ENVIRONMENTAL ASSESSMENT
FINAL REPORT

FOR THE PROPOSED

LAND ACQUISITION AND RELOCATION, RECONSTRUCTION AND EXTENSION OF RUNWAY 14/32

AT THE

FORT MORGAN MUNICIPAL AIRPORT
FORT MORGAN, COLORADO

PREPARED FOR THE

CITY OF FORT MORGAN

AND THE

FEDERAL AVIATION ADMINISTRATION

DECEMBER 9, 2011

PREPARED BY

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THIS ENVIRONMENTAL ASSESSMENT BECOMES A FEDERAL DOCUMENT WHEN EVALUATED, SIGNED AND DATED BY THE RESPONSIBLE FAA OFFICIAL.

RESPONSIBLE FAA OFFICIAL DATE

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TABLE OF CONTENTS

CHAPTER 1: PURPOSE AND NEED — PAGE

1.0 INTRODUCTION 1-1
1.1 PURPOSE OF THE ENVIRONMENTAL ASSESSMENT 1-2
1.2 EXISTING CONDITIONS 1-2
1.3 AVIATION FORECASTS 1-4
1.4 RUNWAY LENGTH ANALYSIS 1-5
1.5 PURPOSE AND NEED FOR THE PROPOSED ACTION 1-6
1.6 PROPOSED ACTION 1-7
1.7 REQUESTED FEDERAL ACTION AND ESTIMATED DEVELOPMENT SCHEDULE 1-9

CHAPTER 2: DEVELOPMENT ALTERNATIVES — PAGE

2.0 INTRODUCTION 2-1
2.1 DEVELOPMENT ALTERNATIVES CONSIDERED 2-1
2.2 SELECTION OF DEVELOPMENT ALTERNATIVES 2-4
2.3 APPLICABLE GOVERNMENT REGULATIONS 2-15

CHAPTER 3: AFFECTED ENVIRONMENT — PAGE

3.0 INTRODUCTION 3-1
3.1 AFFECTED ENVIRONMENT 3-1
3.2 EXISTING CONDITIONS 3-2
3.3 AIR QUALITY 3-2
3.4 COASTAL RESOURCES 3-3
3.5 COMPATIBLE LAND USE 3-3
3.6 CONSTRUCTION ACTIVITIES 3-4
3.7 DEPARTMENT OF TRANSPORTATION ACT: SECTION 4 (F) 3-5
3.8 FARMLANDS 3-5
3.9 FISH, WILDLIFE AND PLANTS 3-6
3.10 FLOODPLAINS 3-7
3.11 HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE 3-8
3.12 HISTORICAL AND ARCHITECTURAL, ARCHEOLOGICAL AND CULTURAL RESOURCES 3-8
3.13 LIGHT EMISSIONS AND VISUAL IMPACTS 3-8
3.14 NATURAL RESOURCES AND ENERGY SUPPLY 3-8
3.15 NOISE 3-9
3.16 SOCIOECONOMIC AND DEMOGRAPHIC CHARACTERISTICS 3-9
3.17 SECONDARY (INDUCED) IMPACTS 3-10
3.18 WATER QUALITY 3-11
3.19 WETLANDS 3-11
3.20 WILD AND SCENIC RIVERS 3-12

CHAPTER 4: ENVIRONMENTAL CONSEQUENCES AND MITIGATION — PAGE

4.0 INTRODUCTION 4-1
4.1 AIR QUALITY 4-1
4.2 COASTAL RESOURCES 4-2

4.3 COMPATIBLE LAND USE 4-3
4.4 CONSTRUCTION IMPACTS 4-5
4.5 DEPARTMENT OF TRANSPORTATION ACT: SECTION 4 (F) 4-6
4.6 FARMLANDS 4-6
4.7 FISH, WILDLIFE AND PLANTS 4-7
4.8 FLOODPLAINS 4-9
4.9 HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE 4-9
4.10 HISTORICAL AND ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES 4-10
4.11 LIGHT EMISSIONS AND VISUAL IMPACTS 4-10
4.12 NATURAL RESOURCES AND ENERGY SUPPLY 4-11
4.13 NOISE 4-11
4.14 SECONDARY (INDUCED) IMPACTS 4-13
4.15 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS 4-15
4.15.1 SOCIOECONOMIC IMPACTS 4-15
4.15.2 ENVIRONMENTAL JUSTICE 4-17
4.15.3 CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISK 4-17
4.16 WATER QUALITY 4-17
4.17 WETLANDS 4-18
4.18 WILD AND SCENIC RIVERS 4-18
4.19 OTHER CONSIDERATIONS 4-19
4.20 DEGREE OF CONTROVERSY ON ENVIRONMENTAL GROUNDS 4-19
4.21 CUMULATIVE IMPACTS 4-19
4.21.1 AIR QUALITY 4-20
4.21.2 COASTAL RESOURCES 4-20
4.21.3 COMPATIBLE LAND USE 4-20
4.21.4 CONSTRUCTION IMPACTS 4-20
4.21.5 DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F) 4-20
4.21.6 FARMLANDS 4-21
4.21.7 FISH, WILDLIFE AND PLANTS 4-21
4.21.8 FLOODPLAINS 4-21
4.21.9 HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE 4-21
4.21.10 HISTORICAL AND ARCHITECTURAL, ARCHEOLOGICAL AND CULTURAL RESOURCES 4-21
4.21.11 LIGHT EMISSIONS AND VISUAL IMPACTS 4-21
4.21.12 NATURAL RESOURCES AND ENERGY SUPPLY 4-21
4.21.13 NOISE 4-21
4.21.14 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS 4-22
4.21.15 WATER QUALITY 4-22
4.21.16 WETLANDS 4-22
4.21.17 WILD AND SCENIC RIVERS 4-22
4.22 SUMMARY OF ENVIRONMENTAL IMPACTS 4-23
4.22.1 MITIGATION SUMMARY 4-23

TABLES PAGE

1-1 FORT MORGAN MUNICIPAL AIRPORT BASED AIRCRAFT FORECAST 1-5
1-2 FORT MORGAN MUNICIPAL AIRPORT ANNUAL OPERATIONS FORECAST (2021) 1-5
1-3 FORT MORGAN MUNICIPAL AIRPORT DESIGN PROGRAM DATA INPUT 1-5
1-4 FORT MORGAN MUNICIPAL AIRPORT RECOMMENDED RUNWAY LENGTH 1-6

3-1 THREATENED, ENDANGERED AND CANDIDATE SPECIES POTENTIALLY OCCURRING WITHIN MORGAN COUNTY, COLORADO 3-7
3-2 CITY OF FORT MORGAN EMPLOYMENT DISTRIBUTION 3-10
3-3 CITY OF FORT MORGAN ETHNIC GROUP DEMOGRAPHICS 3-10
4-1 LAND USES 4-4
4-2 THREATENED, ENDANGERED AND CANDIDATE SPECIES AND THEIR LIKELIHOOD OF OCCURRING WITHIN THE AREA OF POTENTIAL EFFECT 4-8
4-3 POTENTIAL ENVIRONMENTAL IMPACTS 4-23
4-4 MITIGATION SUMMARY 4-23

FIGURES PAGE

1-1 LOCATION MAP 1-1
1-2 EXISTING RUNWAY 14/32 1-3
1-3 CRACKS LOCATED ON RUNWAY 14/32 1-3
1-4 EXISTING AIRPORT FACILITIES 1-4
1-5 PROPOSED ACTION 1-8
1-6 AIRPORT LAYOUT PLAN 1-11
2-1 ALTERNATIVE TWO 2-7
2-2 ALTERNATIVE THREE 2-8
2-3 ALTERNATIVE FOUR 2-9
2-4 ALTERNATIVE FIVE 2-10
2-5 ALTERNATIVE SIX 2-11
2-6 ALTERNATIVE SEVEN 2-12
2-7 ALTERNATIVE EIGHT 2-13
3-1 LOCATION AND VICINITY MAPS 3-1
3-2 NONATTAINMENT MAP 3-3
3-3 MORGAN COUNTY ZONING MAP 3-4
3-4 SURROUNDING SECTION 4(F) RESOURCES 3-5
3-5 FARMLAND CLASSIFICATION MAP 3-6
3-6 FLOODPLAIN MAP 3-7
3-7 EXISTING 65 DNL NOISE CONTOUR 3-9
3-8 WETLANDS SURROUNDING THE PROPOSED ACTION 3-12
4-1 SURROUNDING LAND USES 4-3
4-2 FARMLAND EVALUATION 4-7
4-3 SOUND LEVEL 4-12
4-4 PROPOSED ACTION 65 DNL NOISE CONTOUR 4-13
4-5 DRAINAGE PLAN 4-14
4-6 PRIVATE FARM ROAD 4-16

APPENDICES

A. AGENCY COORDINATION
B. AGENCY RESPONSE
C. PUBLIC INVOLVEMENT
D. FARMLAND IMPACT RATING
E. GREENHOUSE GAS EMISSIONS INVENTORY

CHAPTER 1
PURPOSE AND NEED

FORT MORGAN MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

1.0 INTRODUCTION

The Fort Morgan Municipal Airport is located in northeastern Colorado, approximately five miles north of the City of Fort Morgan. The City of Fort Morgan is the home to the Morgan County seat. The City of Fort Morgan is located approximately a half mile south of the South Platte River.

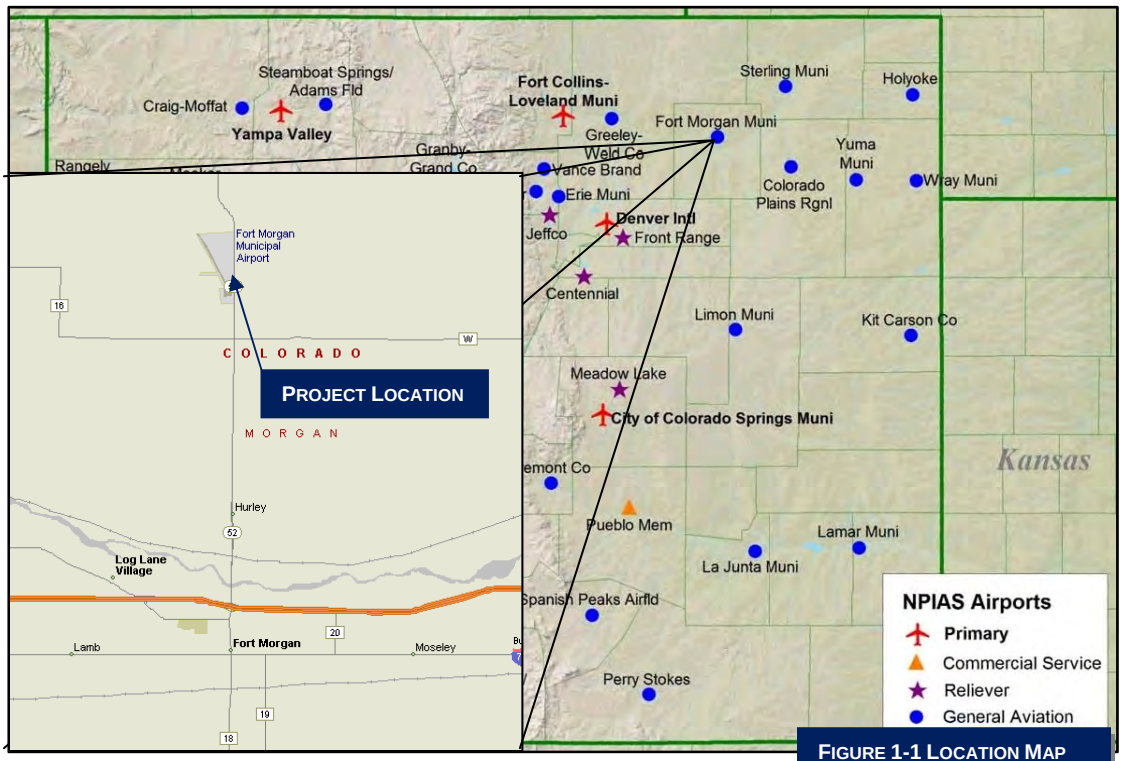

FIGURE 1-1 LOCATION MAP

The airport is located within unincorporated Morgan County at an elevation of 4,569 feet above Mean Sea Level (MSL), in Sections 1, 6, 12 Township 4 North, Range 57 West of the Six Principal Meridian. According to the airport property deeds, the Fort Morgan Municipal Airport property encompasses 325.81 acres and is owned and operated by the City of Fort Morgan, Colorado. The airport is located at 40° 20' 03.78" N Latitude and 103° 48' 13.82" W Longitude, according to the current Airport Layout Plan (ALP) dated March, 2003. Figure 1-1 shows the location of the Fort Morgan Municipal Airport in relation to other public-use airports within the State of Colorado.

The Fort Morgan Municipal Airport is included in the FAA's National Plan of Integrated Airport Systems (NPIAS) and Colorado State Airport System Plan. As such, it is eligible for federal grant assistance under the Airport Improvement Program (AIP) and grant assistance from the Colorado Department of Transportation (CDOT) Aeronautics Division.

The Fort Morgan Municipal Airport is a General Aviation (GA) Airport and is listed in the 2005 Colorado Aviation System Plan as an Intermediate Airport. As defined by the Colorado Aviation System Plan, Intermediate Airports should be equipped to primarily serve single-engine and multi-engine general aviation aircraft. Some airports in this category may accommodate limited

business jet activity. This is consistent with the type of activity at the airport, including light business jet operations.

1.1 PURPOSE OF THE ENVIRONMENTAL ASSESSMENT

This Environmental Assessment (EA) has been prepared in accordance with the requirements of Section 102(2) (c) of the National Environmental Policy Act (NEPA) of 1969 (PL 91-190, 42 USC 4321 et. seq.) and 49 CFR 471. Through NEPA, Congress requires federal agencies to consider the environmental effects of the Proposed Action and reasonable alternatives, including the No Action alternatives per 40 CFR 1502.14.

The format and subject matter included within this report conform to the requirements and standards set forth by the FAA as contained within FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions and the FAA Environmental Desk Reference for Airport Actions.

NEPA requires that a statement of environmental impacts of proposed projects be prepared as part of the development process of projects requiring a federal action such as funding or approval. The purpose of an EA under NEPA is to identify, eliminate or mitigate the potential environmental impacts associated with the proposed development action(s).

The EA may be used to determine whether a proposed action would cause significant impacts to the human environment and mandate the preparation of an Environmental Impact Statement (EIS), or that a proposed action would not cause a significant impact to the human environment resulting in a Finding of No Significant Impact (FONSI). The “human environment” is interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment, as well as the social and economic component of the human environment. The EA ensures that the requirements of NEPA and Council of Environmental Quality (CEQ) regulations are met, in addition to following Departmental, Bureau and field office policy. The EA provides decision-makers with an understanding of what environmental consequences would occur if an action were implemented, while disclosing such consequences to the public. The EA will recommend mitigation and monitoring for identified impacts and provide for public review and participation in the analysis process as appropriate to the level of analysis and public interest.

1.2 EXISTING CONDITIONS

Existing facilities at the Fort Municipal Airport include a concrete Runway 14/32 (60’x5,220’); two turf/dirt runways, Runway 8/26 (2,470’x100’) and Runway 17/35 (4,500’x40’), aircraft parking apron, fixed based operator (FBO), fuel storage and aircraft hangars. Runway 14/32 has a published pavement strength of 12,500 pounds single wheel gear (SWG). The aircraft parking apron is connected to the Runway 14/32 via two connector taxiways. Runway 14/32 is lighted with pilot-controlled Medium Intensity Runway Lights (MIRL) and the connector taxiways are identified with retro-reflective markers. Visual aids include Precision Approach Path Indicators (PAPIs) to Runway 14, Runway End Identifier Lights (REILs) on Runway 32, rotating airport beacon and lighted segmented circle.

The aircraft parking apron consists of approximately 7,880 square yards and 10 aircraft tie downs with a pavement strength of 12,500 pounds SWG. Existing hangar facilities include 11 hangars

consisting of eight conventional/box hangars, and three T-hangar units. Fuel storage includes one 10,000 gallon aboveground storage tank (AST) for 100LL AvGas, one 10,000 gallon AST for Jet A and a 650 gallon Jet A truck. There are no published instrument approach procedures for the Fort Morgan Municipal Airport. The existing Runway 14/32 is shown in Figure 1-2. Figure 1-3 shows cracks on Runway 14/32 and the existing airport facilities are shown on an aerial photograph in Figure 1-4. In 2010 two taxilanes were constructed along the western portion of the hangar development area. The new taxilanes will accommodate up to 20 additional new hangars.

FIGURE 1-2 EXISTING RUNWAY 14/32

FIGURE 1-3 CRACKS LOCATED ON RUNWAY 14/32

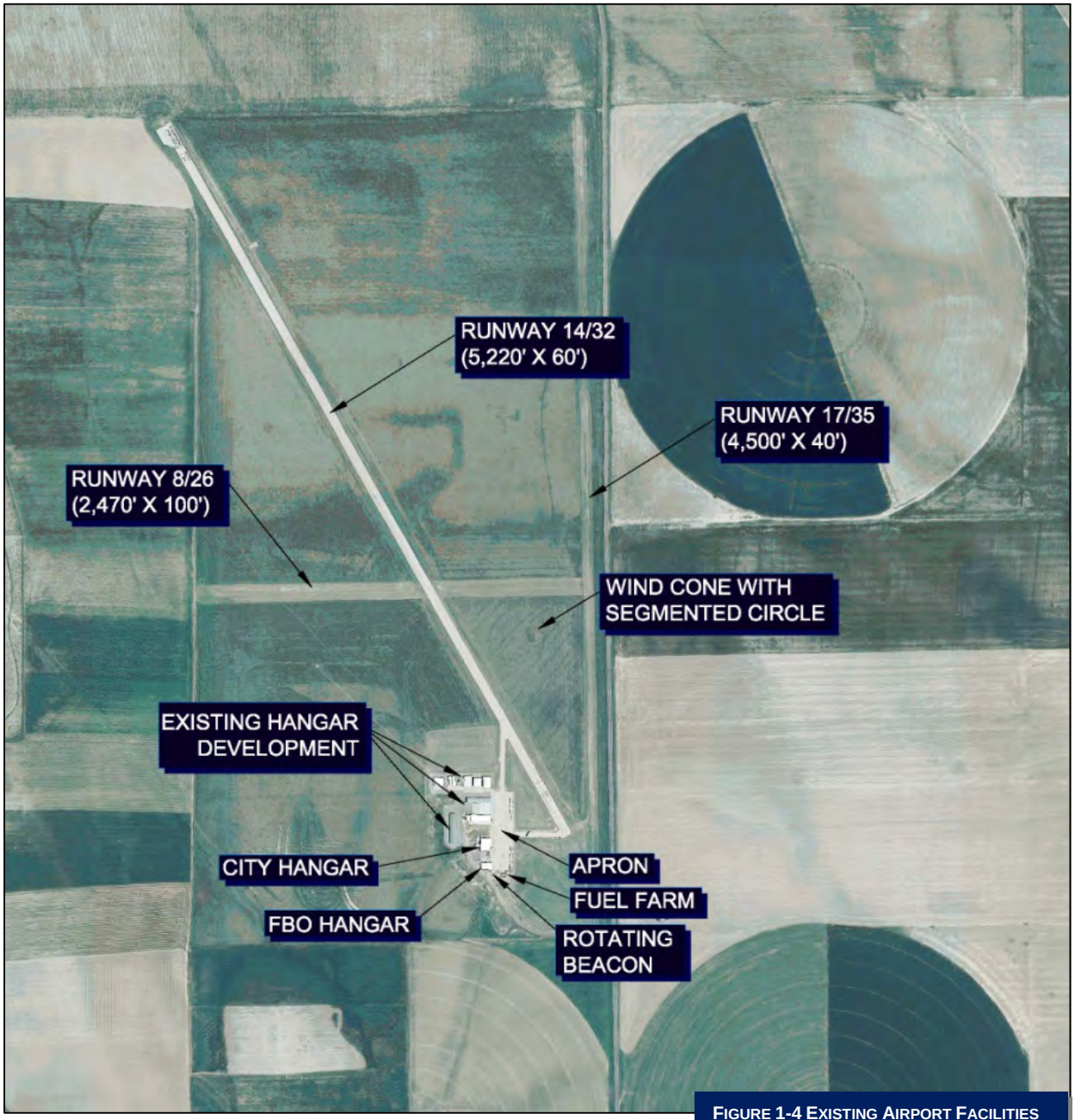

FIGURE 1-4 EXISTING AIRPORT FACILITIES

1.3 AVIATION FORECASTS

The forecast of aviation activity at the Fort Morgan Municipal Airport was developed as part of the 2003 Fort Morgan Municipal Airport Layout Plan. Based on the Airport Master Record 5010, there are currently 24 based aircraft and 8,300 annual operations, which are forecast to increase to 38 based aircraft and 13,739 annual operations by 2021 according to the 2003 plan. Therefore the forecasts from the 2003 Airport Layout Plan are still considered to be valid. Table 1-1 shows the Fort Morgan Municipal Airport Based Aircraft Forecast from the 2003 Airport Layout Plan.

TABLE 1-1 FORT MORGAN MUNICIPAL AIRPORT BASED AIRCRAFT FORECAST

Year	Single Engine	Multi Engine Piston/Turbo Prop Aircraft	Turbo Jet Aircraft	Rotorcraft	Experimental & Other	Total Based Aircraft
2003	23	1	0	0	0	24
2008	28	3	0	0	0	31
2013	29	5	0	0	0	34
2018	30	5	1	0	0	36
2021	30	6	2	0	0	38

Source: 2003 Airport Layout Plan

The annual aircraft operations from the 2003 Airport Layout Plan are shown in Table 1-2. The aircraft operations were based on the average operations per based aircraft for general aviation airports included in the FAA National Plan of Integrated Airport Systems (NPIAS). This resulted in a forecast of 13,739 annual operations for 2021. As previously mentioned there are currently approximately 8,300 annual operations at the Fort Morgan Municipal Airport according to the Airport Master Record, therefore the 2003 forecast is still considered valid.

TABLE 1-2 FORT MORGAN MUNICIPAL AIRPORT AIRCRAFT OPERATIONS FORECAST

Year	Single Engine	Multi Engine Piston/Turbo Prop Aircraft	Turbo Jet Aircraft	Rotorcraft	Experimental & Other	Total Aircraft Operations
2003	2,036	2,794	560	190	149	5,729
2008	2,790	3,014	810	224	206	7,044
2013	3,622	3,249	1,127	262	270	8,530
2018	5,211	3,695	1,736	335	392	11,369
2021	6,526	4,062	2,259	397	495	13,379

Source: 2003 Airport Layout Plan

1.4 RUNWAY LENGTH ANALYSIS

A runway length analysis was conducted during the 2003 Airport Layout Plan to determine the runway length requirements at the Fort Morgan Municipal Airport. The recommended lengths are based upon the field elevation, temperature and the runway gradient in feet. These factors (shown in Table 1-3) are inputs into the FAA Airport Design Program 4.2d.

TABLE 1-3 FORT MORGAN MUNICIPAL AIRPORT DESIGN PROGRAM DATA INPUT

Field Elevation	4,567' MSL
Mean Maximum Temperature of the Hottest Month	90.0^{o} F
Effective Gradient	68 feet

TABLE 1-4 FORT MORGAN MUNICIPAL AIRPORT RECOMMENDED RUNWAY LENGTH	
Description	Runway Length
Existing Runway Length	5,220’
Recommended to accommodate: Small Aircraft (<12,500 lbs., <60,000 lbs.) Less than 10 passenger seats	
75 percent of the small airplanes	4,350’
95 percent of the small airplanes	5,730’
100 percent of the small airplanes	5,990’
10 or more passenger seats Large Aircraft (>12,500 lbs., <60,000 lbs.)	
75 percent of these planes at 60 percent useful load	7,280’
75 percent of these planes at 90 percent useful load	9,430’
100 percent of these planes at 60 percent useful load	10,350’
100 percent of these planes at 90 percent useful load	11,830’
Airplanes of more than 60,000 pounds	8,990’

Based on the 2003 Airport Layout Plan the runway is capable of accommodating most of the current types of aircraft, however, at 5,220 feet the current runway length at Fort Morgan is limiting the use of the airport by medium and large sized corporate and business aircraft. Several aircraft are forced to use Akron Airport due to the length constraints. Assuming no physical, environmental or financial constraints a runway length of 7,500 feet would be ideal. A runway length of 6,500 feet is the preferred runway length, however, based on existing environmental and financial constraints a length of 5,730 feet would be the minimum suitable length for the runway. A length of 5,730 feet would accommodate approximately 95 percent of the small airplanes.

1.5 PURPOSE AND NEED FOR THE PROPOSED ACTION

The purpose and need for the proposed action is to reconstruct Runway 14/32 due to its deteriorating condition and to construct a runway that meets FAA Airport Design Standards for an Airport Reference Code of B-II. The existing non-standard conditions on Runway 14/32 include the following:

1. Runway 14/32 has a maximum grade of 2.5 percent which exceeds the 2.0 percent maximum allowable longitudinal grade based on Airport Reference Code design standards for B-I and B-II aircraft.

2. The 60 foot Runway 14/32 width does not meet the FAA design standard of 75 feet.

3. State Highway 52 penetrates the Runway Object Free Area (ROFA) at the approach/southeast end of Runway 32.

4. State Highway 52 penetrates the approach slope and threshold siting surface on the approach end of Runway 32.

5. The airport owns insufficient land for the Runway Safety Area (RSA) and ROFA at the northwest end of Runway 14.

6. The existing runway length of 5,220 feet accommodates less than 95 percent of the small aircraft fleet mix.

According to the 2009 Pavement Condition Index (PCI) conducted by the Colorado Department of Transportation Aeronautics Division Runway 14/32 had a PCI of 37 which indicates that runway reconstruction is needed. Figure 1-3 shows one of the cracks located on Runway 14/32. The Fort Morgan Municipal Airport provides the City of Fort Morgan and surrounding communities with access to air medivac services, aerial application, personal transportation, business transportation, government transportation, flight training activity and recreational flights and a safe and efficient runway that meets FAA airport design standards is needed to accommodate these services.

1.6 PROPOSED ACTION

The proposed action includes acquiring approximately 56 acres of land for runway development and approach protection and to construct a replacement Runway 14/32 (5,730'x75') located 300 feet northeast of the existing Runway 14/32. The proposed action is shown in Figure 1-5. The proposed action would correct all of the above listed nonstandard conditions for Runway 14/32 with the development of the relocated replacement runway. The proposed runway is situated as far southeast as possible while still meeting threshold siting surface, runway object free area, runway safety area and FAR Part 77 airspace criteria.

This Environmental Assessment will evaluate the environmental impacts of the proposed action that includes the following projects:

1) Acquire approximately 56 acres of land for runway development and approach protection.

2) Acquire an avigation easement of approximately 6 acres of land for approach protection.

3) Extend runway from 5,220' to 5,730'.

4) Widen runway from 60' to 75'.

5) Construct replacement Runway 14/32 (75' x 5,730') including connector and bypass taxiways, lighting, signage and visual aids.

The original proposed action included the acquisition of 97 acres of land for runway development and approach protection and for the construction of a (6,500'x75') replacement Runway 14/32 located 300 feet east of the existing Runway 14/32. However as a result of the environmental analysis, impacts to farming operations, budget constraints and FAA input Alternative 5 was selected as the proposed action. A copy of the drawing and discussion on the original proposed action can be found in Appendix F.

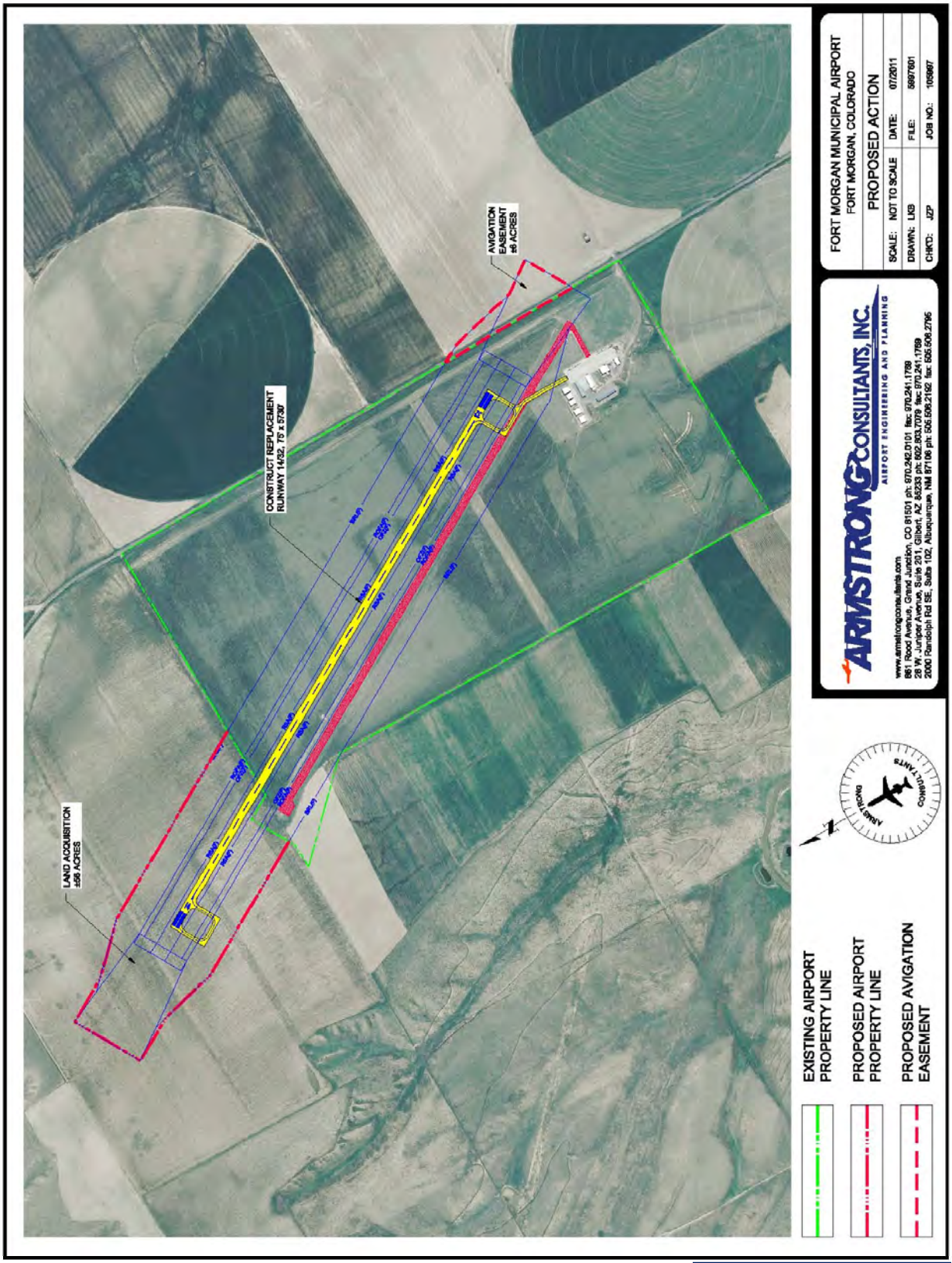

FIGURE 1-5 PROPOSED ACTION

1.7 REQUESTED FEDERAL ACTION AND ESTIMATED DEVELOPMENT SCHEDULE

To provide the recommended B-II runway the City of Fort Morgan requests the completion of the proposed action. The conditionally approved Airport Layout Plan for Fort Morgan Municipal Airport identifies the relocation of Runway 14/32 however; details including runway length and airport reference code have been modified as a result of the environmental analysis. A revised ALP drawing will be prepared pursuant to the outcome of this EA. The FAA is the lead federal agency responsible for environmental approval and funding for the proposed action.

The format and subject matter included within this report conform to the requirements and standards set forth by the FAA as contained within FAA Order 1050.1E, Environmental Impacts: Policies and Procedures, FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions and the Environmental Desk Reference for Airport Actions. The Environmental Assessment is needed to assess and disclose the environmental impacts of the proposed federal action. The EA process is anticipated to be completed in late 2011. Should a Finding of No Significant Impact (FONSI) be issued and the City choose to proceed, the land acquisition would begin in 2011 and the engineering/design process in 2012.

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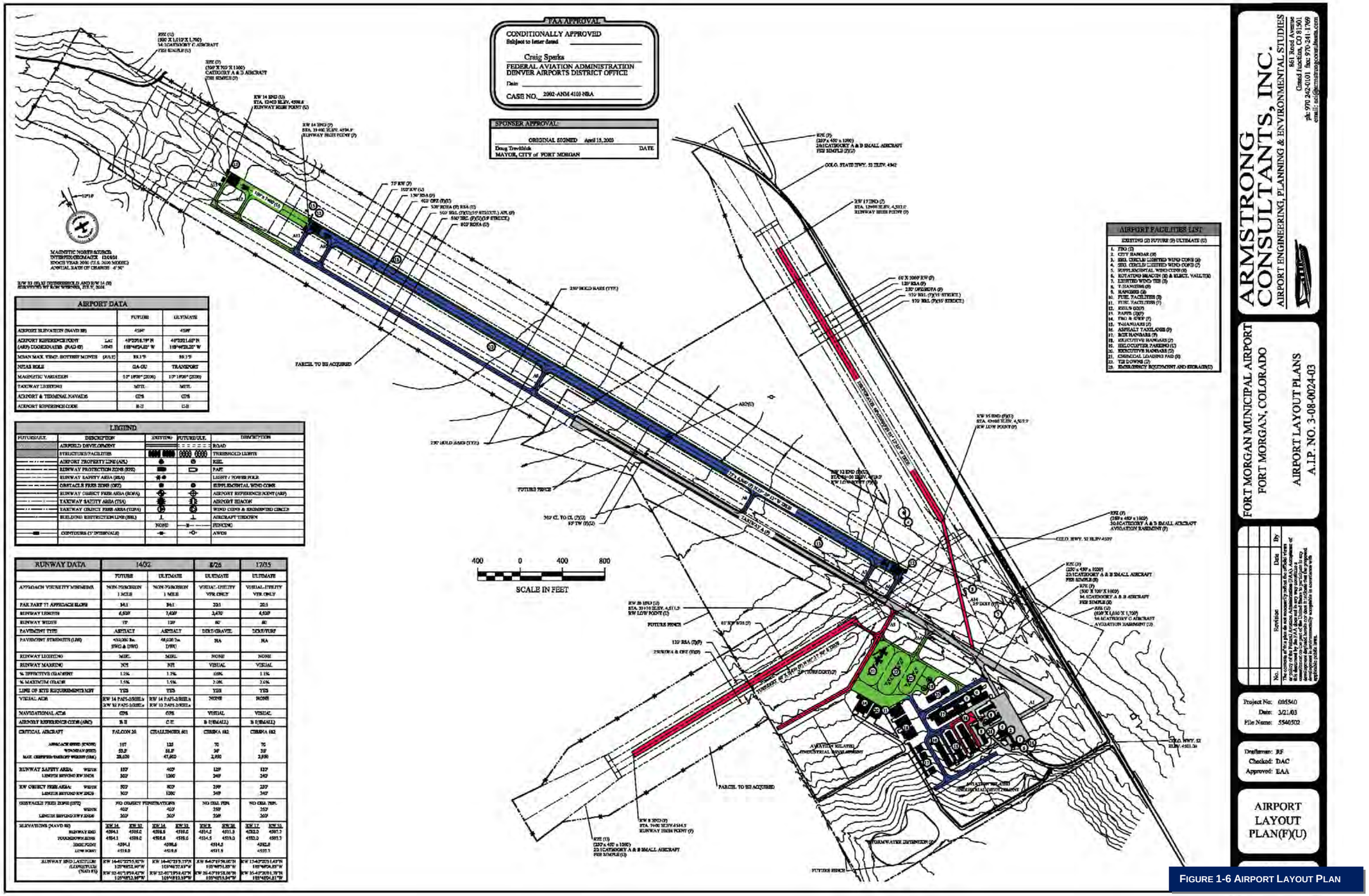

FIGURE 1-6 AIRPORT LAYOUT PLAN

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CHAPTER 2

DEVELOPMENT ALTERNATIVES

FORT MORGAN MUNICIPAL AIRPORT ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

2.0 INTRODUCTION

The Council on Environmental Quality (CEQ) is an entity within the U.S. government that is tasked with, among other responsibilities, overseeing federal agency implementation of NEPA requirements. CEQ regulations for implementing NEPA require a thorough and objective assessment of all "responsible" alternatives to achieve the purpose and need of a proposed action, as well as the assessment of a no action alternative [40 CFR Part 1508.9; 40 CFR Part 1502.14].

This chapter describes the process used to identify the range of alternatives for consideration in this EA and the associated screening process used to determine which of the alternatives would reasonably meet the purpose and need. Alternatives considered, but determined to not reasonably meet the purpose and need are not carried forward through the analysis of environmental consequences in Chapter 4.

The 2003 Airport Layout Plan evaluated several alternatives to determine the optimum location and configuration of airport facilities to meet the forecasted needs of existing and future airport users over a 20-year planning period with an Airport Reference Code of B-II. Alternatives evaluated include relocating the airport to another site, improving the existing site and a No Action Alternative. Three alternative runway options were evaluated for improving the existing site including the proposed action, extending the existing runway and relocating the runway to the west. As a result of the 2003 Airport Layout Plan alternatives analysis, it was determined that the preferred alternative would be to relocate the runway 300 feet to the east of the existing Runway 14/32 and shift the runway to the northwest away from State Highway 52.

