will
2 capture those and we will respond to them as part of
3 completing the environmental assessment document, but for
4 legal purposes, we -- this is not the format where we're going
5 to engage and have that conversation. So again, we hope you
6 understand that and work with us on that.

7 If someone makes a statement and you agree
8 completely with what they just said and you would like to
9 stand up and say, I support the statement that was just made
10 by so-and-so, that's absolutely fine. It carries the same
11 weight as making the statement over again, and it may allow
12 you some additional time to make some additional comments.

13 I will take any questions for clarification about
14 the process that we're going to enter into. I'm going to go
15 back and take the sign-in sheet, and you were asked, I think
16 as you came in -- if we missed you, then we'll make up for
17 that -- but you were asked if you wanted to make those public
18 comments tonight to indicate that you did, and it looks like
19 we have two people who indicated initially yes. If you have
20 changed your mind, I will take calls after the first two who
21 have already signed up and offer that opportunity. If you
22 didn't check the box it's okay. We will stay as long as it
23 takes for everyone to have their turn. If everyone in the
24 room wants to take those five minutes, that's absolutely fine.
25 That's why we're here.

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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

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

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

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helpful to you.

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

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I, Valerie J. Legg, Certified Shorthand Reporter,
do hereby declare:

That the foregoing proceedings were taken before me
at the time and place therein set forth.

That the foregoing is a true and correct record of
all proceedings, to the best of my ability;

That I am not a relative or employee of any of the
parties, nor am I financially interested in the action.

IN WITNESS WHEREOF, I have hereunto set my hand and
seal October 6, 2014.

VALERIE J. LEGG, ID SRL-968
Notary Public
816 Sherman Avenue, Suite 7
Coeur d'Alene, ID 83814

My Commission Expires July 14, 2014

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PULLMAN-MOSCOW REGIONAL AIRPORT
RUNWAY REALIGNMENT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING
1516 WEST PULLMAN ROAD, MOSCOW, IDAHO
SEPTEMBER 24, 2014

FACILITATED BY:
LYNN WILSON - Public Involvement Coordinator, Mead & Hunt

REPORTED BY:
VALERIE J. LEGG, CSR
Notary Public

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3 Jennifer Wolchansky - Lead Environmental Planner, Mead & Hunt
4 Scott Cary - Lead Design Engineer, Mead & Hunt
5 Tony Bean - Executive Director, Pullman-Moscow Regional
6 Airport
7 Cayla Morgan - Environmental Protection Specialist, Federal
8 Aviation Administration
9 Vince Barthels - Lead Environmental Scientist, J-U-B Engineers
10 Mitch Hooper - Lead Planner
11 Damon Smith - Principal for the Consulting Team

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Tom Lamar, Moscow, Idaho

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MR. MULCASTER: Good afternoon. My name is Kevin Mulcaster. I'm the project manager for the consulting team. Welcome to the public hearing for the runway realignment project at Pullman-Moscow Regional Airport.

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The purpose of today's hearing is to listen to all of you. We want to hear feedback on what the project means to you, if you've read the document. If you have any comments, positive or negative, we're here to listen to those comments tonight. We ask that you do reserve all your comments and questions until the public testimony period that will follow the 30-minute presentation that we've prepared tonight.

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So for the next 30 minutes the project team is going to give you an overview of the Draft Environmental Assessment. The sequence of the presentation generally follows that of the draft document. As I mentioned, a facilitated session will follow and that will be your opportunity to provide comment. There are several other ways to provide comment on the project and the draft document, and Lynn, who is our hearing facilitator, will explain what those other options are later in the presentation.

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I'd like to take just a minute to introduce the project team that's here today:

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25

Tony Bean, executive director of the Pullman-Moscow

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Regional Airport.

2

Cayla Morgan with the Federal Aviation
Page 5

3 Administration. She is the environmental protection
4 specialist and the project manager from the federal
5 government's side of the house.

6 We've got Mitch Hooper, the lead environmental
7 planner for the project.

8 Vince Barthels, who's the environmental scientist
9 for the project.

10 Lynn Wilson, who is our meeting facilitator here
11 tonight.

12 Damon Smith is in the back of the room, and he is a
13 principal who makes sure that all of us don't have anything
14 that gets in the way of this.

15 Next slide, please.

16 Oh, Scott, Scott Cary. He's the lead engineer for
17 the project, and he's also the slide clicker.

18 I'm assuming that all of you know where the airport
19 is, but I would like to spend just a couple of seconds just to
20 orient you to where it is.

21 So this is the Pullman-Moscow Regional Airport as it
22 sits today. Where we are today is approximately 5 1/2 miles
23 to the east of the airport, and Washington State University in
24 Pullman is off to the west end. Highway 270 will be down here
25 on the south side.

1 The existing facility was constructed a long time
2 ago with the intent of serving much smaller aircraft than are
3 operating there today, so the whole intent of this project,
Page 6

4 when it was initiated, was to identify solutions so that it
5 could better accommodate and meet the FAA design standards
6 that are required for the types and sizes of aircraft that are
7 operating in Pullman.

8 An example that I use, I guess there's many design
9 standards on the airport that are deficient, but the most
10 obvious one and the easiest one to understand is the distance
11 between the taxiway centerline and runway centerline.
12 Currently it's 200 feet and the standard for the types of
13 aircraft we have here is 400 feet, so we need to double the
14 distance between those two pieces of pavement.

15 Go ahead and go to the next slide, Scott.

16 So the FAA and airport have long recognized this
17 problem and have been working for many, many years to identify
18 a solution. Since 1970 we had the Pullman-Moscow Regional
19 Airport and the Lewiston Regional Study -- I think somebody
20 mentioned that, why we haven't looked at another airport? It
21 was looked at a long time ago and that option was determined
22 not to be a feasible option. And then since that time, the
23 '99 master plan all the way to the 2010 master plan was really
24 looking at how can we solve this problem?

25 And so the '99 master plan was the first to identify

1 the issue. In 2004 there was a site investigation report, and
2 during that time was when Alaska transitioned from the Q200 to
3 the Q400, which is basically doubling the size of the aircraft
4 that was operating here and that triggered the following two

5 reports which looked at a variety of different alternatives.

6 The 2007 study looked at 20 different options to
7 correct this issue and then select a preferred alternative,
8 and the alternative was refined in the 2010 master plan, and
9 looked at, can this project be built? What are the challenges
10 associated with it, and can they be overcome?

11 Next slide.

12 So as I mentioned, why is this project needed? The
13 purpose and need for the project is to meet FAA design
14 standards, to have an airfield that is safe and efficient for
15 all the types of aircraft that are operating, primarily the
16 commercial aircraft and charter aircraft that are supporting
17 the universities and both conferences that they support.

18 Just a little more perspective on the evolution of
19 the aircraft. So when the airport first had commercial
20 service, it was serving a 15- to 30-seat aircraft. In the
21 '90s it became a 37-seat aircraft, and then in the late 2000s
22 or mid-2000s it became a 76-seat aircraft, so the evolution
23 has taken place very rapidly causing some significant design
24 challenges at the airport.

25 Providing adequate runway length and width to meet

1 the requirements. As a part of the Phase 2 master plan there
2 was a runway length justification study that was done, and
3 that looked at all the types of aircraft that are operating
4 here, whether they're based here or they're visiting from some
5 other airport, and the recommended runway length from the FAA

6 through that study was 7100 feet. The existing runway is
7 6700 feet. And what that does is it allows the corporate
8 users, primarily, of the airport and the charter aircraft,
9 instead of having to make an interim stop because they can't
10 take a full load of passengers or fuel or cargo, they're going
11 to have more pavement available, and they will be able to
12 fully optimize the use of the aircraft, which is a significant
13 advantage for businesses in town and those charter aircraft
14 that are operating here.

15 Kind of an offshoot or a benefit of this project was
16 improving the all-weather reliability of the airport. That
17 has always been a significant challenge for this airport.
18 Last winter alone there were over 120 cancellations. It
19 affected over 5,000 passengers and that is because the
20 approaches to this airport, to the commercial service airport,
21 are not on par with other commercial service airports of the
22 same type. So the terrain around the airport in relationship
23 to how the runway is aligned causes the approaches to be less
24 reliable, and so by having the opportunity to move the runway
25 to fix the design standards is another -- another benefit of

1 the project was to be able to twist the runway to get rid of
2 some of the conflicts with the topography and improve the
3 reliability of the airport.

