

**Friedman Memorial Airport
Proposed Land Acquisition – Eccles Flying Hat Parcel A1
Environmental Assessment
Scope of Services**

April 6, 2020

Project Overview

The Friedman Memorial Airport Authority (Authority) is proposing to purchase 384.85 acres of property located adjacent and just south of the Friedman Memorial Airport (Airport or SUN) and west of State Highway 75. Acquisition of this property, a portion of a larger property known as the Eccles Flying Hat Ranch, will require an Airport Layout Plan (ALP) update and approval by the Federal Aviation Administration (FAA). A small section of this property (approximately 17 acres) has been identified for future aeronautical development for aircraft parking apron and hangars as depicted on the currently approved ALP and included in the most recent Airport Master Plan. The develop of the 17 acres could occur in the mid-term planning horizon, if and when deemed necessary by aviation demand and with approval by the Authority.

Environmental documentation, as described in this scope of services, will be necessary to satisfy federal National Environmental Policy Act (NEPA) requirements. This scope of services details the work effort to complete an environmental assessment (EA) and obtain FAA environmental approval. The work described in this scope of services will be completed by the project team from Mead & Hunt (Consultant).

Task 1 | Project Management

Project management tasks will occur throughout all aspects of the anticipated project duration. Project management activities will include:

- Initiating and executing project activities
- Monitoring and directing the project to achieve results
- Monitoring and updating, as needed, the project schedule and coordinating activities
- Monitoring project budget and invoicing for payment
- Closing out the project at its conclusion

The project is estimated to require nine (9) months to complete; subject to agency coordination activities and Authority and FAA review periods.

This scope excludes activities required to support the acquisition of the subject parcel, including a property survey, Fair Market Value assessment, etc.

Deliverables:

- *Project Schedule, updated up to three times*
- *Project invoices and status reports on a monthly basis*

Task 2 | Project Coordination

This task includes regular and timely coordination with Airport staff, project team members, the FAA, and other stakeholders throughout the project. This task includes email or phone status updates at the onset, midpoint, and conclusion of Tasks 3 through 15, below.

This task also includes up to two (2) members of the project team attending in-person project meetings to be held at the Airport to support the completion of the project. In-person project meetings will occur at the following four milestones in the project schedule:

- Project kickoff
- In anticipation of presentation of alternatives to Authority at Authority meeting
- In anticipation of presentation of environmental consequences analysis and proposed mitigation to Authority at Authority meeting
- In anticipation of comments received on the EA document (scheduled to coincide with Authority meeting)

Additional meeting(s) required for this project, including any to be held in Helena, Montana, at the FAA District Office will be compensated on a time and material basis.

Deliverables:

- *Onset, midpoint, and conclusion updates via email and/or phone for Tasks 2 through 15*
- *Meeting materials for up to four in-person project meetings*
- *Presentation materials for up to four meetings, including three that coincide with Authority Board meetings*

Task 3 | Resource Agency Coordination

This task includes coordination with resource agencies as needed to facilitate agency review and comment. Coordination with at least the following agencies is anticipated:

- Idaho Department of Fish and Game
- U.S. Fish and Wildlife Service
- U.S. Department of Agriculture
- Idaho State Historic Preservation Office

- U.S. Army Corp of Engineers
- City of Hailey
- City of Bellevue
- Blaine County

The project team will support the FAA in agency coordination efforts that are the responsibility of the FAA. Meetings with resource agencies will be conducted by phone or in conjunction with meetings above.

Deliverables:

- *Draft initial agency coordination letters for Authority and FAA review*
- *Final initial agency coordination letters*
- *Materials for agency coordination calls and meetings*

Task 4 | Public Involvement

This task involves coordinating opportunities for the public to review and comment on the environmental assessment process for the proposed action. This will entail preparing presentation material for and presenting during three (3) Authority meetings that are included in the project coordination task above, where public comments will be accepted, as well as preparing hard copies of draft documents for public review.

One public hearing will be held on the same date as one of the Authority meetings described above. This task includes preparation of presentation materials and poster boards for this hearing. This task excludes selection and reservation of a venue and public notice of hearing.

Deliverables:

- *Public involvement presentation materials for up to three Authority meetings*
- *Presentation materials and poster boards for one Public Hearing*
- *Public comment forms and tracking*

Task 5 | Proposed Action and Purpose and Need

This element includes writing descriptions of the proposed land acquisition (proposed action) and Purpose and Need for this action. This scope notes that the Airport's Master Plan Update, dated August 2018, recommended property acquisition, easements, or other measures to protect the Airport from encroachment by incompatible land uses, specifically for the area south of the Airport.