Alternatives (see Figures 2-1, through 2-7)

1) No Action
2) Improve in existing location within existing airport property
3) Improve extend/shift existing Runway 14/32 to a length of 5,730 feet
4) Improve extend/shift existing Runway 14/32 to a length of 6,500 feet
5) Relocate and extend/shift Runway 14/32 300 feet to the east and extend to a length of 5,730 feet (Proposed Action)
6) Relocate and extend/shift Runway 14/32 300 feet to the east and extend to a length of 6,500 feet
7) Relocate, and extend/shift Runway 14/32 1,200 feet to the west and extend to a length of 6,500 feet
8) Realign runway in a northwesterly alignment
9) Relocate and improve the airport at an alternative site

2.1 DEVELOPMENT ALTERNATIVES CONSIDERED

Alternative 1 – No Action

When analyzing alternatives for development, consideration must be given to the "No Action" alternative. The No Action alternative would retain Runway 14/32 in its existing location and configuration.

The no action alternative would eliminate potential environmental impacts associated with the proposed development of a replacement Runway 14/32 and the City of Fort Morgan would continue to be responsible for the maintenance and upkeep of existing runway facilities; however, the No Action alternative would do nothing to accommodate the recommended runway length or the correction of non-standard conditions and would not meet the goals and objectives of the city or the needs of airport users in the community. While the no action alternative does not meet the purpose and need, NEPA requires its consideration; therefore, it will be carried forward for further evaluation.

Since the runway is nearing its useful life it is expected to need reconstruction within the next 5-years. If the no action alternative is selected the FAA would expect the non-standard design conditions to be corrected as part of an FAA-funded project. Reconstructing the runway in its same configuration (i.e. without correcting design standard deficiencies) would cost approximately $3.3 million and would not be eligible for FAA or state funding. This option would leave the City with the responsibility to solely bear the cost of runway rehabilitation and future airport capital costs.

Alternative 2 – Improve in existing location within existing airport property

Alternative 2 would include reconstructing the runway in its existing location utilizing FAA funding and meeting B-II design standards within the available existing airport property and avoiding additional land acquisition. Meeting design standards within existing airport property would result in a runway length of approximately 4,100 feet (a 1,120 foot decrease in overall length) see Figure 2-1. Alternative 2 would also include expanding the easement on the northwest end for the RPZ by approximately 11.6 acres and shifting the southeast end of Runway 32 to the northwest to remove State Highway 52 from within the runway safety area and runway object free area.

Alternative 3 – Improve and extend/shift existing Runway 14/32 to a length of 5,730 feet

Alternative 3 would accommodate the additional runway length and width and meet FAA design standards by extending and shifting the existing Runway 14/32 to the northwest as shown in Figure 2-2. Alternative 3 would require the acquisition of a total of approximately 54 acres of land to accommodate the runway extension/shift.

This alternative would provide 5,730 feet of runway; however, the elevations of contours throughout the site exceed the FAA longitudinal grade requirements. As a result, the site's topography would require all existing pavement to be removed and completely reconstructed to meet the FAA required grades. This would result in an extended closure period of the airports only paved runway during the removal and reconstruction phase of development. The reconstruction of the existing runway would require the acquisition of 48 acres to the north along with the acquisition of 6 acres of land on the west side of the runway to protect the building restriction line. The 6 acres of land to the west is owned by a separate owner, therefore the alternative would result in an impact to two land owners.

Alternative 4 – Improve and extend/shift existing Runway 14/32 to a length of 6,500 feet

Alternative 4 would accommodate the additional runway length and width and meet FAA design standards by extending and shifting the existing Runway 14/32 to the northwest as shown in Figure 2-3. Alternative 4 would require the acquisition of a total of approximately 72 acres of land to accommodate the runway extension/shift.

This alternative would provide the preferred 6,500 feet of runway; however, the elevations of contours throughout the site exceed the FAA longitudinal grade requirements. As a result, the site's topography would require all existing pavement to be removed and completely reconstructed to meet the FAA required grades. This would result in an extended closure period of the airports only paved runway during the removal and reconstruction phase of development. The reconstruction of the existing runway would require the acquisition of 66 acres to the north along with the acquisition of 6 acres of land on the west side of the runway to protect the building restriction line. The 6 acres of land to the west is owned by a separate owner, therefore the alternative would result in an impact to two land owners. Although 6,500 feet of runway is desirable the existing budget does not provide adequate funding for this length.

Alternative 5 – Relocate and extend/shift Runway 14/32 300 feet to the east and extend to a length of 5,730 feet (Proposed Action)

Alternative 5 would accommodate the additional runway length and meet FAA design standards by constructing a new 5,730 foot long runway, 300 feet to the east of the existing Runway 14/32 as shown in Figure 2-4. Alternative 5 would require the acquisition of approximately 56 acres of land to the northwest and an avigation easement on approximately 6 acres of land to the southeast accommodate the relocated Runway 14/32.

This alternative would provide 5,730 feet of runway length. The development of the relocated Runway 14/32 could begin while the existing Runway 14/32 remains open. This would allow the phasing of the project over multiple years depending on the availability of funding.

Alternative 6 – Relocate and extend/shift Runway 14/32 300 feet to the east and extend to a length of 6,500 feet

Alternative 6 would accommodate the additional runway length and meet FAA design standards by constructing a new 6,500 foot long runway, 300 feet to the east of the existing Runway 14/32 as shown in Figure 2-5. Alternative 5 would require the acquisition of a total of approximately 74 acres of land to the northwest and an avigation easement on approximately 6 acres of land to the southeast to accommodate the relocated Runway 14/32.

This alternative would provide the preferred 6,500 feet of runway length. The development of the relocated Runway 14/32 could begin while the existing Runway 14/32 remains open. This would allow the phasing of the project over multiple years depending on the availability of funding. Although 6,500 feet of runway is desirable the existing budget does not provide adequate funding for this length.

Alternative 7 – Relocate, improve and extend/shift Runway 14/32 1,200 feet to the west and extend to a length of 5,730 feet or 6,500 feet

Alternative 7 would accommodate the additional runway length and meet FAA design standards by constructing a new 6,500 foot runway, 1,200 feet to the west of the existing Runway 14/32 as shown in Figure 2-6. This Alternative with a runway length of 6,500 feet would require the acquisition of approximately 183 acres of land and approximately 153 acres to accommodate 5,730 feet.

This alternative would provide the preferred 6,500 feet of runway. The development of the relocated Runway 14/32 could begin while the existing Runway 14/32 remains open. This would allow the phasing of the project over multiple years depending on the availability of funding. Alternative 7 would require increased land acquisition since the airport does not

currently own the land to the west of the existing Runway 14/32. Although 6,500 feet of runway is desirable the existing budget does not provide adequate funding for this length.

Alternative 8 – Realign Runway to a northwesterly alignment and extend to a length of 5,730 feet or 6,500 feet

Alternative 8 would accommodate the additional runway length and meet FAA design standards by realigning the primary runway into a northwesterly alignment. This Alternative with a runway length of 6,500 feet would require the acquisition of approximately 116 acres of land and approximately 96 acres to accommodate 5,730 feet.

This alternative would provide the preferred 6,500 feet of runway. The development of the realigned runway would required the closure of Runway 14/32 during the majority of the construction and not provide for phasing of the runway development based on funding availability. The realigned runway would provide 85.7 percent wind coverage at 10.5 knots. This is a reduction in the percentage of wind coverage from Runway 14/32 by approximately 1.2 percent. Although 6,500 feet of runway is desirable the existing budget does not provide adequate funding.

Alternative 9 – Relocate and improve the airport at an alternative site and extend to a length of 5,730 feet or 6,500 feet

Alternative 9 would accommodate the additional runway length and meet FAA design standards by relocating the airport to an alternative site. This Alternative would require the acquisition of approximately 200 acres of land to accommodate the relocated airport. The alternative site would need to accommodate a 6,500 by 75 foot runway, a new apron, hangars, taxiways and landside facilities and infrastructure. The site would need to be placed within 20 miles, but ideally within 5 miles of the City of Fort Morgan.

The relocated airport alternative would provide the preferred 6,500 feet of runway. The development of a relocated airport would require land acquisition and development of all existing airport facilities, including utility infrastructure, hangars, fuel facilities and FBO.

2.2 SELECTION OF DEVELOPMENT ALTERNATIVES

The development alternatives listed above were reviewed with respect to the following items: 1) meeting FAA safety and design standards; 2) known or highly likely environmental impacts; 3) consistency with existing plans; and 4) financial feasibility.

Alternative 2 could be constructed to meet FAA design standards; however due to the location of State Highway 52 and the location of the existing airport property boundary the runway length would need to be reduced by approximately 1,120 feet. This reduced runway length would not provide for the recommended 5,730 feet of runway and is a 21 percent reduction in existing runway length. Reducing the runway length would not meet the goals of the City of Fort Morgan for the future development of the airport and has therefore been eliminated from further environmental analysis.

Alternative 3 could be constructed to provide the 5,730 feet of runway length; however, due to the topography a large amount of fill would be required to meet FAA design standards, this would result in no cost savings with the reuse of the existing runway. This alternative would require impacting an additional landowner for control of the building restriction line and would

not be able to be phased which would require a longer runway closer period. Alternative 3 would also require the placement of two hold position markings on the taxiway entrance due to the connector taxiway from the apron to the bypass taxiway penetrating the Obstacle Free Zone (OFZ). This configuration of two hold position markings has the potential to increase runway incursions and pilot confusion. Alternative 3 was eliminated from further environmental analysis.

Alternative 4 would provide the preferred 6,500 feet of runway length; however, due to the topography a large amount of fill would be required to meet FAA design standards, this would result in no cost savings with the reuse of the existing runway. This project would require impacting an additional landowner for control of the building restriction line and would not be able to be phased which would require a longer runway closure period. Alternative 4 would also require the placement of two hold position markings on the taxiway entrance due to the connector taxiway from the apron to the bypass taxiway penetrating the Obstacle Free Zone (OFZ). This configuration of two hold position markings has the potential to increase runway incursions and pilot confusion. The development of a 6,500 foot runway is not currently considered to be financially feasible based on available funding from the FAA. Alternative 4 was eliminated from further environmental analysis.

Alternative 5 would provide the recommend 5,730 feet of runway length. The project would require land acquisition from one landowner rather than two. Alternative 5 would be able to be phased based on funding availability and would minimize or avoid runway closure. Alternative 5 would avoid any unusual taxiway connector configuration including no requirement to install two hold position markings. Alternative 5 would avoid splitting the Longacre property and would allow for the continued use of the private farm road located on the northern end of the property. The proposed action Alternative 5 has been carried forward for further environmental analysis.

Alternative 6 would provide the preferred 6,500 feet of runway length. The project would require land acquisition from one landowner rather than two. Alternative 6 would be able to be phased based on funding availability and would minimize or avoid runway closure. Alternative 6 would avoid any unusual taxiway connector configuration including no requirement to install two hold position markings. The development of a 6,500 foot runway is not currently considered to be financially feasible based on available funding from the FAA. Therefore, Alternative 6 has been eliminated from further environmental analysis.

Alternative 7 would provide the preferred 6,500 feet of runway length. Alternative 7 would result in an impact to two landowners. This alternative would require a higher acreage of land to be acquired for the relocation of the runway to the west than the other build-alternatives. Alternative 7 does not provide any operational or environmental benefits over the other alternatives. Alternative 7 requires only slightly less earthwork than the other alternatives. There would also be higher costs for the connector taxiway. Alternative 7 would also result in a negative impact upon the Saddle Ridge Subdivision which would be entirely encompassed within the Airport Critical Zone and would be considered incompatible with Colorado Land Use Commission House Bill 1041 Critical Zone criteria. Alternative 7 was also eliminated from further consideration during the 2003 Airport Layout Plan project as a result of the above concerns. Alternative 7 has therefore been eliminated from further environmental analysis.

Alternative 8 would provide the preferred 6,500 feet of runway length. Alternative 8 would require the acquisition of approximately 116 acres land from two private landowners. The construction of the realigned Runway 13/31 would require the closure of Runway 14/32 during the majority of the project and phasing to accommodate funding would not be an option with

Alternative 8. The realigned Runway 13/31 would also provide less crosswind coverage than a Runway 14/32 alignment which would reduce the safety and utility of the airport. Alternative 8 has therefore been eliminated from further environmental analysis.

Alternative 9 would provide the preferred 6,500 feet of runway length. The alternative would require significant costs associated with the development of a new airport facility including runway, apron, taxiways, hangars, infrastructure and land acquisition. The potential environmental impacts of developing a new site would be higher. Developing a new site would not provide any significant operational or environmental benefits over the other build-alternatives. Therefore, Alternative 9 has been eliminated from further environmental analysis.

As a result of the alternative analysis, Alternatives 2, 3, 4, 6, 7, 8 and 9 have been eliminated from further consideration and Alternative 5 has been carried forward for further evaluation in Chapter 4. The no action alternative, Alternative 1, has also been carried forward for further evaluation in Chapter 4 as required under FAA Orders 5050.4B and 1050.1E, and pursuant to the Council on Environmental Quality regulations.

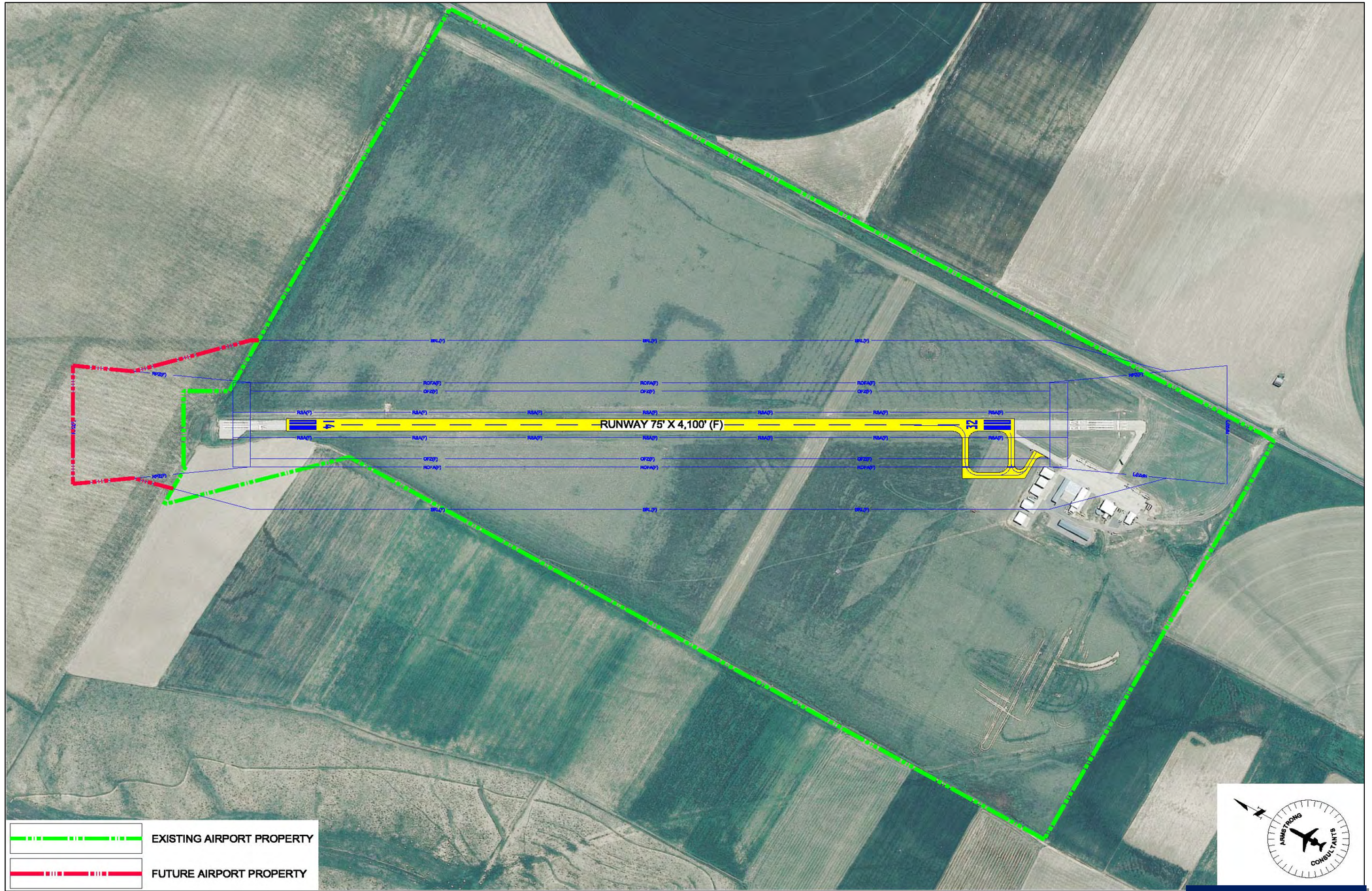

FIGURE 2-1 ALTERNATIVE TWO

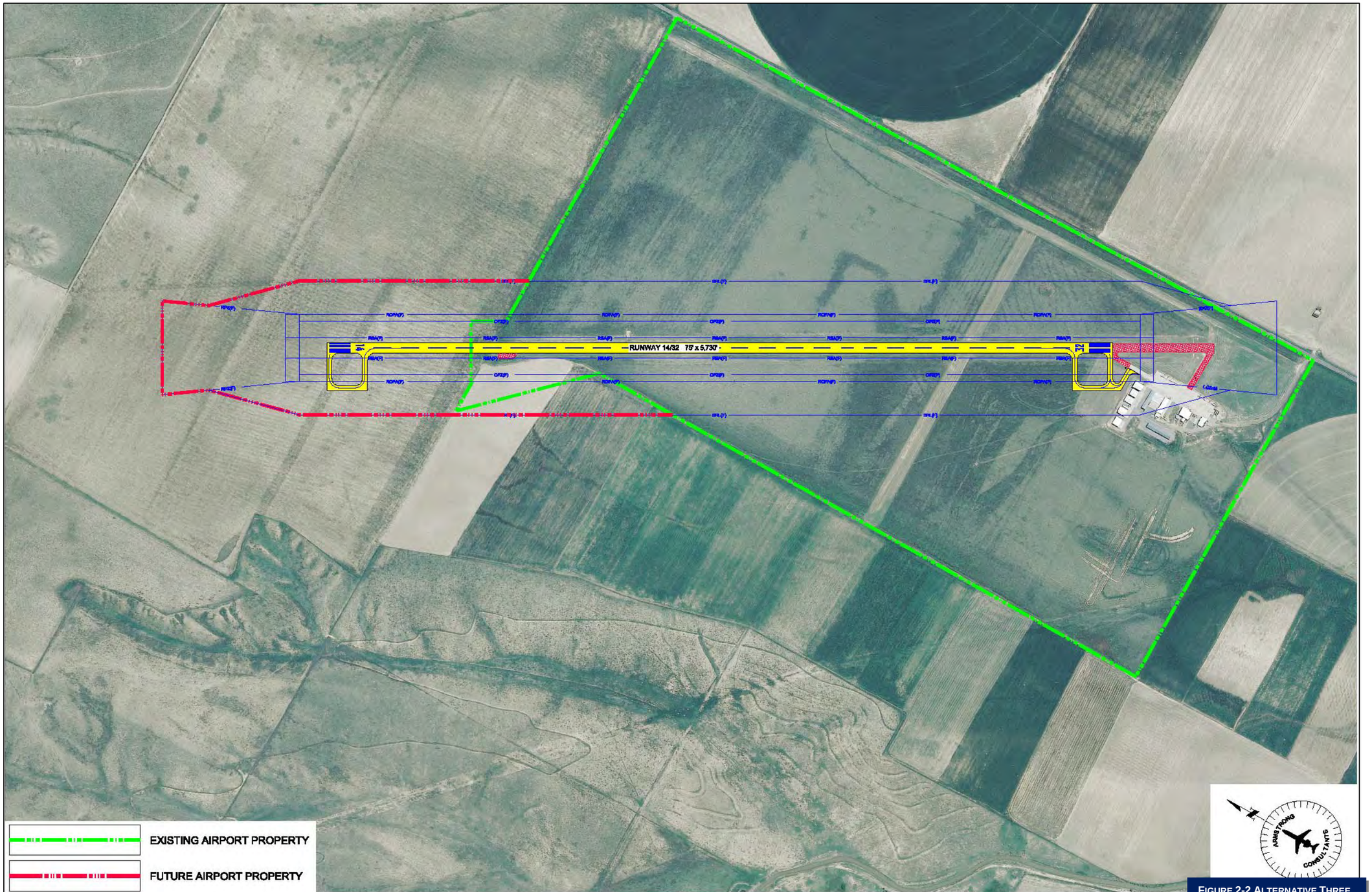

FIGURE 2-2 ALTERNATIVE THREE

FIGURE 2-3 ALTERNATIVE FOUR

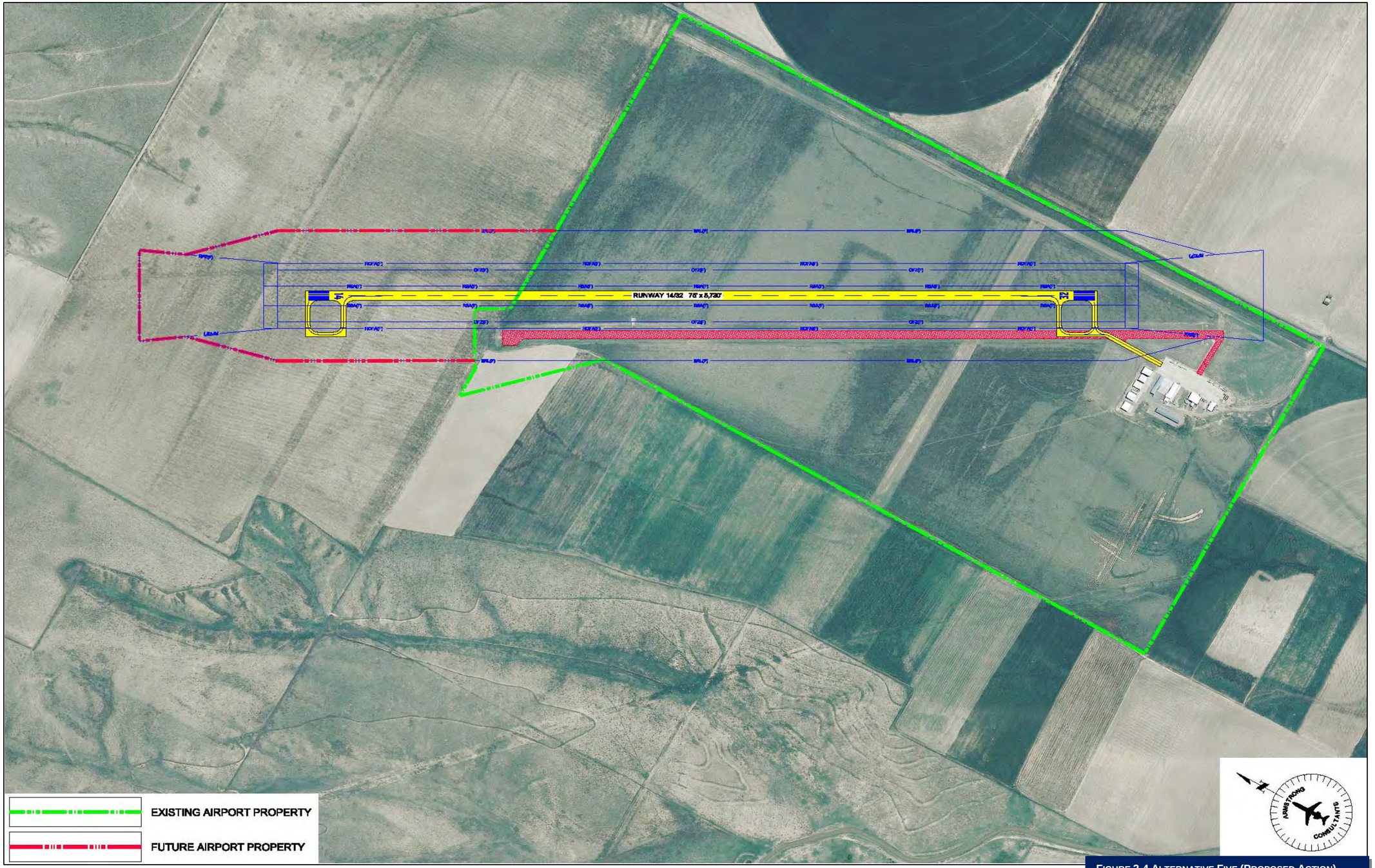

FIGURE 2-4 ALTERNATIVE FIVE (PROPOSED ACTION)

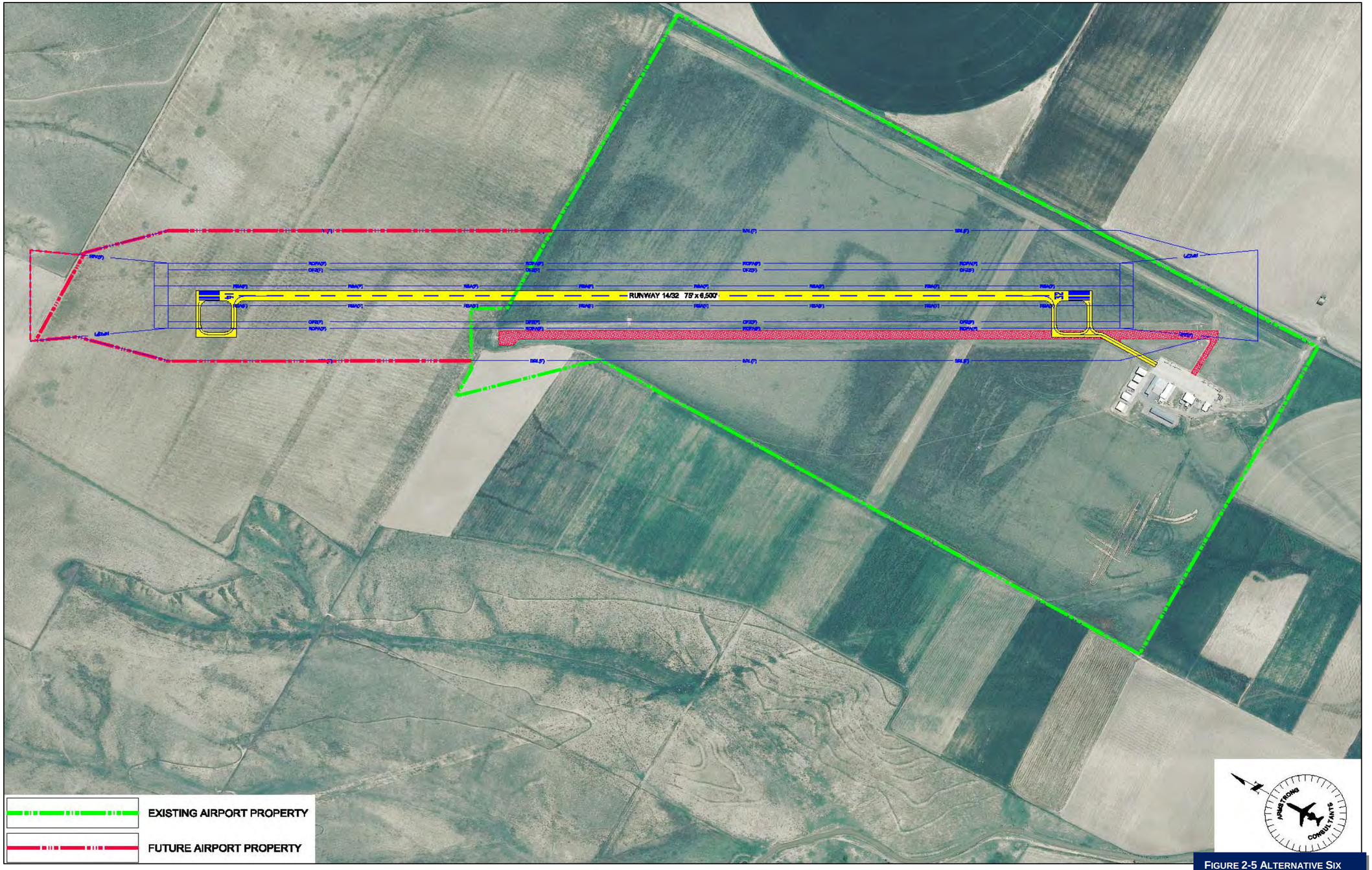

FIGURE 2-5 ALTERNATIVE SIX

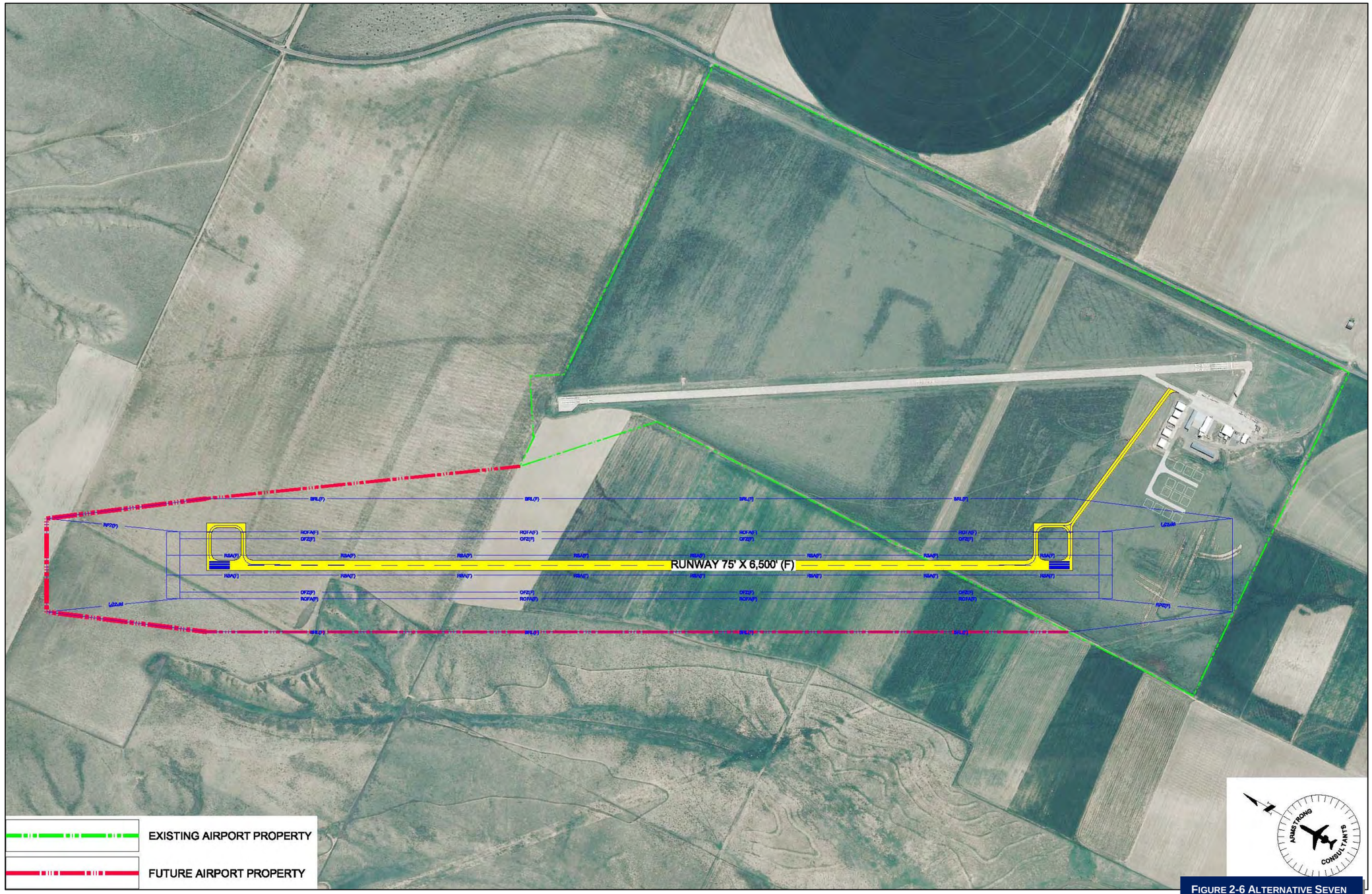

FIGURE 2-6 ALTERNATIVE SEVEN

FIGURE 2-7 ALTERNATIVE EIGHT

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2.3 APPLICABLE GOVERNMENT REGULATIONS

In accordance with FAA Order 5050.4B and CEQ § 1502.25(a)

"List of Applicable Federal Laws and Regulations"
49 USC Subchapter I, Section 303.c, formerly Section 4(f)
49 USC Subpart B Chapter 471, Section 47106.(c)
American Indian Religious Freedom Act
Anadromous Fish Conservation Act
Archaeological and Historic Preservation Act
Archaeological Resource Protection Act
Clean Air Act
Coastal Barrier Resources Act
Coastal Zone Management Act
Comprehensive Environmental Response, Conservation and Liability Act
Endangered Species Act, Section 7
Farmland Protection Policy Act
Land and Water Conservation Act
Magnuson-Stevens Act
Marine Mammal Protection Act
Migratory Bird Treaty Act
National Historic Preservation Act
National American Graves Repatriation Act
Resource Conservation and Recovery Act
Safe Drinking Water Act
Uniform Relocation and Real Property Acquisition Policy Act
Wild and Scenic Rivers Act
Executive Order 11593, Protection and Enhancement of the Cultural Environment
Executive Order 11990, Protection of Wetlands
Executive Order 11998, Floodplain Management
Executive Order 12372, Intergovernmental Review of Federal Programs
Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations
Executive Order 13007, Indian Sacred Sites
Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks
Executive Order 13089, Coral Reef Protection
Executive Order 13112, Invasive Species
Executive Order 13158, Marine Protection Areas
Executive Order 13175, Consultation and Coordination with Indian Tribal Governments
Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds
Executive Order 13274, Environmental Stewardship and Transportation Infrastructure Projects
FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions
FAA Order 1050.1E, Environmental Impacts: Policies and Procedures

CHAPTER 3

AFFECTED ENVIRONMENT

FORT MORGAN MUNICIPAL AIRPORT ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

3.0 INTRODUCTION

This chapter describes existing conditions within the vicinity of the proposed action and provides the baseline for assessment of environmental impacts resulting from the proposed action and its alternatives.

3.1 AFFECTED ENVIRONMENT

The affected environment is defined as the Fort Morgan Municipal Airport and its environs in Fort Morgan and Morgan County, Colorado. Figure 3-1 depicts location and vicinity maps of the area.

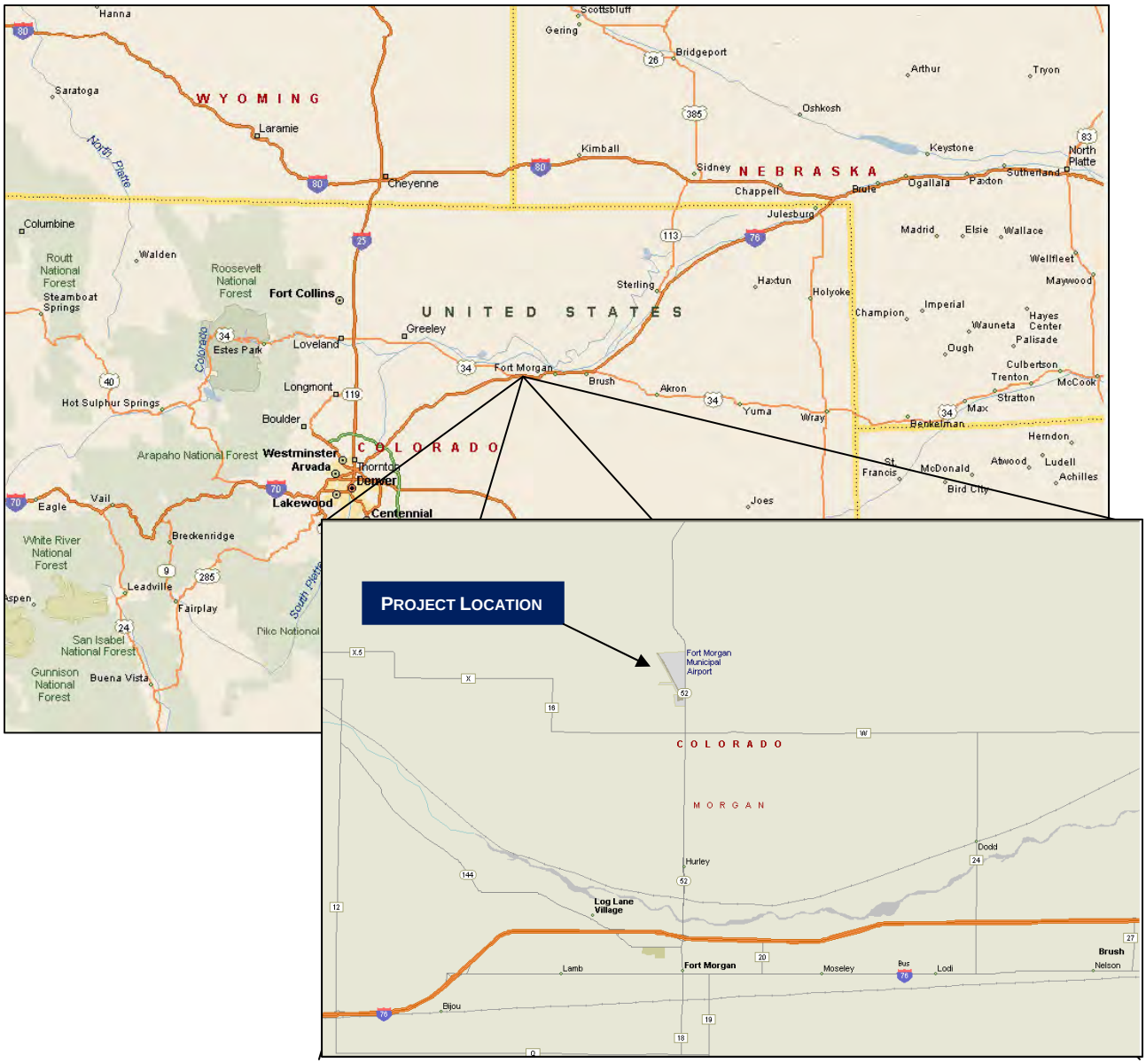

FIGURE 3-1 LOCATION AND VICINITY MAPS

3.2 EXISTING CONDITIONS

The Fort Morgan Municipal Airport is located in northeastern Colorado, along the South Platte River. The airport is approximately five statute miles north of the City of Fort Morgan. The Fort Morgan Municipal Airport is a general aviation facility that serves the City of Fort Morgan and its surrounding communities. The City of Fort Morgan is the county seat of Morgan County, Colorado. The airport can be accessed by traveling north of Fort Morgan on State Highway 52 a paved two lane access road that enters from the south side of the airport. The airport is situated at 4,569 feet above Mean Sea Level (MSL) and located at 40° 20' 03.78" N Latitude and 103° 48' 13.82" W Longitude, according to the current Airport Layout Plan (ALP) dated march, 2003.