4 While we were doing this environmental assessment we
5 identified a significant shortfall in terminal area. The
6 existing terminal building is 50 percent undersized for the

7 passenger traffic that's happening today, and so what we
8 needed to do was evaluate different alternatives to correct
9 that problem. So it's a significant issue that's all been
10 vetted through this process.

11 Go ahead and go the next slide.

12 The proposed action, this is a list of all of the
13 elements that we basically just talked about and this is how
14 NEPA, the environmental process, defined what it is that we're
15 proposing to do. So we're looking at creating a runway
16 environment meets the design standard. We're looking at
17 extending the runway to meet the needs of the users of the
18 airport, widening the runway to meet current design standards,
19 and then there's a variety of other things. I won't read them
20 all, but they're mainly in support of those first items, and
21 also improving the all-weather reliability.

22 I'm going to turn it over to Mitch here, and he'll
23 talk a little bit about what the NEPA process is so everybody
24 kind of understands what it is that we just completed.

25 MR. HOOPER: All right. Thanks, Kevin.

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1 Hello, everybody. My name is Mitch Hooper, and I'm
2 an environmental planner with Mead Hunt.

3 So what is an environmental assessment? Pretty much
4 we look at the environmental, the social, and economic impacts
5 that could result by implementing the proposed action. The
6 reason that we do this is that it's required by the National
7 Environmental Policy Act for any project that is federally

8 funded, and so we take a look at -- go to the next slide,
9 please, Scott.

10 We take a look at all these different categories,
11 and each one is required to be reviewed as the NEPA process.
12 We will go into a little bit more detail on some of the ones
13 that were more specifically impacted by this project, but the
14 draft document contains an analysis of each one of these as it
15 complies with the project.

16 Next slide, please, Scott.

17 The NEPA process is a little bit difficult to read,
18 but it features public input throughout. We started our
19 public process in November of 2013, that was our first public
20 open house to get the information to the public about the
21 project before we started collecting our information.

22 In the spring of 2014 we had our second public open
23 house to start to present some of the information as we found
24 and to remind the public what we were doing out here, and then
25 we come into our the public hearing, which is in the fall.

♀

1 Throughout this process the draft document had been
2 going through different agency reviews, FAA review, and been
3 available through the process to be reviewed by the airport
4 sponsor and by the public at this time. So it's been an open
5 process, and the public has had ample chances to comment on
6 the process as we move forward with our analysis.

7 Moving on from here, we will collect public
8 comments. The comment period, I believe, goes until the

9 8th -- is that correct, Kevin? -- the 6th, so when that
10 closes, we will respond to the comments that we have
11 collected. Those will be documented as part of the final
12 document. We will then prepare the final Environmental
13 Assessment which will go to the airport for review, and then
14 it will go to the FAA for review where they will issue their
15 finding.

16 The FAA's finding will say what the FAA's position
17 is on what the impact of what this project is on the
18 environment. It will then go to the airport board for their
19 decision as to whether or not they wish to move forward with
20 this project, so ultimately it does come down to a local
21 decision on whether to move forward with the project process.

22 Thank you.

23 MR. MULCASTER: Thanks, Mitch.

24 Next couple of slides look at the variety of built
25 alternatives, the build alternatives that we look at in the

1 Environmental Assessment. There are several other
2 alternatives that are included in the document, but because
3 we're limited on time tonight, if you're interested we can
4 read the document and provide comment on those.

5 The first option that we looked at was to improve
6 the existing runway. What can we do there to provide the
7 adequate separation and meet design standard? And only way to
8 accommodate that would be to push, basically, the entire rest
9 of the airport, other than the runway, north 4,000 feet to get

10 that additional separation. The problem with this you to have
11 to demolish and relocate every single building that's out
12 there, and you've also got to move Airport Road, and so the
13 cost of this alternative is around 297 million bucks to
14 accommodate that, so it didn't seem to be financially
15 feasible, and so we dismissed it from further consideration.

16 Looking at the opposite direction, moving south,
17 there's a great ridgeline on the south side of the airport
18 that is up high and would help with all-weather reliability
19 and would allow us to meet design standards and provide
20 adequate space for the terminal and meet all the requirements
21 for the purpose and the need. However, the difference in the
22 elevation between the new runway and the existing buildings
23 creates basically the same issue, you can't taxi aircraft back
24 and forth, so you have to move all the land side facilities,
25 all the buildings up on that hillside as well, so the same

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1 cost, about \$300 million for this alternative, so financially
2 this was not feasible, so it was dismissed.

3 The third alternative we looked at, which is called
4 Alternative 1 in the Environmental Assessment, looks at
5 shifting the runway 400 feet to the south providing
6 separation. The existing taxiway -- or runway would be turned
7 into a taxiway, and this alternative does meet design criteria
8 and improves the all-weather reliability and provides adequate
9 space for terminal development, provides some additional
10 development area that would help with additional airport

11 revenue on the west end of the airport, and so it really meets
12 all the elements that we're looking for.

13 It requires the relocation -- Scott, correct me if
14 I'm wrong -- 8.6, 8.4 -- 8.6 million cubic yards of earth, and
15 it would cost approximately \$153 million to complete this
16 alternative because of the amount of earth moving associated
17 with it, and then we also budgeted a \$51 million contingency
18 for it, so that's the Alternative 1. So this one does meet
19 the requirement of the purpose and need, so we did carry it
20 forward for further evaluation.

21 Similar to Alternative 1, we looked at moving the
22 runway south with Alternative 2. Basically what this is --
23 the difference between these two is it's a 5 1/2 degree
24 counterclockwise rotation, and the benefit of this is to be
25 able to improve the all-weather reliability of the airport

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1 while meeting the design standards.

2 If you look out to the east, you see Moscow Mountain
3 out there, and by realigning the runway you're getting the
4 centerline off of that mountain top, and that helps with the
5 reliability of the airport. This one has less earthwork than
6 the previous alternative, and it's estimated to cost \$89.1
7 million with a contingency of \$29.9 million. This alternative
8 does meet the purpose and need and was carried forward for
9 further evaluation.

10 This is a table that compares, because as I
11 mentioned, those two alternative are very, very close in terms

12 of benefit. And if you look at the environmental constraints
13 associated with these alternatives, they have identical impact
14 to wetlands. They have identical impact to the Airport Creek.
15 The difference between them primarily is the fact that they
16 have -- there's 2 million more yards of earth to move with
17 Alternative 1 than Alternative 2, translates to a significant
18 change in cost, so with all other factors being equal, the
19 decision was left to a financial decision, so Alternative 2
20 was selected as the preferred alternative in the environmental
21 document.

22 The next slide.

23 So this is what the preferred alternative looks
24 like. We're going to get a little bit more detail in some of
25 these pieces. This alternative in this exhibit shows the land

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1 acquisitions that's going to be required, the Vista relocation
2 that's required, and the terminal development that's
3 associated with the EA. So we're going to get into each one
4 of these things individually.

5 So the terminal -- I skipped over this a few minutes
6 ago and I'm going to back up in my notes here to get my
7 statistics, but as I mentioned, the terminal is 50 percent
8 undersized. So this building was built in 1989 and at that
9 time it served 29,000 passengers a year. In 2011 this airport
10 saw 80,000 people come through it, and the forecast
11 projections that were approved by the FAA for this project in
12 the previous master plan shows that by 2033 there could be as

13 many as 290,000 people coming through, so we've got a problem
14 and we've got to find a way to fix it.

15 This project does not include funding for a terminal
16 building. What it does is it allows a location to be
17 identified and for some small site improvements that can take
18 place during runway construction that are going to save money
19 in the long run by prepping the site and doing some small
20 things to get ready for that terminal building when the
21 funding becomes right.