The Consultant will provide a draft Proposed Action and Purpose and Need section for Authority review and comment (up to two (2) rounds.)

Deliverables:

- *Draft Proposed Action and Purpose and Need report section for Authority comment*

Task 6 | Alternatives

This element will identify, describe, and screen reasonable alternatives to the proposed land acquisition that are consistent with the Purpose and Need identified in the previous element, as well as a no-action alternative. The Consultant will provide a draft Alternatives section for Authority review and comment (up to two (2) rounds.)

Deliverables:

- *Draft Alternatives report section for Authority comment*

Task 7 | Affected Environment

This task includes a determination of the extent of the environment potentially affected by the proposed action. The affected environment is expected to include only the subject property and potentially directly adjacent neighboring properties.

Deliverables:

- *Affected Environment content for Affected Environment and Environmental Consequences report section described in Task 8, below.*

Task 8 | Environmental Consequences Analysis

This element also includes the technical analysis available data to determine the potential direct and indirect environmental effects of the proposed property acquisition and reasonable alternatives for the specific resource categories listed in FAA Order 1050.1F (see below).

The Consultant will conduct agency coordination with local, State, and Federal organizations as required to complete this task.

- Air Quality
 - o Blaine County, which the area of the proposed action is within, is in attainment for all criteria pollutants, and therefore the General Conformity Rule does not apply.
 - o The proposed land acquisition would not result in operational changes or increase in aircraft emissions at the Airport.

- Development of the 17-acre portion may result in temporary construction impacts, including the creation of dust from ground disturbing activities. Any impacts to air quality during construction are anticipated to be temporary and below de minimis levels. It is anticipated that such impacts will be mitigated through the permitting process and the use of best management practices (BMPs).
- No significant, adverse, or long-term impacts to air quality are anticipated and no further analysis is anticipated to be required.
- Biological Resources
 - This scope includes a desktop review of threatened and endangered species and designated or proposed critical habitat databases to identify any within the subject area.
 - This scope also includes one site visit by a biologist to perform a walk-through of the subject property to identify any biological resources or wetlands.
 - If it is determined that a wetland delineation or any wildlife or habitat studies are required, such work would be completed as an amendment to this scope.
- Climate
 - There are no federal standards for aviation-related Green House Gas (GHG) emissions.
 - The proposed action will not result in additional GHG emissions.
 - Therefore, it is assumed that the proposed action will have no significant effect on climate and no further analysis is anticipated to be necessary.
- Coastal Resources
 - The Airport is not located within the Coastal Barrier Resources System.
 - Therefore, the proposed action is not subject to regulations pertaining to coastal resources and further evaluation of this resource type is not anticipated to be needed.
- Department of Transportation Act, Section 4(f)
 - This scope includes coordination with the City of Hailey and Blaine County regarding identification of recreational land use resources and a Section 4(f) Evaluation of such resources.
 - It is assumed that no City or County recreational resources are located west of SH-75, including with the subject property. Therefore, this use of, or impacts to such Section 4(f) resources are not anticipated.
 - This scope notes that the Eccles Flying Hat Ranch and a barn on the property may be eligible for listing on the National Register of Historic Places (NRHP) and as such, may be considered Section 4(f) historic resources (see below).