According to 2010 Airport Manager Records, there are currently 24 based aircraft at the airport and approximately 8,300 annual aircraft operations by a combination of single and twin engine piston, turboprop and light business jet aircraft. Existing facilities include a concrete Runway 14/32, which is 5,220 feet long by 60 feet wide and two turf runways, Runway 8/26 (2,470 feet by 100 feet) and Runway 17/35 (4,500 feet by 40 feet). Runway 14/32 is lighted with pilot-controlled Medium Intensity Runway Lights (MIRL) and the taxiways are outlined with retro-reflective markers. Visual aids include Precision Approach Path Indicators (PAPIs) on Runway 14, airport beacon and lighted segmented circle, and Runway End Identifier Lights (REILs) on Runway 32. Airfield pavements are constructed to a strength of 12,500 pounds single wheel gear (SWG). There are no existing published instrument approaches into the airport. Existing hangar facilities include 11 hangars consisting of eight conventional/box hangars and three T-hangar units.

The mean maximum temperature in Fort Morgan, Colorado is 89.4 degrees Fahrenheit in the July, while the average annual minimum temperature is 33.8 degrees Fahrenheit during the winter months. The average annual precipitation for the area is 13.39 inches with 23.6 inches of snowfall.

3.3 AIR QUALITY

The quality of surface air is evaluated by measuring ambient concentrations of pollutants that are known to have deleterious effects. National Ambient Air Quality Standards (NAAQS) that have been set by the Environmental Protection Agency (EPA) designate Morgan County as being in attainment for all ambient NAAQS air quality standards. As depicted in Figure 3-2, the Fort Morgan Municipal Airport is not located in any designated nonattainment areas.

An attainment area is a geographical area where the levels of all criteria air pollutants meet NAAQS air quality standards. In contrast, areas designated as being in nonattainment are geographic areas where the concentration of one or more of the criteria air pollutants is higher than NAAQS.

A Greenhouse Gas (GHG) Emission Inventory, contained within Appendix E, evaluated existing Fort Morgan Municipal Airport operations and found existing emissions to be less than de minimis levels.

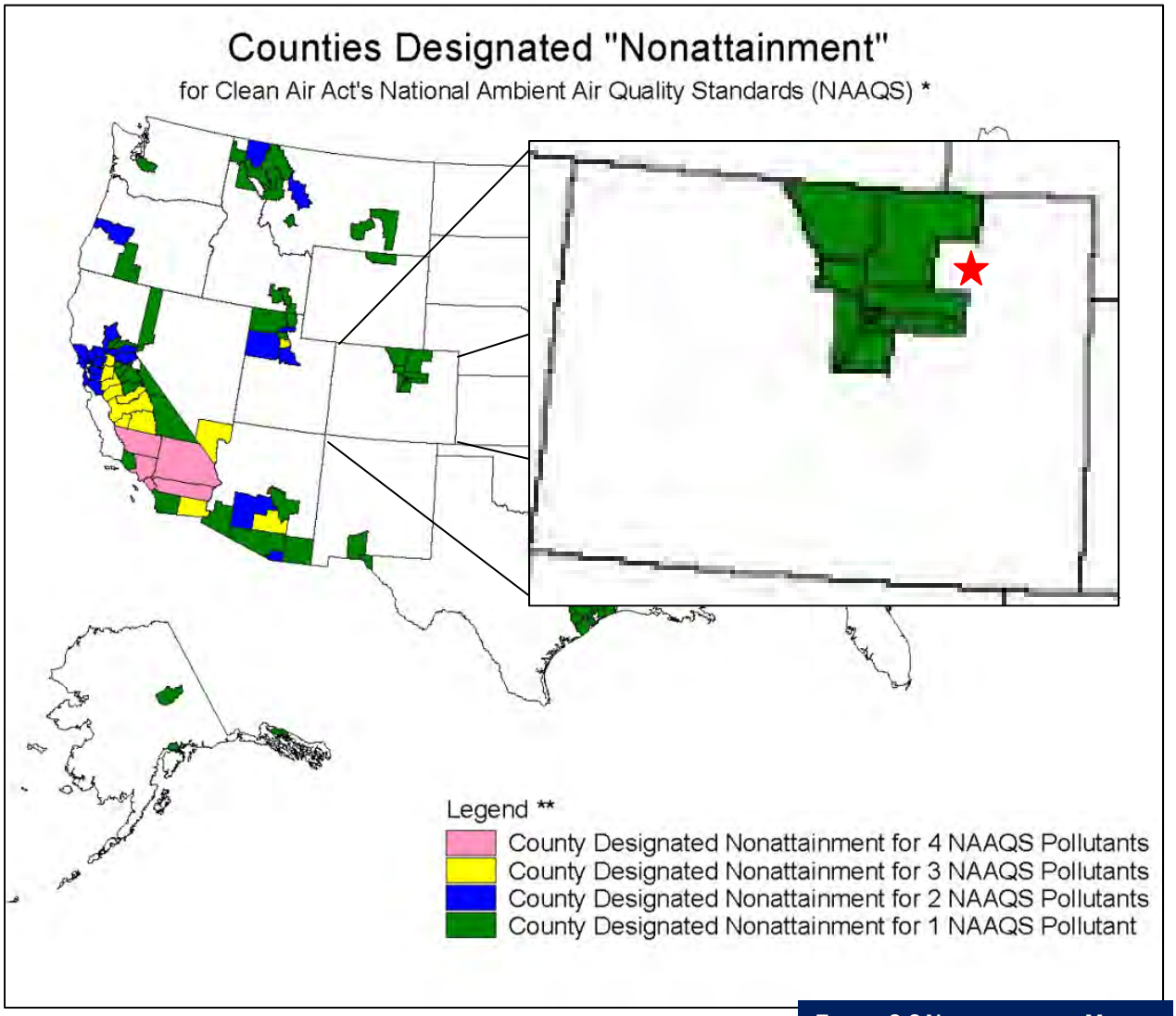

FIGURE 3-2 NONATTAINMENT MAP

3.4 COASTAL RESOURCES

There are no coastal zones within the vicinity of the Fort Morgan Municipal Airport. The Fort Morgan Municipal Airport is located over 1,000 miles from the Pacific Ocean.

3.5 COMPATIBLE LAND USE

Land use compatibility conflicts are a common problem around many airports in the United States, for both large transport airports and smaller general aviation facilities. In urban areas, as well as some rural settings, airport owners find that essential expansion to meet the demands of airport traffic is difficult to achieve due to the nearby development of incompatible land uses.

Airport compatible land uses are those which are not adversely affected by airport operations and that do not adversely affect the use of the airport. Incompatible uses typically consist of medium to high-density residential areas, built in close proximity to an existing airfield prior to enactment of suitable land-use zoning legislation. The residents of these developments, with substantial investments in their homes, may view the airport and its activities as a threat to their health, safety and quality of life. In addition, incompatible land uses also include large gatherings of people.

The Fort Morgan Municipal Airport is located five miles north of the City of Fort Morgan. The area around Fort Morgan in unincorporated Morgan County is sparsely populated and includes a combination of State and privately held lands.

The Fort Morgan Municipal Airport is surrounded by agricultural land uses. The existing surrounding land uses are considered to be compatible with the airport.

The nearest residence is located approximately one-half mile southwest of the airport. The residence is considered to be a compatible land use since it falls outside of the 65 DNL noise contour. The existing waste water treatment facility is located approximately six miles south of the airport. The existing zoning map for Morgan County is shown in Figure 3-3. The Fort Morgan Municipal Airport is located within unincorporated Morgan County. The Airport is zoned as Light Industrial and the area surrounding the airport is zoned as Agriculture.

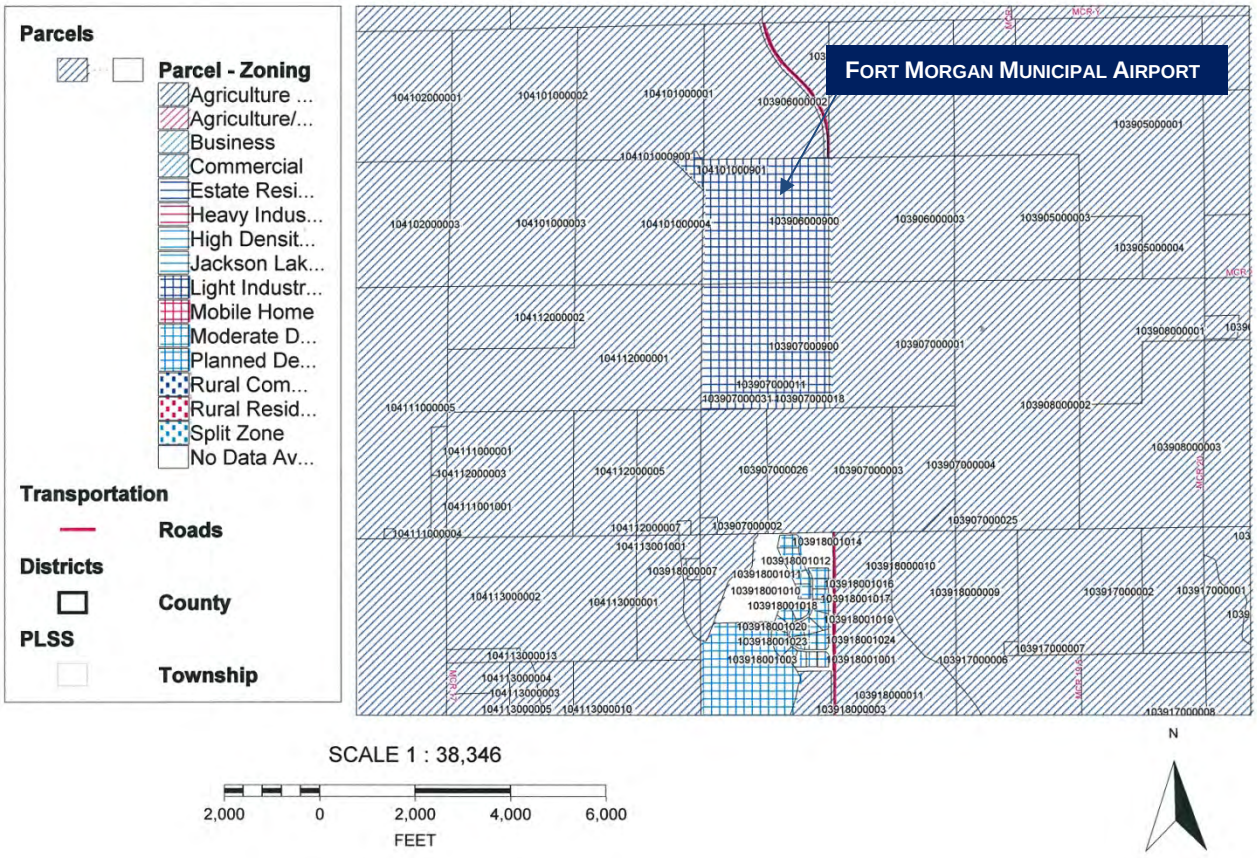

FIGURE 3-3 MORGAN COUNTY ZONING MAP

3.6 CONSTRUCTION ACTIVITIES

There are currently no ongoing construction activities on or within the vicinity of the Fort Morgan Municipal Airport that would be a factor in determining baseline environmental conditions for the proposed action.

3.7 DEPARTMENT OF TRANSPORTATION ACT: SECTION 4 (F)

Section 303c of Title 49, U.S.C., formerly Section 4(f) of Department of Transportation Act of 1966, provides that the Secretary of Transportation shall not approve any program or project that requires the use of any publicly owned land from a public park, recreation area or wildlife and waterfowl refuge of National, State or Local significance or land from an historic site of National, State or Local significance, as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such project includes all possible planning to minimize harm resulting from the use.

The nearest Section 4(f) land is located approximately three miles southwest of the Fort Morgan Municipal Airport (Fort Morgan Golf Course). Riverside Park is also located approximately four miles south of the Fort Morgan Municipal Airport. There are no National Forests, State Parks or Wilderness Areas located within the vicinity of the Fort Morgan Municipal Airport. The surrounding Section 4(f) properties are shown in Figure 3-4.

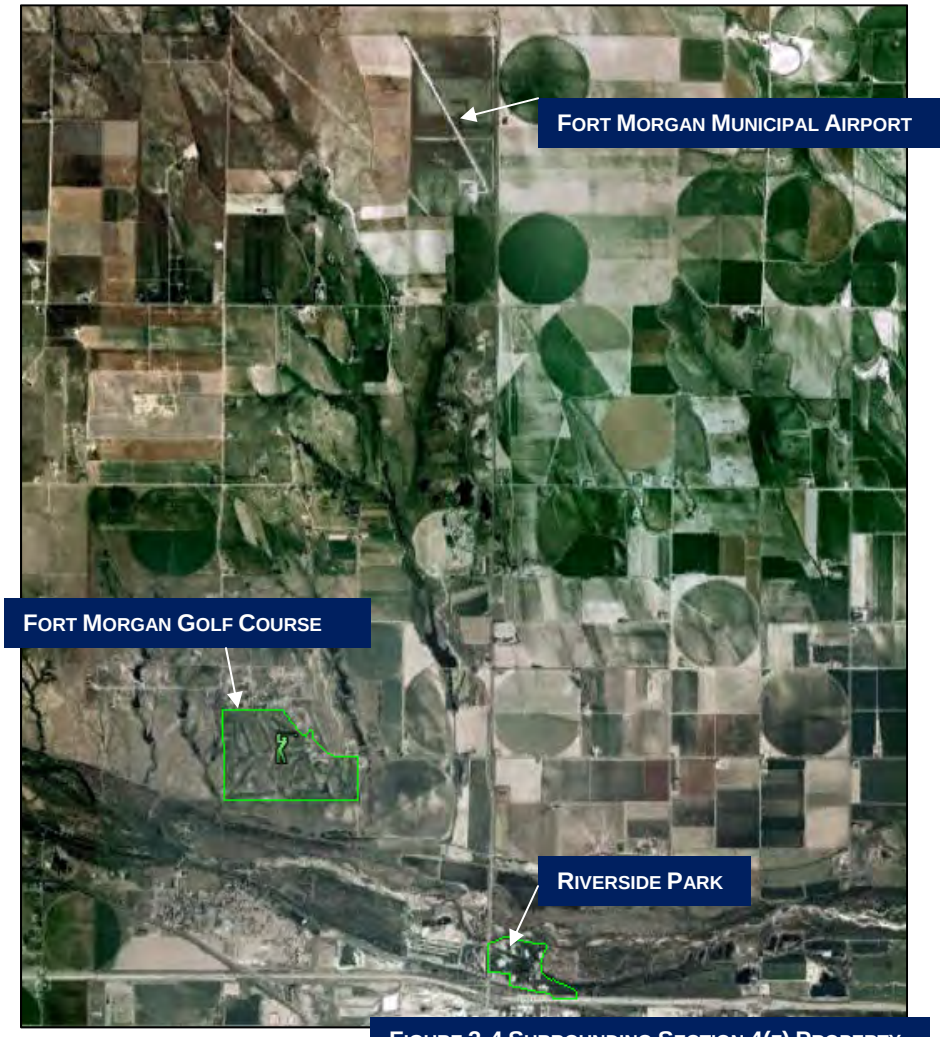

FIGURE 3-4 SURROUNDING SECTION 4(F) PROPERTY

3.8 FARMLANDS

The Fort Morgan Municipal Airport is located on land not classified as prime farmland, however the airport is located adjacent to an area classified as farmland of statewide importance. A farmland classification map obtained from the U.S. Department of Agriculture (USDA) classifies

land within the area surrounding the airport as not prime or unique farmlands. A copy of the map is contained in Figure 3-5.

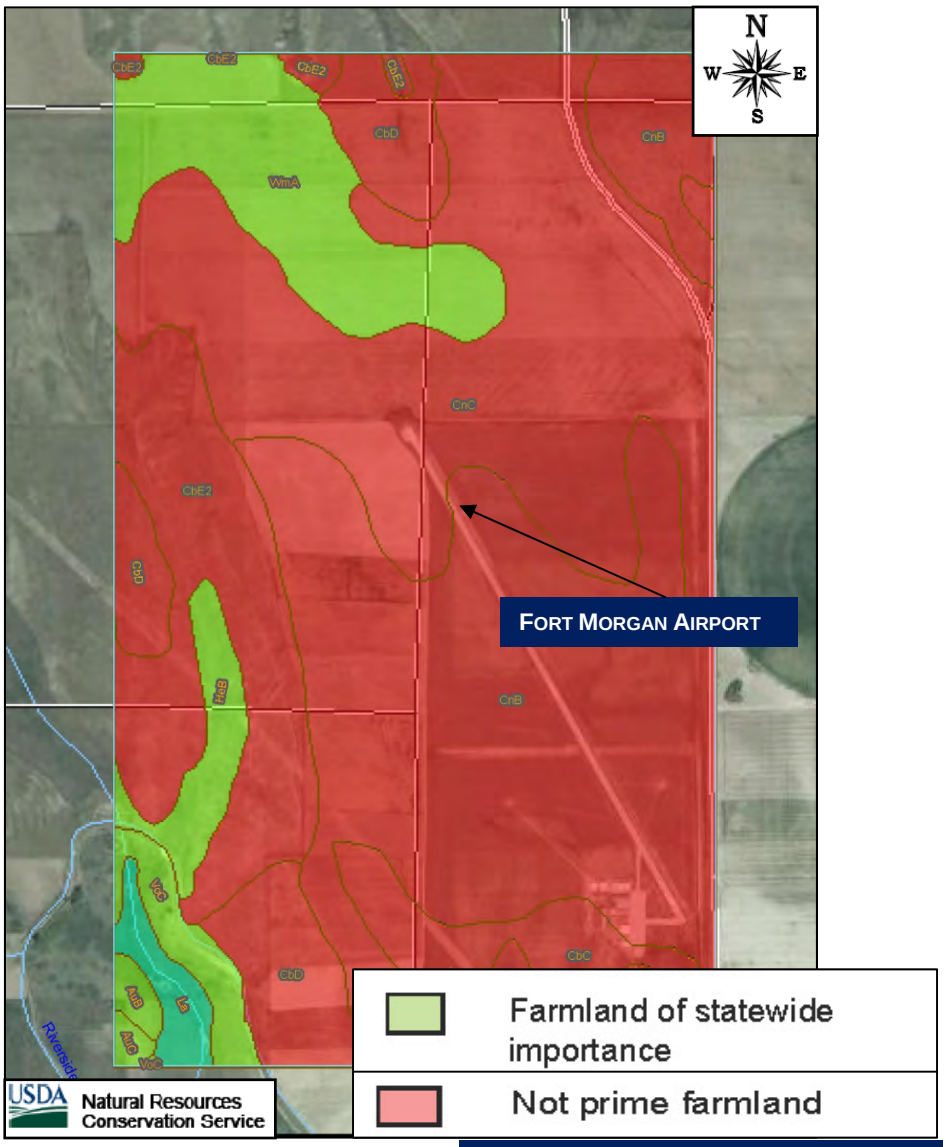

FIGURE 3-5 FARMLAND CLASSIFICATION MAP

Source: U.S. Department of Agriculture 2010

3.9 FISH, WILDLIFE AND PLANTS

The U.S. Fish and Wildlife Service (USFWS) provided a list of threatened, endangered and candidate species for Morgan County, Colorado that is contained in Table 3-1. All species listed under the Endangered Species Act (ESA) for Morgan County, Colorado were evaluated for their potential to be present in and around the Fort Morgan Municipal Airport, based on general geographic and elevation distribution, habitat requirements and documented occurrence records available from the USFWS. None of the listed species are known to occur in the area. Potential impacts, if any, to these species will be discussed in Chapter 4, Environmental Consequences.

TABLE 3-1 THREATENED, ENDANGERED AND CANDIDATE SPECIES POTENTIALLY OCCURRING WITHIN MORGAN COUNTY, COLORADO

Common Name	Scientific Name	Status
Least tern	*Sternaula antillarum*	Endangered
Mountain plover	*Charadrius montanus*	Proposed
Pallid sturgeon	*Scaphirhynchus albus*	Endangered
Piping sturgeon	*Charadrius melodus*	Threatened
Preble's meadow jumping mouse	*Zapis hudsonius preblei*	Threatened
Ute ladies'-tresses orchid	*Spiranthes diluvialis*	Threatened
Western prairie fringed orchid	*Platanthera praeclara*	Threatened
Whooping crane	*Grus americana*	Endangered

Source: USFWS 2010

3.10 FLOODPLAINS

Floodplains are defined by Executive Order 11988, Floodplain Management, as the lowland and relatively flat areas adjoining coastal water . . . including at a minimum, that area subject to a one percent or greater chance of flooding in any given year . . . ", that is, an area which would be inundated by a 100-year flood. As indicated by FEMA's FIRM map Community Panel No. 080129 0125 C (September 29, 1989) located in Figure 3-6, the airport is located within an area designated as Zone X. According to FEMA Zone X is defined as an area of minimal flood hazard usually above the 500 year-food level.

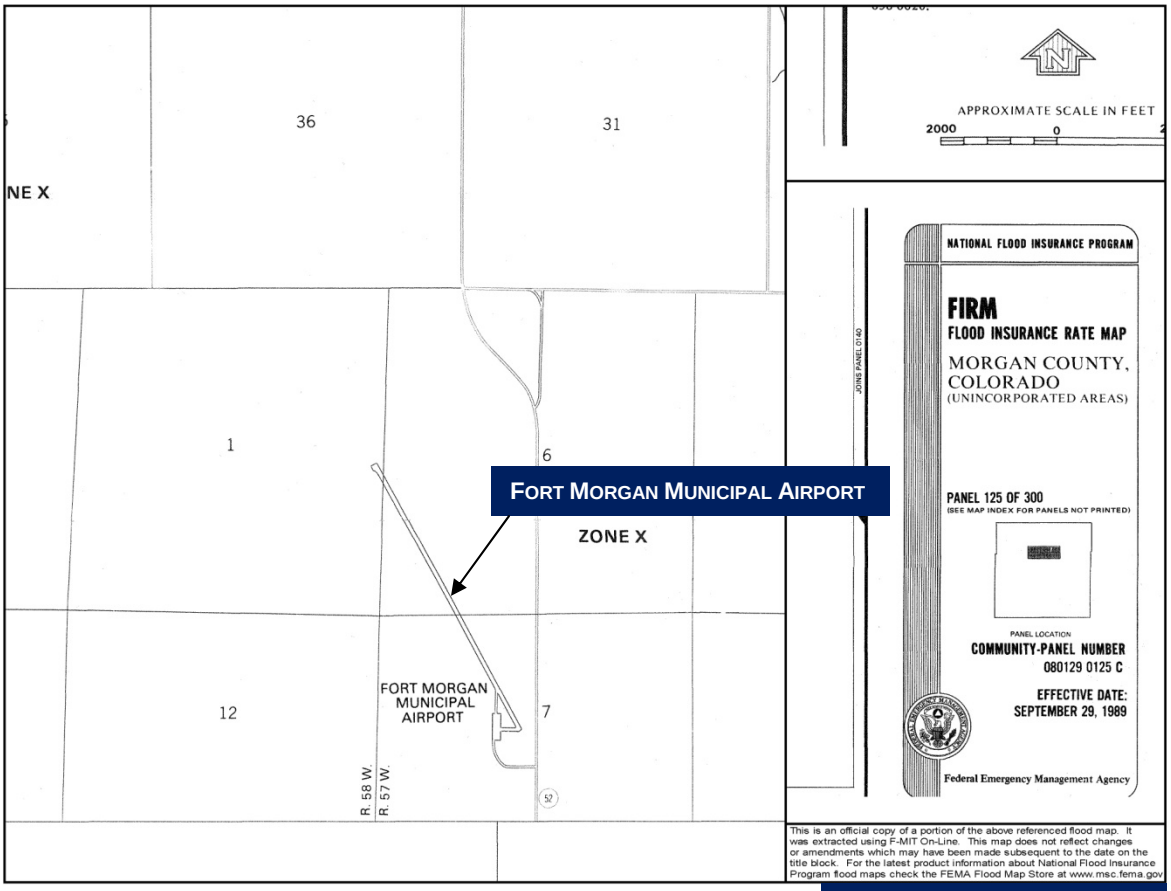

FIGURE 3-6 FLOODPLAIN MAP

Source: FEMA, 2010

3.11 HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE

Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances and wastes. The two statutes of most importance to the FAA in proposing actions to construct and operate facilities and navigational aids are the Resource Conservation and Recovery Act (RCRA) (as amended by the Federal Facilities Compliance Act of 1992) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA or Superfund) and the Community Environmental Response Facilitation Act of 1992. RCRA governs the generation, treatment, storage and disposal of hazardous wastes. CERCLA provides for consultation with natural resources trustees and cleanup of any release of a hazardous substance (excluding petroleum) into the environment.

The nearest solid waste disposal facility (i.e. sanitary landfill) is located five miles south of the Fort Morgan Municipal Airport at the Fort Morgan Solid Waste Disposal Site.

3.12 HISTORICAL AND ARCHITECTURAL, ARCHEOLOGICAL AND CULTURAL RESOURCES

The area surrounding the airport is used for agricultural purposes and is regularly disturbed with cultivation, spraying and harvesting operations by large multi-use tractors. Based on site visits and existing land uses there are no known historical architectural, archeological or cultural resources within the area of potential effect.

3.13 LIGHT EMISSIONS AND VISUAL IMPACTS

Light emissions are those emissions resulting from the production of artificial ambient light by production stations. The production of light is a direct result to the station's angle and strength. Airfield lighting is the main source of light emissions at the Fort Morgan Municipal Airport and includes medium intensity runway edge lights (MIRLs), 2-box precision approach path indicators to Runway 14, Runway End Identifier Lights (REILs) on Runway 32 a rotating beacon and lighted wind cone. Rotating airport beacons are provided so pilots can identify the location of an airport at night or in reduced visibility conditions. The rotating beacon consists of alternating white and green lights rotating at six rotations per minute and is mounted on a tower. Specifications for airport beacons allow the beam to be angled from 2° to 12° above the horizon. The standard setting is 6°. If necessary, the beacon can be shielded to reduce visibility of the beacon from below the horizon line. The Medium Intensity Runway Edge Lights (MIRLs) are single white light mounted on posts spaced at 200 foot intervals along both edges of the runway. They define the boundaries of the runway surface usable for takeoff and landing. The Fort Morgan Airport also has Precision Approach Path Indicators (PAPIs) on Runways 14 that are used for visual descent guidance and consist of two light units located to the left of the runway and perpendicular to the runway centerline. The lights are directed at a glide path angle of 3° above the runway. If the aircraft is above the glide path, the pilot will see all white lights. If the pilot is on the proper glide path, the light unit closest to the runway will be red and the unit farthest from the runway will be white. When the pilot is below the glide path the light units will be red. PAPIs have an effective visual range from the air of approximately five miles during the day and up to twenty miles at night. These visual aids are extremely useful and enhance safety in situations where there are few visual references surrounding the airport.

3.14 NATURAL RESOURCES AND ENERGY SUPPLY

Existing utility lines provide the Fort Morgan Municipal Airport with electricity and telephone services. Water at the airport is supplied by a ¾ inch water tap from Quality Water District and the airport has a septic system for waste water. Electricity is provided by the REA and the

airport's telephone service is provided by Qwest. Fuel storage at the airport consists one 10,000 gallon Jet-A aboveground storage tank and one 10,000 gallon AvGas (100LL) aboveground fuel storage tank. The tanks are situated in a recessed concrete vault. Gas at the airport is provided by propane tanks located on the airport.

3.15 NOISE

Noise analysis considerations include whether the Federal thresholds of noise exposure are exceeded, whether the 65 day-night level (DNL) noise contour extends beyond airport property and if there are any residences, churches, schools, hospitals or other noise sensitive land uses within the 65 DNL noise contour.

The Fort Morgan Municipal Airport is located five miles north of the central business district. The nearest noise sensitive areas include single family residences located southeast of the airport. Based on existing aircraft operations, the existing 65 DNL noise contour remains on airport property as shown in Figure 3-7 and there are no noise sensitive land uses within the existing 65 DNL noise contour.

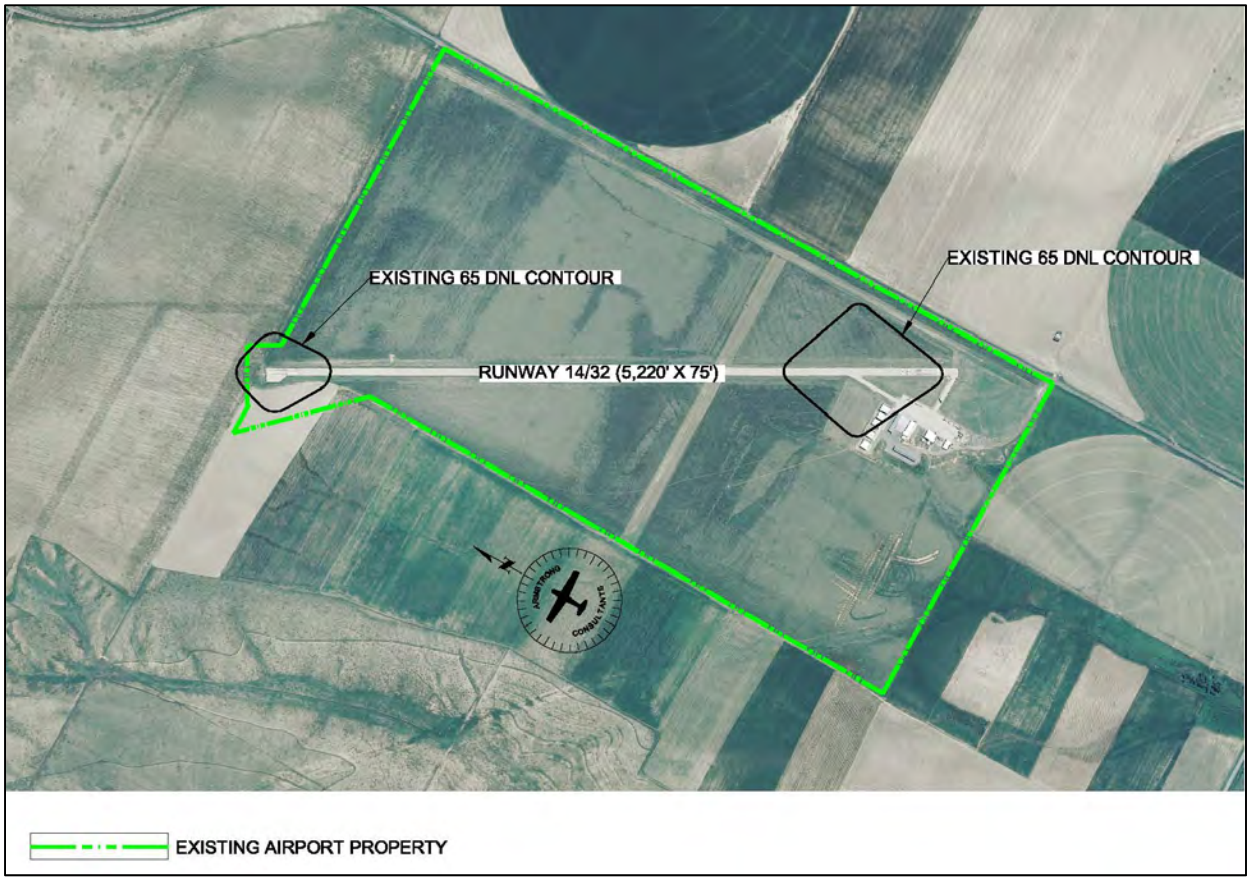

FIGURE 3-7 EXISTING 65 DNL NOISE CONTOUR

3.16 SOCIOECONOMIC AND DEMOGRAPHIC CHARACTERISTICS

The population of the City of Fort Morgan was 10,469 persons in 2009, based on 2010 U.S. Census Bureau estimates. The population of City of Fort Morgan increased from 9,068 in 2000 to 10,469 in 2009, an increase of approximately 15 percent.

According to the 2010 U.S. Census, the median income for a household in Fort Morgan was $43,917 and the median income for a family was $48,526. The per capita income for the City was $17,954 and 10.5 percent of the residents were living at or below the national poverty level.

The population of Morgan County was 27,850 persons in 2009, based on the 2010 U.S. Census Bureau estimates. The population of Morgan County increased from 21,939 in 1990 to 27,850 in 2009, an increase of approximately 26 percent.

According to the 2010 U.S. Census, the median income for a household in Morgan County was $43,317 and the median income for a family was $47,679. The per capita income for the County was $19,936 and 13.6 percent of the residents were living at or below the national poverty level. Based on the 2010 census, Table 3-2 and 3-3 contain the employment distribution and ethnic group demographics for the City of Fort Morgan.

TABLE 3-2 CITY OF FORT MORGAN EMPLOYMENT DISTRIBUTION

Industry	Percentage of Whole (City of Fort Morgan)	Percentage of Whole (Morgan County)
Agriculture, forestry, fishing and hunting, and mining	5.1%	14.6%
Construction	7.9%	6.3%
Manufacturing	22.7%	18.5%
Wholesale trade	3.8%	1.9%
Retail trade	11.5%	8.8%
Transportation and warehousing, and utilities	4.1%	7.3%
Information	2.5%	1.9%
Finance, insurance, real estate, and rental and leasing	3.7%	4.4%
Professional, scientific, management, administrative, and waste management services	4.3%	3.9%
Educational, health and social services	19.6%	18.5%
Arts, entertainment, recreation, accommodation and food services	4.9%	5.7%
Other services (except public administration)	4.8%	3.3%
Public administration	5.1%	4.9%

Source: 2010 Census

TABLE 3-3 CITY OF FORT MORGAN AND MORGAN COUNTY ETHNIC GROUP DEMOGRAPHICS

Race	Percentage (City of Fort Morgan)	Percentage (Morgan County)
White	83.1%	87.9%
Black or African American	1.6%	0.7%
American Indian and Alaska Native	1.7%	1.0%
Asian	0.6%	0.3%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%
Some other race	10.7%	8.4%
Two or more races	2.3%	1.7%

Source: 2010 Census

3.17 SECONDARY (INDUCED) IMPACTS

The Fort Morgan Municipal Airport helps generate and supports economic activity within the City of Fort Morgan and the surrounding community through direct and indirect revenues. Based on the 2008 Colorado Airports Economic Impact Study, the Fort Morgan Municipal Airport creates 28 jobs with $867,500 in payroll and total annual economic output to the local community of $2,978,100.

There are no ongoing or known development proposals within the general vicinity of the Fort Morgan Municipal Airport that would have the potential for significant induced or secondary impacts on surrounding communities.

3.18 WATER QUALITY

Water quality considerations related to airport development often include increased surface runoff and erosion and pollution from fuel, oil, solvents and deicing fluids. Potential pollution could come from petroleum products spilled on the surface and carried through drainage channels off of the airport. State and Federal laws and regulations have been established to safeguard these facilities. These regulations include standards for above ground and underground storage tanks, leak detection and overflow protection.

An effective Storm Water Pollution Prevention Plan (SWPPP) identifies storm water discharge points on the airport, describes measures and controls to minimize discharges and details spill prevention and response procedures. In December of 2008, the EPA amended the Oil Pollution Prevention Regulation at Title 40 of the Code of Federal Regulations, Part 112 (40 CFR Part 112). Subparts A through C of this regulation are often referred to as the “SPCC rule” because they describe requirements for certain facilities (including airports) to prepare and implement Spill Prevention Control and Countermeasure (SPCC) Plans.

The Fort Morgan Municipal Airport has an existing SPCC and Storm Water Management Plan (SWMP). Existing fuel storage and dispensing facilities are designed, constructed, operated and maintained in accordance with Federal, State and Local regulations. Waste fluids, including oils, coolants, degreasers and aircraft wash facility wastewater is managed and disposed of in accordance with applicable Federal, State and Local regulations including a current SPCC Plan. The closest water body to the airport is the South Platte River located approximately four miles south of the airport.