22 So this slide gives you an idea of the four
23 different alternatives that we looked at. The first option in
24 the upper left-hand corner was a small expansion of the
25 existing building. This was more of a Band-Aid fix. It's

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1 going to get one full flight of 2- to 400 passengers, so 76
2 people could get in the hold room comfortably, and we're going
3 to put bathrooms in there. I know that would be a good
4 upgrade, but it doesn't meet the long-term demands of the
5 airport. It could be an interim fix that could happen if this
6 building -- the long-term fix is not feasible to implement for
7 a period of time, that could be a small solution.

8 Alternative 2 in the upper right-hand corner builds
9 upon the Alternative 1 and looks at, can we really try and
10 get -- and meet the long-term demands of the airport and the
11 passengers coming through it at the existing site? The
12 building space is doable. The problem is circulation,
13 parking, charter buses, taxis; how do we get them all to work

14 in that confined space? And basically what you have to do is
15 you have to give up parking to be able to get the access for
16 the charter, and it's not feasible in the long-term. You're
17 going to run out of parking spots and you're going -- you're
18 going to cap yourself in terms of the number of people that
19 could use the airport because you're limiting some of the
20 support facilities in the terminal.

21 Alternative 3 in the lower left-hand corner looks at
22 utilizing the area around the existing terminal building to
23 build a brand-new building, and it provides adequate parking
24 spaces, almost. It's not quite there for the projections that
25 are coming in, but it's closer than the previous two

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1 alternatives, and it costs approximately \$39 million.

2 Actually, I skipped over that part. I can go back
3 and tell you guys the costs of these other alternatives real
4 quick. The first alternative -- maybe I took that out of my
5 notes, but the first alternative was roughly 1.9. The second
6 alternative was -- I'm estimating here so I don't want to get
7 this wrong, but I guess right around \$29 million. This is
8 \$39 million, and the final alternative, before I forget, is
9 \$40 million to implement that solution.

10 And the fourth alternative is basically way down on
11 the west end of the airport. Give you guys a little
12 perspective here; it's this area that's identified on the map
13 here. And what -- that has a couple of advantages:

14 One, it provides maximum buildout for the terminals,
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15 so you can accommodate everything you're ever going to need in
16 that one space.

17 Number 2, it can be phased over time. You don't have
18 to build it all at once, but you can build it over time.

19 Number 3, it separates the commercial activity from
20 the general aviation activity which enhances the security of
21 the airfield and generally it's -- it's an opportunity. And
22 if you look at the different costs for these things, they're
23 very comparable, and to renovate an existing building for
24 90 percent of the cost of a brand-new building, you're
25 probably better off looking at a brand-new site. So

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1 Alternative 4 was evaluated and identified as the preferred
2 alternative for the terminal relocation.

3 Avista. So we have three alternatives that we're
4 considering to relocate the high-voltage transmission line
5 that Avista owns. And so just give to you a little
6 perspective, it basically runs across the new runway, and
7 that's not a good thing, so we've got to look at a way to
8 relocate it. And so we've identified three different options.

9 You got a laser pointer?

10 The first option is the north route which follows --
11 generally follows Airport Road to the north and deviates at
12 Orville Boyd Road and then comes back down. This alternative
13 introduces a utility corridor to an area that has residential
14 and industrial and commercial use, and so that's one of the
15 drawbacks of the alternative. This alternative is

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16 \$4.7 million.

17 And the second option is the south route, which
18 would also stay aboveground, and that is where Scott's
19 pointing there. So it utilizes a large piece of existing
20 infrastructure that's there at the east end of the airport,
21 which is where Scott is at now. And then that -- I mixed up
22 my notes here -- but that option is \$3.1 million.

23 And then the third alternative that we looked at is
24 very similar to the alternative we just evaluated with the
25 exception that this segment that Scott is pointing to now,

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1 Segment C, would be underground, and that is to avoid
2 conflicts with airspace and also with the ground based
3 navigation systems that would be off to the west end of the
4 airport. That alternative is \$7 million. So we have
5 alternatives from 3.1 to 7.

6 The draft EA has not selected a preferred
7 alternative. This is one of the things that we have looked at
8 from an airspace perspective, from a social, environmental,
9 and economic standpoint that these alternatives are very, very
10 comparable. They are very close in terms of what is best. So
11 we're here today to solicit your feedback on these options.
12 So please take a moment to write a comment down, e-mail
13 myself, or public testimony on this specifically would be
14 fantastic.

15 Next slide.

16 Property acquisition. The area in yellow -- I'm
Page 19

17 sorry, green -- keeping you on your toes, Scott -- is what the
18 airport currently owns. The area in red is what needs to be
19 acquired to accommodate this project, and it's roughly
20 255 acres. The area in yellow off the west end over the
21 Palouse Ridge Golf Course is about 15 1/2 acres and that would
22 be a navigation easement, which basically means we're going to
23 limit the ability for the golf course to erect structures or
24 have the vegetation go over a certain height that would
25 adversely impact approaches to the airport.

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1 Next slide.

2 Off to the west end of the airport there are a
3 variety of WSU research facilities that are impacted by the
4 project. We've identified those in this exhibit and also in
5 the EA. The -- specifically, just so we have on the record,
6 the facilities or the land use assignments identified on this
7 map that will be impacted include animal sciences;
8 horticulture and landscape architecture, including the Turkey
9 Orchard; the USDA animal disease and research unit; and the
10 USDA western region plant introduction service; vet med; and
11 natural resource sciences.

12 Next slide.

13 I'm going to turn it over to Vince to really kind of
14 talk about some of the environmental issues, primarily water
15 and the floodplains, wetland and streams.

16 MR. BARTHEL: Thanks, Kevin.

17 Good evening. I'm Vince Barthels with J-U-B
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18 Engineers. Tonight I'm going to provide an overview with
19 regard to floodplains, the proposed layout, and wetlands and
20 streams.

21 According to the flood insurance rate map much of
22 the airport is designated as a Zone A, which means it's in a
23 100-year floodplain. An hydraulic model was developed to
24 determine the storage capacity and the flood travel time off
25 the airport. This exhibit does a pretty good job of

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1 illustrating where the 100-year floodplain exists on the
2 airport today.

3 As Kevin mentioned on an earlier slide, the proposed
4 project action does yield a lot of earthwork, so, therefore,
5 we're envisioning some significant changes on the 100-year
6 floodplain as you would see it today.

7 The next slide is a good example -- excuse me. The
8 next slide presents the proposed changes to the floodplain.
9 Conceptually there will be three areas that would house the
10 flood storage. They are located in the northeast, south, and
11 northwest in relation to the realigned runway. Modifications
12 to the floodplain would minimize any adverse effect of the
13 floodplain's natural and benefit values and would also
14 maintain the flood carrying capacity on the airport.

15 Next slide, please.

16 The next slide looks at the proposed drainage
17 layout. The proposed drainage plan would be to take Airport
18 Creek and split the flows basically one-third to the north,

19 two-thirds to the south, in the northeast portion of the
20 airport as Airport Creek enters the airport. A combination of
21 surface and stormwater would basically be conveyed through the
22 airport in underground pipes, settling basins, concrete box
23 culverts, and open concrete channels. Where feasible, flows
24 going to Airport Creek would be separated for flow control and
25 treatment before discharging back into Airport Creek.

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1 Again, any modifications to the floodplain and
2 drainage network would take into account the existing flood
3 storage capacity and flood conveyance flows through the
4 airport. Also, any alterations to the floodplain or the
5 drainage network would take into account -- would be designed
6 not to impact any drainage downstream or downgrading of the
7 airport.

8 Next slide, please.

9 Transitioning kind of into wetlands, this is -- and
10 streams. Wetlands and streams were delineated for the entire
11 study area encompassing 1349 acres. This exhibit does a
12 pretty good job of illustrating where the streams and wetlands
13 are. The primary stream and the study area is Airport Creek,
14 which, again, flows from the northeast to the southwest. The
15 study basically determined there was 44.3 acres of wetlands
16 and 15,709 linear feet of Airport Creek, and these numbers
17 were verified by the Corps of Engineers through their approved
18 jurisdictional determination issued July 7th of this year.