- The Authority plans to retain the buildings at the Eccles Ranch for the foreseeable future. Existing land uses will be retained, except in where aeronautical development is proposed for aircraft parking apron and hangars as depicted on the currently approved ALP and included in the most recent Airport Master Plan. The develop of the 17 acres could occur in the mid-term planning horizon, if and when deemed necessary by aviation demand and with approval by the Authority.
- Farmlands
 - The subject property is classified as Important Farmland (Prime Farmland if Irrigated) as defined by the Natural Resource Conservation Service (NRCS) and protected by the Farmland Policy Protection Act.
 - The subject property is irrigated and would be irrigated after it is acquired by the Airport, therefore it could remain in agricultural use.
 - This scope includes consultation with the NRCS and completion and submittal of a Farmland Conversion Impact Form for the 17 acres proposed for future development.
- Hazardous Materials, Solid Waste, and Pollution Prevention
 - This scope includes a Phase I Due Diligence Survey for the subject property (as needed for property acquisition).
 - It is assumed that no hazardous material sites will be identified that could be considered a pollutant source requiring further evaluation or mitigation.
 - Further analysis of identified sources, if identified, would be completed as an amendment to this scope of services.
 - This scope includes qualitative analysis of potential solid waste generated by the proposed future development.
- Historical, Architectural, Archeological, and Cultural Resources
 - This scope includes one Phase I “desktop” survey and one on-site Cultural Resources Survey identify resources within and near the property proposed for acquisition.
 - The larger 615-acre Eccles Flying Hat Ranch property may be eligible for listing in the National Register of Historic Places (NRHP) as a Historic District made up of built resources and landscaping elements. The ranch may be historically significant due to its association with the agricultural development of the Wood River Valley and its characteristics associated with construction methods from the early twenty century. It is also noted that a barn on the property may also be eligible for listing on the NRHP.

- The Authority plans to retain the buildings at the Eccles Ranch for the foreseeable future. Existing land uses will be retained, except where aeronautical development is proposed for aircraft parking apron and hangars as depicted on the currently approved ALP and included in the most recent Airport Master Plan. The develop of the 17 acres could occur in the mid-term planning horizon, if and when deemed necessary by aviation demand and with approval by the Authority.
 - If the Phase I and/or on-site surveys identifies/confirms eligible properties that would be affected, a boundary delineation and completion of the Section 106 process will be completed as an amendment to this scope (including additional consultation with SHPO and other interested parties.)
 - This scope includes a literature review and pedestrian survey for archaeological resources in the area of proposed future development (approximately 17 acres.) If additional archeological investigation is needed, it will be completed as an amendment to this scope (including coordination with appropriate agencies.)
 - This scope also includes notification of Native American tribes, and related coordination with the FAA and the Idaho State Historic Preservation Office (SHPO).
- Land Use
 - The subject property is currently used for agriculture and pasture and is zoned for this purpose. The majority of the property would continue to be used in this manner; with the exception of the aeronautical development for aircraft parking apron and hangars as depicted on the currently approved ALP and included in the most recent Airport Master Plan. The develop of the 17 acres could occur in the mid-term planning horizon, if and when deemed necessary by aviation demand and with approval by the Authority.
 - This scope includes assessment of the proposed management of the subject property to identify any future land use compatibility concerns.
 - Local, State, and Federal land use compatibility regulations and guidance will be referenced and considered under this task. This may include coordination the City of Hailey and Blaine County to obtain information about land use restrictions and zoning in the area.
 - Natural Resources and Energy Supply
 - The proposed action does not require natural resources or energy supplies; therefore, further evaluation is not anticipated to be needed.
 - Noise and Noise-Compatible Land Use

- The subject property lies wholly outside the 65 DNL noise contour and its acquisition would not increase or alter flight patterns or introduce noise-sensitive land uses; therefore, modeling is not anticipated to be required.
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
 - The proposed action will not have effects on economic activity, employment, income, housing, public services, social conditions, or low income or minority populations near the Airport.
 - The proposed action will have no effect on the health of low income and minority populations nor on children's environmental health and safety.
 - Therefore, further evaluation of these topics is not anticipated to be required.
- Visual Effects
 - The future development proposed for a portion of the subject property is located adjacent to existing Airport development and consistent with existing visual character; therefore, no impacts are anticipated to visual resources or to the visual character of the subject area. Therefore, further evaluation of visual effects is not anticipated to be necessary.
- Water Resources
 - As noted above, this scope also includes one site visit by a biologist to perform a walk-through of the subject property to identify any biological resources or wetlands.
 - This scope includes analysis of potential impacts from the future development proposed for a small portion of the subject property on floodplains, surface waters, and groundwater resources, including the nearby Cove Canal.
 - The Airport is over 70 miles from and outside the watershed of the nearest Wild and Scenic River; therefore, additional analysis of impacts to such a resource are not anticipated to be required.
- Cumulative Impacts
 - This scope includes the evaluation of the impacts of the proposed action when taken with other relevant past, present, and reasonably foreseeable future actions, including actions of the Airport, tribes, private entities, the FAA, or others. This evaluation will include past projects (occurred within the last five years), current projects (2020), and future projects (identified in Airport planning documents or other resources.)