3.19 WETLANDS

Wetlands are defined in Executive Order 11990, Protection of Wetlands, as “those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support, a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs and similar areas such as sloughs, potholes, wet meadows, river overflows and natural ponds. Jurisdictional Waters of the United States may also include drainage channels, washes, ditches, arroyos or other waterways that are tributaries to Navigable Water of the United States or other waters where the degradation or destruction of which could affect interstate or foreign commerce.

As identified by the U.S. Fish and Wildlife Service National Wetlands Inventory map in Figure 3-8 the project area is located within an upland environment. A small portion of existing airport property has been identified as PEMA according to the US Fish and Wildlife which describes an area with water present for only brief periods during the growing season. However, no wetlands exist within the area of potential effect.

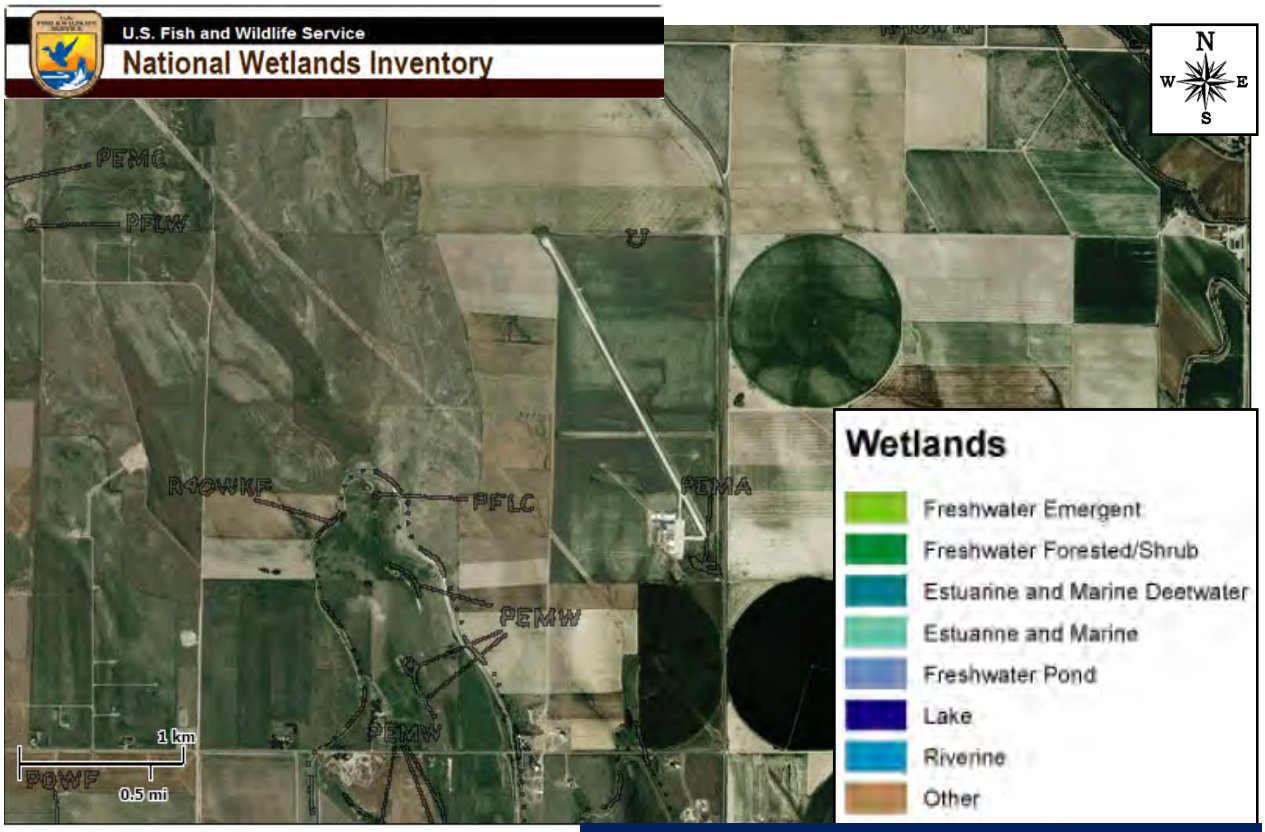

FIGURE 3-8 WETLANDS SURROUNDING THE PROPOSED ACTION

3.20 WILD AND SCENIC RIVERS

The Wild and Scenic River list from the National Park Service indicates one Wild and Scenic River in Colorado the Cache La Poudre River. The Cache La Poudre is located more than 100 miles to the west.

CHAPTER 4

ENVIRONMENTAL CONSEQUENCES AND MITIGATION

FORT MORGAN MUNICIPAL AIRPORT ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

4.0 INTRODUCTION

This chapter examines the reasonably foreseeable direct and indirect effects of environmental impact category associated with Alternative 1 (the No Action alternative) and Alternative 4 (the Proposed Action alternative). The description and analysis of each impact category includes sufficient information to determine the proposed actions effects relative to the threshold of significance set forth in FAA Order 5050.4B, Airport Environmental Handbook and 1050.1E Environmental Impacts Policies and Procedures. If an alternative is found to potentially exceed the threshold of significance for a specific category, reasonable mitigation measures are applied to reduce the impact to a less than significant level. If an alternative is found to exceed the threshold of significance and cannot be mitigated to below the threshold of significance, an Environmental Impact Statement (EIS) would be required; if no other reasonable alternatives exist.

Agencies at the Local, State and Federal level that exercise responsibility and/or have an interest in specific environmental impact areas have been contacted and were sent information regarding the planned airport development and were solicited for comments (see Appendix A). Agency responses to this inquiry are included in Appendix B.

The following sections describe and examine the environmental impact for each impact category, in accordance with FAA Orders 5050.4B and 1050.1E, providing an evaluation of the environmental consequences for Alternative 4 and the No Action alternative described below.

Alternative 1 (No Action) – The No Action alternative would retain the airport's existing Runway 14/32 in its existing configuration. The No Action alternative would eliminate potential environmental impacts associated with the proposed runway development; however, the No Action alternative would do nothing to correct nonstandard conditions and would not meet the goals and objectives of the city or the needs of airport users. While the No Action alternative does not meet the purpose and need NEPA requires its consideration; therefore, it has been carried forward for further evaluation.

Alternative 5 (Proposed Action) – The Proposed Action would provide the additional recommended runway length and meet FAA design standards by constructing a replacement runway 5,730 foot long, 300 feet east of the existing Runway 14/32 and shifted approximately 900 feet to the northwest to meet the threshold siting surface requirements. Alternative 5 would also require the acquisition of approximately 56 acres of land and a 6 acre avigation easement to accommodate the relocated Runway 14/32.

4.1 AIR QUALITY

The Clean Air Act of 1970 was enacted to reduce emissions of specific pollutants via uniform Federal standards. These standards include the National Ambient Air Quality Standards (NAAQS) which set maximum allowable ambient concentrations of ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), carbon monoxide (CO), lead (Pb) and particulate matter 10 microns or smaller (PM_{10}). Section 176(c) of the Act, in part, states that no Federal agency shall engage in, support in any way or provide financial assistance for, license, permit or approve any activity that does not conform to the State Implementation Plan.

As depicted in Figure 3-1, the Environmental Protection Agency (EPA) identifies the Fort Morgan Municipal Airport as not being located in any nonattainment areas. Correspondence was sent to the Colorado Department of Public Health and Environment, Air Quality Division regarding the Proposed Action. The Air Quality Division responded in October, 2010. The Air Quality Division stated "Land development (earth moving) activities that are greater than 25 acres or more than 6 months in duration will most likely be required to submit Air Pollution Emission Notice (APEN) to the Division and may be required to obtain an air permit. In addition a startup notice must be submitted 30 days prior to commencement of the land development project. A copy of the letter is contained within Appendix B.

An inventory for Greenhouse Gas Emissions was completed for the Proposed Action alternative and is contained within Appendix E. Based on the emission inventory, Greenhouse Gas Emissions that would result from the Proposed Action are far less than de minimis levels and would not result in a significant impact to air quality.

The following best management practices are recommended to minimize particulate matter generated during construction.

I. Site Preparation
- A. Minimize land disturbance;
- B. Use watering trucks to minimize dust;
- C. Cover trucks when hauling dirt or debris;
- D. Stabilize the surface of dirt piles and any disturbed areas;
- E. Use windbreaks to prevent any accidental dust pollution; and
- F. Segregate storm water drainage from construction sites and material piles.

II. Construction Phase
- A. Cover trucks when transferring materials; and
- B. Minimize unnecessary vehicular and machinery activities.

III. Completion Phase
- A. Remove unused material and dirt piles; and
- B. Re-vegetate all disturbed areas if appropriate.

Construction emissions from the Proposed Action specifically dust, would not be a long-term factor. All necessary permits would be obtained prior to construction. Best management practices, such as those listed below, would be selected as appropriate and implemented to reduce impacts associated with dust from construction activity.

No impacts to air quality would occur as a result of the No Action alternative.

4.2 COASTAL RESOURCES

There are no coastal zones associated with the Proposed Action at the Fort Morgan Municipal Airport. Therefore, compliance with the Coastal Zone Management Act of 1972 is not a factor in this Environmental Assessment.

4.3 COMPATIBLE LAND USE

Land use compatibility conflicts are a common problem around many airports in the United States, both for large transport airports and smaller general aviation facilities. In urban areas, as well as some rural settings, airport owners find that essential expansion to meet the demands of airport traffic is difficult to achieve due to the nearby development of incompatible land uses. The incompatible uses typically consist of medium to high density residential areas, built in close proximity to an existing airfield prior to enactment of suitable land-use zoning legislation. The residents of these developments, with substantial investments in their homes, may view the airport and its activities as a threat to their health, safety and quality of life. The issue of aircraft noise is generally the most commonly perceived environmental impact upon the surrounding community. Conflicts may also exist in the protection of runway approach and transitional zones to assure the safety of both the flying public and the adjacent property owners. Adequate land for this use should be owned in fee, controlled in easements or protected through zoning.

Federal Aviation Regulation (FAR) Part 150 recommends guidelines for planning and land use compatibility within various levels of aircraft noise exposure as summarized in Table 4-1. Although the FAA provides these guidelines, it is the local jurisdictions' responsibility for determining and implementing compatible land uses. The Fort Morgan Municipal Airport is surrounded by agricultural land uses. The closest home to the Fort Morgan Municipal Airport is a single family residence that is located approximately one-half mile southwest of the airport which is considered to be compatible with the airport. There are no known residential or commercial developments planned in the vicinity of the airport. The airport is located within unincorporated Morgan County. Morgan County maintains jurisdiction for the control of land uses in the vicinity of the airport.

FIGURE 4-1 SURROUNDING LAND USES

FAA Advisory Circular 150/5200-33, Hazardous Wildlife Attractants On or Near Airports, stipulates any solid waste disposal facilities (i.e. sanitary landfills) and sewage treatment ponds located within 5,000 feet of all runways used by piston powered aircraft or within 10,000 feet of all runways used by turbine powered aircraft are considered to be an incompatible land use because of the potential for conflicts between bird habitat and low flying aircraft. Existing landfills and sewage treatment facilities are located more than 10,000 feet from Runway 14/32.

The Proposed Action alternative would not result in any incompatible land uses. The Proposed Action would enhance land use compatibility by shifting the approach end of Runway 32 to the northwest to keep State Highway 52 outside of the threshold siting surface as well as the runway safety area and runway object free area. The approach end of Runway 14 would be acquired fee simple and an avigation easement would be acquired on a portion of the RPZ at the approach end of Runway 32 to ensure continued compatible land uses within the RPZ. The

surrounding agricultural land uses would continue as these are considered to be compatible with the airport.

The No Action alternative would not impact existing land uses.

TABLE 4-1 LAND USES

Land Use	Yearly day-night average sound level (DNL) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
RESIDENTIAL						
Residential, other than mobile homes and transient lodging	Y	N(1)	N(1)	N	N	N
Mobile Home Parks	Y	N	N	N	N	N
Transient Lodging	Y	N(1)	N(1)	N(1)	N	N
PUBLIC USE						
Schools	Y	N(1)	N(1)	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y (4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
COMMERCIAL USE						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail—building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade – general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communications	Y	Y	25	30	N	N
MANUFACTURING AND PRODUCTION						
Manufacturing – general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y (8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
RECREATIONAL						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State or Local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key to Table
SLUCM = Standard Land Use Coding Manual.
Y (Yes) = Land Use and related structures compatible without restrictions.
N (No) = Land Use and related structures are not compatible and should be prohibited.
NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30 or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30 or 35 dB must be incorporated into design and construction of structure.

Notes to Table

(1) Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

(2) Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(3) Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(4) Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
(5) Land use compatible provided special sound reinforcement systems are installed.
(6) Residential buildings require a NLR of 25.
(7) Residential buildings require a NLR of 30.
(8) Residential buildings not permitted.

4.4 CONSTRUCTION IMPACTS

Local, State or Federal ordinances and regulations address the impacts of construction activities, including construction noise, dust and noise from heavy equipment traffic, disposal of construction debris, air and water pollution.

Construction operations would cause specific impacts resulting from and limited to construction at the Fort Morgan Municipal Airport. These impacts are distinct and temporary in duration and decrease as work is finished. Best management practices would be used to minimize the impacts resulting from construction activities. The following are some of the impacts that could be associated with the proposed Fort Morgan Municipal Airport improvements.

- A temporary increase in particulate and gaseous air pollution levels as a result of dust generated by construction activities and by vehicle emissions from equipment and worker's automobiles;
- Increases in solid and sanitary wastes from the workers at the site;
- Traffic volumes that would increase in the airport vicinity due to construction activity (workers arriving and departing, delivery of materials, etc.);
- Increase in noise levels at the airport during operation of heavy equipment;
- Construction caused delays or congestion in automobile and aircraft movements; and
- Temporary erosion, scarring of land surfaces and loss of vegetation in areas that are excavated or otherwise disturbed to carry out future developments.

Construction projects would comply with guidelines set forth in FAA Advisory Circular 150/5370-10E, Standards for Specifying the Construction of Airports. Fugitive dust and erosion control plans would be filed and an Emissions Permit obtained as necessary for construction activities. These requirements would be specified in the contract documents for the construction.

During construction, trash and food items shall be disposed of properly in predator-proof containers with re-sealing lids and removed regularly to reduce attractiveness to opportunistic predators such as ravens, coyotes, and feral dogs. This trash would be disposed of properly in an approved landfill. Trash includes but is not limited to, cigarettes, cigars, gum wrappers,

tissue, cans, paper, and bags. The proper management of trash at the airfield would help to reduce potential wildlife hazards resulting from the attraction of ravens, coyotes, and dogs.

The Proposed Action alternative would result in short-term construction impacts. These short-term construction impacts are not considered significant. Air quality impacts resulting from construction of the Proposed Action were evaluated earlier in this Chapter (see Air Quality Section) and were not found to be significant. Mitigation measures would include Best Management Practices for Construction, including a fugitive dust control plan.

The No Action alternative would not result in any construction impacts.

4.5 DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(F)

Section 303c of Title 49, U.S.C., formerly section 4(f) of Department of Transportation Act of 1966, provides that the Secretary of Transportation shall not approve any program or project that requires the use of any publicly owned land from a public park, recreation area or wildlife and waterfowl refuge of National, State or Local significance or land from an historic site of National, State or Local significance, as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such project includes all possible planning to minimize harm resulting from the use.

Correspondence was sent to the Colorado State Parks regarding the Proposed Action. No response from the Colorado State Parks has been received.

The nearest section 4(f) resources relative to the Fort Morgan Municipal Airport is the Fort Morgan Golf Course. The Golf Course is located approximately three miles southwest of the airport and would not be affected by the proposed action.

The Proposed Action would not have a significant environmental impact to section 4(f) resources.

The No Action alternative would not result in a significant environmental impact to section 4(f) resources.

4.6 FARMLANDS

The Farmland Protection Policy Act (FPPA) authorizes the Department of Agriculture to develop criteria for identifying the effects of Federal programs upon the conversion of farmland to uses other than agriculture. Under this act, the conversion of “prime and unique” farmland would be considered a significant impact.

Correspondence was sent to the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) regarding the Proposed Action. A review of the farmland classification from the USDA revealed the Proposed Action would impact approximately 32 acres of farmland classified as farmland of statewide importance and no impacts to prime or unique farmland. An NRCS Impact Rating Form AD-1006 was completed for the preliminary estimated impact to 68.2 acres of farmland of statewide importance. The analysis resulted in a Farmland Conversion Impact Rating of 156 (see Appendix D). In accordance with FAA Order 1050.1E, no further analysis is required for impacts ratings less than 160 and impacts are not considered significant if the impact rating is less than 200. The proposed action is anticipated to

impact less than half of the acreage of farmland than the original estimate; therefore, the Farmland Impact Rating would be less than the original rating and would not result in a significant impact to prime or unique farmland. The conversion impact rating indicated the Proposed Action would not be considered significant. Figure 4-2 shows the impacts to the farmland of statewide importance. Additional impacts to farming business operations and drainage are discussed in Sections 4.14 and 4.15.

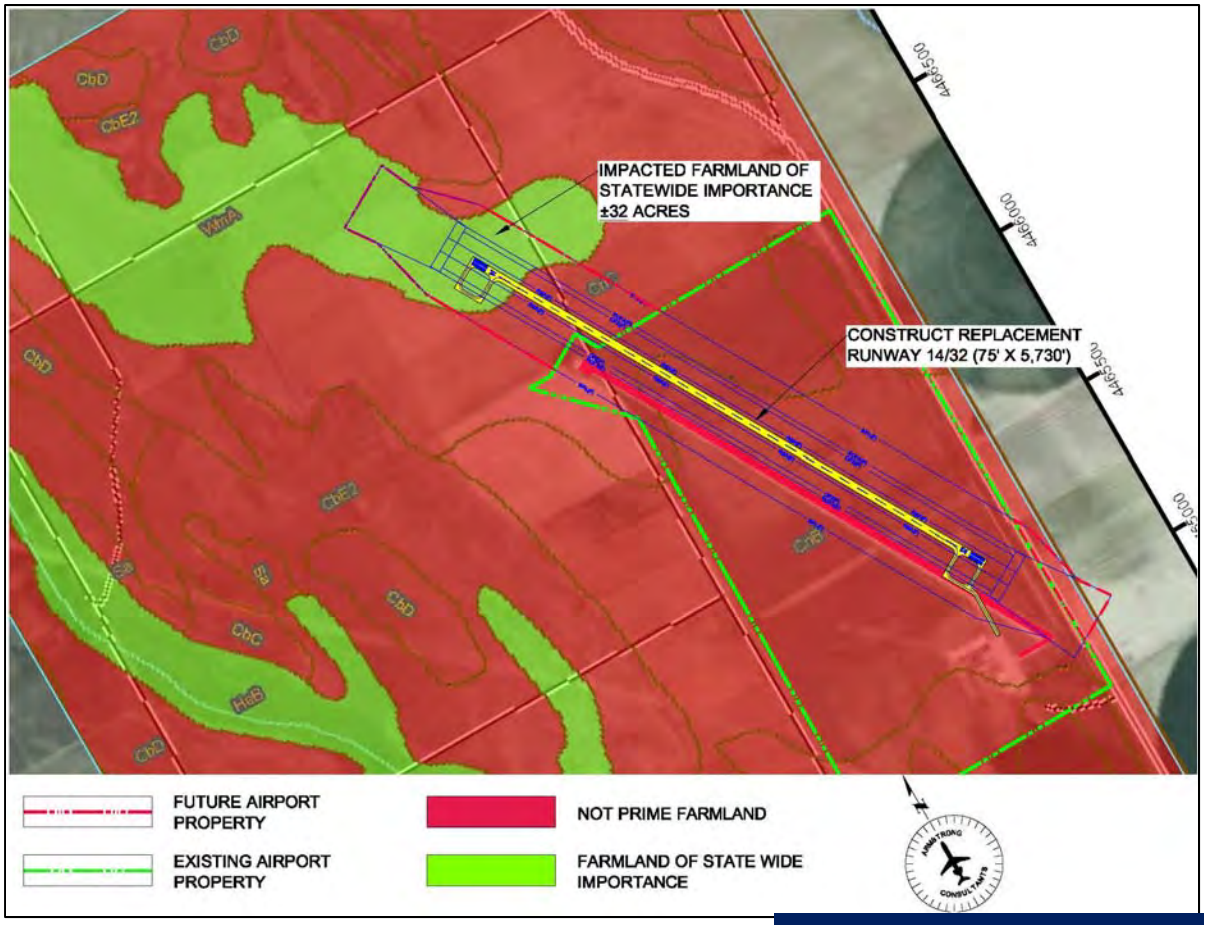

FIGURE 4-2 FARMLAND EVALUATION

Therefore, no significant impacts to farmlands would occur as a result of the Proposed Action.

The No Action alternative would not result in impacts to prime or unique farmland.

4.7 FISH, WILDLIFE AND PLANTS

Section 7 of the Endangered Species Act (ESA), as amended, applies to Federal agency actions and sets forth requirements for consultation to determine if the Proposed Action "may affect" any endangered or threatened species.

The U.S. Fish and Wildlife Service (USFWS) provided a list of threatened, endangered and candidate species and species of concern for Morgan County. Each of the species listed in Table 4-2 was evaluated on a biological basis as part of the Biological Review for including or excluding each species from further evaluation of potential impacts of the Proposed Action.

TABLE 4-2 THREATENED, ENDANGERED, AND CANDIDATE SPECIES AND THEIR LIKELIHOOD OF OCCURRING WITHIN THE AREA OF POTENTIAL EFFECT

Species	ESA Status[a]	Habitat Description	Likelihood of Occurrence
Pallid Sturgeon *(Scaphirhynchus albus)*	FE	The pallid sturgeon likes moderate to fast flowing river currents; and most captured species have been recovered in riverine and stream habitats in which the current averages between 0.33 to 2.9 feet per second (fps)/ 0.10 and 0.88 m/s).	None: no suitable habitat
Ute Ladies' tresses *(Spiranthes diluvialis)*	FT	The Ute Ladies' tresses is endemic to low riparian meadow elevations; wet or mesic (intermediate moist) riparian meadows or in the under-story meadow of riparian woodlands.	None: no suitable habitat
Interior Least Tern *(Sternula antillarum)*	FE	The interior least tern habitat includes bare or sparsely vegetated sand, shell and gravel beaches, sandbars, islands and salt flats associated with riverine habitats and reservoirs.	None: no suitable habitat
Piping Plover *(Charadrius melodus)*	FT	The piping plover inhabits shorelines of lakes, rivers, wetlands and beaches of North America.	None: no suitable habitat
Whooping Crane *(Grus americana)*	FE	Most of the population of whooping cranes is migratory. During the summer they mostly nest in poorly drained wetlands and migrate to the salt marshes in the south during the winter.	None: no suitable habitat
Western Prairie Fringed Orchid *(Platanthera praeclara)*	FT	Western prairie fringed orchid is mostly found in remnant native prairies and meadows, but has also been observed at disturbed sites.	None: no suitable habitat
Mountain Plover *(Charadrius montanus)*	PT	Semi-desert grasslands and agricultural lands with sparse vegetation or vegetation interspersed with bare ground and flat topography	None: not known to occur
Preble's meadow jumping mouse *(Zapus hudsonius preblei)*	FT	Typical habitat for the Preble's meadow jumping mouse is comprised of well-developed plains riparian vegetation with adjacent, relatively undisturbed grassland communities and a nearby water source. These riparian areas include a relatively dense combination of grasses, forbs, and shrubs	None: no suitable habitat

[a]ESA = Endangered Species Act: FE = federally endangered, FT = federally threatened, FC = federal candidate, Proposed Threatened PT, X = Nonessential/Experimental Population

Correspondence regarding the Proposed Action was sent to the Colorado Division of Wildlife (CDOW) requesting their comments concerning the possibility of the proposed development actions impacting any threatened or endangered species. CDOW responded on November 5, 2010 via a telephone conversation stating that based on a review of aerial photography and knowledge of the site the Proposed Action would be located within an area which has been previously disturbed by agricultural activities and that no impacts to threatened, endangered or state sensitive species would occur. A copy of the memo from the conversation can be found in Appendix B.

Based on the evaluation of habitat and correspondence with the CDOW no impact to threatened endangered, or candidate species would occur as a result of the Proposed Action.

The No Action alternative would not result in any effects to threatened, endangered or candidate species.

4.8 FLOODPLAINS

Executive Order 11988 directs Federal agencies to take action to reduce the risk of flood loss, minimize the impacts of floods on human safety, health and welfare and restore and preserve the natural and beneficial values served by floodplains. Order DOT 5650.2 contains DOT's policies and procedures for implementing the executive order. Agencies are required to make a finding that there is no practicable alternative before taking action that would encroach on a base floodplain from a 100-year flood.

As described in FAA Order 1050.1E, floodplain impacts would be significant pursuant to NEPA if it resulted in notable adverse impacts on natural and beneficial floodplain values. Mitigation measures for base floodplain encroachments may include committing to special flood related design criteria, elevating facilities above base flood level, locating nonconforming structures and facilities out of the floodplain or minimizing fill placed in floodplains.

As described in FAA Order 1050.1E an encroachment into a floodplain would be considered significant if it involves one or more of the following:

- The action would have a high probability of loss of human life.
- The action would likely have substantial, encroachment-associated costs or damage, including interrupting aircraft service or loss of a vital transportation facility (e.g., flooding a runway or taxiway; important navigational aid out of service due to flooding, etc.); or
- The action would cause adverse impacts on natural and beneficial floodplain values.

Based on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMS) it has been determined that the Proposed Action would not impact any floodplains. The proposed improvements would increase runoff from impermeable surfaces. Appropriate drainage features including drainage swales and culverts would be included in the engineering and design of the project. Mitigation measures to minimize erosion and sedimentation during and following construction and runoff control would be incorporated in the construction phase. Drainage is further discussed in Section 4.14.

The Proposed Action and No Action alternatives would not have a significant impact to floodplains.

4.9 HAZARDOUS MATERIALS, POLLUTION PREVENTION AND SOLID WASTE

Four primary laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances and wastes. The two statutes of most importance to the FAA in proposing actions to construct and operate facilities and navigational aids are the Resource Conservation and Recovery Act (RCRA) (as amended by the Federal Facilities Compliance Act of 1992) and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA or Superfund) and the Community Environmental Response Facilitation Act of 1992. RCRA governs the generation, treatment, storage and disposal of hazardous wastes. CERCLA

provides for consultation with natural resources trustees and cleanup of any release of a hazardous substance (excluding petroleum) into the environment.

A Spill Prevention Control and Countermeasures (SPCC) Plan and Storm Water Management Plan (SWMP) have previously been prepared in accordance with EPA and local regulations to prevent and/or respond to fuel or oil spills. The SPCC and SWMP would need to be updated as construction occurs to reflect the revised configuration of the airport. Deicing fluids are not expected to be used at the airport in any significant quantities.

The Proposed Action would not result in solid waste impacts or hazardous waste impacts.

The No Action alternative would not result in solid waste impacts or hazardous waste impacts.

4.10 HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL & CULTURAL RESOURCES

Historic, architectural, archaeological and cultural properties are protected through the National Historic Preservation Act of 1966 (NHPA) and the Archaeological and Historic Preservation Act of 1974 (AHPA). The NHPA protects properties eligible for inclusion in the National Register of Historic Places and the AHPA protects prehistoric, archaeological and paleontological resources.

The area of potential effect has been previously disturbed by agricultural land uses including cultivation, seeding, spraying and harvesting activities. Therefore, the potential for historical architectural, archaeological and cultural resources is extremely low. The area is not known for the presence of historical, archaeological or cultural resources. If cultural resources are discovered during excavation activities work would be temporarily suspended in the area and the State Historic Preservation Office (SHPO) and FAA would be notified.

The Proposed Action would have no effect on historical, cultural, architectural or archaeological resources.

The No Action alternative would not affect historical, cultural, architectural or archaeological resources.

4.11 LIGHT EMISSIONS AND VISUAL IMPACTS

Determination of the significance of light emissions and visual impacts is based on the level of visual sensitivity in the area. Light emissions are those emissions resulting from the production of artificial ambient light by production stations. The production of light is a direct result of the station's angle and strength. Visual sensitivity is defined as the degree of public interest in a visual resource and concern over adverse changes in the quality of that resource. In general, an impact to a visual resource is significant if implementation of the Proposed Action would result in a substantial alteration to an existing sensitive visual resource.

The Fort Morgan Municipal Airport is located approximately five miles north of the City of Fort Morgan in an area that is sparsely populated. The nearest residence is located approximately one-half mile southwest of the airport.

The Proposed Action has the potential to increase light emissions from the increased runway length. The replacement lighting system would continue to use pilot controlled lighting to

minimize the amount of time the lights are on. No home sites in the vicinity of the airport would be significantly impacted by the Proposed Action.

The No Action alternative would not result in significant impacts from light emissions.

4.12 NATURAL RESOURCES AND ENERGY SUPPLY

Executive Order 13123, Greening the Government Through Efficient Energy Management (64FR 30851, June 8, 1999), encourages each Federal agency to expand the use of renewable energy within its facilities and in its activities. E.O. 13123 also requires each Federal agency to reduce petroleum use, total energy use and associated air emissions and water consumption in its facilities.

It is also the policy of the FAA, consistent with NEPA and the CEQ regulations, to encourage the development of sustainability. All elements of the transportation system should be designed with a view to their aesthetic impact, conservation of resources such as energy, pollution prevention, harmonization with the community environment and sensitivity to the concerns of the traveling public.

Energy requirements associated with airport development generally falls into two categories: 1) changed demand for stationary facilities (i.e. airfield lighting and terminal building heating) and 2) those that involve the movement of air and ground vehicles (i.e. fuel consumption). The use of natural resources includes primarily construction materials and water.

The increased runway length at the airport would result in a direct increase in the airports future utility demand with runway lights; however the expected increase in utility demand created by additional lights, and increased fuel consumption and temporary increase in construction materials, would not require any naturals resources or equipment that are in short supply. Therefore, the Proposed Action alternative would not have a significant impact on the regions natural resources and energy supply.

The No Action alternative would not impact existing energy requirements, air or ground vehicle fuel consumption or natural resource requirements.

4.13 NOISE

The basic measure of noise is the sound pressure level that is recorded in decibels (dBA). The important point to understand when considering the impact of noise on communities is that equal levels of sound pressure can be measured for both high and low frequency sounds. Generally, people are less sensitive to sounds of low frequency than they are to high frequencies. An example of this might be the difference between the rumble of automobile traffic on a nearby highway and the high-pitched whine of jet aircraft passing overhead. At any location, over a period of time, sound pressure fluctuates considerably between low and high frequencies. Figure 4-3 depicts a Sound Level Comparison of different noise sources. The differences between dBA and Day-Night Average Noise Level (DNL) are that dBA measurements are instantaneous sound while DNL are sound measurements over a given time frame.

For an aviation noise analysis, Federal Aviation Regulation (FAR) Part 150 – Airport Noise Compatibility Planning has determined the yearly DNL to be the FAA's primary metric for measuring the cumulative exposure of individuals to noise energy resulting from aviation activities. The DNL, expressed in decibels (dB), is a 24-hour average noise level used to define the level of noise exposure on a community. The DNL represents the average sound exposure during a 24-hour period and does not represent the sound level for a specific noise event. A 10 dB correction is applied to nighttime (10:00 p.m. and 7:00 a.m.) sound levels to account for increased annoyance due to noise during the night hours. There are many other metrics that can be used to describe aircraft noise levels; however DNL has been most widely accepted as the preferred metric for determining noise level exposure at airports.

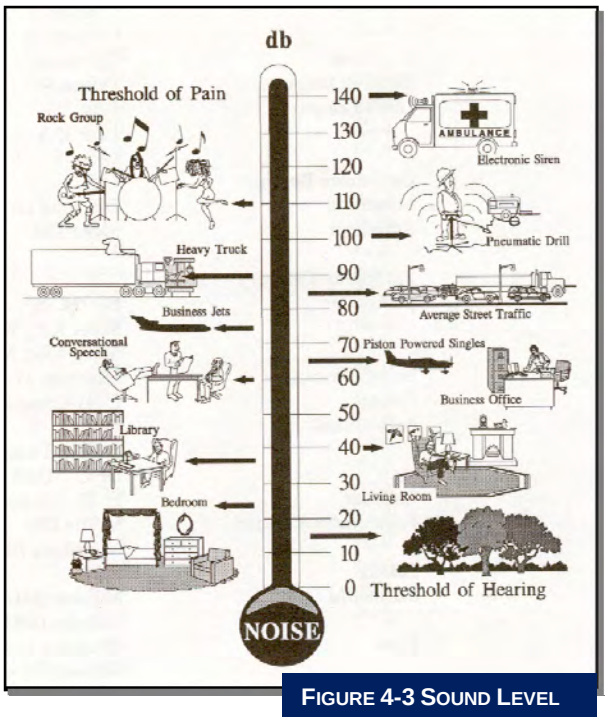

FIGURE 4-3 SOUND LEVEL

Noise analysis considerations include whether the Federal thresholds of noise exposure are exceeded, whether the 65 DNL noise contour extends beyond airport property and if there are any residences, churches, schools or hospitals within the 65 DNL noise contour. Part 150 Airport Noise Compatibility Planning shows that a perceived noise level that is below DNL 65 is considered acceptable for every land use, including residential.

A future noise contour was generated based on the forecasted operations from the 2003 Airport Layout Plan Study. Those forecasts are still considered to be valid. Based on the forecasted operations the noise contour would not extend beyond the future airport property line.

Therefore, the Proposed Action would not result in a significant noise impact.

The No Action alternative would not result in a significant noise impact.

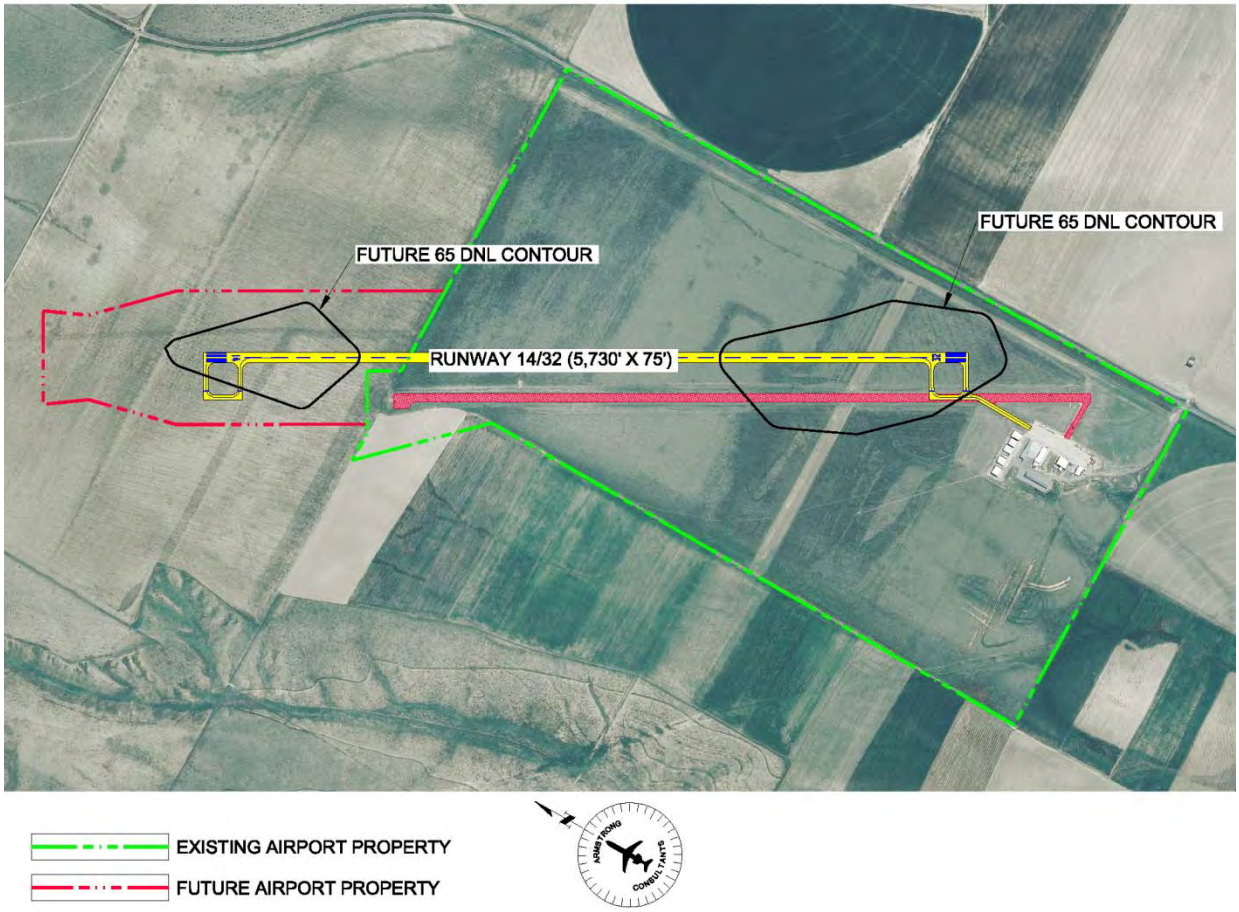

FIGURE 4-4 PROPOSED ACTION 65 DNL NOISE CONTOUR (2021)

4.14 SECONDARY (INDUCED) IMPACTS

Major development proposals often involve the potential for induced or secondary impacts on surrounding communities. When such potential exits, the Environmental Assessment shall describe in general terms such factors. Examples include: shifts in patterns of population movement and growth; public service demands and changes in business and economic activity to the extent influenced by the airport development. Induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use or direct social impacts.