19 Next slide, please.

Page 22

20 This is the anticipated wetlands impact slide. This
21 slide -- and I know Scott's got a pointer -- but in the yellow
22 and -- yellow and black line that kind of circles around
23 illustrates the disturbance or grading footprint, and that,
24 again, spans roughly 525 acres. In the upper left-hand corner
25 here we kind of summarized what the anticipated impacts are,

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1 totaling roughly, you know, 18.2 acres of wetlands and
2 10,700 linear feet of Airport Creek.

3 Conceptually we're looking at terms of wetland and
4 stream mitigation looking off-sight and in kind and within the
5 same subbasin watershed, so mainly what we're talking about is
6 the South Fork of the Palouse River, and it would obviously be
7 contained within watershed resource inventory area or known as
8 WRIA 34 for the Palouse. The EA, the draft EA mentions a
9 120-acre mitigation site. We feel that the site can handle
10 the compensatory mitigation for this project.

11 And I guess that I will abruptly turn it back over
12 to Scott.

13 MR. CARY: So with all -- the information you've
14 heard is a lot of components that go into the project. So the
15 next question is, what does it cost, and how do we get to the
16 cost we're at now?

17 In 2011 there was a cost published in the master
18 plan of a little over \$66 million. That was published in the
19 current year at the time of the estimate, which was 2011
20 dollars. During planning processes you never quite know when

21 you're going to do the work, and you have the whole
22 environmental process and then you have to decide how the
23 funding works, so it's always done in current year dollars,
24 and as you move forward and get new information, you add.
25 Well, the environmental assessment, in order to figure out all

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1 the environmental impacts looked at a lot of things that
2 help -- have you come up with a better cost, and so we're
3 going to run through those things and run through the overall
4 cost of the project.

5 Let's talk about what's changed since 2011. The
6 first thing that really happened was the runway width. As of
7 2011 the FAA criteria require that the runway be 100 feet wide
8 and could have turf shoulders. Since then they said, you know
9 what, for that size of airplane it makes more sense to have
10 that runway be 150 feet wide. It's better for the aircraft.
11 It's better for snow removal, and while you're at, please add
12 25 feet of paved shoulders on either side because that also
13 helps with snow removal and keeps debris off the runway.
14 There are a lot of good things that go with it. To add that
15 in, a 25-foot paved shoulder, you're adding over a mile of
16 two-lane road on either side, plus the additional 2 miles,
17 2-plus miles of road that you added actually in the runway.
18 So there's a significant increase in pavement.

19 For the drainage work and all the work modeling that
20 we did, when you talk about stormwater, you look at areas,
21 like a field, that can actually take water, and you look at

22 parking lots and pavement that doesn't take water and then you
23 have to adjust how you manage that water. By adding all that
24 pavement you're also making more sheet flow and water during a
25 storm event that you have to collect and treat and make sure

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1 it's clean before it goes down into your watershed.

2 Go back, please. Thanks.

3 That was the first one. That's the -- a huge change
4 in terms of cost.

5 Avista, I want to make sure you understand. Kevin
6 gave you the range of cost, and to be conservative in our
7 estimate -- which Lynn did a good job -- when I say
8 conservative, I mean make sure you have an estimate that you
9 can live with going into the future. We used the highest
10 number, so we used underground alternative pending information
11 coming in.

12 Floodplain. During the master plan there's an
13 existing creek system going through the airport. It seemed to
14 work, and said, okay, all we're going to do is we're going to
15 have to reroute that pipe. Once the improvements were defined
16 and you could see that we need to tip the end of the runway
17 down towards Pullman up in the air, that is reverse of the
18 drainage of the valley, and when the floodplain was modeled,
19 it was very clear that the terminal is going to flood, and so
20 that kicked in, okay, we need to do a lot more with floodplain
21 management and protect the facilities and manage that
22 floodplain.

23 Land acquisition. A lot more information has been
24 gathered in talking with, looking at the uses around the
25 airport, and defining what parcels, and we actually have a

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1 better idea of some of the facilities, so those costs have
2 been accounted for a little bit differently in the
3 environmental work.

4 The all-weather reliability. The FAA and the
5 sponsor were looking at it, and there is a minimum set of
6 navigational aids that go with -- it's called a CAT-1 ILS.
7 When they said -- they looked at it and they said, you know,
8 there are a couple other things that can help raise the bar
9 just a little higher, and one of those is while you're going
10 to put in a new runway, put in centerline lights right in the
11 middle of the pavement, that help the pilots see the runway.
12 Another one is some weather equipment to help know what the
13 conditions are on the ground.

14 Between 2011 and 2015 we estimate that there is
15 about an 11 percent inflation, and that's something that needs
16 be accounted for as you move forward.

17 Now, when I start talking about estimating a
18 project, on this type of project the first thing I worry about
19 is moving dirt. Where's the dirt going to go, and how are you
20 going to do it, and what type of soils are they? The price of
21 oil is directly connected because that is all about moving
22 trucks or scrapers or different pieces of equipment, and so
23 we've been monitoring the actual costs that have been coming

24 out of Eastern Washington and have adjusted the cost based on
25 what we've seen in the last few years.

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1 Last thing, to make sure that you have an estimate
2 that you can stand behind and you know that this should be
3 where we're coming in, is we've estimated and said, let's be
4 safe and put a 25 percent contingency on top of all that work
5 that's already been done. When you add all that up, your base
6 cost is at \$89 million, and there's just under a \$30 million
7 contingency set aside for things that could change, total
8 project cost of just at 119 million.

9 Lynn.

10 MS. WILSON: You had a lot of technical information,
11 and now it's my pleasure to move us toward the public
12 testimony period. My name is Lynn Wilson. I'm a planner with
13 Mead & Hunt, and I have seen many of you at previous events.
14 A lot of the environmental assessments have only this event
15 for public input, but in this project, we've had four previous
16 public open houses, two sets of two. One approximately a year
17 ago, or a set of two, and then another set of two earlier this
18 spring, so people have had the opportunity to come in, talk to
19 the project team, see how the project is going, and provide
20 comments along the way.

21 Each time we've held those public meetings there's
22 been notices published in three of your local papers, your
23 Moscow-Pullman Daily News, and your student publications. We
24 also have maintained a project Web site through the course of

25 project and that has been a resource. It is currently a

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1 resource, and it's my understanding that the presentation that
2 you're seeing tonight -- I'm looking at Kevin so he can nod
3 his head -- will be available on that project Web site either
4 tomorrow or early next week, so we've really made an effort to
5 make project information available along the way.

6 You heard mentioned that the Draft Environmental
7 Assessment document was made available on August 20th. It is
8 still available and it will be available until October 6.
9 This is an open public comment window, and there was a notice
10 of availability published multiple times in those same three
11 papers and that notice is on the Web site as well.

12 Hopefully everyone picked up a tri-fold flier as you
13 came in the door. If you did not get a chance to pick one up
14 coming in, just make sure you pick one up going out. That
15 has, among other things, the list of locations where this
16 document is available in print format to review and the hours.
17 It's also available electronically to review on the project
18 Web site. And we will be taking comments on the document
19 through the public comment time frame.

20 Okay. There are very tiny printed notices about
21 where this is available. You'll do better to read it in the
22 flier, but it is available at public buildings around your
23 community, your city buildings, and your libraries.

24 There are several different ways that you can
25 provide the public comment that we've been talking about, and

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1 one of those ways is to provide a formal public statement
2 tonight, and I'll talk a little bit more about how to do that
3 in just a moment.

4 If you don't choose to stand up and make that
5 comment in the room tonight but you would like to make that
6 comment verbally, you can stay after we close the public
7 comment period, and we have a court reporter here, and you may
8 sit with the court reporter and make your statement to her.

9 We also have comment forms, paper comment forms on
10 the table over here. You can take time tonight and write a
11 comment to us on paper and leave it in the envelope. You can
12 provide written comment via e-mail.

13 And, again, this information is in that tri-fold so
14 you don't need to write it down a second time. You can take
15 that with you. You can provide those comments directly to
16 Kevin Mulcaster, the project manager, and you can provide them
17 via mail. If you want to mail your paper comment form back,
18 you can send it back there if you don't want to fill it out
19 tonight, so lots of different ways to comment and each of
20 those comments, whether you make them verbally tonight, write
21 them down, or e-mail them are all weighed equally.