Based on the analysis of the resource categories described above, the Consultant will provide a draft Affected Environment and Environmental Consequences section for Authority review and comment (up to two (2) rounds.)

Deliverables:

- *Draft Affected Environment and Environmental Consequences report section for Authority comment*

Task 9 | Mitigation

This element will summarize and compare the potential environmental impacts associated with the reasonable alternatives. It will detail the potential impacts associated with the proposed land acquisition and describe potential mitigation strategies to eliminate or reduce those impacts. The Consultant will provide a draft Mitigation section for Authority review and comment (up to two (2) rounds.)

Deliverables:

- *Draft Mitigation report section for Authority comment*

Task 10 | Preliminary Draft EA

The Consultant will submit a Preliminary Draft EA document to the Authority for review and comment (up to two rounds.) The Preliminary Draft EA, and subsequent revisions, will be organized in a format consistent with FAA Order 5050.4B and the US DOT Interim Policy on Page Limits for NEPA Documents and Focus Analyses and include all previously approved sections of text (i.e. Proposed Action and Purpose and Need; Alternatives; Affected Environment and Environmental Consequences; etc.). An electronic version and up to three (3) hardcopies of the document will be provided for Authority review and comment.

After the Authority has reviewed and commented on the Preliminary Draft EA, the Consultant will incorporate the comments and produce a revised Preliminary Draft EA. The revised document will be distributed to the FAA for review and comment.

Deliverables:

- *Preliminary Draft EA for Authority comment (Electronic format plus up to 3 hardcopies)*
- *Revised Preliminary Draft EA for FAA comment (Electronic format)*

Task 11 | Draft EA

Once the Consultant receives FAA comments on the Preliminary Draft EA, the Consultant will prepare the Draft EA. It is anticipated that up to ten (10) copies may be printed, with up to three (3) copies to the Authority and up to two (2) additional copies to the FAA. Copies of the Draft EA will be distributed to local and regional officials, agencies, and other commenting parties upon request.

An electronic version of the document will be provided to the Authority for posting to the Airport website. Additionally, up to three (3) copies of the Draft EA will be provided for placement in public locations in the community for thirty days for review by the general public.

The Consultant will develop a Notice of Availability of the Draft EA for newspaper publication. The Authority will be responsible for coordinating newspaper publication.

Deliverables:

- *Draft EA Document (Up to 10 hardcopies; 3 for the Authority, 2 for the FAA)*
- *Draft EA Document (electronic format)*
- *Draft EA Document (Up to 3 hardcopies for placement in public locations)*
- *Draft Notice of Availability of Draft EA (Authority to coordinate publication)*

Task 12 | Response to Comments

After a comment period of forty-five days, the Consultant will review all public and agency comments received and prepare a response to comments section for inclusion in the preliminary Final EA. This task includes review of and response to a reasonable number of comments, for up to 40 hours total.

Deliverables:

- *Comment log*
- *Response to Comments report section*

Task 13 | Preliminary Final EA

After receipt of comments from the Authority, FAA, other agencies, the public, and other interested parties, the Consultant will prepare the Preliminary Final Environmental Assessment. This document will be provided electronically to the Authority and FAA for review and comment.

Deliverables:

- *Preliminary Final Environmental Assessment (electronic format)*

Task 14 | Final Environmental Assessment

Upon receipt of comments on the Preliminary Final EA, the Consultant will respond, as appropriate, and prepare the Final Environmental Assessment.

It is anticipated that the Final EA document will be no more than 75 pages in length, including the Proposed Action, Purpose and Need, Alternatives, Affected Environment, and Environmental Consequences sections and excluding an executive summary, appendices, and references. However, if mitigation measures are required to address potentially significant environmental impacts, the document may reach up to 150 pages to justify and describe such measures.

The Final EA document will be converted to PDF format and made available for distribution. It is anticipated that up to ten (10) hard copies of the document may be printed for distribution, including three (3) copies for the Authority and two (2) for the FAA.

Deliverables:

- *Response to comments on Preliminary Final EA*
- *Final EA Document (PDF)*
- *Final EA Document (up to 10 hard copies; 3 for Authority, 2 for FAA)*

Task 15 | Decision Document Assistance

The Consultant will assist the Authority and the FAA while the FAA prepares and processes the decision documents, as needed. This could take the form of project or document summaries, review of draft decision text, or other coordination.

Deliverables:

- *Project and/or document summaries*
- *Review comments on draft decision text*