The Proposed Action is located approximately five miles north of the Fort Morgan central business district. It would not produce development impacts on surrounding communities, such as shifts in population movement and growth; public service demands are expected to be positive in nature with the airport providing and supporting essential community services (such as air ambulance and agricultural spraying operations) as well as business and tourism (including big game hunting and sport fishing). The Proposed Action would include the development of a replacement runway that meets the FAA design standards. The Proposed Action would not relocate any businesses or population areas. Drainage impacts to surrounding land owners was also considered. A Preliminary drainage analysis was conducted to determine whether the proposed project would have a significant impact on the surrounding property drainage features and surrounding properties. There is currently a ridgeline that runs east-west along the northern portion of the future property. The size of the existing drainage basin and

flow patterns would be maintained through the design/grading of the runway in its future location (see figure 4-5). Therefore no significant secondary (induced) impacts are expected a result of the Proposed Action.

The No Action alternative would not result in any secondary (induced) impacts.

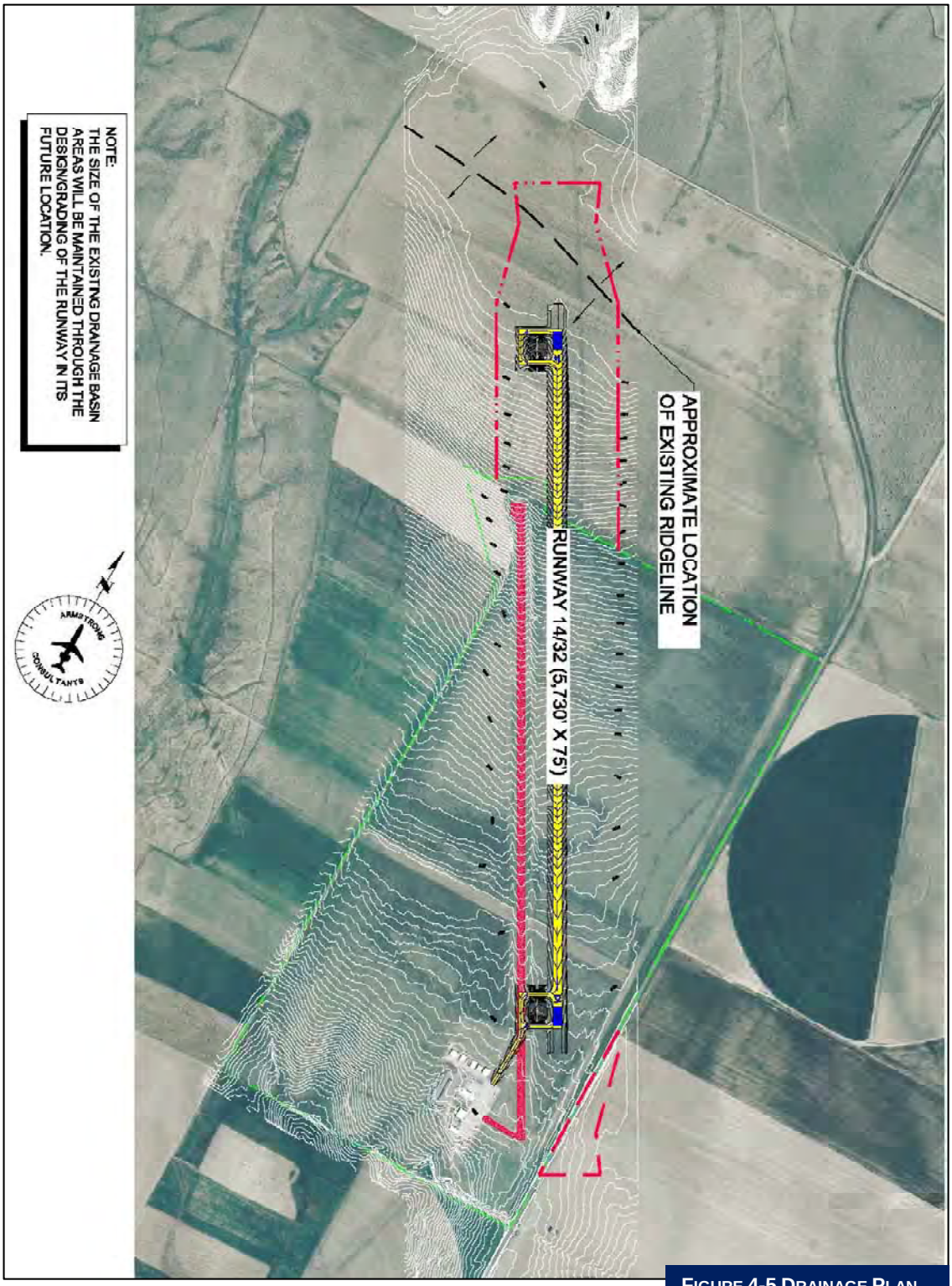

FIGURE 4-5 DRAINAGE PLAN

4.15 SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, the accompanying Presidential Memorandum and Order DOT 5610.2, Environmental Justice, require FAA to provide for meaningful public involvement by minority and low-income populations and analysis, including demographic analysis that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse. Included in this process is the disclosure of the effects on subsistence patterns of consumption of fish, vegetation or wildlife and effective public participation and access to this information. The Presidential Memorandum that accompanied E.O. 12898, as well as the CEQ and EPA Guidance, encourage consideration of environmental justice impacts in Environmental Assessment's especially to determine whether a disproportionately high and adverse impact may occur. Environmental Justice is examined during evaluation of other impact categories, such as noise, air quality, water quality, hazardous materials and cultural resources.

4.15.1 Socioeconomic Impacts

Secondary or indirect impacts involve major shifts in population, changes in economic climate or shifts in levels of public service demand. The effects are directly proportional to the scope of the project under consideration.

Induced socioeconomic impacts are usually only associated with major development at large air carrier airports. The socioeconomic impacts produced as a result of the proposed development alternatives at the Fort Morgan Municipal Airport are expected to be positive in nature and would include direct, indirect and induced economic benefits to the local area. These airport improvements are expected to attract additional users and in turn encourage tourism, industry and enhance the future growth and expansion of the community's economic base.

If acquisition of real property or displacement of persons is involved, 49 CFR Part 24 (implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970), as amended must be met for Federal projects and projects involving Federal funding. As part of the Proposed Action, approximately 56 acres of land would need to be acquired from one land owner. The resulting Runway Safety Area (RSA) and ROFA would not impact the landowner's ability to access the western portion of the parcel. The property has an existing private farm road which runs east west along the property boundary which provides access to the land as well as other surrounding fields. No impact to the existing private farm road would occur as a result of the proposed action. Figure 4-6 shows the end of the runway in relation to the existing private farm road. In accordance with 49 CFR Part 24 and FAA AC 150/5100-17, Land Acquisition, the City is required to pay the landowner just compensation for the land to be acquired. Following the preparation of a survey and legal description, and a Phase I Environmental Assessment of the land to ensure there are no hazardous materials, an appraisal and a review appraisal will be completed. The appraisal will consider the value of the land to be acquired plus any damages to the remainder of the parcel, taking into account the highest and best use of the land using the appropriate appraisal approach such as the cost comparable, sales or income approach. The combination of these values, i.e. the difference of the before and after value of the land, constitutes just compensation. In cases where there is little or no value of the remaining portion of the land it may be acquired along with the subject parcel as an uneconomical remnant. An avigation easement would be acquired for approximately 6 acres of land located on the southeast end of runway 32. The land in which the avigation easement

would be located is currently farmland, which is considered to be compatible with the airport and would therefore continue after the easement was acquired. An avigation easement is valued in a similar manner in which the fair and just compensation is determined by subtracting the value of the land after the easement is placed on the land from the value of the land prior to the easement.

The No Action alternative would constrain runway length and reduce the utility of the airport.

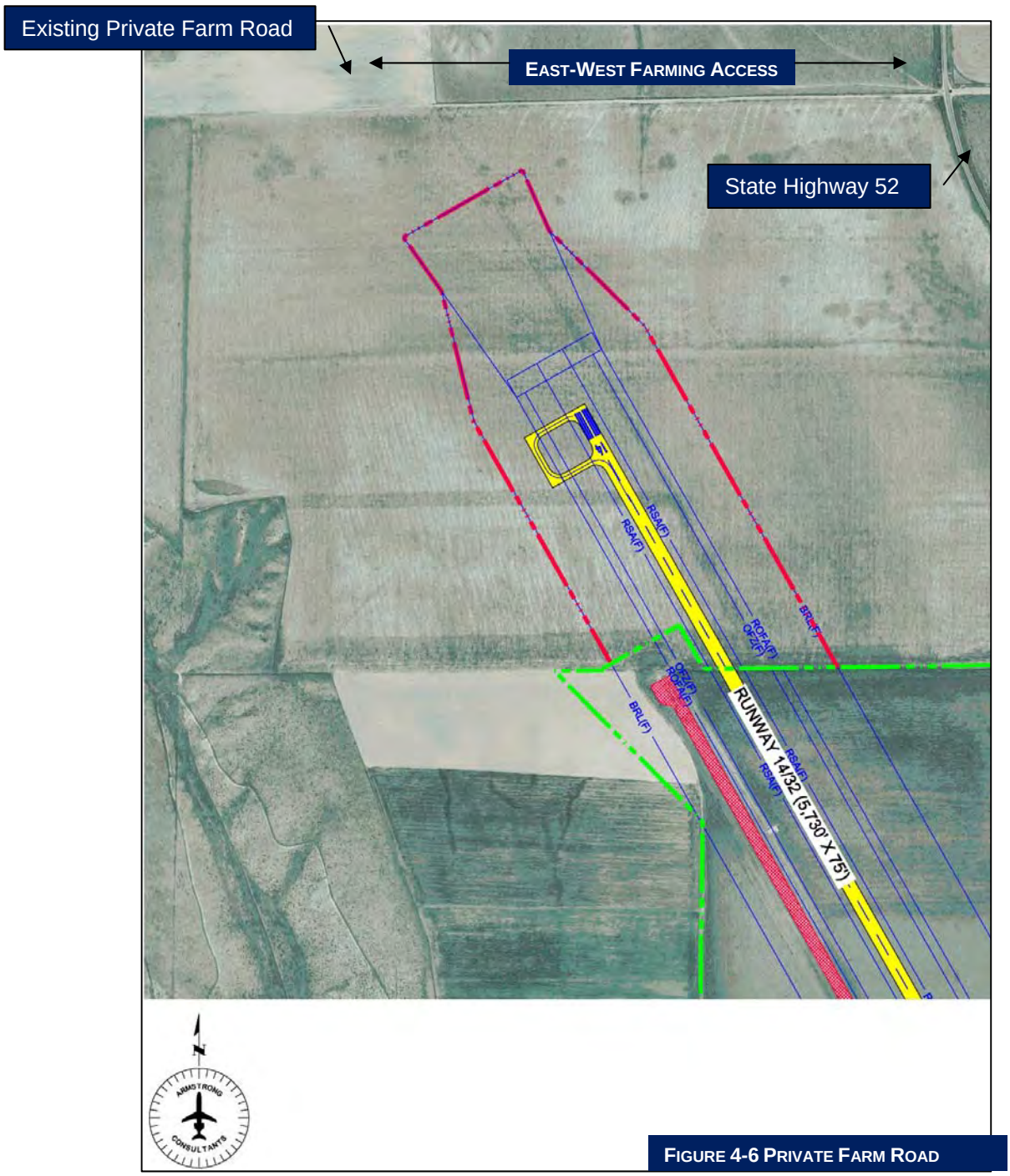

FIGURE 4-6 PRIVATE FARM ROAD

4.15.2 Environmental Justice

The focus of the Environmental Justice evaluation is to determine whether the Proposed Action results in an inequitable distribution of negative effects to special population groups, as compared to negative effects on other population groups. These special population groups include minority or otherwise special ethnicity or low-income neighborhoods.

The Proposed Action is not expected to result in any significant negative off-airport impacts including neighborhoods or residences and therefore would not result in disproportionate negative impacts to any special population group. The Proposed Action would not impact any minority or otherwise special ethnicity or low income neighborhoods. Socioeconomic and induced economic impacts are expected to be positive in nature and are expected to benefit all population groups in the area.

The No Action alternative would constrain the potential socioeconomic and induced economic benefits expected from the Proposed Actions.

4.15.3 Children's Environmental Health and Safety Risk

Pursuant to Executive Order 13045, Protection of Children from the Environmental Health Risks, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children. Agencies are encouraged to participate in implementation of the Order by ensuring that their policies, programs, activities and standards address disproportionate risks to children that result from environmental health risks or safety risks.

The Proposed Action is not expected to result in any significant negative off-airport impacts and therefore would not result in any environmental health risks or safety risks on children.

The No Action alternative would not affect children's environmental health and safety.

4.16 WATER QUALITY

Water quality concerns related to airport development most often relate to increased surface runoff, erosion and pollution from fuel, oil, solvents and deicing fluids. Potential pollution could come from petroleum products spilled on the surface and carried through drainage channels off of the airport. State and Federal laws and regulations have been established to safeguard these facilities. These regulations include standards for underground storage tanks, leak detection and overflow protection. The existing Stormwater Management Plan (SWMP) and Spill Prevention Control and Countermeasures Plan (SPCC) would need to be updated to account for the new development.

Recommendations established in FAA Advisory Circular (AC) 150/5370-10E, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control, would be incorporated into the project design and specifications. A copy of this AC can be obtained through the World Wide Web through the following Uniform Resource Locator (URL) (http://www.faa.gov/airports/resources/advisory_circulars/media/150-5370-10E/150_5370_10e.pdf).

The design and construction of the proposed improvements would incorporate Best Management Practices (BMP's) to reduce erosion, minimize sedimentation, control non-stormwater discharges and protect the quality of surface water features that could potentially be

affected. These practices would be selected based on the site's characteristics and those factors within the contractor's control and may include: construction scheduling, limiting exposed areas, runoff velocity reduction, sediment trapping and good housekeeping practices.

Waste fluids, including oils, coolants, degreasers and aircraft wash facility waste water would be managed and disposed of in accordance with applicable Federal, State and Local regulations. Correspondence was sent to the Colorado Department of Public Health and Environment, Water Quality Division concerning any actions that should be taken before improvements proceed. The department has not responded to the letter.

The Proposed Action alternative would not result in a significant environmental impact to water quality provided the measures described above are implemented.

The No Action alternative would not have negative impacts to water quality.

4.17 WETLANDS

Wetlands are defined in Executive Order 11990, Protection of Wetlands, as "those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support, a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs and similar areas such as slough, potholes, wet meadows, river overflows and natural ponds. Jurisdictional Waters of the United States may also include drainage channels, washes, ditches, arroyos or other waterways which are tributaries to navigable Waters of the U.S. or other waters where the degradation or destruction of which could affect interstate or foreign commerce".

Correspondence was sent to the U.S. Army Corps of Engineers, Colorado Regulatory Office, regarding potential impacts to the wetlands and waters of the United States. The Army Corps of Engineers responded in a letter dated October 19, 2010 stating "based on the information provided, a Department of the Army (DA) Permit will not be required for this project".

Therefore, based on the correspondence with the U.S. Army Corps of Engineers, the Proposed Action alternative would not result in significant impacts to wetlands or Jurisdictional Waters of the United States.

The No Action alternative would not result in an impact to wetlands or Jurisdictional Waters of the United States.

4.18 WILD AND SCENIC RIVERS

The Wild and Scenic Rivers Act (PL 90-542) describes those river areas eligible for protection from development. As a general rule, these rivers possess outstanding scenic, recreational, geological, fish and wildlife, historical, cultural or other similar value.

According to the Wild and Scenic River list from the National Park Service there is one Wild and Scenic Rivers in Colorado the Cache la Poudre River. The Cache la Poudre River is located more than 100 miles to the west of Fort Morgan. Therefore the Proposed Action alternative would not result in an impact to Wild and Scenic Rivers.

The No Action alternative would not impact any Wild and Scenic Rivers.

4.19 OTHER CONSIDERATIONS

Possible conflicts between the Proposed Action and the objectives of Federal, Regional, State and Local Land Use Plans, Policies and Controls for the Area Concerned.

1) Community Development

- The Proposed Action would not disrupt or divide the communities nor impede their orderly development.

- The No Action alternative would not disrupt or divide the communities nor impede their orderly development.

2) Consistency of a Proposed Action with any Approved State or Local plans and laws.

- The Proposed Action alternative is consistent and in compliance with applicable Federal, State and Local regulations and environmental standards. Correspondence was sent to Morgan County Planning and Zoning Department regarding the proposed development. To date no response has been received from the County. Historically Morgan County has not supported the City in the adoption of Airport Compatible Land Use or Height Restriction Zoning nor have they supported land acquisition for the development of the airport.

- The No Action alternative would have no impact on applicable Federal, State or Local regulations and environmental standards.

4.20 DEGREE OF CONTROVERSY ON ENVIRONMENTAL GROUNDS

The Proposed Action alternative has not been opposed by any Federal, State or Local government agency in the past, nor is such opposition present now. There is no known organized and concerted effort by public entities to oppose the action. A meeting with the County, City and affected land owners was held on February 14, 2011 to discuss the project and receive input on their concerns. As a result of the meeting the landowner indicated their concern regarding impacts associated with access and drainage associated with the Proposed Action.

A public involvement program has been initiated to inform the community about the proposed project and the Environmental Assessment study. The Draft Environmental Assessment report was made available for public review and comment for 30 days and a public hearing was held on November 2, 2011. Verbal and written comments were received during and after the public hearing and are included in Appendix C.

4.21 CUMULATIVE IMPACTS

Cumulative impacts are impacts on the environment that result from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.

Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Cumulative environmental impacts are most likely to arise when a relationship exists between a proposed activity and other projects expected to occur in a similar location, time period and/or involving similar actions. Projects located in close proximity to the Proposed Action would be expected to have more potential for a relationship that could result in potential impacts than those that are geographically separated.

Based on correspondence with the City, County and State there are no existing or future projects located within or near the City of Fort Morgan or the Fort Morgan Municipal Airport that would result in the potential creation of significant cumulative impacts. For each potential impact, the cumulative impact assessment focuses on addressing two fundamental questions 1.) Does a relationship exist such that the impacts from the Proposed Action might affect or be affected by impacts from other actions? 2.) If a relationship exists, then does an assessment reveal any cumulative significant impacts that are not otherwise revealed when the Proposed Action is evaluated by itself? Based on other known past, present and reasonably foreseeable future actions, the cumulative impact of the Proposed Action and No Action alternative would not result in any significantly adverse impacts as defined by FAA Orders 1050.1E and 5050.4B.

4.21.1 Air Quality

Based on the Proposed Action being located within an area of attainment and the air quality emissions inventory of the Proposed Action being far less than de minims levels, the Proposed Action would not result in any significant cumulative impacts to air quality when added to the other reasonably foreseeable actions within the area. The No Action alternative would have no cumulative impacts.

4.21.2 Coastal Resources

No impacts to coastal resources would occur as a result of the Proposed Action and No Action alternative.

4.21.3 Compatible Land Use

The cumulative impact of the proposed projects would not result in any incompatible land uses, nor are there any known reasonably foreseeable developments planned in the vicinity of the airport. As a result, there would be no cumulative impacts relating to compatible land uses. The No Action alternative would have no cumulative impacts.

4.21.4 Construction Impacts

The potential for cumulative impacts from the Proposed Action's construction activities exists; however, best management practices would keep construction related impacts for the Proposed Action below the level of significance. No other known past, present or reasonably foreseeable construction actions would occur within the area to generate a significant cumulative impact. The No Action alternative would have no cumulative impacts.

4.21.5 Department of Transportation Act, Section 4(f)

The Proposed Action alternative would not require the use or acquisition of any public park, or wildlife and water fowl refuge or other Section 4(f) resource. Therefore the Proposed Action would have no cumulative impact on Section 4(f) resource. The No Action alternative would have no cumulative impact on Section 4(f) resources.

4.21.6 Farmlands

The Proposed Action would result in an impact to farmland classified as "farmland of statewide importance". Based on the results of the farmland impact rating from the USDA the Proposed Action would be below the threshold of significance. No other known past, present or reasonably foreseeable developments are planned within the area that would impact additional prime, unique or statewide important farmland and generate a significant cumulative impact. The No Action alternative would have no cumulative impacts.

4.21.7 Fish, Wildlife and Plants

The Proposed Action and No Action alternative would not result in impacts to Fish, Wildlife and Plants. Therefore, no cumulative impacts to fish, wildlife and plants would occur.

4.21.8 Floodplains

No impacts to floodplains would occur as a result of the Proposed Action and No Action alternative. Therefore, no cumulative impacts to floodplains would occur.

4.21.9 Hazardous Materials, Pollution Prevention and Solid Waste

No hazardous material sites would be impacted, nor would there be any substantial increase in pollution or solid waste over the long-term as a result of the Proposed Action.

The potential exists for a temporary increase in solid waste during construction; however, the combined waste of the Proposed Action's construction activities within the area would not produce a significant impact over time. No other known past, present or reasonably foreseeable actions would occur within the area to generate a significant cumulative impact. The No Action alternative would have no cumulative impacts.

4.21.10 Historical, Architectural, Archaeological & Cultural Resources

The Proposed Action and No Action alternative would have no effect on historical, cultural, architectural or archaeological resources. Therefore, no cumulative adverse effect on historical, cultural, architectural or archaeological resources would occur.

4.21.11 Light Emissions and Visual Impacts

The Proposed Action and No Action alternative would have no impact on light emissions and would have no significant visual impacts. The geographic extent for the analysis of cumulative visual impacts is generally limited to the localized area and line of sight. Therefore, the Proposed Action would not combine with any other projects to create any significant cumulative impacts. The No Action alternative would have no cumulative impacts.

4.21.12 Natural Resources and Energy Supply

The Proposed Action would not require any significant increase in natural resource or energy supply, nor would it be expected to contribute to any cumulative impacts. The No Action alternative would have no cumulative impacts.

4.21.13 Noise

The Proposed Action alternative would not result in significant impacts due to noise exposure. The geographic extent for the analysis of cumulative impacts related to noise is generally limited to areas within a few hundred feet of the Proposed Action as noise is generally localized. The primary noise source would result from future aircraft operations at the Fort Morgan Municipal Airport. These operations would not combine with any other projects to create any significant cumulative impacts. The No Action alternative would have no cumulative impacts.

4.21.14 Socioeconomic Environment, Environmental Justice and Children's Environmental Health and Safety Risks

The Proposed Action alternative would result in facilities that meet the needs of airport users and generate a positive cumulative effect on the economy of the City of Fort Morgan and Morgan County. The proposed airport improvements would complement other ongoing and anticipated projects within the City of Fort Morgan by providing an airport that meets FAA design standards. No other known projects would combine to create a significant cumulative impact. The No Action alternative would have no cumulative impacts.

4.21.15 Water Quality

The potential for cumulative water quality impacts from the Proposed Action's construction activities exists; however best management practices would keep construction related impacts for the Proposed Action below the level of significance. No other known past, present or reasonably foreseeable construction actions would occur within the area to generate a significant cumulative impact to water quality. The No Action alternative would have no cumulative impacts.

4.21.16 Wetlands

The Proposed Action is located within an upland environment on land that is currently used for agricultural purposes. Therefore the Proposed Action and No Action alternative would have no cumulative wetland impact.

4.21.17 Wild and Scenic Rivers

The Proposed Action and No Action alternative would not result in an impact to Wild and Scenic Rivers. As a result, there would not be any cumulative impacts related to Wild and Scenic Rivers. The nearest Wild and Scenic River is the Cache la Poudre River located more than 100 miles west of the Fort Morgan Municipal Airport.

4.22 SUMMARY

Table 4-3 presents a summary of environmental impacts for the Proposed Action relative to all of the specific categories investigated as part of this Environmental Assessment. Where noted, mitigation would be accomplished to reduce the level of impacts too less than the thresholds of significance stipulated in FAA Order 5050.4B.

TABLE 4-3 POTENTIAL ENVIRONMENTAL IMPACTS

Categories	Proposed Action	Remarks	No Action	Remarks
Air Quality	⦿	Dust from Construction Short Term	○	
Coastal Resources	○		○	
Compatible Land Use	○		○	
Construction Impacts	⦿	Short-term noise, dust and exhaust	○	
DOT Act-Section 4(f)	○		○	
Farmlands	⦿	Impacts to farmland of statewide importance	○	
Fish, Wildlife and Plants	○		○	
Floodplains	○		○	
Hazardous Materials, Pollution, Prevention and Solid Waste	○		○	
Historical, Architectural, Archeological & Cultural Resources	○		○	
Light Emissions and Visual Impacts	○		○	
Natural Resources and Energy Supply	○		○	
Noise	⦿	Increased aircraft operations	○	
Secondary (Induced) Impacts	⦿	Farming Access and Drainage	○	
Socioeconomic Impacts, Environmental Justice and Children's Environmental Health and Safety Risks	⦿	Positive-direct and indirect economic benefits. Land acquisition required	⦿	Constrained opportunity for induced economic benefits
Water Quality	⦿	Obtain NPDES and Storm Water permit for construction	○	
Wetlands	○		○	
Wild and Scenic Rivers	○		○	

○ No Impact ⦿ Slight Impact – Does Not Exceed Threshold of Significance ● Significant Impact
SWPPP: Stormwater Pollution Prevention Plan

4.22.1 Mitigation Summary

The required mitigation for each environmental category is discussed within it s respective section and is summarized below in Table 4-4.

TABLE 4-4 MITIGATION SUMMARY

Categories	Proposed Mitigation
Secondary (Induced) Impacts	Maintain the size of the existing drainage basin through the design/grading of the proposed runway
Secondary (Induced) Impacts	Maintain east-west farming access

CHAPTER 5
PREPARERS

FORT MORGAN MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

CHAPTER FIVE
Preparers and References

PREPARERS

Lead Agency
The FAA is the lead Federal agency for preparation of this EA.

U.S. Department of Transportation
Federal Aviation Administration
Denver Airport District Office
26805 E. 68th Ave., Suite 224
Denver, CO 80249-6361

Principal Reviewers
Responsibility for review of this Environmental Assessment (EA) rests with the Federal Aviation Administration (FAA). Listed below are the identities and backgrounds of the principal FAA individuals in accordance with Council on Environmental Quality (CEQ) Regulations and FAA Order 5050.4B, Airport Environmental Handbook.

Hans Anker, Environmental Specialist, Airport Division, Denver Airport District Office. Master of Science Degree in Civil and Environmental Engineering, 11 years experience, Responsible for Review of Environmental Assessments.

Principal Preparers
Responsibility for preparation of this Environmental Assessment Report (EA) rests with the City of Fort Morgan, Colorado. Listed below are the consultants responsible for preparation of this EA. Armstrong Consultants, Inc. is the primary preparer responsible for the preparation of this Environmental Assessment.

Armstrong Consultants, Inc.
Dennis A. Corsi, President, Armstrong Consultants, Inc. Master of Aeronautical Science Aviation Management from Embry-Riddle Aeronautical University and B.S. Aerospace Engineering from Boston University. Mr. Corsi prepares Airport Master Plans, Site Selection Studies and Environmental Assessments. Within this scope of work, Mr. Corsi develops aviation demand forecasts, facility requirements and evaluates development alternatives. Mr. Corsi is also responsible for evaluating potential environmental impacts to the proposed development area and land acquisition matters. Mr. Corsi has 20 years experience in airport planning, operations and management. Specialties include airport master planning, site selection, environmental compliance and noise analysis.

Justin Z. Pietz, Planning Manager, Armstrong Consultants, Inc. B.S. Aerospace Studies, with minors in Aviation Safety and Aeronautical Science Embry-Riddle Aeronautical University. Mr. Pietz prepares Airport Master Plans, Site Selection Studies and Environmental Assessments. Within this scope of work, Mr. Pietz develops aviation demand forecasts, evaluates and projects airport facility requirements and analyzes airport development alternatives. Mr. Pietz is also responsible for evaluating potential environmental impacts to the proposed development area. Mr. Pietz has 10 years experience in airport planning and airport operations.

REFERENCES

Federal Aviation Administration. FAA Order 1050.1E. June 2004.

Federal Aviation Administration. FAA Order 5050.4B. April 2006.

Federal Aviation Administration. Environmental Desk Reference for Airport Actions October 2007.

Fort Morgan Municipal Airport Layout Plan, Armstrong Consultants, 2003.

APPENDIX A
AGENCY COORDINATION

FORT MORGAN MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

October 13, 2010

ACI# 105997

Mr. Johnny Olson
Colorado Department of Transportation
1420 2nd Street
Greeley, CO 80632

RE: Fort Morgan Municipal Airport - Environmental Assessment

Dear Mr. Olson:

Armstrong Consultants has been retained to prepare an Environmental Assessment for proposed construction at the Fort Morgan Municipal Airport in Fort Morgan, Colorado. The Environmental Assessment is intended to determine the extent of potential environmental impacts associated with the proposed airport improvement projects listed below. To assist us in preparing this Environmental Assessment and to comply with the requirements of NEPA and the Federal Aviation Administration, we request your comments concerning the possibility of the proposed development actions impacting any present or future roadway development.

Proposed Action:

1) Acquisition of approximately 154 acres of land for runway development and approach protection.
2) Construct a replacement Runway 14/32 (75' x 6,500') and full length parallel taxiway.

Enclosed for your reference is a vicinity map and proposed action drawing at the Fort Morgan Municipal Airport. Please forward any comment at your earliest convenience and please contact me at (970) 242-0101 if you have any questions regarding this project.

Thank you for your assistance.

Sincerely,

ARMSTRONG CONSULTANTS, INC.

Justin Pietz
Senior Airport Planner

Enclosures

861 Rood Avenue • Grand Junction, Colorado 81501
www.armstrongconsultants.com
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ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

October 13, 2010 ACI# 105997

Ms. Margret Taylor
Colorado State Parks
High Plains Region Office
1313 Sherman Street, Suite 618
Denver, CO 80203

RE: Fort Morgan Municipal Airport - Environmental Assessment

Dear Ms. Taylor:

Armstrong Consultants has been retained to prepare an Environmental Assessment for proposed construction at the Fort Morgan Municipal Airport in Fort Moran, Colorado. The Environmental Assessment is intended to determine the extent of potential environmental impacts associated with the proposed airport improvement projects listed below. To assist us in preparing this Environmental Assessment and to comply with the requirements of NEPA and the Federal Aviation Administration, we request your comments concerning the possibility of the proposed development actions impacting State Parks.

Proposed Action:

1) Acquisition of approximately 154 acres of land for runway development and approach protection.
2) Construct a replacement Runway 14/32 (75' x 6,500') and full length parallel taxiway.

Enclosed for your reference is a vicinity map and proposed action drawing at the Fort Morgan Municipal Airport. Please forward any comment at your earliest convenience and please contact me at (970) 242-0101 if you have any questions regarding this project.

Thank you for your assistance.

Sincerely,

ARMSTRONG CONSULTANTS, INC.

Justin Pietz
Senior Airport Planner

Enclosures

861 Rood Avenue • Grand Junction, Colorado 81501 **tel** 970.242.0101
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ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

October 13, 2010

ACI# 105997

Mr. Terry McKee
US Army Corps of Engineers, Omaha District
Denver Regulatory Office
9307 South Wadsworth Boulevard
Littleton, CO 80128

RE: Fort Morgan Municipal Airport - Environmental Assessment

Dear Mr. McKee:

Armstrong Consultants has been retained to prepare an Environmental Assessment for proposed construction at the Fort Morgan Municipal Airport in Fort Morgan, Colorado. The Environmental Assessment is intended to determine the extent of potential environmental impacts associated with the proposed airport improvement projects listed below. To assist us in preparing this Environmental Assessment and to comply with the requirements of NEPA and the Federal Aviation Administration, we request your comments concerning the possibility of the proposed development actions impacting wetlands or waters of the U.S.

Proposed Action:

1) Acquisition of approximately 154 acres of land for runway development and approach protection.
2) Construct a replacement Runway 14/32 (75' x 6,500') and full length parallel taxiway.

Enclosed for your reference is a vicinity map and proposed action drawing at the Fort Morgan Municipal Airport. Please forward any comment at your earliest convenience and please contact me at (970) 242-0101 if you have any questions regarding this project.

Thank you for your assistance.

Sincerely,

ARMSTRONG CONSULTANTS, INC.

Justin Pietz
Senior Airport Planner

Enclosures

861 Rood Avenue • Grand Junction, Colorado 81501
www.armstrongconsultants.com
tel 970.242.0101
fax 970.241.1769

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

October 13, 2010 ACI# 105997

Mr. Tom Kroening
Colorado Division of Wildlife
Brush Service Center
122 East Edison
Brush, CO 80723

RE: Fort Morgan Municipal Airport - Environmental Assessment

Dear Mr. Kroening:

Armstrong Consultants has been retained to prepare an Environmental Assessment for proposed construction at the Fort Morgan Municipal Airport in Fort Morgan, Colorado. The Environmental Assessment is intended to determine the extent of potential environmental impacts associated with the proposed airport improvement projects listed below. To assist us in preparing this Environmental Assessment and to comply with the requirements of NEPA and the Federal Aviation Administration, we request your comments concerning the possibility of the proposed development actions impacting any threatened or endangered species.

Proposed Action:

1) Acquisition of approximately 154 acres of land for runway development and approach protection.
2) Construct a replacement Runway 14/32 (75' x 6,500') and full length parallel taxiway.

Enclosed for your reference is a vicinity map and proposed action drawing at the Fort Morgan Municipal Airport. Please forward any comment at your earliest convenience and please contact me at (970) 242-0101 if you have any questions regarding this project.

Thank you for your assistance.

Sincerely,

ARMSTRONG CONSULTANTS, INC.

Justin Pietz
Senior Airport Planner

Enclosures

861 Rood Avenue • Grand Junction, Colorado 81501 **tel** 970.242.0101
www.armstrongconsultants.com **fax** 970.241.1769

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

December 15, 2010

ACI# 105997

Mr. Alan Green
Natural Resource Conservation Service
NRCS Colorado State Office
Denver Federal Center
Building, 56, Room 2604
PO Box 25426
Denver, CO 80225-0426

RE: Fort Morgan Municipal Airport - Environmental Assessment

Dear Mr. Green:

Armstrong Consultants has been retained to prepare an Environmental Assessment for proposed construction at the Fort Morgan Municipal Airport in Fort Morgan, Colorado. The Environmental Assessment is intended to determine the extent of potential environmental impacts associated with the proposed airport improvement projects listed below. To assist us in preparing this Environmental Assessment and to comply with the requirements of NEPA and the Federal Aviation Administration, we request your comments concerning the possibility of the proposed development actions impacting any prime or unique farmland.

Proposed Action:

1) Acquisition of approximately 97 acres of land for runway development and approach protection.
2) Construct a replacement Runway 14/32 (75' x 6,500') and full length parallel taxiway.

Enclosed for your reference is a vicinity map and proposed action drawing at the Fort Morgan Municipal Airport. Please forward any comment at your earliest convenience and please contact me at (970) 242-0101 if you have any questions regarding this project.

Thank you for your assistance.

Sincerely,

ARMSTRONG CONSULTANTS, INC.

Justin Pietz
Senior Airport Planner

Enclosures

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www.armstrongconsultants.com
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fax 970.241.1769

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

October 13, 2010

ACI# 105997

Mr. Dave Akers
Colorado Department of Public Health and Environment
Water Quality Control Division
4300 Cherry Creek Drive South
Denver, CO 80246-1530

RE: Fort Morgan Municipal Airport - Environmental Assessment

Dear Mr. Akers:

Armstrong Consultants has been retained to prepare an Environmental Assessment for proposed construction at the Fort Morgan Municipal Airport in Fort Morgan, Colorado. The Environmental Assessment is intended to determine the extent of potential environmental impacts associated with the proposed airport improvement projects listed below. To assist us in preparing this Environmental Assessment and to comply with the requirements of NEPA and the Federal Aviation Administration, we request your comments concerning the possibility of the proposed development actions impacting water quality.

Proposed Action:

1) Acquisition of approximately 154 acres of land for runway development and approach protection.
2) Construct a replacement Runway 14/32 (75' x 6,500') and full length parallel taxiway.

Enclosed for your reference is a vicinity map and proposed action drawing at the Fort Morgan Municipal Airport. Please forward any comment at your earliest convenience and please contact me at (970) 242-0101 if you have any questions regarding this project.

Thank you for your assistance.

Sincerely,

ARMSTRONG CONSULTANTS, INC.

Justin Pietz
Senior Airport Planner

Enclosures

861 Rood Avenue • Grand Junction, Colorado 81501
www.armstrongconsultants.com
tel 970.242.0101
fax 970.241.1769

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

October 13, 2010

ACI# 105997

Mr. Mark McMillan
Colorado Department of Public Health and Environment
Air Quality Division
4300 Cherry Creek Drive South
Denver, CO 80246-1530

RE: Fort Morgan Municipal Airport - Environmental Assessment

Dear Mr. McMillian:

Armstrong Consultants has been retained to prepare an Environmental Assessment for proposed construction at the Fort Morgan Municipal Airport in Fort Morgan, Colorado. The Environmental Assessment is intended to determine the extent of potential environmental impacts associated with the proposed airport improvement projects listed below. To assist us in preparing this Environmental Assessment and to comply with the requirements of NEPA and the Federal Aviation Administration, we request your comments concerning the potential impacts to air quality and any permitting requirements.