22 So we are going to enter on into our public
23 testimony period. And you were probably asked tonight as you
24 came and signed in, there is a column to indicate if you were
25 interested in making public comment, and so we'll start with

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1 that list, and then if you did not make that indication but
2 have decided you would like to make a comment, we'll make that
3 option available to you as well.

4 Each person will have up to five minutes to speak.
5 We will have a timer going, and we'll signal you when you have
6 spoken for 3 minutes, 4 minutes, and when you have 30 seconds
7 remaining. So think about what you want to use your time for.
8 Each person may only speak one time. And that sounds
9 limiting, but remember there are so many multiple ways to make
10 your comments, that this is an opportunity to make your verbal
11 comments, but if you can't say everything that you want to
12 say, you can take advantage of all the other opportunities to
13 provide that input.

14 This is a listening session for us, a public
15 testimony session for you. The project team who is here
16 tonight will be listening to you but we will not be answering
17 your questions. We will not be engaging in a dialogue. This
18 is part of a legal, formal, public process that is required by
19 NEPA, and so we are carrying out our legal obligations.

20 If you have a question that you want answered,
21 please ask. The court reporter will record or capture your
22 question, and we will respond to that question in the final
23 environmental assessment. But I know that sounds a little
24 strange, that this is not the dialogue time, so I hope that
25 you can support us and appreciate that in this legal window,

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1 that we need to do this correctly so that we can follow the
2 federal process and submit a solid, sound document to the FAA.
3 And Cayla is over there saying, yep, got that right.

4 So, Damon, are you bringing in a sign-in sign? You
5 are bringing a sign-in sheet.

6 And Damon has indicated that we have four people
7 who, as they came in, initially indicated that they would like
8 to that take their time and make public comment tonight. We
9 are going to start with this list. Again, we are going to
10 call on people just in order, and then again, if you did not
11 have a chance to do that but want to speak, we will also call
12 for that opportunity.

13 When we have gotten through everyone who wishes to
14 speak, we are done with our portion of the evening. You are
15 welcome to stay and look at the exhibits or review the
16 documents. You are welcome to stay and write comments. You
17 are welcome to stay if you would like to sit with the court
18 reporter. But as the project team and because of our legal
19 obligations to respond in a certain way to comments, we will
20 not be staying to engage and answer your questions and have an
21 ongoing conversation with you tonight. I know that sounds a
22 little odd. We're not going to kick you out of the room, but
23 we will -- in fact, everyone on the team has been advised that
24 if they need help, they're going to send me in and I'm going
25 to tell you the same thing again. So we want to explain our

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

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.

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

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

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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REPORTER' S CERTI F I C A T E

I, Valeri e J. Legg, Certi fi ed Shorthand Reporter,
do hereby decl are:

That the foregoi ng proceedi ngs were taken before me
at the ti me and pl ace therei n set forth.

7 That the foregoing is a true and correct record of
8 all proceedings, to the best of my ability;

9 That I am not a relative or employee of any of the
10 parties, nor am I financially interested in the action.

11 IN WITNESS WHEREOF, I have hereunto set my hand and
12 seal October 6, 2014.

13

14

15

16

17

18

19 _____
20 VALERIE J. LEGG, ID SRL-968
 Notary Public
 816 Sherman Avenue, Suite 7
 Coeur d'Alene, ID 83814

21 My Commission Expires July 21, 2020

22

23

24

25

Pullman-Moscow Regional Airport



3200 Airport Complex North • Pullman, WA 99163
(509) 338-3223 • Fax (509) 334-5217

Tony Bean
Airport Manager

FOR IMMEDIATE RELEASE

Monday, October 7, 2013

OPEN HOUSES IN MOSCOW AND PULLMAN FOR AIRPORT ENVIRONMENTAL ASSESSMENT

PULLMAN/MOSCOW—The Pullman-Moscow Regional Airport will hold two public open house events for the Airport's Environmental Assessment. The Environmental Assessment is carried out to evaluate the natural and social environmental impacts of the proposed runway realignment identified in the Airport Master Plan. The proposed runway realignment will improve service reliability. The proposed layout will also provide space for new buildings at the Airport, including future terminal improvements which are also being evaluated during the Environmental Assessment.

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The Open Houses will offer a relaxed, interactive setting for interested citizens to learn more about the environmental categories being evaluated as part of the project, and the alternatives being considered. Information about the Environmental Assessment will be on display. Airport staff and the project team will be on site to answer questions. Guests may also leave written comments and questions.

Pullman-Moscow Regional Airport Board

Glenn Johnson, Chair Nancy Chaney, Vice-Chair
Ron Smith • Mel Taylor • Robert Jahns • Jon Kimberling • Jeff Hawbaker

The National Environmental Policy Act (NEPA) recognizes that federal projects can have an impact on the environment. Using the NEPA process, agencies are required to consider the environmental and related social and economic effects of their proposed actions. An Airport Environmental Assessment is required by NEPA before federal funding can be used for the runway realignment project.

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For additional information:

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UI shows LGBTQA support

LGBTQA office hosts events to honor National Coming Out Day

Iris Alatorre
Argonaut

The University of Idaho's LGBTQA Office will host three events to celebrate National Coming Out Day Oct. 11.

The main event will be a fair on Oct. 11 from 11 a.m. to 1 p.m. in the Idaho Commons Plaza. Many community and campus organizations will be in-

involved in the fair.

"It's a good way to have some fun and show that we have a lot of allies on campus," said Julia Keleher, LGBTQA office coordinator.

The LGBTQA office will hold Queer Discussions at 7:30 p.m. Oct. 14 in Memorial Gym room 109, as the second event in the series.

The discussions will address LGBTQA sexual-

ity, misconceptions about LGBTQA sexuality and other topics.

The final event, a keynote address, will take place Oct. 16. Paulina Helm-Hernandez will speak at 7 p.m. in Agricultural Science, room 106.

"For the keynote speaker, it's going to be a really fun hour where you get to learn and think

about something and learn different perspectives," Keleher said. "I think that's why we're all in college is to learn more about the world and to better ourselves as more well rounded citizens."

Helm is the co-director of a group called South-erners on New Ground. Helm is self-described as a "queer femme cha-cha girl,

artist trainer and political organizer." She is originally from Veracruz, Mexico.

"She is the co-director of an organization called South-erners On New Ground, which is a non-profit organization that was created to empower people of color, particularly queer people of color," Keleher said.

Keleher said she believes Helm can bring a new per-

spective to students.

The event is free and open to the public.

"It's just a celebration and a way to show folks on the UI campus that LGBTQA people are wanted and welcomed and supported and to get allies out," Keleher said.

Iris Alatorre can be reached at arg-news@uidaho.edu

See dinner and a show

RHA to host improv comedy event at Bob's Place Oct. 23

Jake Smith
Argonaut

Just as the CW has renewed "Whose Line Is It Anyway?" University of Idaho Residence Hall Association has started it.

In the spirit of comedy, RHA will host its first improv event at 5:30 p.m. Oct. 23 in Bob's Place. Based on the premise of the popular TV show, the event is intended to increase student involvement.

Nathan McLeod, RHA president, spearheaded the event, taking over coordination of the entire night. McLeod and RHA member Shawn Hunt will cohost the event, which will include two students each from Wallace Complex, the Theophilus Tower and the Living Learning Communities residence halls. Targhee and McConnell Hall are allowed one student each to join the improv comedy team.

"It's strictly the people who are planning the event who are performing," McLeod said.

Students will have to pay for a meal to attend the event, though the focus isn't to increase customers at Bob's. According to McLeod, the event will be held there due to ease of access for students.

"This is an event that most people on campus aren't used to," McLeod said.

Last year, amid other events hosted by RHA, members consistently advised RHA senate members to host an improv event.

The cost to host the improv event in minimal, the only looming price being \$5-10 t-shirts for each member of the comedy group. The RHA Senate Programming Fund will cover any further costs.

The comedy group will hold two practices before Oct. 23 to get acquainted with one another. There is also a list of games McLeod will devise to ensure the flow of comedy.

"If you're not comfortable with the people you're playing with it's going to be

More info

RHA's first improv event, "Whose Line is it Anyway?" will be taking place at 5:30 p.m. on Oct. 23 at Bob's Place.

awkward and no one will have fun, especially the audience, wondering what the hell you're doing," said Sean Hendrickson, one of only a few students to express interest in the event thus far.

According to Kendra Buell, RHA programming chair, positions are still open on the improv team.

RHA will be looking for feedback after the event. If it goes well, there will be more scheduled throughout the year.

"If it goes absolutely phenomenally, we could start a consistent team out of the RHA," McLeod said.

Jake Smith can be reached at arg-news@uidaho.edu

Getting the dirt on fighting hunger

Oxfam America recognizes World Food Day

Kathryn Blowers
Argonaut

The Oxfam America Club will kick start a week of celebrating World Food Day with a free screening of "Dirt! The Movie" Oct. 14 at the Kenworthy.

The week will continue with tables for World Food Day outside the Idaho Commons on Oct. 16. Oxfam will end the week Sunday with a fun run that will donate money to the Idaho Food Bank.

"We want to break the barrier between the students and the community," said Amaya Amigo, UI chapter president of Oxfam America.

Amigo said the goal of the movie is to inform people about land and dirt and what it really means.

"What we're getting from it, and what we're doing to it," Amigo said.

"Dirt! The Movie" is inspired by William Bryant Logan's book

"Dirt: The Ecstatic Skin of the Earth," and focuses on the political and socioeconomic concerns of where food comes from, and the importance of the material that uses it.

One topic of concern for Oxfam this year has been the recent growth of land grab, which is the unethical acquisition of land from poorer communities and people.

Amigo said large corporations are taking land from people all over the world. A talk and short video from Oxfam will show prior to the film and will elaborate the group's stance on the issue.

The free screening is open to anyone, and students of any major are encouraged to come. Topics related to agriculture, political science, international studies, environmental science, and more are addressed in the documentary film. There will also be tables at the screening

to provide information for anyone who is interested in joining the club.

The 5K Fun Run will be held on Oct. 20, with an entry fee of \$5 that goes to the Idaho Food Bank. The theme of the run is "Run 5 Feed 15", because each runner's donation creates 15 meals for those in need. The run will start near Patty's Kitchen and follow Paradise Path. People can walk or run, and anyone is encouraged to join. There will be prizes for the winners that include gift cards from local businesses.

Oxfam America is a non-profit, non-government organization that helps fight hunger, poverty and social injustice.

The UI chapter is focusing on the Grow Campaign this year, which encourages people to eat less meat, cook smart, and eat locally and seasonally.

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kevin.mulcaster@meadhunt.com



Feedback Form

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

Questions:

- 1) Will WSU research lands be replaced in the impact zone?
- 2) Would there be a possibility of having research lands of less than 7% slope along side the new runway.

It could be a win-win possibility for decreased area for the airport to maintain, yet retain land for Crops & Soils research.

Please tell us about yourself (optional):

Name:

Wayne L. Olsow

City of residence or zip code:

Pullman, WA 99164

Agriculture & Facilities Mgr.
WSU/USDA Plant Introduction
59 Johnson Hall, WSU



Feedback Form

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

Be aware of the new WSU Organic Farm being constructed @ Terre View and Animal Science Rd to the west of the Preferred Alternative flight path. This will be a student farm providing teaching site for organic vegetable, fruit, grain, animal production. Air quality + aircraft noise will be a concern. We are interested in constructing wind turbines on site in the future.

Please tell us about yourself (optional):

Name: Brad Jaekel - manager

City of residence or zip code: jaekel@wsu.edu



Feedback Form

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

Talk to Dr. John Fellman

Fellman@wsu.edu (509) 335-3454

Post-Harvest Physiologist

For Turkey Orchard

* He will be back
in the country
Dec. 7th

Please tell us about yourself (optional):

Name: Jack Fellman

City of residence or zip code:

Moscow, ID / work in Pullman
@ Turkey Orchard



Feedback Form

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

- ① Keep topsoil separate from clay soil under so can ~~reg~~ rejuvenate newly filled areas with useable soil that can support crop growth more easily & quickly.
- ② If more level farmable areas are created with fill dirt that would be a win/win for everyone.
- ③ Looks like the EA has been very thorough.
- ④ I am very interested in being kept in the information loop when land acquisition & details of impacts will be discussed.
- ⑤ WSU ^{Takey} orchard hopes to stay in the same general area ^{that} we are. We have already started expansion to the east out of the impact of the RPZ. Our variety block of apples will be removed by this project which currently has 120 different varieties in it. Orchards are not quick & easy to ^{over} →

Please tell us about yourself (optional):

Name: Deb Pehrson debpehrson@wsu.edu

City of residence or zip code: work in Pullman@WSU but live in Deary 83823 Idaho



Feedback Form

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

If the WSU Tukey Orchard gets to stay on site & slightly east then we definitely need utilities & a road to the top of the hill. We also need fruit storage facilities on site in order to continue to market surplus produce in good saleable condition to the general public. So if we cannot keep the buildings at the end of the runway we definitely need ~~new~~ new buildings with fruit storage and offices up on top of the hill.

Please tell us about yourself (optional):

Name: Deb Peterson debpeterson@wsu.edu

City of residence or zip code:

work at WSU Tukey Orchard but live ~~in~~ near Deary Idaho
99164 83823

**OPEN HOUSES
IN MOSCOW AND PULLMAN
FOR AIRPORT ENVIRONMENTAL
ASSESSMENT**

PULLMAN/MOSCOW—The Pullman-Moscow Regional Airport will hold a second set of two public open house events for the Airport's Environmental Assessment. The Environmental Assessment is carried out to evaluate the natural and social environmental impacts of the proposed runway realignment identified in the Airport Master Plan. The proposed runway realignment will improve service reliability. The proposed layout will also provide space for new buildings at the Airport, including future terminal improvements which are also being evaluated during the Environmental Assessment.

The Pullman event will be Tuesday, April 22, 2014 at the Brelsford WSU Visitor Center, located at 150 E. Spring Street, Pullman, WA. The Moscow event will be Wednesday, April 23, 2014 at the University Inn Best Western Conference Center at 1516 Pullman Road Moscow, ID. Both events will begin at 4:00 pm and continue through 6:00 pm. They are drop-in events and all are welcome.

The Open Houses will provide information about the Preferred Runway Alternative that has been selected. Information will also be provided on the environmental considerations within the study limits. Airport staff and the project team will be on site to answer questions. Guests may also leave written comments and questions. More project information is available at <http://www.puw-ea.com>.

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and says: I am the printer of
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Idaho, in compliance with Sections 60-106,
60-107, and 60-108 of the Idaho Code and the
amendments thereto; and an official newspaper
for Whitman County, Washington as required
by R.C.W. 36.72.071 and other provisions of
the Revised Code of Washington and the
amendments thereto: that the notice of which the
annexed is a full, true and correct printed
copy was published in the regular and entire
issues of said newspaper and not in a
supplement thereto, upon the following dates:

April 5, 19, 2014

the same being the date designated for
the publication of said notice.

Karen J. Lewis

On this 22nd day of April
in the year of 2014, before me, a Notary Public,
personally appeared Karen J. Lewis,
known or identified to me to be the person
whose name subscribed to the within instrument,
and being by me first duly sworn, declared that
the statements therein are true, and acknowledged
to me that he executed the same.

Carol Peterson

Notary Public for Idaho,
Residing at Lewiston, Idaho
My Commission Expires 9/1-2017

93417

**OPEN HOUSES IN MOSCOW AND PULLMAN
FOR AIRPORT ENVIRONMENTAL ASSESSMENT**

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Feedback Form

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

The WSU orchard will be severely impacted by this project. The WSU orchard benefits both the University and the local community. Many local people support the orchard and enjoy it because they can come out & pick their own fruit. ~~I~~ Hopefully ~~it~~ there will be a new area opened up for additional orchard to compensate for orchard that will be lost.

Please tell us about yourself (optional):

Name: Deb Peterson

City of residence or zip code: Deary Idaho 83823

work in Pullman



Feedback Form

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

What support is there for compensating orchard workers and the destruction of years of research and propagation trials?