Proposed Action:

1) Acquisition of approximately 154 acres of land for runway development and approach protection.
2) Construct a replacement Runway 14/32 (75' x 6,500') and full length parallel taxiway.

Enclosed for your reference is a vicinity map and proposed action drawing of the Fort Morgan Municipal Airport. Please forward any comment at your earliest convenience and please contact me at (970) 242-0101 if you have any questions regarding this project.

Thank you for your assistance.

Sincerely,

ARMSTRONG CONSULTANTS, INC.

Justin Pietz
Senior Airport Planner

Enclosures

861 Rood Avenue • Grand Junction, Colorado 81501
www.armstrongconsultants.com
tel 970.242.0101
fax 970.241.1769

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

November 5, 2010

ACI# 105997

Mr. Edward Nichols
Colorado Historical Society
Civic Center Plaza
1560 Broadway
Suite 400
Denver, CO 80202

RE: Fort Morgan Municipal Airport - Environmental Assessment

Dear Mr. Nichols:

Armstrong Consultants has been retained to prepare an Environmental Assessment for proposed construction at the Fort Morgan Municipal Airport in Fort Moran, Colorado. The Environmental Assessment is intended to determine the extent of potential environmental impacts associated with the proposed airport improvement projects listed below. To assist us in preparing this Environmental Assessment and to comply with the requirements of NEPA and the Federal Aviation Administration, we request your comments concerning the possibility of the proposed development actions impacting any historical, architectural, archaeological, and cultural resources.

Proposed Action:

1) Acquisition of approximately 154 acres of land for runway development and approach protection.
2) Construct a replacement Runway 14/32 (75' x 6,500') and full length parallel taxiway.

Enclosed for your reference is a vicinity map and proposed action drawing at the Fort Morgan Municipal Airport. Please forward any comment at your earliest convenience and please contact me at (970) 242-0101 if you have any questions regarding this project.

Thank you for your assistance.

Sincerely,

ARMSTRONG CONSULTANTS, INC.

Justin Pietz
Senior Airport Planner

Enclosures

861 Rood Avenue • Grand Junction, Colorado 81501
www.armstrongconsultants.com
tel 970.242.0101
fax 970.241.1769

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

December 13, 2010

ACI# 105997

Ms. Barbara Gorrell
Morgan County Planning and Zoning
231 Ensign Street, PO Box 596
Fort Morgan, CO 80701

RE: Fort Morgan Municipal Airport - Environmental Assessment

Dear Ms. Gorrell:

Armstrong Consultants has been retained to prepare an Environmental Assessment for proposed construction at the Fort Morgan Municipal Airport in Fort Moran, Colorado. The Environmental Assessment is intended to determine the extent of potential environmental impacts associated with the proposed airport improvement projects listed below. To assist us in preparing this Environmental Assessment and to comply with the requirements of NEPA and the Federal Aviation Administration, we request your comments concerning the possibility of the proposed development actions impacting Morgan County.

Proposed Action:

1) Acquisition of approximately 97 acres of land for runway development and approach protection.
2) Construct a replacement Runway 14/32 (75' x 6,500') and full length parallel taxiway.

Enclosed for your reference is a vicinity map and proposed action drawing at the Fort Morgan Municipal Airport. Please forward any comment at your earliest convenience and please contact me at (970) 242-0101 if you have any questions regarding this project.

Thank you for your assistance.

Sincerely,

ARMSTRONG CONSULTANTS, INC.

Justin Pietz
Senior Airport Planner

Enclosures

861 Rood Avenue • Grand Junction, Colorado 81501
www.armstrongconsultants.com
tel 970.242.0101
fax 970.241.1769

APPENDIX B
AGENCY RESPONSES

FORT MORGAN MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

STATE OF COLORADO

Bill Ritter, Jr., Governor
Martha E. Rudolph, Executive Director

Dedicated to protecting and improving the health and environment of the people of Colorado

4300 Cherry Creek Dr. S.
Denver, Colorado 80246-1530
Phone (303) 692-2000
TDD Line (303) 691-7700
Located in Glendale, Colorado

http://www.cdphe.state.co.us

Laboratory Services Division
8100 Lowry Blvd.
Denver, Colorado 80230-6928
(303) 692-3090

Colorado Department
of Public Health
and Environment

October 20, 2010

Justin Pietz
Armstrong Consultants, Inc.
861 Rood Avenue
Grand Junction, CO 81501

RE: Fort Morgan Municipal Airport EA

Dear Mr. Pietz:

On October 19, 2010, the Colorado Air Pollution Control Division received a request for an air quality determination concerning Fort Morgan Municipal Airport EA. Thank you for taking the time to inquire about air quality requirements in this area. The following information pertains to air quality issues only.

All sources of air emissions in Colorado are required to obtain a construction permit unless they are specifically exempted by the provision of **Regulation No. 3.** The link to Regulation No. 3 is: http://www.cdphe.co.us/regulations/airregs. Choose Air Quality Control Commission Regulations, then choose Regulation No. 3.

The first phase of air permitting involves submission of an Application for Construction Permit for each facility and one **Air Pollution Emission Notices (APEN)** for each emission source. For purposes of Air Pollution Emission Notice reporting, a source can be an individual emission point or group of similar emission points (Ref: Regulation No. 3, Part A) Both APEN reporting and permit requirements are triggered by uncontrolled actual emission rates. Uncontrolled actual emissions are calculated based on the requested production/operating rate assuming no control equipment is used. In general, an APEN is required for an emission point with uncontrolled actual emissions of any criteria pollutant equal to or greater than the quantity listed in the table below:

AREA	UNCONTROLLED ACTUAL EMISSIONS
Attainment Areas	2 Tons Per Year
Non-attainment Areas	1 Ton Per Year
All Areas	Lead Emissions: 100 pounds per year

Please consult http://www.cdphe.state.co.us/ap/attainmaintain.html to determine if your project will be located within an **attainment or non-attainment area**. Other exemptions may be found in Regulation No. 3, Part A, Section II.D.1 However, a source may not be exempted if the source would otherwise be subject to any specific federally applicable requirement.

Sources of **non-criteria reportable pollutants** have different reporting levels depending on the pollutant, release point height, and distance to property line. Please see **Appendix A and Appendix C of Regulation No. 3** for determining the appropriate reporting level for each pollutant and for the list of non-criteria reportable air pollutants. The following chart will assist you in determining your reportable non-criteria pollutant levels from your project.

However, none of the exemptions from Air Pollution Emission Notice filing requirements described above shall apply if a source would otherwise be subject to any specific federal or state applicable requirement. Information concerning submittal of revised Air Pollution Emission Notices is also given in Regulation No. 3, Part A. An Air Pollutant Emission Notice is valid for a period of five years. The five-year period recommences when a revised APEN is received by the Division.

If you have any questions regarding your reporting and permitting obligations please call the Small Business Assistance Program at 303-692-3148 or 303-692-3175.

Land development (earth moving) activities that are greater than 25 acres or more than 6 months in duration will most likely be required to submit an APEN to the Division and may be required to obtain an air permit. In addition a startup notice must be submitted 30 days prior to commencement of the land development project.

Please refer to the following link for additional information:
http://www.cdphe.state.co.us/ap/downloadforms.html, **Permit Application and APEN Forms**, then scroll to: Land Development – Specialty APEN for the form and guidance.

This project requires preparation of A General Conformity Analysis. Please go to www.epa.org, "New General Conformity Regulations" to obtain information of this analysis.

If you have any questions or feel as though you need more information on possible air pollution permits or notice requirements, please contact me directly at 303-692-3127 or the Colorado Air Pollution Control Division's Stationary Source Program at 303-692-3150. I can also be reached via email at jim.dileo@state.co.us.

Again, thank you for taking the time to contact the Division about this project.

Sincerely,

James A DiLeo
NEPA Coordinator
Colorado Air Pollution Control Division

ARMSTRONG CONSULTANTS, Inc.
airport engineering and planning services

861 Rood Avenue
Grand Junction, CO 81501
www.armstrongconsultants.com

Phone: 970-242-0101
Fax: 970-241-1769

Memo

To: Justin Pietz, Armstrong Consultants, Inc.

From: Todd Cozad, Colorado Division of Wildlife

Date: 11/5/10

Subject: Fort Morgan Municipal Airport Threatened and Endangered Species

Todd Cozad with the Colorado Division of Wildlife called regarding potential impacts to threatened and endangered species from the proposed improvements to the Fort Morgan Municipal Airport. Todd stated that based on Google Earth photography and the area of potential effect drawing sent with the coordination letter that there would be no impact to any state sensitive or threatened and endangered species. Todd stated that the area is disturbed on a regular basis by farming activities including cultivation, seeding and harvesting. Therefore no impacts to threatened and endangered species would occur as a result of the proposed action.

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
DENVER REGULATORY OFFICE, 9307 S. Wadsworth Boulevard
LITTLETON, COLORADO 80128-6901

October 19, 2010

Mr. Justin Pietz
Armstrong Consultants, Inc.
861 Rood Avenue
Grand Junction, CO 81502

RE: Fort Morgan Municipal Airport – Environmental Assessment
Corps File No. NWO-2010-2365-DEN

Dear Mr. Pietz:

This project has been reviewed by Mr. Terry McKee of my office in accordance with Section 404 of the Clean Water Act under which the U.S. Army Corps of Engineers regulates the discharge of dredged and fill material, and any excavation activity associated with a dredge and fill project in waters of the United States.

Based on the information provided, a Department of the Army (DA) Permit will not be required for this project. Although a DA Permit will not be required for the project, this does not eliminate the requirement that other applicable federal, state, and local permits be obtained as needed.

If there are any questions call **Mr. Terry McKee** of my office at **(303) 979-4120** and reference **Corps File No. NWO-2010-2365-DEN**.

Sincerely,

Timothy T. Carey
Chief, Denver Regulatory Office

tm

APPENDIX C
RECORDS OF PUBLIC INVOLVEMENT

FORT MORGAN MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

AFFIDAVIT OF PUBLICATION

FORT MORGAN TIMES

State of Colorado
County of Morgan

I, the undersigned agent, do solemnly swear that **THE FORT MORGAN TIMES** is a daily newspaper printed, in whole or in part, and published in the City of Fort Morgan, County of Morgan, State of Colorado, and which has general circulation therein and in parts of Logan and Morgan counties; that said newspaper has been continuously and uninterruptedly published for a period of more than six months next prior to the first publication of the annexed legal notice of advertisement, that said newspaper has been admitted to the United States mails as second-class matter under the provisions of the Act of March 3, 1879, or any, amendments thereof, and that said newspaper is a daily newspaper duly qualified for publishing legal notices and advertisements within the meaning of the laws of the State of Colorado; that a copy of each number of said newspaper, in which said notice of advertisement was published, was transmitted by mail or carrier to each of the subscribers of said newspaper, according to the accustomed mode of business in this office.

The annexed legal notice or advertisement was published in the regular and entire edition of said daily newspaper once; and that one publication of said notice was in the issue of said newspaper dated **October 1, 2011**.

Agent

Subscribed and sworn to before me this **2nd** day of **October, 2011** in the County of Morgan, State of Colorado.

Notary Public
My commission expires 09/22/2013

JOVITA GUTIERREZ
Notary Public
State of Colorado
MY COMMISSION EXPIRES September 22, 2013

FEE $30.28

2500 **Public Notice**

NOTICE OF PUBLIC HEARING

The City of Fort Morgan intends to undertake improvements to the Fort Morgan Municipal Airport. The proposed improvements include acquiring approximately 56 acres of land for runway development and approach protection and to construct a replacement Runway 14/32 (5,730'x75') located 300 feet northeast of the existing Runway 14/32.

A public hearing will be held on November 2, 2011, at 6:00 PM, at Historic City Hall located at 110 Main Street, Fort Morgan, CO to discuss the Environmental Assessment. This hearing is provided to fulfill the requirements of the National Environmental Policy Act (NEPA) of 1969 and Section 106 of the National Historic Preservation Act (NHPA) of 1966. The public hearing will consider the economic, social, and environmental effects of the development and its consistency with local planning goals and objectives.

An Environmental Assessment for the proposed project has been prepared and is available for public review during business hours at the Fort Morgan City Hall, Fort Morgan Library, Fort Morgan Municipal Airport, CDOT Aeronautics Division Office and at the Federal Aviation Administration Northwest Mountain Region Airports District Office. The Environmental Assessment can also be viewed online at: http://www.cityoffortmorgan.com/DocumentView.aspx?DID=1367.

Comments concerning the project will be accepted in person or in writing up until the conclusion of the public hearing.

Questions or comments may be directed to:
Justin Pietz
Planning Manager
Armstrong Consultants, Inc.
861 Rood Avenue
Grand Junction, CO 81501
(970) 242-0101 (Office)
(970) 241-1769 (Fax)
justin@armstrongconsultants.com

2500 **Public Notice**

Published in the Fort Morgan Times on October 1, 2011.
Ad # 5527350

WHO IS CONDUCTING THE STUDY?

This environmental assessment is being conducted by the City of Fort Morgan with grant assistance from the Federal Aviation Administration and the Colorado Department of Transportation Aeronautics Division. The City has retained the services of Armstrong Consultants, Inc., of Grand Junction, Colorado to conduct the study. Armstrong Consultants is an airport consulting firm with extensive experience in airport planning and environmental assessments, and airport design and engineering.

The study is just now commencing with the completion scheduled for spring or summer of 2011. Information about this study, its analysis, findings, and the meaning of those findings will be made available periodically throughout the study and will include responses to input from the public and other interested parties. The final report will be delivered to the City, State and Federal Agencies.

CAN THE PUBLIC PROVIDE INPUT?

Public involvement and participation in the environmental assessment for the Fort Morgan Municipal Airport is encouraged. An open-house and public hearing are planned at interim points during the study process. It is hoped these meetings will provide an opportunity for all interested persons to become informed and provide input. Notices of meeting times and locations will be advertised through the media and other local means.

"Public participation is encouraged."

HOW ARE THIS STUDY AND OTHER AIRPORT IMPROVEMENTS BEING FUNDED?

The FAA and CDOT support the National and State Aviation Systems with periodic grants for airport planning and development. This study is being funded by a 95% FAA grant, a 2.5% State grant, and by 2.5% local funds. Future improvement projects will likely be funded at the same percentages. State and Federal funding for airports comes from revenues generated by aviation gas taxes and other aviation user fees. Local sponsor funding is most often derived from general fund revenues, bond issues, airport-generated revenues, force accounts, and private funds.

We look forward to *your* participation. If you have any additional questions about the study, please contact:

David Callahan
Community Development Director
City of Fort Morgan

110 Main Street
Fort Morgan, Colorado 80701
Phone (970) 524-3924

Justin Pietz
Senior Airport Planner
Armstrong Consultants, Inc.

861 Rood Avenue
Grand Junction, CO 81501
Phone (970) 242-0101
Fax (970) 241-1769

ENVIRONMENTAL ASSESSMENT

FORT MORGAN MUNICIPAL AIRPORT

THE ENVIRONMENTAL ASSESSMENT PROCESS…

INTRODUCTION

In its continuing effort to provide a high level of aviation service and to accommodate aviation demand, Fort Morgan has recognized that its airport facilities needed to be evaluated as to their adequacy to meet future needs. An Airport Layout Plan was completed in 2003 for the Fort Morgan Municipal Airport to identity the long-term development needs for the airport. This Environmental Assessment will evaluate the potential environmental impacts associated with the proposed airport improvements which include land acquisition and replacement runway construction for Runway 14/32.

This brochure is intended to answer questions most frequently asked concerning the environmental assessment study and the process which will be used to evaluate the environmental consequences of the construction of the proposed runway at the Fort Morgan Municipal Airport.

WHAT IS AN ENVIRONMENTAL ASSESSMENT?

An environmental assessment is the product of an evaluation of the environmental impacts associated with implementing the airport development project recommended in the current airport layout plan. The environmental assessment process is also used to inform the public of the proposed development project, and to provide the public an opportunity to comment and express their interest and concerns.

Based on criteria set forth by the Federal Aviation Administration (FAA) and the National Environmental Policy Act (NEPA), the following environmental impact categories will be studied to determine what (if any) impacts the proposed project will have. These categories include:

- Air Quality
- Coastal Resources
- Compatible Land Use
- Construction Impacts
- Department of Transportation Act
- Farmlands
- Fish, Wildlife, and Plants
- Floodplains
- Hazardous Materials, Pollution Prevention and Solid Waste
- Historical, Architectural, Archaeological and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice and Children's Environmental Health and Safety Risks
- Water Quality
- Wetlands
- Wild and Scenic Rivers

While all of these categories are required to be addressed by the FAA and NEPA, not all of them are applicable to the Fort Morgan Municipal Airport. This study will focus on those categories which apply and are of interest to the City of Fort Morgan and the local community.

"To evaluate potential impacts, to inform the public about the project, and to provide an opportunity for the public to be involved in the process."

WHAT IS THE PURPOSE OF CONDUCTING AN ENVIRONMENTAL ASSESSMENT?

The Airport Layout Plan completed for the airport identified several nonstandard conditions associated with the location and geometry on Runway 14/32. As a result of the planning it was recommended that the airport relocate Runway 14/32. The environmental assessment will include the evaluation for the proposed development projects including land acquisition of the and runway development. An environmental assessment is required prior to the acquisition land and the construction of the runway to identify, eliminate, and/or mitigate potential environmental impacts associated with the project.

FORT MORGAN
PEOPLE • PARTNERSHIP • PROGRESS

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

Meeting Sign-In Sheet

Project:	**Fort Morgan Airport Land Owner Meeting**	**Meeting Date:**	**2/14/11**

Name	Title	Company	Phone	Fax	E-Mail
Dennis Corsi	President	Armstrong Consultants, Inc.	(970) 242-0101	(970) 241-1769	dennis@armstrongconsultants.com
Justin Pietz	Planning Manager	Armstrong Consultants, Inc.	(970) 242-0101	(970) 241-1769	justin@armstrongconsultants.com
Jeff Wells	City Attorney	City of Fort Morgan	(970) 542-3970		
Doug Widlund	Attorney	Butcher Widlund	303-839-1550	3-860 0732	doug@butcherwidlund.com
John Longacre		Landowner			
[illegible]		Landowner	970-867-2[illegible]		
Betty Longacre		Landowner	867-6018		
Wendell Wood		Landowner	768 5363		
Carolyn Lebsock		Landowner	867-5143		
Kristi Glenn		Landowner	867-9691		
Jodi Christensen		Landowner	867-9846		
David Callahan	Comm. Dev. Dir.	City	970 768 2888		
Jerry McCleskey	Mayor	City			

Meeting Sign-In Sheet

Project:	Fort Morgan Airport Land Owner Meeting	Meeting Date:	2/14/11

Name	Title	Company	Phone	Fax	E-Mail
Laura Teague	~~Mbrg~~ Commissioner	Morgan County	970.542.3500		lteague@co.morgan.co.us
Jim Langacere					
Randy Grindle	RE/MAX Quality Living		970-380-7144		

Meeting Sign-In Sheet

Project:	Fort Morgan Airport Environmental Assessment Public Hearing	Meeting Date:	11/2/11

Name	Title	Company	Phone	Fax	E-Mail
Dennis Corsi	President	Armstrong Consultants, Inc.	(970) 242-0101	(970) 241-1769	dennis@armstrongconsultants.com
Justin Pietz	Planning Manager	Armstrong Consultants, Inc.	(970) 242-0101	(970) 241-1769	justin@armstrongconsultants.com
Kerry Mobley		Lepreno Foods	542-4201		
Mike Hamilton		Rooster Drilling Poker Trucking	380-6256		
Patrick Hall			303-220-2886		patrick@paslescl.com
Betty Longacre		Landowner	867-6018		
Don Longacre			867-6018		
John E Longacre		Land owner	768 6706		
Rick Tackabury		ATTACK Aviation	768-0887		
JOYCE TACKABURY		"	"		
Gene Smith		HANGAR owner	768-4994		
Nicole Johnson Hoffman		Cargill	867-1637		
BRUCE MARSON			867-9700		

Meeting Sign-In Sheet

Project:	Fort Morgan Airport Environmental Assessment Public Hearing	Meeting Date:	11/2/11

Name	Title	Company	Phone	Fax	E-Mail
Vernon Tryon	Airport Board Member		867-3088	867-1850	vemout@recalg.com
Alan Dahms	APBd Member		867-2888		dahmscalon@gmail.com
Dave Oldaney	Airport Board Member		867-3655		aldaneyaes@msn.com
WENDELL A + SHERRI WACKER	LAND OWNERS		768-4013		
Wendell A Wacker	Land owner		867-2109		
Gary Harms	President Hy-Tech Mfg		441-5414		gharms@dcHardfield tanks.com
R. DAttoli			867-3686		
Kyle Scott	Scott Aviation -	FBO	867-8414	867-2344	scottaviation@kci.net
Merle Bristol	Retired		867-5285 867 2056		
Brian McCracken	Commissioner		867-3500		
David Callahan	?	City of Fort Morgan	970 768 2888		dcallahan@cityoffortmorgan.com
Roger Kovar	Airport Neighbor		970 302 9146		rogerkovar@aol.com
John Sneed	CEO	Fort Morgan State Bank	970-867-3319	970-867-9493	jsneed@fmsbank.com

Harvey Greenwood Manager Select Energy Svc 970-324-9342 HGreenwood@selectenergyservices.com

BRIAN BAUM Land owner 380 5135

Jeff Wells City official 768-0728

FORT MORGAN MUNICIPAL AIRPORT PUBLIC HEARING
REGARDING THE ENVIRONMENTAL ASSESSMENT
FOR THE PROPOSED LAND ACQUISITION AND RELOCATION,
RECONSTRUCTION, AND EXTENSION OF RUNWAY 14/32

PUBLIC COMMENTS SECTION
November 2, 2011

PURSUANT TO PUBLISHED NOTICE, the public comments section of the above-entitled proceedings were taken on behalf of Armstrong Consultants, Inc., at City Hall, 110 Main Street, Fort Morgan, Colorado, on November 2, 2011, commencing at 6:00 p.m., before Kelli S. Bailey, Professional Shorthand Reporter and Notary Public within the State of Colorado.

APPEARANCES:

Representing Armstrong Consultants, Inc:
Mike Garcia
861 Rood Avenue
Grand Junction, Colorado 81501
(970) 242-0101

Representing the public:
Jeffrey Wells
Nicole Johnson-Hoffman
Kyle Scott
Roger Kovar
John Longacre
Harvey Greenwood
Kerry Mobley
Rick Tackabury

1 P R O C E E D I N G S

2 MR. WELLS: I go by "Jeff." My name is Jeffrey
3 Wells. And that's all you need? Wells, W-e-l-l-s.
4 I just tell them whatever comments I want?
5 MR. GARCIA: Whatever you want. Questions or
6 concerns.
7 MR. WELLS: I am the Acting City Manager and the
8 City Attorney for the City of Fort Morgan. I've been
9 involved with this project since I started working at the
10 City in May of 2007. This project will provide substantial
11 economic development opportunities for the City of Fort
12 Morgan as well as the entire county of Morgan.
13 Anyways, the need for replacement and expansion of
14 the runway is based upon growth in the area as well as the
15 economic needs of the area.
16 Many industries, large and small, that come to do
17 business in Morgan County often fly in in order to do
18 business. This would include Cargill, Leprino, various oil
19 field industries, as well as agricultural companies that
20 come to Morgan County to do business -- and dairy, cattle,
21 and feed operations.
22 We've been expanding international trade in
23 agricultural products, and this provides another opportunity
24 for the use of our airport to bring people to the area for
25 economic development.

1 The runway, in its current condition, does not
2 support the types of airplanes used by many corporate
3 entities that want to come into our area and, accordingly,
4 are required to fly to Akron, which is about 40 miles to the
5 east of Fort Morgan. This creates a problem for these
6 companies, as well as disadvantages our community for more
7 visits from companies that would like to do business in
8 Morgan County.
9 It is my opinion, based upon what I know about our
10 airport and the economic needs and desires of the community,
11 that we need to build the longest runway possible within the
12 funding that the FAA can provide and, with which, can be
13 built with the topography and geographical location of the
14 current airport. I support whatever plan would give the
15 city a new runway and a longer runway for this purpose.
16 That's my opinion.
17 I would also state that I work very closely with
18 city council; and while I don't speak for any of them
19 individually or the council as a whole, I believe that there
20 is general support for the runway renovations and extension.
21 Again, I would state that I don't speak for the council, nor
22 do I speak for any individual. But I know that we've been
23 working towards this goal for a substantial amount of time.
24 For the record, my address is 22 Cooper Court,
25 Fort Morgan, 80701.

1 MR. GARCIA: State your name and address, and
2 we'll go from there.
3 MS. JOHNSON-HOFFMAN: Okay.
4 MR. GARCIA: And since you are representing
5 somebody, it would be nice to know who you're representing,
6 please. So whenever you're ready.
7 MS. JOHNSON-HOFFMAN: Okay. My name is Nicole
8 Johnson-Hoffman. I live at 109 Bachar Drive, and that's in
9 Fort Morgan. I'm here representing Cargill Meat Solutions
10 Corporation. I'm the general manager of the Cargill
11 facility.
12 The proposed length of the runway expansion isn't
13 long enough to accommodate the aircraft that Cargill would
14 bring into town. And so because of that, we have to fly
15 into the Akron airport; or we would continue to have to fly
16 into the Akron airport if we're flying our corporate plane
17 into town.
18 And one of the problems with that is, it benefits
19 our community when I'm able to bring in executives from
20 Cargill to come and see expansion projects for our
21 facilities, to try to convince them to invest in Fort Morgan
22 and expand our plant.
23 Also I'd like to bring in our executives for
24 events, like the ribbon cutting at the Morgan Community
25 College that we held last spring, to look at the results of

1 Cargill's donation dollars at that ribbon cutting. But
2 because it represents so much more of a time commitment to
3 fly into Akron, I wasn't able to convince our executives to
4 come here for that meeting.
5 Those are the kinds of things I'd like our people
6 at Cargill headquarters to see so that when I go to them and
7 ask for donations for community projects or community
8 activities, they know about Fort Morgan and they know about
9 our community; and they can see the benefit of helping our
10 community and our plant.
11 MR. GARCIA: Anything else you'd like to add?
12 MS. JOHNSON-HOFFMAN: No. That's it.
13 MR. GARCIA: Thank you very much.
14 If you don't mind signing in, and what we'll do is
15 you state your name and interest. Spell your name just for
16 the record, so she has it. So when you're ready.
17 MR. SCOTT: I'll take just a minute to compile
18 some of my thoughts here.
19 MR. GARCIA: All right, Kyle.
20 MR. SCOTT: I'm Kyle Scott, K-y-l-e, S-c-o-t-t. I
21 own and operate Scott Aviation, the aerial application
22 business, and the Avfuel located at the Fort Morgan Airport.
23 I'd like to speak to tonight that the planned 5730-foot-long
24 runway is not adequate to meet the needs of Morgan County
25 and city of Fort Morgan area.

1 Personally, the existing runway is everything
2 myself and my business need; so I don't have a dog in this
3 fight, so to speak. But I think that, without at least the
4 6500-foot-long runway, the area will be missing out on some
5 significant economic activity.
6 I don't think that the general population or most
7 people appreciate that when a company, or even an
8 individual, is paying three to $5,000 an hour to travel in a
9 corporate jet, that for them to have to land at Akron or
10 Greeley and drive 40 minutes or an hour to access their
11 business in Fort Morgan or Morgan County is an extremely
12 large deal.
13 The justification for a 6500-foot-long runway is
14 we already have the companies here that have those aircraft
15 that need that runway. Our largest employer, Cargill,
16 cannot use the existing or the planned 5730-foot-long
17 runway. And 6500, on a hot day, is marginal. I think if
18 the runway were built to at least 6500 feet, more regular
19 traffic would include existing companies located in Fort
20 Morgan already.
21 Jet aircraft, for example, the Leer series and the
22 Citation 10's, cannot use -- and these are all -- I'm going
23 to go through a list of companies later that are using these
24 aircraft -- cannot use 5730 feet for six months out of year
25 or probably 12 months out of year.

1 It's also, for anybody that -- any of the
2 corporations that charter into here, they can't come here
3 because the restrictions on charter aircraft are not --
4 their operating limitations, they won't -- cannot meet the
5 accelerated stop distances. Private-owned airplanes
6 operating under Part 91 can take the risk and use a shorter
7 runway with the potential for a disaster.
8 The $700,000 difference between building a
9 5700-foot and a 6500-foot runway is too nominal. That
10 funding should be able to be found somewhere and justified.
11 There seems to be given a lot of weight to the
12 difficulty of accessing farmland on the other side of the
13 runway if it's built to 6500. I think that is such a minor
14 problem that it's ridiculous that it's given the amount of
15 time and consideration it's received. If you look at the
16 6500-foot runway drawing, Alternative 7, it doesn't even
17 come near their existing -- I'm sorry; it's not
18 Alternative 7. It is Alternative 6. It doesn't even come
19 near their existing east-west field road. That could still
20 be used to go past that without creating an obstruction
21 problem. It's barely inside of the -- what is that? The
22 outside runway protection zone? So I think that could still
23 be used through there without creating a hazard.
24 It also troubles me that smaller, surrounding
25 communities have either longer or as-long runways that have

1 far less industry than Fort Morgan has. Pine Bluffs,
2 Kimball, Akron -- they're all smaller communities that don't
3 have near the economic activity going on that Fort Morgan
4 does.
5 Moving on to an example of some of the existing
6 companies in town that have aircraft that cannot currently
7 use the existing runway and will not be able to use a
8 5700-foot, the largest employer -- again, Cargill --
9 operates a Leer 55, if memory serves me correct; I know it's
10 a Leer series. 5700 foot is not adequate.
11 Leprino, Select Energy Services, Brewster
12 Drilling, Delta Tank. Hamlin Electric -- they employ 50
13 people; their parent company is MDU Resources -- runs two
14 Citation 10's.
15 Boss Dairy runs a pair of Citation Mustangs. On a
16 hot day, they can't take enough fuel to travel back to their
17 destination in Indiana.
18 Frontera Produce. Wal-Mart. Frontera Produce is
19 the marketing company for Wal-Mart and other large
20 retailers; they run a Leer 40. They would want to come here
21 and visit in July. It's not practical to try to run a
22 Leer 40 out of this airport.
23 I think that with only a 5700-foot-long runway or
24 the existing 5200, we're going to have a real hard time
25 attracting any sizable industry that uses general aviation

1 corporate jets to travel.

2 I think that it could also hurt our existing

3 companies that are located here. If Cargill is looking to

4 expand somewhere -- they're going to spend it somewhere --

5 and they're looking at different plants -- and this is just

6 an example -- and the guy that is going to be responsible

7 for that project, his freshest memory is the last time he

8 came to Fort Morgan, he had to drive for an hour or 40

9 minutes to get here. He's going to look somewhere else

10 because he's going to think, I've got to come here to

11 supervise this project; and every time I do, I'm going to

12 have to travel an extra hour by car. He's going to pick

13 somewhere where he flies in, lands right near his plant, and

14 drives five minutes to the plant. That's just a simple,

15 hard fact.

16 I think, at this time, that summarizes the

17 thoughts I have. Thank you.

18 MR. GARCIA: Thanks, Kyle.

19 MR. SCOTT: Address is 23101 Highway 52, Fort

20 Morgan.

21 MR. GARCIA: Thank you.

22 What we'd like you to do is, obviously, sign in

23 first. And then we'll ask you to state your name, address,

24 and what interest you have vested at the airport -- if

25 you're just a pilot or community -- if you have a business

1 at the airport, that'd be good. Spell your name also, so we
2 have that. When you're ready.
3 MR. KOVAR: My name and my address?
4 MR. GARCIA: Yes, sir.
5 MR. KOVAR: Okay.
6 MR. GARCIA: And then, if you don't mind saying
7 that out loud.
8 MR. KOVAR: I'll do the best I can. Are you going
9 to ask me questions for clarification?
10 MR. GARCIA: No, sir. It's all up to you; just
11 say whatever's on your mind. So when you're ready.
12 MR. KOVAR: Okay. Well, good luck to you. But if
13 I don't cover something that you require covered, you should
14 say.
15 MR. GARCIA: Yes, sir.
16 MR. KOVAR: Okay. My name is Roger Kovar,
17 R-o-g-e-r, K-o-v-a-r. And I live in close proximity to the
18 airport, the existing airport. And that's at 18072 County
19 Road W.
20 And I have some concern about the environmental
21 study. And my concerns would apply to the current airport
22 as it sits as well as to any modification in it. So I guess
23 you could say I'm talking about Option zero or 1, which is
24 to do nothing, and then the Option 5, I guess they're
25 talking about, which is to extend the runway. It covers

1 both of those.

2 And I want to say that I am in support of

3 improving and expanding the airport for the safety reasons

4 that were stated. And also at the city meeting in the

5 spring, they also said it would be environmentally -- I'm

6 sorry -- economically desirable. And I do support the need

7 to do both of those.

8 But as an existing landowner and homeowner, I feel

9 that improvements in the airport should not be made at cost

10 to me without compensation. And so there is a possibility

11 of some constraints and reductions in my home value and land

12 value that could occur in the future, and I simply want to

13 be in a position to be able to seek adjustment or mediation.

14 And right now I feel the process is set up to exclude that

15 possibility.

16 Specifically, the current environmental analysis

17 draft in, I guess, section 4-19 -- or, possibly, page

18 4-19 -- talks about how the process, to date, has followed

19 state and local zoning and planning documents and

20 procedures. And I feel that there's an error in that

21 statement, and it should be changed to "the process has

22 violated local planning documents and procedures." And as a

23 result, I and homeowners -- existing homeowners similar to

24 me in the vicinity of the airport -- are being denied a due

25 process to mediation for lost home and property values.

1 Now, specifically, the County has a planning
2 document that is entitled something to the effect, "airport
3 overlay plan." And that is a skeleton, skeleton procedure
4 that calls for the development and adoption of a specific
5 airport overlay planning document filled with detail and
6 information about situations that would apply to homeowners
7 and landowners in the vicinity -- things such as height
8 restrictions; restrictions on electronics for interference
9 with airplanes; light interference restrictions;
10 restrictions about population densities, which would affect
11 the ability to split or divide -- subdivide -- properties.
12 These details -- these details do not exist in the
13 County plan. The City has developed an airport overlay plan
14 that's dated 2003, and it has many details of the kind I'm
15 referring to. These were never approved by the County.
16 That leaves myself and homeowners such as myself in
17 jeopardy.
18 So I plan to point this out in a letter to the --
19 for the appendix section of the environmental analysis. I
20 plan to make my personal recommendation that the -- that
21 it's important for the local governments -- the two
22 governments that are involved here, the City and the
23 County -- to work together to resolve the problem I just
24 identified. Now, I could be wrong about all this. But in
25 my opinion, they have not, to date, over a ten- or 15-year

1 period.

2 We should not be going forward to the federal

3 level to seek federal involvement and funding for a project

4 that has been so mishandled by the local governments. The

5 local governments need to get this resolved first; and only

6 then should they move forward with the request for federal

7 involvement.

8 That's basically it.

9 MR. GARCIA: We appreciate your time.

10 When you're ready, you can just start; and we'll

11 take down your comments.

12 MR. LONGACRE: John Longacre. Last name is

13 spelled L-o-n-g-a-c-r-e. Address is 20531 County Road Y.

14 We bought the land north of the airport a long

15 time ago. We've been knowing of the airport expansion.

16 We've been very concerned to the impact that it would do to

17 us, and the economic impact.

18 There is a real good site to the west that should

19 have been started -- explored when it first began. When the

20 City basically paid -- or Larrick Development, basically --

21 they willingly paid Larrick for 14 acres at $5,570 an acre

22 and they didn't want to only pay us less than agriculture

23 value -- the offer was 350 -- this problem began.

24 We had an agreement with the City that we would

25 not build or subdivide the land north of the airport. We've

1 turned down two offers, one from -- they were the spray
2 operators at the airport; one was Smith, and Carpenter --
3 from building hangars and building runways so that there
4 wouldn't be no obstructions.
5 When the Larrick deal come in, basically, our idea
6 was just "thrump," throwed out the window. We were just
7 basically threatened by Armstrong, by the City, that they
8 would condemn us; and it's been over ten years. We feel
9 that we don't owe the obligation to the City or to the
10 people of the community, how the City has handled the
11 negotiations.
12 And the way we've been treated lately with the
13 skydiver trespassing -- and I have a sheet where I and my
14 nephew was out, 2:30 in the morning, chasing skydivers off
15 of our property. The safety of the airport has really
16 devalued or declined from since I was kicked off of the CRP
17 contract that I thought that we should not have been,
18 according to the S.A. office.
19 We've had, in the past, problems with the Boulder
20 glider people that, basically, would camp out on the
21 runways -- lately, the parachuters. And we brought this up
22 to, basically, the attention of the law officers and to the
23 City. And basically, we were told that we were liars. And
24 the situation with Callahan with the skydivers, he just
25 calls us, flat, liars. And he would not, absolutely, go

1 look at the tracks that we had in the pasture or at the end
2 of the runway. We got a hold of -- the lawyer got a hold of
3 the district attorney, the sheriff's office. We wrote them
4 a letter, and they ignored it; they kept trespassing. We
5 placed some "no trespassing" signs on the ends of the
6 runways or the places. What the district attorney told us
7 is if -- the point of entry to our property is where you put
8 a "no trespassing" sign.
9 We also have a problem that the City lawyer, Jeff
10 Wells, is claiming the air spaces off of the dirt runways as
11 historical deal. Our lawyer says that they have no legal
12 right to do that.
13 We felt, ten years ago, when they willingly paid
14 Larrick, that they should have willingly paid us for this
15 flight zone that exceeds three miles out because they are
16 taking our rights of development. And we have to put up and
17 get permits through the FAA for any construction.
18 And then here, lately, they have admitted that
19 they paid Larrick the five -- or $5,570 an acre for the 14
20 acres for, basically, the flight zone of the existing
21 runway that I feel is totally unfair and was wrong. But we
22 are entitled to the same value in condemnation.
23 There is also a 5,000-foot area space, now, that
24 we found out lately that you've got to get FAA's permission
25 to put that on. And when we started negotiations with the

1 City and Shawn Poe, he promised all these -- information and
2 all this stuff -- would be put out on the table so we could
3 work and to negotiate a good settlement to allow this
4 airport to expand.
5 And when they did Larricks, they failed to let --
6 everything from that point failed. They just threatened us.
7 And we don't feel that I have an obligation to an airport.
8 And I'm looking forward to a condemnation on this
9 part 'cause we had to buy the state land -- and that cost us
10 over -- right at $600,000 to fight the City for our road
11 access and the water to the cattle -- that we did not need
12 to do.
13 The economics of the country and the financing
14 that we've had to deal -- we was forced by the bank, when my
15 parents died, to come up with $600,000 in 45 days. We put
16 the land up for the airport for sale, but the airport said
17 they were just going to condemn what they want, not what
18 they want to buy. So if they would have gave us a letter of
19 recommendation that they wanted to purchase land, we
20 probably wouldn't have been forced to sell other land. That
21 has taken away the livelihood of our cattle, our feed, our
22 ability to finish out cattle.
23 And it's put a very strict economic impact on us
24 because we cannot borrow money for operating at this present
25 time because of all the hostile anger that was created by

1 the City onto us, that was forced aggravation from our bank.
2 And our banker told us to sell this land dirt cheap to the
3 Jesses, for they can get the development of the airport; and
4 I thought that the Production Credit Bank was very wrong in
5 forcing this onto us. And we had to sell to a dairy that we
6 did not want to sell, and we had to sell our prime feed
7 source land. And now we're stuck with real marginal ground;
8 and we need every feed source that we have to have to,
9 basically, to survive our cattle herd. And the way that I
10 feel, that they should willingly pay the damages before they
11 consider negotiating or return our land that we was forced
12 to sell.
13 And when the FAA -- I complained one time to the
14 grant program part of the FAA. Their deal was if the City
15 pays Larrick more than appraised value and then we expect
16 for more than appraised value, they have to pay the
17 difference, not -- the City would have to pay the
18 difference, not the FAA. So the failure of the City to,
19 basically, work just compensations to us has been very
20 wrong.
21 MR. GARCIA: Sit there and sign in, please. What
22 we do is, you sign in, state your name out loud, address,
23 what interest you have in the airport, if you're a plane
24 owner, hangar owner, property owner, or just city -- person
25 of interest. And then you can just state your comments out

1 loud. And when you're done, we're done.

2 MR. GREENWOOD: Okay.

3 MR. GARCIA: Also, with your name, if you don't

4 mind spelling it, please, out loud for the record.

5 MR. GREENWOOD: Okay. Harvey Greenwood, 630 State

6 Street, Fort Morgan, Colorado. I work for Select Energy

7 Services. We're a large oil and gas service company in the

8 region.

9 Our company owns three jets that cannot currently

10 land at this airport. We purchased Schneider Energy

11 Services, which is a large employer in the Fort Morgan area.

12 Jeff Schneider, the president of Schneider Consulting and is

13 our regional vice president, lives in the community, as I

14 do. And we -- right now, our company has to go to Akron or

15 Greeley to land their aircraft. That's the reason I have

16 the interest. That's it.

17 MR. GARCIA: If you don't mind, write your name

18 and address. And what we'll do is, if you don't mind saying

19 your name out loud for her and spelling it and your address

20 out loud.

21 MR. MOBLEY: My name is Kerry Mobley, K-e-r-r-y,

22 M-o-b-l-e-y. I live at 61 Lakeview Circle. And --

23 MR. GARCIA: The interest in --

24 MR. MOBLEY: Okay. I'm the facility manager for

25 Leprino Foods here in Fort Morgan. And my interest is in

1 support of expanding the runway and seeking the maximum
2 value for that expansion. Certainly, 6500-foot minimum
3 would be -- would entitle and allow our company aircraft to
4 better use the facility, where at 52 and 5700, we can't.
5 That's my interest.
6 MR. GARCIA: Okay. Thank you for your time.
7 If you don't mind taking a seat. Your name,
8 address.
9 MR. TACKABURY: Do I need to sign this?
10 MR. GARCIA: Yes, sir. And if you don't mind
11 spelling it out loud when you begin, please. And your
12 address.
13 MR. TACKABURY: Okay. My name is Rick Tackabury,
14 T-a-c-k-a-b-u-r-y. Address is 5299 County Road L, Wiggins,
15 Colorado, 80654.
16 MR. GARCIA: And would you also state your
17 interest in the airport.
18 MR. TACKABURY: Sure. I'm a private pilot. I
19 have a hangar at the Fort Morgan Airport and presently have
20 three aircraft. Well, I should say two and a half; I'm
21 building the other one. But whatever.
22 We need a 6500 -- no; we need a 7,000-foot runway.
23 It sounds like a 6500-foot runway is feasible at this time.
24 The thing that is lacking, of course, is the financial
25 additional 700,000. I just spoke to one of the county

1 commissioners, and I think that trying to get the county
2 involved for this additional amount of money seems like a
3 good avenue. And it just -- $700,000 now, when you're doing
4 the project to start with, makes a whole lot more sense than
5 in five years, when everybody wakes up to the fact we have
6 too short of a runway and now, instead of $700,000 -- you
7 know, pick a figure -- another 3 million or something -- to
8 add that extra length, it just makes sense to do it now.
9 I'm sure this was said before by other people.
10 But keeping -- putting in the 5730 feet, I think is what is
11 the proposed, solves the issue of bringing the airport up to
12 standards, which, obviously, we need to do -- bring it up to
13 the FAA standards. But it doesn't give any revenue -- any
14 additional revenue -- to the city, to the county, to the
15 community.
16 And I realize that the actual airport community,
17 the people that use the airport, is a very small number in
18 the relationship to the whole county. But I think what
19 people don't realize is, that extra length that this runway
20 that we're talking about -- the up to 6500 feet -- then
21 brings in the bigger aircraft that, then, the city will see
22 that now there's new businesses that are coming. They're
23 willing to come here because they have a runway that they
24 can bring their big aircraft in, which they can't now. So
25 that would cause some growth for the community -- should

1 cause, you know, some growth for the community.

2 So what I'm trying to say here is, that additional

3 amount of footage for the runway is where you're going to

4 see the increase to the restaurants, to the motels, to

5 everything. We have aircraft now that fly in there on a

6 weekly basis, and they come in here and use the restaurants.

7 So this is only going to get better. You know, anyways,

8 that's what I'm trying to say.

9 The community doesn't realize; they think the

10 airport's just out there for a few people. It doesn't

11 really work that way. The community is getting revenue off

12 people that are flying in there.

13 We have two cars out there at the airport, two

14 airport rental -- not rental -- courtesy cars. People fly

15 in in their airplanes, they get in these cars, they come

16 into town for business so that the city is reaping benefits

17 from this. It may be hard to document, may be hard to, you

18 know, to show that; but it's there. It's coming in. And

19 anyway, I think I've said what I wanted to say here.

20 MR. GARCIA: All right. We appreciate it. Thank

21 you for your time.

22 MR. TACKABURY: Thank you.

23 (Proceedings were concluded at 8:00 p.m.)

24

25 * * *

1 REPORTER'S CERTIFICATE

2 I, Kelli S. Bailey, Professional Shorthand Reporter and
3 Notary Public, State of Colorado, do hereby certify that the
4 said proceedings were taken in machine shorthand by me at
5 the time and place aforesaid and was thereafter reduced to
6 typewritten form, and that the foregoing transcript, as
7 prepared, is full, true, accurate, and complete.

8 I further certify that I am not employed by, related
9 to, nor counsel for any of the parties herein, nor otherwise
10 interested in the outcome of these proceedings.

11 WITNESS MY HAND and seal, this 13th day of November,
12 2011.

13 My commission expires June 15, 2014.

14

15

16 _/s/_____

17 Kelli S. Bailey
Professional Shorthand Reporter,
18 Notary Public

19

20

21

22

23

24

25

received 11/15/2011

Your Name: SHERRI WACKER
Address: 17981 CRW
FORT MORGAN, CO, 80701
Phone: 970-768-4013

Fort Morgan Municipal Airport
Environmental Assessment

Comments

Public involvement is an important part of the planning process for the airport improvements. The City of Fort Morgan and Armstrong Consultants, Inc. invite you to submit your input and/or questions on the proposed runway shift/extension project. Please write your comments/questions/ideas in the space provided below so that they may be addressed in the Environmental Assessment Report. (Attach additional sheets as necessary.)

YOUR INPUT IS GRACIOUSLY REQUESTED AND VERY IMPORTANT! THANK YOU!

Comments/Questions/Ideas:

I am new to this project, so I am telling you what I see and asking you for more clear information.

As I see it, Alternative 5 seems to do about as much good as Alternative 3. There will be no actual safety gains, and you will end up with an undesirable 5730 foot runway. The needed 6 acre air avigation easement to the south-east (shown in figure 2-1 page 2-7) proves it will interfere with State Route 52, a major road that is travelled by cars, cattle trucks, oil field trucks with oversize loads, and of course school busses. The only way Alternative 5 seems preferable is to complete the 2003 plan, shown on page 1-11 of the EA, which seems to add to the buildings of the airport, not to better the runway. I get the feeling this study is based on 2003 information, which is not necessarily still true today.

Alternative 7, on the other hand, gains both safety AND the desired 6500 foot runway. I realize the FAA will not fund this entire project, but there are other venues to acquire the funding, such as The City of Fort Morgan, Morgan County, and private industry. What I do not understand is why, at your presentation, did you NOT include this alternative, except that, as Mr.Corsi stated, was ruled out in 2003. Again, there is new information and interest in 2011.

I would like to know how exactly the 1041 Regulations for Morgan County affect Saddle Ridge and why not our farms? If the land use laws are as you state, then Alternative 5 would lead to the same sort of situation in the future when the airport needs to expand to the needed 6500 foot runway, and it cuts the Longacre property in half. Alternative 7 runs along the west end, not severing it in two.

Also, the projected cost of Alternative 7 was omitted by the presentation. What would it be?

Thank you for your time.

Your Name: Bobby Guzman
Address: 332 Glacier Ave
Brush, Co 80723
Phone: 768-9143

Fort Morgan Municipal Airport
Environmental Assessment

received
11/15/11

Comments

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YOUR INPUT IS GRACIOUSLY REQUESTED AND VERY IMPORTANT! THANK YOU!

Comments/Questions/Ideas:

I have hunted exclusively on the property of John Longacre and his family for nearly 8 years. John has given me some authority to hunting access. When other hunters ask him permission, he calls me to check if it would be OK by me for him to allow other hunters access. Each time I go to hunt on John's land I call him, as a courtesy, to let him know I will be out and to which pasture I will be hunting. Also, letting him know what vehicle I will be using.

Over the last few years I, have received phone calls from John to ask me if I was driving in his pastures. These phone calls were at times I would not be hunting. It turned out, each time that unknown people were accessing his properties without permission. I was asked, by John, to

Please submit comments at the Public Hearing. Thank you

report to him any vehicle on his property I didn't recognize. John made me aware that his property was being accessed frequently by unknown people without his permission.

On one occassion, I reported to John, that a dark blue chevy pickup was parked on the north end of his pasture, north of the airport. I did not recognize the vehicle.

On another occassion, I received a phone call from John, stating that he had caught a CDOW officer on his property that had not been granted permission to enter. The name of the officer, to my recollection, was Todd Cozad.

After several more occassions of reported recreational vehicles being on the property, John asked me to help watch for any other suspicious activity or other sights and report it to him.

Access to John's land is controlled by chained and locked access gates to his property. He has granted me a key that allows me access to his property. John has reported to me that unknown people

have gained access by damaging fences in places that are difficult to see from main and side roadways.

Again, to clarify - John has given me exclusive hunting rights on his property for the last 8 years. Allowing me to have say in others' ability to access his land for hunting. I call John, before entering his property, to let him know that I will be hunting and which pasture I will be hunting. This communication has allowed us to determine when unknown people are accessing his property without permission.

Robert P. Guzman, Jr.
"Bobby"
Robert P. Guzman, Jr.

received 11/15/11

Your Name: Wendell M Wacker
Address: 17420 Rd O Fort Morgan
Phone: 970-867-2132

Fort Morgan Municipal Airport
Environmental Assessment

Comments

Public involvement is an important part of the planning process for the airport improvements. The City of Fort Morgan and Armstrong Consultants, Inc. invite you to submit your input and/or questions on the proposed runway shift/extension project. Please write your comments/questions/ideas in the space provided below so that they may be addressed in the Environmental Assessment Report. (Attach additional sheets as necessary.)

YOUR INPUT IS GRACIOUSLY REQUESTED AND VERY IMPORTANT! THANK YOU!

Comments/Questions/Ideas:

We, Wendell and Margurite Wacker, own property adjacent to the airport to the west and south. I am NOT opposed to the expansion of the airport. We do believe, if done properly, the proposed upgrade to the runway could be beneficial to the community. However we believe that the proposed Alternative 5 would be a safety hazard because of it's close proximity to State Highway 52. There are dangers from low flying aircraft colliding with traffic that uses this highway, as it is a major route from Fort Morgan to both Fort Collins and Sterling, and all points north. We believe that Alternative 7 is a better option. It takes the air traffic away from the highway, and opens up property on the east side of the airport for land based commerce. The land required to build Alternative 7 is going to require less dirt work, it will have plenty of room for the longer runway, and future development. The proposed runway, Alternative 5, would dump the air traffic into canyons. These canyons also could possibly cause unpredictable wind shear, and they will have to be filled for any future expansion of the runway.

We also do not understand how either alternative affects Saddle Ridge, because this development has been paid for air avigation easement in 2002.

received 11/15/11 (BD)

Your Name: Larry French
Address: 919 Pawnee
Ft Morgan colo 80701
Phone: 970-867-8175

Fort Morgan Municipal Airport Environmental Assessment

Comments

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Comments/Questions/Ideas:

I have personally experienced the small air port operation. Many years ago I received 16 hours of flite instruction. The particular planes were Piper Cub, Aronica,Aero Coup and Cesna 172. We used a pasture as our landing strip. All was O K until the real estate owner next to our landing strip, decided to do a 25 acre developement, the plane owner offered to buy the land for the price of the 10 lots and was turned down, Well the next course of action was by legal method. To make a long story short the offer was accepted by the courts. The plane owner bought the 25 acres for more than the original offer. The purchase price was based on a sale of land 1/2 mile from the property line. Purchase price as established by the courts after 3 years of offers and rejections. so this is approximately the same senerio. The plane owner bought the entire 80 acres at priced adjusted for the 25 acres for developement 55 acres at a price based on other local prices paid in the geographical location legal fees were paid by each buyer and seller as directed by court after providing paid copies of the billings and reviewed by the judge.After all of the haggiling, the county bought the 80 acres and made a class A air terminal serving Eastern Wyoming,Western Nebraska,and Western Dakota, as well as Southern Idaho and into southern Montana

Please submit comments at the Public Hearing. Thank you

received
11/15/11
BD

Longacre Ranch RLLP

Your Name: John E Longacre
Address: 20531 Rd Y Ft Morgan Co 80701
Phone:

Fort Morgan Municipal Airport Environmental Assessment

Comments

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Comments/Questions/Ideas:

My name is John Longacre. I am the Managing Partner of my family's partnership, Longacre Ranch, RLLP and I have been given the authority to speak on behalf of the partnership.

My family's ranch is the only party affected by the alternative that has been recommended to the Federal Aviation Administration. We are opposed to this alternative on several grounds.

My family has been seriously misrepresented that we are opposed to any expansion or development of the Fort Morgan Municipal Airport. **We are not.** We **are** opposed to not being treated fairly in the valuation of the land being taken and the location of the proposed expansion.

As the only affected land owners, we would like to have alternative 7 as described on page 2-3 considered as a better alternative than what has been proposed by the City of Fort Morgan and Armstrong Consulting.

THE IMPACT MADE ON OUR PROPERTY

After our parents died two years ago, we were forced to sell two quarters of our irrigated land to pay off our operating loan.

We rely upon the impacted land for feed for our cattle.

We have been able to secure, through a private purchase, enough irrigation water from the Riverside Irrigation District to irrigate the impacted land.

With the taking of the property this would not allow our operation to irrigate the land as needed. Although the Environmental Assessment on page 4-6, Section 4.6 considers our farm ground as "not prime", this clearly does not allow us to develop this land for purposes of irrigation.

Since it is quite possible that after this Environmental Assessment has been submitted to the FAA for approval, an irrigation system which will serve the land to be acquired under the proposed action and adjacent property, which planned for the near future, will be implemented for the 2012 crop season.

Would there be a reconsideration of the environmental assessment at the time funding would be available? By then, our farm ground would be considered prime and the airport would not be funded. It has taken 8 years to get where we are today.

I have reviewed the Farmland Conversion Impact Rating contained in Appendix D. I am not in favor of some of the ratings given to evaluate my farm ground. Clearly the compatibility with existing Agricultural use is not properly rated. Over the past 8 years this has changed and will probably continue to change before this airport is ever complete. What does the effect of Farm Support Services have on my operation? When would this be rated any different? As for number 3 of Part VI, 100% of the land being evaluated is being farmed or grazed.

All the variables that favor the airport are given the top rating; all the variables that favor the land owner are given a low rating. This is unfair and arbitrary to have one government agency value our farm ground for the purposes of another government agency.

FUTURE DEVEOLPMENT

At the public hearing, I learned that this is the first phase of development for the airport. In previous plan submissions within the past 8 years this runway, in the proposed alternative, would substantially cut our access to our other grazing. This would render our land completely useless if the runway is lengthened in the future. I have addressed this problem with the airport consultants in great detail. I believe the submission of our access and drainage proposal would become paramount in preventing the planned future expansion and this proposed expansion would be a complete waste of money and time. Again, I am arguing this same dispute 8 years later.

Beginning on page 4-13, section 4.15.1, the issues are incomplete with respect to the proposed alternative. It is my understanding, from local business men and pilots, the runway needs to be lengthening to accommodate larger planes and jets. The proposed expansion would not increase the capacity of this airport beyond what it is today.

Our airport has managed to attract a local crop sprayer and skydivers for its economic development. The skydivers have had the greatest negative impact.

I hear the runway needs to be 6500 feet or longer to have a positive economic impact. The only way to achieve that objective is to extend the current runway onto our land or move the runway as suggested by Alternative 7. I believe we have proven our point on the substantial negative impact that lengthening the runway in its current configuration is not acceptable.

The statement that this proposed alternative would "...in turn encourage tourism, industry and enhance the future growth and expansion of the community's economic base," is not proven or plausible. If you read between the lines on page 2-3, Alternative 5, the only real reason this alternative is being taken is due to the lack of funds to do this project right. And "... this will allow the phasing of the project of multiply years depending on the availability of funding," fails to address the impossibility of expanding this runway due to the substantial impact to our farming operation, and other issues I have addressed time and time again. If this project is part of a future expansion, then the Environmental Assessment should include a study on the future expansion. The conclusion will be that the future expansion will not work.

Again, alternative 7 would put this project on the right track.

AIRPORT SAFETY

What I do not see in this assessment is a complete discussion on safety. The proposed alternative does not fully address the safety issue created by the close proximity to State Highway 52. Other than the various county roads in the area, this is a major connecting highway to the farming and ranching communities to the north. This also serves as a major connection for the ever growing oil and gas development in the area as well. Every imaginable commercial vehicle uses this highway including livestock trailers to gas tankers, as well as school busses and commercial busses. Large oversized equipment uses this highway to move equipment from to field to field. I cannot imagine this very important issue was not mentioned in this report. I did not find an agency response from the Colorado Department of Transportation or the Colorado Highway Patrol.

Finally, I do not see any report from the County Commissioners. As it stands right now, there are no county regulations regarding the airspace use for the existing airport. Only one person has been paid for airspace use. None of the surrounding land owners have been properly compensated.

By John E Zogorn

Your Name:	Vernon Tryon
Address:	509 Aspen St Fort Morgan, CO 80701
Phone:	(970) 867-3088

Fort Morgan Municipal Airport
Environmental Assessment

Comments

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Comments/Questions/Ideas:

With the exception of half a year, I have been on the Airport Advisory Board since its inception. I have been a pilot all of my adult life, I hold a Commercial License and am a Certified Flight Instructor. I've been a air traffic controller and presently volunteer as an FAA Safety Team Member. I am a member of the Civil Air Patrol and have held positions as Squadron Safety Officer, Instructor Pilot and Check Pilot.

The runway at the Fort Morgan Municipal Airport is about at its life's end. I've commented to passengers that possibly the roughest part of the flight may be the few seconds we spend on the runway taking off and landing. Therefore, it is with great urgency that we should move forward as quickly as possible to build a new runway.

The hotter the temperature, the more runway it takes to get an airplane off the ground. During the hot summer months, when Density Altitude is high and the Accelerate-stop Distances are long, the executive jets we want to accommodate may go somewhere else.

Our present runway is 5,220 feet long. The on Page 1-6, the EA states that a length of 5,730 (just 500' more than we have now) would accommodate approximately 95% of small airplanes. However, I maintain that fewer planes would come to Fort Morgan during the hot months. More importantly, 5% planes doesn't sound like much, but those are the top end planes that are transporting the people with the money to invest. To use an analogy of a cake, it's not having a smaller cake, it's having the cake without the icing.

The EA suggest Alternative 5 which is a runway only 500' longer than what we have now, however I, along with my colleagues on the Airport Advisory Board, would encourage the adoption of Alternative 6 which calls for a 6,500' runway, over 1,200' longer than we have now. That would accommodate all of the small airplanes we want to attract, and it would allow them to come to Morgan County all year long, including the hot months. And the longer runway would provide an additional safety margin as well.

Please submit comments at the Public Hearing. Thank you

LONGACRE RANCH RLLP
20531 CR Y
FT. MORGAN CO 80701

Dennis Corsi
President
Armstrong Consulting, Inc.
861 Rood Rd.
Grand Junction, CO 81501

August 26, 2011

Dear Mr. Corsi:

On behalf on my family and our ranching operation, I am responding to your letter dated August 1, 2011. I want to make it very clear we "are not" in support of the airport expansion at the Fort Morgan City airport in its current reconfiguaration.

What is the airport expansion trying to accomplish? There is really no change I can see to provide economic benefit to the community. You cannot land bigger planes, as was promised before. Again, in a matter of years we will be back here fighting against a bigger runway. This is not fair to anyone.

There appears to be a complete disregard for the safety of anyone traveling on Highway 52. This realignment is unacceptable and unsafe for vehicles on the road. We would approve a plan to place the runway on the west side of the existing runway, on a greater angle to the west. This would keep air traffic further from the highway, require less dirt work and a better layout on the City ground. It would entail two other neighbors to agree to the change. There could easily be a 7,000-8,500-foot runway and this would also allow the best configuration for future expansion.

Originally Shawn Poe promised that we could have input into this process but after the Larrick deal we were shut out. With regard to the 7,200-foot runway on the east side of the existing runway, Armstrong Development and the City of Fort Morgan told us that it was "set in stone" and no changes would be made. They threatened to take us to condemnation eight years ago. The only fair way to assess the value would be for the courts to sort it out. I believe that the Larrick deal has direct relevance to our situation. The City willing paid, and Larrick willing agreed to sell the development rights and the airspace.

When they made the agreement with Larrick, the county commissioners told the City that they should first pay for the flight zone. At one time we were compensated for the flight zone. The flight zone issue goes back to when my brother Wally gave permission to the City to use his flight zone in exchange for an airport lease to farm the CRP ground. There was never an implied use of the flight zone after we got kicked off the CRP contract. Once the deal for the CRP contract ended, the City should have stopped using the airspace. In my opinion there has been a breach of an agreement for use of our airspace. There is no historic use for the flight zone. There is no easement, not now, and not since my family started farming this area in 1918.

The county has not passed any of the zoning ordinances to allow the use of our airspace. The City responded that they could not pay everybody the price they willingly paid Larrick. We feel we should have been paid then, not 8 years later, for just a small piece of ground. We were also told by Terry McAlister that we would all be rich if the airport project went forward. We were never allowed to start over with our expenses and losses, they have just continued. Why should the City have the right to continuously start the airport project over and over? I have a huge amount of expense over the years in fighting this mess and I should be compensated.

The skydivers have created another serious problem. Permission to trespass on our land has never been granted or implied, verbal or otherwise. The increasing infractions surrounding the skydivers since July 1, 2011 need to be resolved. I feel if the improvements are made to the airport, the problem with the skydivers will also increase. David Callahan did not ask us for permission for the skydivers to land on our property prior to letting them operate out of the airport. We should not have to tolerate them at all. Mr. Callahan also does not have the right to tell the skydivers to flee our property, hide from the sheriff using the City airport land as a sanctuary, and then give false statements to the officers as to who are the trespassers.

I also feel my Uncle Wendell is now being retaliated against for taking a stand against the skydivers. The week end of August 20th was out of control at the airport. Our cattle and Wendell's cattle were buzzed by low flying aircraft. This stresses the cows and may have injured one of Wendell's bulls. I believe Kyle Scott is seriously mismanaging the airport.

Sincerely,

John E Longacre, General Partner
Longacre Ranch, RLLP

RECEIVED NOV - 7 2011

Your Name: Gary D. Kluewer
Address: 16961 County Road V
Fort Morgan, CO 80701
Phone: 970-867-9705

Fort Morgan Municipal Airport
Environmental Assessment

Comments

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Comments/Questions/Ideas:

Only to lengthen to 5,730' + width to 75' is only a lateral move in my opinion. Yes, the current runway has met the requirements for my aircraft and flight needs since 1981. However, the largest employer in Morgan County, Excel Beef-Cargill, will continue to NOT be able to fly locally. What are we doing? Lateral moves are not progress in this instance.

Sincerely,

Gary D. Kluewer, CRNA
Morgan Anesthesia Assoc. Inc.
Fort Morgan, CO 80701

Please submit comments at the Public Hearing. Thank you

Cargill

Richard A. Grace
Chief Pilot/Cargill Wichita
1600 Airport Rd.
Wichita, Kansas 67209
316 841-0465
Dick_Grace@cargill.com

November 9, 2011

To Whom It May Concern

RE: New Runway at Fort Morgan, CO

Dear Sir/Ms,

Cargill has a major plant operation located in Ft. Morgan. The Cargill Wichita aircraft visits the Ft. Morgan area approximately 25 times per year. Cargill's Safety Management System has safety risk profiles for three airports nationwide. Of the three, one is Ft Morgan. Our two limiting factors at Ft. Morgan are the runway length/elevation, and the lack of an instrument approach procedure. Because of the current runway length at Ft Morgan, most of the time we are forced to conduct air operations into and out of Akron, CO (their runway length is seven thousand feet). Then, our company personnel drive the thirty or so miles to Ft. Morgan. We welcome the proposal of a new and longer runway at Ft. Morgan.

As I understand it, the original proposed new runway at Ft. Morgan was to be 6,500' feet long, but has been reduced to 5,730' feet. We at Cargill would very much appreciate your reconsideration of the 6,500' foot runway. Please allow me to explain:

A typical flight in our Learjet 45XR from Ft. Morgan could be to our home base of Wichita, Kansas; however, other typical flights could be to destinations such as Fresno, CA or Calgary, Canada. (Please see the attached computer generated flight plans and takeoff performance calculations.) Each of the two referenced flights mentioned above are approximately two hours in length. According to our performance calculations, the 5,730' foot runway would limit takeoff to 71.6° F; whereas, the 6,500' runway would allow us to depart almost 20° warmer (89.6° F).

As mentioned above, the other limitation (currently) that restricts our operations at Ft. Morgan airport is the lack of an instrument approach procedure. Hopefully, the new runway will also have an approved FAA GPS approach to each end of the runway. As you know, there is no ongoing maintenance costs associated with GPS approaches.

Please feel free to contact me regarding this matter.

Richard A. Grace

----- N245CM KFMM→CYYC

```
.            ARINC DIRECT FLIGHT PLAN:  KFMM - CYYC        FORMAT CM
ARINC TOLL FREE 866-321-6060 / INTL 410-266-2266 / FAX 410-266-2020

AIRCRAFT        : N245CM  /L45B PERF OP     :  HSPD/F
ISSUE DATE      : 11/09/11      FLT LEVEL   :  400
ISSUE TIME      : 1902Z         TAS         :  459
PROGS           : 091200Z       WIND        :  55 HWC
DEPARTURE DATA  :               MXWNSH      :  08/RICCO
EST DEPRT TIME  : 2000Z         CLIMB       :  16 MIN  78 NM  669 LBS
                                DESCENT     :   7 MIN  41 NM   50 LBS

           FUEL   TIME   DIST ARRIVE TAKEOFF  LAND   PAYLOAD OPNLWT
POA CYYC   003146 02:01  0776  2201Z  20914  17902  001600  014448
ALT        000000 00:00  0000
HLD/EXTR   000654 00:30
RES        001200 00:55
TOT        005000 03:26

ROUTE:
KFMM DCT RICCO BIL YQL J510 VUCAN SATUL2 CYYC


CLIMB SCHED:300/M76      CRUISE SCHED:HSPD     DESCENT SCHED:M81/330

CREW_____/_____ RISK PROFILE_____ FLAPS____ TOGW_________ TOFL_________

SECOND SEGMENT_______ V1_______ VR_______ V2_______ VFR_______

PITCH ATTITUDE_______ THRUST_______ RETURN VREF_______ T/O TRIM_____

DEPARTURE ATIS

_____
CLEARANCE

_____
ARRIVAL ATIS

_____

LDGW_______ VREF_____ VAPP_____ LANDING DISTANCE_____

ALTIMETER 1_______

STANDBY ALTIMETER_______

ALTIMETER 2_______

TIME OFF_____ TIME ON_____ FLIGHT TIME_____

FUEL ADDED_____ FUEL USED_____
```

----- N245CM KFMM→KFAT

```
.            ARINC DIRECT FLIGHT PLAN:  KFMM - KFAT        FORMAT CM
ARINC TOLL FREE 866-321-6060 / INTL 410-266-2266 / FAX 410-266-2020

AIRCRAFT        : N245CM  /L45B PERF OP     :  HSPD/F
ISSUE DATE      : 11/09/11      FLT LEVEL   :  400
ISSUE TIME      : 1900Z         TAS         :  461
PROGS           : 091200Z       WIND        :  34 HWC
DEPARTURE DATA  :               MXWNSH      :  08/VOAXA
EST DEPRT TIME  : 2000Z         CLIMB       :  16 MIN  91 NM  669 LBS
                                DESCENT     :   9 MIN  49 NM   60 LBS

           FUEL   TIME   DIST ARRIVE TAKEOFF  LAND   PAYLOAD OPNLWT
POA KFAT   003024 01:56  0785  2156Z  20914   18024  001600  014448
ALT        000000 00:00  0000
HLD/EXTR   000776 00:35
RES        001200 00:54
TOT        005000 03:25

ROUTE:
KFMM DCT VOAXA Q136 OAL GIVEN6 KFAT


CLIMB SCHED:300/M76      CRUISE SCHED:HSPD     DESCENT SCHED:M81/330

CREW_____/_____ RISK PROFILE_____ FLAPS____ TOGW_________ TOFL_________

SECOND SEGMENT_______ V1_______ VR_______ V2_______ VFR_______

PITCH ATTITUDE_______ THRUST_______ RETURN VREF_______ T/O TRIM_____

DEPARTURE ATIS

_____
CLEARANCE

_____
ARRIVAL ATIS

_____

LDGW_______ VREF_____ VAPP_____ LANDING DISTANCE_____

ALTIMETER 1_______

STANDBY ALTIMETER_______

ALTIMETER 2_______

TIME OFF_______ TIME ON_______ FLIGHT TIME_____

FUEL ADDED_____ FUEL USED_____
```

Airport Information

Field Elevation (Feet)	4569
Bar. Pres (in. Hg or HPa)	2992
Pressure Altitude (Ft)	4569
Temperature (Deg. C)	22
Wind Direction (Deg.)	0
Wind Speed (Knots)	0

Runway Information

Runway Heading (Deg.)	140
Runway Length (Feet)	5730
% Runway Slope (+/-)	0

SID Gradient
○ Yes ◉ No

Obstacle
○ Yes ◉ No

Anti-Ice
○ On ◉ Off

Anti-Skid
◉ On ○ Off

APR
◉ Armed ○ Off

FLAPS
◉ FLAPS 8 ○ FLAPS 20

Takeoff Gross Weight(Lbs) 20914

[redacted] | Heading | Weight and Balance

Weight Limitation:
None

COMPUTED ARPC DATA

MAX Allowable T/O G.W.(Lbs)	20914
TAKEOFF FIELD LENGTH(ft)	5708
INITIAL NET 2ND SEG GRAD %	4.7
V1 (Knots)	118
VR (Knots)	119
V2 (Knots)	129
PITCH ATTITUDE (DEG)	11
THRUST %	94.1
THRUST % (APR)	95.7
RETURN VREF (KNOTS)	127

Runway Condition
◉ Dry ○ Wet ○ Contaminated

☑ Account for T/O Thrust Time Limit

COMPUTE | Help | Print | File

Airport Information

Field Elevation (Feet)	4569
Bar. Pres (In. Hg or HPa)	2992
Pressure Altitude (Ft)	4569
Temperature (Deg. C)	32
Wind Direction (Deg.)	0
Wind Speed (Knots)	0

Runway Information

Runway Heading (Deg.)	140
Runway Length (Feet)	6500
% Runway Slope (+/-)	0

SID Gradient
( ) Yes (•) No

Obstacle
( ) Yes (•) No

Anti-Ice
( ) On (•) Off

Anti-Skid
(•) On ( ) Off

APR
(•) Armed ( ) Off

FLAPS
(•) FLAPS 8 ( ) FLAPS 20

Takeoff Gross Weight(Lbs) 20914

Weight Limitation:
None

COMPUTED ALM DATA

MAX ALLOWABLE T.O.G.W. (Lbs)	20914
TAKEOFF FIELD LENGTH (Ft)	6497
INTIAL NET 2ND SEG GRAD %	3.6
V1 (Knots)	118
VR (Knots)	119
V2 (Knots)	129
PITCH ATTITUDE (DEG)	10
THRUST %	93.8
THRUST % (APR)	95.5
RETURN VREF (KNOTS)	127

Runway Condition
(•) Dry ( ) Wet ( ) Contaminated

☑ Account for T/O Thrust Time Limit

COMPUTE | Help | Print | File

Your Name: MIKE HAMILTON
Address: 520 DILLI DRIVE
FT MORGAN CO
Phone: 970-867-4736.

Fort Morgan Municipal Airport
Environmental Assessment

Comments

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Comments/Questions/Ideas:

MR. EDWARD MIKE DAVIS OWNS POKER TRUCKING AND ROOSTER DRILLING. LOCATED IN THE INDUSTRIAL PARK. HE ALSO OWNS 50% OF HYTACH TRUCK + TIGER TANK ALSO LOCATED IN THE INDUSTRIAL PARK. MR. DAVIS FLIES IN QUITE FREQUENTLY TO CHECK ON BUSINESS + EQUIPMENT. HE FLIES LEAR JET 60 AND NEEDS 6500' RUNWAY. THERE HAS BEEN TIMES HE HAS HAD TO GO TO AKRON + GREELEY BECAUSE OF RUNWAY CONDITIONS

Mike Hamilton

Please submit comments at the Public Hearing. Thank you

To Whom it may Concern.

At 10:00-10:30 John Horyach received a call stating someone was driving around on his property by the Fort Morgan, Air port. Upon travelling West on his farm road we observed a four wheeler driving in circles on the Mills pasture. We where on the farm road next to the wheat field. We stayed there for 10-15 min and watched the four wheeler driving up & around in the Rivers in the Mills pasture. John and I then drove to the gate Once we reached the gate and began entering the pasture the four wheel driver took off to the South by the time we entered the pasture the four wheeler had topped the hill and turned off its lights. We drove the pasture looking for them. We stopped and could hear the motor Runny as the four wheeler headed south east. We drove through several Rough Rivers and bounced our pickup rather hard. We call the Wackers to enter their pasture Road to continue looking for the four wheeler. We drove around several Roads looking for the trespasser. After driving for a while we noticed lights on John's Triticale field next to the

air port run way. We then proceded to that location to talk to the people there. Upon arriving to the end of the run way the car then drove down the run way. When asked why they crossed on to John's land when it was clearly marked No Trespassing. He stated that when hunting for coyotes. The car drove down the run way and would not talk with us. We asked them not to cross the property line and they would not comment on the four wheeler. In the morning we traced the tracks and say that they crossed into John Longacres land when its clearly posted No trespassing. The four wheeler returned to the air port ground after leaving John's land.

If you should have any Questions please contact me.