How many WSU programs will be disrupted by the process and what timeline for different portions of plantings or ag research; Veterinary research? If the permitting goes until 2018, when will different entities need to relocate or maintain new and old stands of trees?

Mature trees cannot be relocated. Three years of growth required for organic certification.

Please tell us about yourself (optional):

Name: Susan Roberts

City of residence or zip code:

Moscow 83843

Retired WSU Ag Extension



Feedback Form

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

The reason I'm here is because I'm very concerned about what will happen to the WSU orchard. It is a special place to me, a community member and employee of WSU. I would like to see every effort made to retain the orchard and even to use this opportunity to improve it.

Please keep the WSU orchard safe. Thank you.

Please tell us about yourself (optional):

Name: Sylvia Thompson

City of residence or zip code:

Pullman, WA



Feedback Form

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

Please minimize damage/removal of mature trees in Turkey Orchard. The fruit from the cherry trees is very much enjoyed by my family.

Please tell us about yourself (optional):

Name: Janet Feldner

City of residence or zip code:
99111, but work at WSU



Feedback Form

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

I feel that no matter what plan you use the airport is too close to town. The noise of the larger aircrafts as well as the eventual increase in number of flights will prove to be a noise pollution problem. This will affect me and my family. The angle of the runway will increase flights close to my home. This is not something I do not want.

I do not want the orchards taken out either.

My recommendation would be to find a spot for the airport farther away from town.

Please tell us about yourself (optional):

Name:

Tracey Hatch

City of residence or zip code:

Pullman Residence



Feedback Form

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

Hello,

My name is Chris Cummings. I am a program coordinator with Backyard Harvest, a local nonprofit that distributes ~~fresh~~ fresh produce to those in need. Our organization requests that the ^{Tubey} Orchard be preserved as much as possible.

Tubey Orchard donates thousands of pounds of fresh produce annually, which is distributed to food banks throughout the region. Tubey Orchard is very valuable to the community. When residential fruit trees do not produce, there is still a large crop of available fruit at the orchard.

Tubey Orchard is a great community asset, please preserve it.

Please tell us about yourself (optional):

Name: Chris Cummings

City of residence or zip code: Pullman 99163

Thank you.



Feedback Form

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

I'm a graduate student from Department of Horticulture, so the orchard is what I am concerning about. Though I never conduct experiment there, knowing how public policy made ~~and~~ is still good experience for me. It is good to know how EA working and nice to give comment or question here.

~~The~~ My government is trying to build a nuclear power plant without proper evaluation which is not good for people. I am glad to be here learn something from you.

Please tell us about yourself (optional):

Name:

Ben-Min Chang

City of residence or zip code:

Prosser 99350



Feedback Form

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

I am concerned about the impact on Turkey's Orchard. I feel that it is an invaluable community asset and do not want to see big changes with it and would like to see the airport plan take the orchard into greater consideration. Please make sure that Pullman has an orchard!

my other concern would be if the airport increases the number of flights and the size of planes coming in on a regular basis. I feel that any increase would impact the quality of life in Pullman due to increase in noise or possible air pollution.

I moved to Pullman recently to enjoy a quieter, smaller town atmosphere, with accessibility to fresh, local food such as Turkey's Orchard provides. Please do what you can do to keep Pullman a livable and enjoyable place to live!

Please tell us about yourself (optional):

Name: Amy Johnson

City of residence or zip code: Pullman

Thank You!

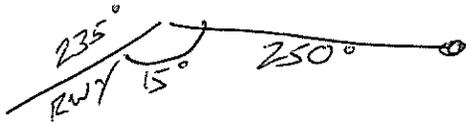


Feedback Form

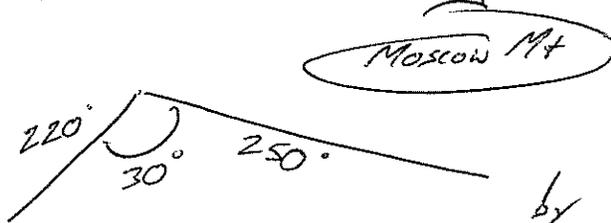
Your comments and questions about the airport's Environmental Assessment project:

Concern re: RNAV approach rwy 24:

We now have a 15° offset to the south runway 24. due to terrain.



If the new runway shifts south, will this impact our ability to shoot a straight in approach or will it convert to circling minimums or affect straight in minimums at all??



Runway 24 approaches are required by jet aircraft (wind from SW) at least 80% of the time during winter ops when approaches are most required. The current rwy 24 approach would be more valuable than an improved approach to rwy 6.

Please tell us about yourself (optional):

Name:

City of residence or zip code:

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Feedback Form

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

I do not understand why the proposed runway plan has to extend to the current location of the Judy's orchard and WSU organic farm. I do understand that the runway needs to meet certain standards for the FAA and cannot remain under current status forever indefinitely without action on a plan, but does the proposed runway have to destroy the current orchard and farm? I may not understand the whole arrangement, but why can't the new runway extend longer towards the ~~west~~ northeast direction, opposite from the orchard and farm? Is it impossible to extend the airport northwest and not interfere with the orchard and farm?

I appreciate that the Moscow International Airport is working with WSU to replace any lost land. While this is a noble endeavor, the orchard and farm are irreplaceable due to the fact that it would take several years with lost yield to make up for the lost yield induced by the new proposed runway. It would be more economical, in my view, to extend the airport in another direction and leave the orchard and farm as they are.

Please take this into account, and if you could respond,

I would appreciate it. Thank you for your time and effort to hear from residents and constituents.

Please tell us about yourself (optional):

Name: Joshua Johnson WSU undergrad

City of residence or zip code: Pullman, WA 99163

joshua.a.johnson@email.wsu.edu

01



Feedback Form

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

I am excited to see the airport improvements moving forward; they will be a great asset to the community.

I am concerned about the impact to the orchard in the RPZ, and what will become of this orchard. This is the only orchard in our area, and relocating it will take it out of production for 5 or more years, a major loss to our community. I would like to see the orchard left largely in place, with only partial block relocation to accommodate the minimum requirements to the airport.

If possible, replanting ~~over~~ over the fill dirt on the edge of the RPZ would be nice.

Please tell us about yourself (optional):

Name: Jim Kuzmir

City of residence or zip code: 99163



Feedback Form

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

Alternative 2 involves removing a large area of mature cherry & pear trees, & all of the existing buildings at Turkey Orchard. (I'm not sure of the impacts of the other options.) The impacts to the Orchard would be substantial, and it, and the fruit, it provides our communities are valuable community resources. Families bring kids there to pick fruit. Students are educated in ^{fruit} propagation & management of orchards, etc.

I'd like to see a repositioning option that minimizes the damage to Turkey Orchard & Farm.

Please tell us about yourself (optional):

WSU Faculty

Name:

Anne LaFrance

City of residence or zip code:

Pullman



Feedback Form

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

As a local resident and ~~to~~ restaurant owner, I am concerned about the impact the airport expansion will have on the organics farm and orchard. We utilize the produce at our home and in our restaurants. We work hard to support local food source and feel the work done at the farm is very important. It also provides a sense of pride in the community that we have this treasure where we can teach our children about agriculture and

Please tell us about yourself (optional):

Name: JENNIFER HARBOUR

City of residence or zip code:

99163

direct farm to table interaction. Please keep this beautiful and educational space free of impact.



Feedback Form

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

Thank you for the explanations;
it seems reasonable to me —
I am interested in seeing where the
North Bypass highway ends up.

Please tell us about yourself (optional):

Name:

Joe Ford

City of residence or zip code:

Pullman



Feedback Form

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

I'm in favor of supporting the Airport @ Moscow / Pullman this is a very nice addition to the community. This enables business & the university to work favorably.

However, I do enjoy the orchard & would like to know the plan by WSU / landlord of the airport to maintain an orchard in Pullman.

This orchard brings a lot of fun & fresh fruit to the area.

Can the orchard be moved to another location?

Please tell us about yourself (optional):

Name: Lori Lutskas

City of residence or zip code:

Uniontown WA 99179



Feedback Form

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

I LIVE ON AIRPORT ROAD, AND EITHER ME OR MY FAMILY OWN MUCH OF THE LAND ON THE EAST END OF AIRPORT ROAD. I AM VERY CONCERNED WITH THE PROPOSED 115KV POWER LINE RELOCATION - IT WOULD PLACE IT MUCH CLOSER TO MY HOME (DIRECTLY IN MY VIEW TO THE MOUNTAIN), AND WOULD LIKELY REQUIRE ADDITIONAL RIGHT OF WAY ACROSS OUR PROPERTY. OUR TREES AND HISTORIC BARN ARE VERY IMPORTANT TO US; ANY IMPACTS WOULD BE OF GRAVE CONCERN. ALTERNATIVE ROUTES SHOULD BE CONSIDERED THAT DO NOT AFFECT US, OUR PROPERTY, OR THE OTHER RESIDENCES ALONG AIRPORT ROAD.

Please tell us about yourself (optional):

Name: JEFF LANNIGAN

City of residence or zip code:

PULLMAN WA 99163



Feedback Form

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

Will there be compensation for the building & trees lost due to ~~re-align~~ realignment? If so will the buildings be built before old ones come down.

Why is the change to the runway necessary?

~~To widen~~

~~What is~~

Please tell us about yourself (optional):

Name:

City of residence or zip code:



Feedback Form

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

Accommodations regarding the Turkey Orchard is high on the list of concerns of a great number of people.

The issues of losing the orchard goes beyond WSA's Educational Investment in the orchard. Many local people value the Orchard more than they will enhancements to the airport to accommodate larger jets.

Please tell us about yourself (optional):

Name: *Peter Holland*

City of residence or zip code:

99179



Feedback Form

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

I agree that there is a problem with ~~#~~^{the} reliability and ability of airplanes landing at the Pullman airport. I support the proposal for improved visibility. However, I also frequently use the horticultural to buy apples, pears, and cherries. It is hard to move mature trees. Therefore, I would prefer an option that would have a minimal impact on the horticulture.

Please tell us about yourself (optional):

Name: Alaina Nye

City of residence or zip code: 99163



Feedback Form

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

I understand the need for the changes w/airport. My concern is that the WSU Orchard will be a casualty & get moved from Pullman to Wenatchee or another spot by the University. I would ask that every effort be made by the Airport & WSU to lessen the impact on the orchard & be committed to keeping it in Pullman.

My family and I have went to the orchard the last 25 years for U-pick & value it as a part of the community. WSU was started as a land grant ~~university~~ college and it's important to keep that commitment to the original charter. Please do your best to preserve the Orchard as

Please tell us about yourself (optional):

Name: Tom Thompson

City of residence or zip code: Pullman, WA

much as possible. I realize that WSU probably will be the deciding factor on the future of the orchard as well.



Feedback Form

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

I am opposed to the elimination/
impact on Tukey Orchard. As a
user of this facility for fresh fruit,
the changes proposed would interfere
with my ability to produce food
products for home use. There are
no other self service (U-Pick) facilities
within a reasonable distance other than
Tukey Orchard. Prohibiting use of
this resource would be an addition-
al burden beyond my tax dollars.

Again, I am opposed to this
expansion.

Please tell us about yourself (optional):

Name: Susan Schroeder

City of residence or zip code:



Feedback Form

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

MY CONCERNS CENTER AROUND THE WSU ORCHARD & TEACHING FARM AT THE WEST END OF PROPOSED RUNWAY/PROJECT.

THE WSU FARM DOES PROVIDE VALUABLE INFORMATION, SUPPORT & LOCAL KNOWLEDGE TO SMALL FRUIT FARMERS & LOCAL GARDENERS THAT IS NOT AVAILABLE ANYWHERE ELSE IN THE REGION. ELIMINATING OR DECREASING THIS RESOURCE WOULD HAVE A NEGATIVE AFFECT ON THE FINANCIAL & INFORMATIONAL NEEDS OF NEW & ESTABLISHED FRUIT FARMERS IN THE REGION. SINCE IT IS IMPOSSIBLE TO RELOCATE LARGE, OLDER, ESTABLISHED FRUIT TREES OVERNIGHT THE FOLLOWING MEASURES SHOULD BE DONE IN CONNECTION WITH THIS PROJECT.

- 1) MONIES TO RELOCATE, REESTABLISH, & REPLANT THE SECTIONS OF ORCHARD THAT WILL BE TAKEN OUT NEED TO BE ADVANCED OR ALLOCATED EVEN BEFORE THE EA IS COMPLETE SO THAT VALUABLE TIME WILL NOT BE LOST IN KEEPING THE ORCHARD/FARM IN A VIABLE, PRODUCING CONDITION.
- 2) ALL BUILDINGS & ASSOCIATED INFRASTRUCTURE NEED TO BE PAID FOR WHEN THEY ARE RELOCATED AND/OR REPLACED.
- 3) THE TEMPORARY ACCESS ROAD ON THE SOUTHWEST END OF THE PROJECT NEEDS TO BE SHIFTED TO THE EAST TO PROTECT NEWLY ESTABLISHED ORCHARDS IN THAT AREA.

Please tell us about yourself (optional):

Name: Bob Hassold,

City of residence or zip code:

Bozeman

Kendrick, ID 83537

My name is Chris Staniszewski and I have lived at 4452 Airport Road since 1994. My property is approximately 1 mile east of the Pullman-Moscow airport.

My only issue with the Pullman-Moscow Airport runway realignment is the proposed power lines that would run along the North side of Airport Road.

At the public open house on April, 22nd, I was shown and told that there were three proposals for the placement of the high voltage power lines by one of the representatives from Mead and Hunt, Inc. Two of the options were to run along the Southern portion of the runway. One option was to bury the line and the other was to go overhead. The third option was to run overhead along the northern portion of the Airport and Airport Road.

The representative from Mead and Hunt, Inc., whose name I cannot recall, showed me on his laptop how the lines would look from a street perspective when they went along the Airport Road heading East, and subsequently, through my property. He also explained that Avista preferred the Northern route because it was "easier and less expensive".

I am not in favor of the Northern route by any means. I do not want high voltage wires or poles for that matter, running through my front yard. My house lies approximately 150' from the edge of the road. How far would the poles have to be from the fog line of the road? How far would the poles intrude onto my property? How far would the poles be from my house? When I built my home almost 20 years ago, I did not intend to have power lines run through the front of it nor did I want to see power lines running along Airport Road.

The current power lines that run south of the Airport are fine in that they are out of sight and out of mind. Nobody notices the current lines until they intersect the Eastern end of Airport Road where it joins highway 270. The current line at the Western edge of the runway has been there since I can remember and it has worked well. I am in favor of utilizing the Southern route, whether it is above ground or buried.

Sincerely,



Chris "Stan" Staniszewski
4452 Airport Road
Pullman, WA 99163
509.872.2207
stan@pullman.com

Kevin Mulcaster

From: Alexis Campbell <drajcampbell@gmail.com>
Sent: Tuesday, April 22, 2014 7:50 PM
To: Kevin Mulcaster
Subject: Airport Expansion Proposal Comment

To Whom It May Concern:

I attended the public open house for the airport expansion proposal today. I am in agreement with the expansion proposal as it was outlined. As I live on Airport Road I would like to express my desire to have the power lines maintained on the side of the road where they are currently placed and not have them moved to the other side of the road opposite the airport when the expansion takes place.

Thank you.

Sincerely,

Alexis Campbell

Kevin Mulcaster

From: Daniel J. Evans <photonthunder@gmail.com>
Sent: Tuesday, April 22, 2014 8:03 PM
To: Kevin Mulcaster
Subject: Airport Expansion Open House

Evening,

I live at 1851 Orville Boyd Road, which is located on the north east corner of the airport property (across Airport Road). Went to the open house today and I like the current proposal. I would prefer to keep the power lines south of the airport. Other than personal preference there are two possible concerns for moving the power lines north of the airport. One is the low flying helicopters and small planes, they like to come in low. The other is if the power poles are placed close to the road it would increase accident hazard. For whatever reason there are a lot of cars that veer off Airport road. I have personal seen in the last year two vehicles go through the airport fence and another took out an airport sign. All of these happened in good weather.

If you have any questions feel free to call me (509) 301-4966

Thanks,

Dan