970-346-1688

John Longacre

FORT MORGAN MUNICIPAL AIRPORT

RECORDS OF PUBLIC INVOLVEMENT

RESPONSE TO COMMENTS

PREPARED BY:

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

861 ROOD AVENUE
GRAND JUNCTION, CO 81501

DECEMBER 2011

RESPONSE TO PUBLIC COMMENTS FOR THE FORT MORGAN MUNICIPAL AIRPORT ENVIRONMENTAL ASSESSMENT

PUBLIC HEARING HELD
NOVEMBER 2, 2011
6:00 P.M. – FORT MORGAN CITY HALL
WRITTEN AND VERBAL COMMENTS WERE ACCEPTED UNTIL NOVEMBER 16, 2011

INTRODUCTION

The Draft Environmental Assessment was made available for public review and comment on September 9, 2011. Copies of the report were placed at Fort Morgan City Hall, Fort Morgan Public Library, Fort Morgan Municipal Airport, CDOT Aeronautics Department Office and at the Federal Aviation Administration Northwest Mountain Region Airports District Office in Denver for public inspection. The Notice of a Public Hearing was published in the Fort Morgan Times on October 1, 2011 (Proof of Publication included in Appendix C). A Public Hearing was held on November 2, 2011. Approximately 30 people were in attendance and 18 individuals made public comments about the project. Ten individuals submitted written comments and eight individuals made oral statements with Kelli S Bailey, Professional Shorthand Report and Notary Public within the State of Colorado, who attended the Public Hearing to take Public Comments and provide a transcript of the hearing (Transcript included in Appendix C).

This document is intended to provide responses to those issues, questions and concerns which were raised through the public involvement process. It is not our position to represent one point of view or the other with respect to the project, but to provide additional information or clarification of specific issues, the results of our analysis and our professional opinion as it relates to the issues which have been raised. Several comments were repeated and are grouped together into one response, while others are addressed individually. Supporting information is provided where appropriate and the narrative of the Environmental Assessment has been clarified where necessary.

Areas of Question or Concern and Responses to Those Issues

- **Why is the proposed runway length 5,730 feet and not 6,500 feet.**

Concerns have been raised over the proposed runway length of 5,730 feet. In the Appendix F the original proposed action was described which included the development of a 6,500 foot runway. The original proposed action would correct all of the nonstandard conditions listed for Runway 14/32 with the development of the relocated runway. The purpose and need for shifting the runway to the north would be to keep the future RPZ off State Highway 52. The FAA had previously indicated that any significant investment in the runway would require roads to be located outside of the RPZ. During the 2003 Airport Layout Plan a runway length analysis was conducted. The runway length analysis evaluated several factors including temperature, altitude and runway gradient to determine recommended runway length. As a result of the runway length analysis a length of 6,500 feet was recommended to accommodate 100 percent of the small aircraft fleet and several B-II corporate aircraft including turbo-props and light jets. The proposed action was to acquire approximately 97 acres of land for runway development and approach protection and to construct a replacement Runway 14/32 (75' x 6,500') 1,800 feet northwest to meet RPZ standards and the development of a full length parallel taxiway 300 feet east of the existing Runway 14/32. The original proposed action is shown in Figure 1.

The impacted landowner expressed concerns regarding the impacts to access adjacent farmland including the private farm road located north of the original proposed action. The original proposed action would require the relocation of the private farm road. The landowner provided a packet showing farm access and entrances. Four alternatives were evaluated to mitigate the impacts to the private farm road. The farmland access alternatives drawing is attached as Figure 2. The landowner stated that all farm equipment is stored at the ranch headquarters which is located approximately 2.5 miles east of the airport. Alternatives three and four would provide access to the adjacent farmland; however, these two alternatives would add significant time and mileage for the equipment to travel to and from the farm fields. Alternative two would provide access to the adjacent farmland; however, the location of alternative two would require significant investment in order to provide an access road adequate to accommodate farm equipment. Alternative 1 would provide the least impact to the farmland operations and access; however, the road would run through the central portion of the RPZ.

During discussions with the FAA regarding the road and the central portion of the RPZ, the FAA stated that funding availability for the 6,500 foot runway was a concern. Therefore as a result of the potential impacts to the farm road and the lack of adequate funding to construct a 6,500 foot runway, the proposed action was revised to include only a 5,730 foot runway. The FAA also stated that ideally they would like to see State Highway 52 be located outside of the RPZ, however, due to the concerns regarding impacts to the farming operations it would be allowable to place the approach end of Runway 32 closer to State Highway 52 provided that the Runway Safety Area, Runway Object Free Area and Threshold Siting Surface were kept clear. The reduction in runway length along with allowing State Highway 52 to be located within the RPZ reduced the land to be purchased from 97 acres in the original proposed action to 56 acres in the current proposed action.

As a result of the discussions with the FAA and City of Fort Morgan the original proposed action was eliminated from further environmental evaluation.

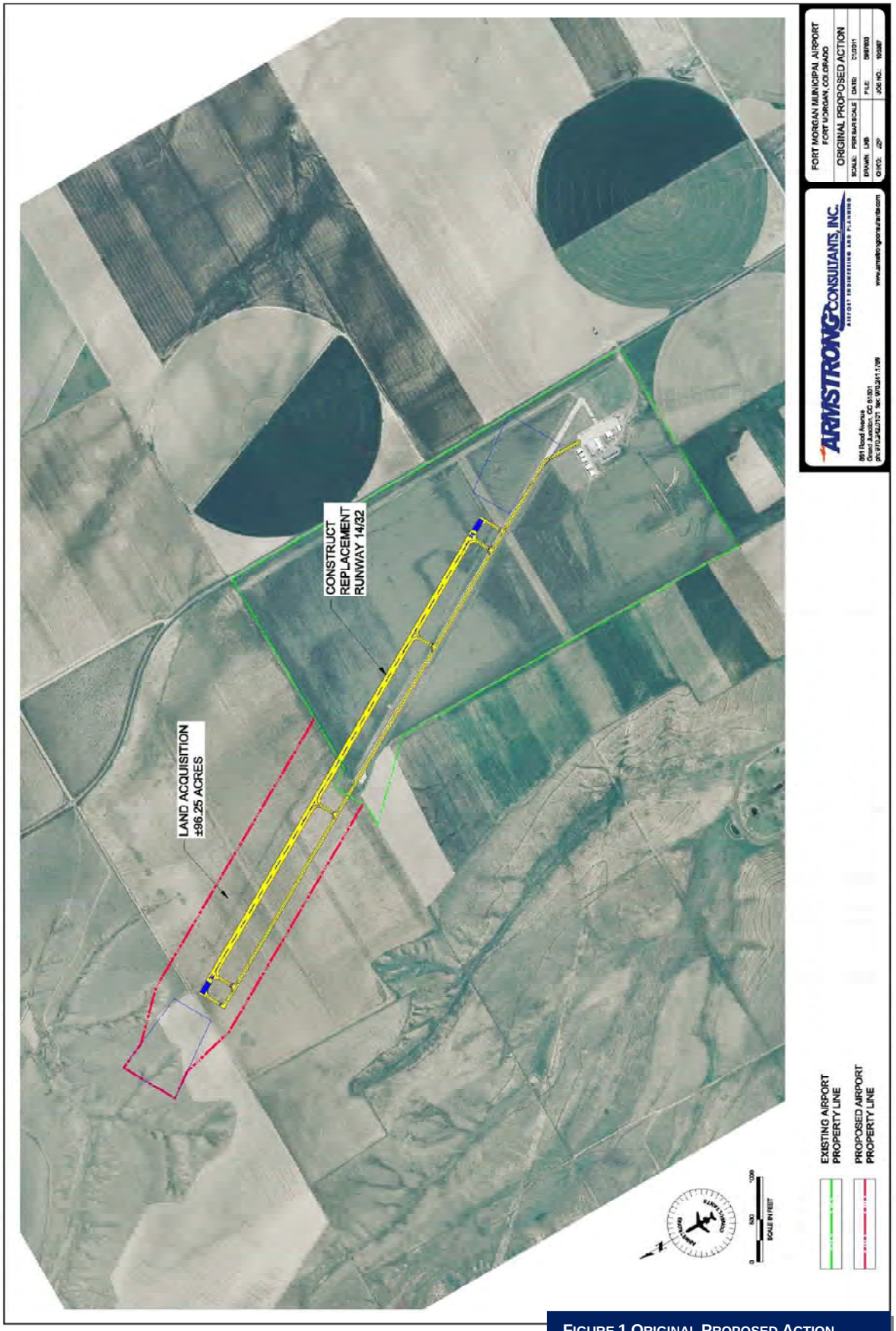

FIGURE 1 ORIGINAL PROPOSED ACTION

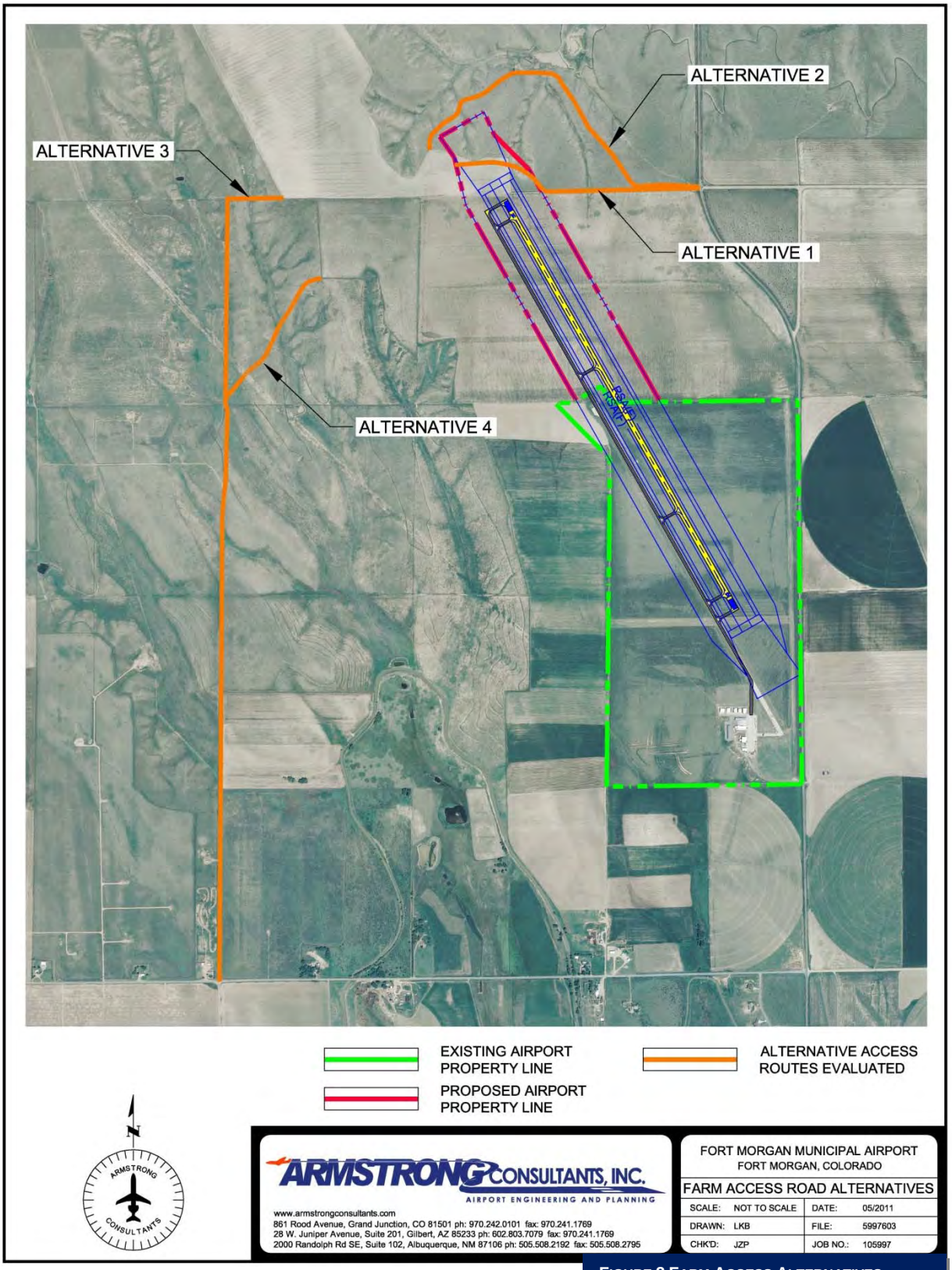

FIGURE 2 FARM ACCESS ALTERNATIVES

- **Why was Alternative 7 not selected as the preferred alternative?**

Alternative 7 was evaluated in the development alternatives chapter of the report and it was determined that alternative 7 would result in an impact to two landowners. Alternative 7 would require a higher acreage of land to be acquired for the relocation of the runway to the west than the other build-alternatives. Alternative 7 does not provide any operational or environmental benefits over the other alternatives. Alternative 7 requires only slightly less earthwork than the other alternatives. There would also be higher costs for the connector taxiway. Alternative 7 would also result in a negative impact upon the Saddle Ridge Subdivision which would be entirely encompassed within the Airport Critical Zone and would be considered incompatible with Colorado Land Use Commission House Bill 1041 Critical Zone criteria. Alternative 7 was also eliminated from further consideration during the 2003 Airport Layout Plan project as a result of the above concerns. Alternative 7 has therefore been eliminated from further environmental analysis.

- **How will the overall impacts to the Longacre Ranching operation be mitigated with the proposed development?**

The proposed action would result in the acquisition of approximately 56 acres of land for the runway development and approach protection. In order to minimize impacts to the surrounding ranching operations the proposed action was configured to avoid impacting the existing farmland access road. It is understood that the farmland to be acquired is currently utilized for the production of animal feed for the Longacre Ranch. In accordance with 49 CFR Part 24 and FAA AC 150/5100-17, Land Acquisition, the City is required to pay the landowner just compensation for the land to be acquired. Following the preparation of a survey and legal description, and a Phase I Environmental Assessment of the land to ensure there are no hazardous materials, an appraisal and a review appraisal will be completed. The appraisal will consider the value of the land to be acquired plus any damages to the remainder of the parcel, taking into account the highest and best use of the land using the appropriate appraisal approach such as the cost comparable, sales or income approach. The combination of these values, i.e. the difference of the before and after value of the land, constitutes just compensation. In cases where there is little or no value of the remaining portion of the land it may be acquired along with the subject parcel as an uneconomical remnant.

- **Will the proposed action be a safety concern regarding the proximity to State Highway 52?**

The purpose and need for the proposed action is to develop a replacement runway that would meet all FAA design standards including runway safety area, runway object free area, threshold siting surface, and approach surface dimensional criteria. The existing runway does not meet current FAA design standards. The proposed action, including the proximity to State Highway 52 will be designed to meet FAA design standards.

APPENDIX D
FARMLAND IMPACT RATING

FORT MORGAN MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 12/6/10
Name Of Project Fort Morgan Municipal Airport	Federal Agency Involved FAA
Proposed Land Use Construct Runway	County And State Morgan County
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 12/15/10

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes ☑	No ☐	Acres Irrigated 94,611	Average Farm Size 814
Major Crop(s) LE value not based on an indicato	Farmable Land In Govt. Jurisdiction Acres: 728,092 % 88		Amount Of Farmland As Defined in FPPA Acres: 345,610 % 42
Name Of Land Evaluation System Used Land Evaluation Site Assessment	Name Of Local Site Assessment System N/A		Date Land Evaluation Returned By NRCS 12/21/10

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	68.2			
B. Total Acres To Be Converted Indirectly	0.0			
C. Total Acres In Site	68.2	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.0			
B. Total Acres Statewide And Local Important Farmland	68.2			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	18.2			
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	70	0	0	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use	15	15			
2. Perimeter In Nonurban Use	10	10			
3. Percent Of Site Being Farmed	20	15			
4. Protection Provided By State And Local Government	20	0			
5. Distance From Urban Builtup Area	15	15			
6. Distance To Urban Support Services	15	15			
7. Size Of Present Farm Unit Compared To Average	10	5			
8. Creation Of Nonfarmable Farmland	10	3			
9. Availability Of Farm Support Services	5	3			
10. On-Farm Investments	20	5			
11. Effects Of Conversion On Farm Support Services	10	0			
12. Compatibility With Existing Agricultural Use	10	0			
TOTAL SITE ASSESSMENT POINTS	160	86	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	70	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	86	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	156	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☒

Reason For Selection:

(See Instructions on reverse side)

Form AD-1006 (10-83)

This form was electronically produced by National Production Services Staff

APPENDIX E

AIR QUALITY EMISSIONS INVENTORY

FORT MORGAN MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

FORT MORGAN MUNICIPAL AIRPORT

GREENHOUSE GAS EMISSIONS INVENTORY

PREPARED FOR:

CITY OF FORT MORGAN

PREPARED BY:

861 ROOD AVENUE
GRAND JUNCTION, CO 81501

DECEMBER, 2010

TABLE OF CONTENTS

GREENHOUSE GAS EMISSIONS INVENTORY — PAGE

INTRODUCTION 1
METHODS USED TO QUANTIFY GREENHOUSE GAS (GHG) EMISSIONS 1
AIRCRAFT EMISSIONS 1
GROUND SUPPORT EQUIPMENT (GSE) 3
GROUND ACCESS VEHICLES (GAV) 3
FACILITIES/STATIONARY SOURCES 5
EMISSIONS SUMMARY 7

TABLES — PAGE

1 CO2 EMISSION FACTORS 1
2 EXTRAPOLATION OF TOTAL FUEL SALES FOR NO ACTION AND PROPOSED ACTION ALTERNATIVES 2
3 SUMMARY OF GREENHOUSE GAS EMISSIONS ASSOCIATED WITH THE AIRPORT IN 2009 7
4 DISCLOSURE OF PROPOSED ACTIONS EFFECTS ON GREENHOUSE GAS EMISSIONS 8

GREENHOUSE GAS (GHG) EMISSIONS INVENTORY

INTRODUCTION

As part of the Environmental Assessment for the Proposed Action, a Greenhouse Gas (GHG) Emission Inventory was prepared to quantify GHG emissions for existing airport operations and that of the Proposed Action at the Fort Morgan Municipal Airport. Once documented, GHG emissions of the Proposed Action can be applied to that of the No Action alternative to determine whether or not the Proposed Action would have a significant impact on air quality. The Transportation Research Board Guidebook on Preparing Greenhouse Gas (GHG) Emissions was utilized to quantify existing GHG emissions at the Fort Morgan Municipal Airport and to compare the emissions of the No Action with that of the Proposed Action.

Based on available data, pollutants most commonly evaluated as part of a Level 2 GHG emission inventory include those of Carbon dioxide (CO2), Methane (CH4), Nitrous Oxide (N2O), Sulfur hexafluoride (SF6), Hydrofluorocarbons (HFC) and Perfluorocarbons (PFC), also known as the six Kyoto pollutants. For the purposes of this study, only CO2 emissions are reflected in this GHG emissions inventory as emission factors for the other Greenhouse Gas Emissions were not available for all six Kyoto pollutants. Table 1 contains a list of the conversion factors used to calculate CO2 emissions.

TABLE 1 CO2 EMISSION FACTORS

Emission Source	CO2 Emission Factor
Aircraft: Jet-A	21.095 CO2/gal fuel
Aircraft: AvGas (100LL)	18.355 CO2/gal fuel
Ground Support Equipment (GSE): Diesel	22.384 lbs CO2/gal fuel
Ground Access Vehicles (GAV): Motor/Auto Gasoline	19.564lbs CO2/gal fuel

Source: Guidebook on Preparing Airport Greenhouse Gas Emissions Inventories 2009

METHODS USED TO QUANTIFY GREENHOUSE GAS (GHG) EMISSIONS

Emissions were quantified for the following four sources at the Fort Morgan Municipal Airport:

- **Aircraft Emissions**
- **Ground Support Equipment (GSE)**
- **Ground Access Vehicles (GAV)**
- **Facilities/Stationary Sources**

Aircraft Emissions

Aircraft emissions are generally one of the largest producers of GHG emissions at an airport due to the quantity of fuel consumed for air travel. Aircraft emissions generally include jet and piston driven aircraft, as well as those emissions generated by auxiliary power units (APUs). An APU generates electricity and compressed air to operate jet aircraft instruments, lights, ventilation, and other equipment and for starting the aircraft main engines. If ground-based power or air is not available, the APU may be operated for extended periods when the aircraft is on the ground with its engines shut down.

To quantify aircraft emissions the total amount of 2009 fuel sales data for both Jet-A (8,746 gallons) and AvGas (13,094 gallons) was obtained from airport management and converted from gallons to CO2 emissions by using accepted emission factors for both Jet-A (21.095 lbs CO2 per gallon of Jet-A) and AvGas (18.355 lbs CO2 per gallon of AvGas).

- Existing Jet-A CO2 Emissions (8,746 gal) x (21.095 lbs CO2/gal)

  = 184,496.9 lbs CO2

- Existing AvGas CO2 Emissions (13,094 gal) x (18.355 lbs CO2/gal)

  = 240,340.4 lbs CO2

The total pounds of CO2 emissions were then converted to metric tons (mt) to obtain a total of 192.7 mt of CO2 emitted from aircraft sources in 2009.

- Existing Jet A CO2 Emissions (184,496.9 lbs CO2) x (0.0004536 metric tons/lbs)

  = 83.7 mt CO2

- Existing AvGas CO2 Emissions (240,340.4 lbs CO2) x (0.0004536 metric tons/lbs)

  = 109.0 mt CO2

- Existing Jet A (83.7 mt CO2) + Existing AvGas (109.0 mt CO2)

  = 192.7 mt CO2 from aircraft sources in 2009

The 2009 fuel sales were then extrapolated based on the existing ratio of fuel sales and aircraft operations for forecasted aircraft operations for the No Action and Proposed Action alternatives as shown in Table 2. The extrapolated fuel sales were then utilized to calculate aircraft emissions for the No Action and Proposed Action alternatives using the same formulas used for determining 2009 CO2 aircraft emissions, resulting in the No Action and Proposed Action alternative emitting 310.6 metric tons of CO2 emissions from aircraft sources. This method of deriving aircraft emissions is considered to be conservative as it applies all the emissions for fuel uploaded at the airport and does not subtract out cruise emissions that are generated outside of the airports environment.

TABLE 2 EXTRAPOLATION OF TOTAL FUEL SALES FOR NO ACTION AND PROPOSED ACTION ALTERNATIVES

PHASE	Total Aircraft Operations	Jet A Gallons Sold	AvGas Gallons Sold	Total Jet-A and AvGas Gallons Sold
Baseline (2009)	8,300	8,746	13,093	21,839
Future - No Action (2025)	13,379	14,098	21,105	35,203
Future - Proposed Action (2025)	13,379	14,098	21,105	35,203

Calculation of Aircraft CO2 Emissions in 2025

- Jet A CO2 Emissions (14,098 gal) x (21.095 lbs CO2/gal)

  = 297,397.3 lbs CO2

- AvGas CO2 Emissions (21,105 gal) x (18.355 lbs CO2/gal)

  = 387,382.3 lbs CO2

The total pounds of CO_2 emissions were then converted to metric tons (mt) to obtain a total of 310.6 mt of CO_2 emitted from aircraft sources in 2009.

- Jet A CO_2 Emissions (297,397.3 lbs CO_2) x (0.0004536 metric tons/lbs)

  = 134.9 mt CO_2

- AvGas CO_2 Emissions (387,382.3 lbs CO_2) x (0.0004536 metric tons/lbs)

  = 175.7 mt CO_2

- Jet A (134.9 mt CO_2) + 2025 AvGas (175.7 mt CO_2)

  = 310.6 mt CO_2 from aircraft sources in 2025

Ground Support Equipment (GSE)
Ground support equipment (GSE) at general aviation airports primarily consists of on-airport vehicles that an airport operator uses to maintain airport facilities (such as snow removal, aircraft tugs, ground power units, maintenance vehicles, etc). In the case of this study, the GSE emission inventory was limited to the airports snow removal equipment.

To quantify GSE emissions the total amount of 2009 fuel usage data for snow removal and mowing equipment (500 gallons) was obtained from City and converted from gallons to CO_2 emissions by using an accepted emission factor for diesel engines (22.384 lbs CO_2 per gallon of diesel).

- Existing and Future Diesel CO_2 Emissions (500 gal) x (22.384 lbs CO_2/gal)

  = 11,192 lbs CO_2

The total pounds of CO_2 emissions were then converted to metric tons (mt) to obtain a total of 5.1 mt of CO_2 emissions from GSE sources.

- Existing and Future Diesel CO_2 Emissions (11,192 lbs CO_2) x (0.0004536 metric tons/lbs)

  = 5.1 mt CO_2 from GSE sources in 2009

GSE emissions are expected to remain relatively constant for both the No Action and Proposed Action alternatives and have therefore been kept constant for both alternatives. Although the Proposed Action would increase the airports overall pavement surface area, variables in snow fall and more fuel efficient equipment would have the greatest impact on the airports GSE emissions emitted by snow removal equipment.

Ground Access Vehicles (GAV)
Ground access vehicles (GAV) encompass all off-airport vehicle trips generated by the users of the airport. GAV include all vehicles traveling to and from, as well as within the airport public roadway system (excluding GSE). For the purposes of this study, GAV includes all off-airport vehicles that are privately-owned and used by airport tenants, passengers and the City of Fort Morgan for transportation to and from the Fort Morgan Municipal Airport.

The first step in calculating the amount fuel used by GAV was to use the published Transportation Research Board average daily vehicle trip rate of 2.5 vehicle trips per flight per day for general aviation airports and applying it to the airports 8,300 flight operations for 2009 as documented by the Airport Master Record 5010 Form, resulting in 20,750 vehicle trips (2.5 vehicle trips x 8,300 flights = 20,750 vehicle trips).

In addition, to account for City employee commutes a conservative average of 6 trips were added for each day of the year resulting in an additional 2,190 vehicle trips per year (365 days x 6 trips = 2,190) and for a combined total of 22,940 vehicle trips a year (20,750 tenant trips + 2,190 City trips = 22,940 total trips). An average commute of 5 miles per vehicle trip was then applied to the 22,940 vehicle trips for a total of 114,700 miles being driven annually (5 miles per trip x 22,940 trips = 114,700 miles).

Total annual miles driven (114,700) were then divided by the national average of 22.9 miles per gallon for a cars fuel economy resulting in a fuel burn of 5,009 gallons over the course of the year by GAV's(114,700 miles ÷ 22.9 miles per gallon = 5,009 gallons).

To quantify GAV CO2 emissions a estimate of the total amount of 2009 fuel used by GAV vehicles (5,009 gallons) was calculated and converted from gallons to CO2 emissions by using an accepted emission factor for gasoline engines (19.564 lbs CO2/gal fuel).

- Existing Gasoline CO2 Emissions = (5,009 gal) x (19.564 lbs CO2/gal)

  = 97,990.9 lbs CO2

The total pounds of CO2 emissions were then converted to metric tons (mt) to obtain a total of 44.4 mt of CO2 emissions from GAV sources.

- Existing Gasoline CO2 Emissions (97,990.9 lbs CO2) x (0.0004536 metric tons/lbs)

  = 44.4 mt CO2

Out of the 44.4 metric tons of CO2, 4.2 metric tons are contributed to City employee commutes. To account for this, City employee commutes a conservative average of 6 trips were added for each day of the year resulting in an additional 2,190 vehicle trips per year (365 days x 6 trips = 2,190). An average commute of 6 miles per vehicle trip was then applied to the 2,190 vehicle trips for a total of 13,140 miles being driven annually (5 miles per trip x 2,190 trips = 10,950 miles).

Total annual miles driven (10,950) were then divided by the national average of 22.9 miles per gallon for a cars fuel economy resulting in a fuel burn of 478 gallons over the course of the year by GAV's (10,950 miles ÷ 22.9 miles per gallon = 478 gallons).

To quantify GAV CO2 emissions a estimate of the total amount of 2009 fuel used by GAV vehicles (478 gallons) was calculated and converted from gallons to CO2 emissions by using an accepted emission factor for gasoline engines (19.564 lbs CO2/gal fuel).

- Existing City Gasoline CO2 Emissions = (478 gal) x (19.564 lbs CO2/gal)

  = 9,351.6 lbs CO2

The total pounds of CO2 emissions were then converted to metric tons (mt) to obtain a total of 4.2 mt of CO2 emissions from GAV sources.

- Existing City Gasoline CO2 Emissions (9,351.6 lbs CO2) x (0.0004536 metric tons/lbs)

  = 4.2 mt CO2

GAV CO2 emissions for the No Action and Proposed Action alternatives were then quantified by using the aircraft operations in Table 1, while keeping all other factors constant. This resulted in the No Action alternative and the Proposed Action emitting 69.1 metric tons of CO2 emissions from GAV sources.

Calculation of GAV CO2 Emissions in 2025

To calculate the amount fuel used in 2025 by the No Action and Proposed Action Alternative's GAV, the published Transportation Research Board average daily vehicle trip rate of 2.5 vehicle trips per flight per day for general aviation airports was applied to the airports forecasted 13,379 flight operations for 2025, resulting in 33,448 tenant/public vehicle trips (2.5 vehicle trips x 13,052 flights = 33,448 vehicle trips). Annual City vehicle trips of 2,190 were then added to obtain the total number of annual vehicle trips of 35,638 for the No Action Alternative.

An average commute of 5 miles per vehicle trip was then applied to the 35,638 vehicle trips for a total of 178,190 miles being driven annually (5 miles per trip x 35,638 trips = 178,190 miles).

Total annual miles driven (178,190) were then divided by the national average of 22.9 miles per gallon for a cars fuel economy resulting in a fuel burn of 7,781 gallons over the course of the year by GAV's(178,190 miles ÷ 22.9 miles per gallon = 7,781 gallons).

To quantify GAV CO2 emissions, a estimate of the total amount of No Action's fuel used by GAV vehicles (7,781 gallons) was calculated and converted from gallons to CO2 emissions by using an accepted emission factor for gasoline engines (19.564 lbs CO2/gal fuel).

- Gasoline CO2 Emissions = (7,781 gal) x (19.564 lbs CO2/gal)

  = 152,227.5 lbs CO2

The total pounds of CO2 emissions were then converted to metric tons (mt) to obtain a total of 69.1 mt of CO2 emissions from GAV sources in 2025 for both the No Action and Proposed Action Alternatives.

- Gasoline CO2 Emissions (152,227.5 lbs CO2) x (0.0004536 metric tons/lbs)

  = 69.1 mt CO2

Facilities/Stationary Sources

Facilities and stationary sources generally consist of the utilities consumed by airport facilities for lighting, heating, cooling, etc. For the purposes of this study, facilities and stationary sources consist of emissions resulting from the production of electricity used by City owned airport facilities.

The total electricity used (80,489 KWh) by the airport in 2009 was obtained from City and Airport Management. Electricity used was then converted to CO2 emissions by using the Environmental Protection Agency's (EPAs) online Power Profiler (http://www.epa.gov/cleanenergy/energy-and-you/how-clean.html) that calculates electricity emissions based on how the areas power grid generates electricity. Natural gas usage was converted to CO2 emissions based on an accepted emission factor (53.06 kg CO2 per mmBtu of natural gas).

Using the EPA's online Power Profiler the airports zip code (80701) followed by the selection of power grid known as the Morgan County Rural Electric Association and the average monthly electrical usage of 6,707 KWh 80,489 KWh ÷ 12 months = 6,707 KWh per month), was entered into the Power Profiler to produce an estimate of 159,629 pounds of CO2 emissions for the year. The total pounds of CO2 emissions were then converted to metric tons (mt) to obtain a total of 72.4 mt of CO2 emissions resulting from electricity usage.

- Existing 159,629 lbs CO2 x 0.0004536 metric tons/lbs = 72.4 mt CO2

Electricity related CO2 emissions for 2025 are dependent on the future length of Runway 14/32. Based on 2009 airport utility records, it was estimated that Runway 14/32 consumed 30,000 KWh in 2009, an average of 6 KWh per foot of runway (30,000 KWh ÷ 5,220 feet = 6 KWh/per foot of Runway). Applying the existing ratio of 6 KWh per foot of runway to the proposed runway length of the No Action (5,220 feet) and Proposed Action (6,500 feet) alternatives resulted in the No Action alternative requiring 30,000 KWh and the Proposed Action requiring approximately 39,000 KWh of energy in 2025. The monthly kilowatt hours for both the No Action (2,500 KWh/month) and Proposed Action (3,250 KWh/month) were then entered into the EPA's Power Profiler to produce an estimate of 59,501 pounds of annual CO2 emissions for the No Action and 77,351 pounds of annual CO2 emissions for the Proposed Action. These pounds of CO2 emissions that are dependent on the future length of Runway 14/32 were then converted to metric tons (mt) to determine the runway related CO2 emissions that would result from the No Action (27.0 mt CO2) and from the Proposed Action (35.1 mt CO2).

- No Action - Runway 14/32 CO2 Emissions
  (59,501 lbs CO2) x (0.0004536 metric tons/lbs) = 27.0 mt CO2

- Proposed Action - Runway 14/32 CO2 Emissions
  (77,351 lbs CO2) x (0.0004536 metric tons/lbs) = 35.1 mt CO2

To account for the CO2 emissions of the remaining airport electrical demand (50,489 KWh) that would not be impacted directly by the No Action and Proposed Action (80,489 KWh 2009 Electrical Use – 30,000 KWh Runway Lighting = 50,489 KWh remaining airport electrical demand) 50,489 KWh was then entered into the EPA's Power Profiler to produce an estimate of 100,128 pounds or 45.4 metric tons of annual CO2 emissions that account for the remaining airport electrical demand [(100,128 lbs CO2) x (0.0004536 metric tons/lbs) = 45.4 mt CO2]. These CO2 emissions were then added to the No Action and Proposed Action Runway 14/32 CO2 emissions to obtain the total CO2 emissions of the No Action (72.4 mt CO2) and Proposed Action (80.5 mt CO2) alternatives.

- No Action (No Action - Runway 14/32 CO2 Emissions = 27.0 mt CO2) + (Remaining Airport Electrical Demand = 45.4 mt CO2) = 72.4 mt CO2

- Proposed Action (Proposed Action - Runway 14/32 CO2 Emissions = 35.1 mt CO2) + (Remaining Airport Electrical Demand = 45.4 mt CO2) = 80.5 mt CO2

EMISSIONS SUMMARY

Table 3 provides a summary of 2009 GHG emissions produced from airport facilities and operations at the Fort Morgan Municipal Airport. As noted in Table 3, 314.6 metric tons of CO2 emissions were produced by Fort Morgan Municipal Airport operations in 2009.

In accordance with draft guidance dated February 18, 2010 from the Council of Environmental Quality (CEQ), 25,000 metric tons or more of annual CO2 emissions are considered to be an indicator of a minimum level of GHG emissions for which a quantitative and qualitative assessment may be meaningful to decision makers. Based on this indicator, existing Fort Morgan Municipal Airport operations have little impact on GHG emissions.

TABLE 3 SUMMARY OF GREENHOUSE GAS EMISSIONS ASSOCIATED WITH THE AIRPORT IN 2009

User / Source Category	CO2 (metric tons/ per year)	Percent of Total
Aircraft (Based on Fuel Sales)	192.7	61.3%
Ground Support Equipment (Snow Removal and Mowing Equip.)	5.1	1.6%
Ground Access Vehicles (GAV) (On and Off Airport)	44.4	14.1%
Facilities/Stationary Sources	72.4	23.0%
Total CO2 Emissions in 2009 (Metric Tons)	314.6	100.0%

To quantify the Proposed Actions long-term impact on Fort Morgan Municipal Airports GHG emissions, the projected increase in CO2 emissions were calculated based on projected increases in based aircraft and flight operations by the year 2025, for the No Action and Proposed Action alternatives. Based on these projections, the annual CO2 emissions for the No Action alternative would result in a total of 457.2 metric tons of CO2 emissions by the year 2025 and the Proposed Action would result in a total of 465.3 metric tons of CO2 emissions by the year 2025.

Table 4 compares the annual CO2 emissions of the No Action and Proposed Action and identifies that the Proposed Action would result in an additional 8.1 metric tons of annual CO2 emissions. Based on these results and the CEQ's minimum level of 25,000 metric tons for which a quantitative and qualitative assessment may be meaningful to decision makers the 465.3 metric tons of annual CO2 emissions that the Proposed Action would generate by the 2025 is more than 24,500 metric tons below the minimum level for which a quantitative and qualitative assessment may be meaningful to decision makers. Therefore, the Proposed Actions impact on GHG emissions would be considered to have de minimis impacts on air quality.

TABLE 4 DISCLOSURE OF PROPOSED ACTIONS EFFECTS ON GREENHOUSE GAS EMISSIONS

User / Source Category	Annual CO2 Emissions (metric tons)		
	No Action	Proposed Action	Net Post Project Related Emissions
Aircraft (Based on Fuel Sales)	310.6	310.6	0
Ground Support Equipment (Snow Removal and Mowing Equip.)	5.1	5.1	0
Ground Access Vehicles (GAV) (On and Off Airport)	69.1	69.1	0
Facilities/Stationary Sources	72.4	80.5	8.1
Total Metric Tons Project Affected Sources	457.2	465.3	8.1

APPENDIX F
ORIGINAL PROPOSED ACTION

FORT MORGAN MUNICIPAL AIRPORT
ENVIRONMENTAL ASSESSMENT

ARMSTRONG CONSULTANTS, INC.
AIRPORT ENGINEERING AND PLANNING

ORIGINAL PROPOSED ACTION

The original proposed action would correct all of the nonstandard conditions listed for Runway 14/32 with the development of the relocated runway. The need to shift the runway to the north would be to keep the future RPZ off State Highway 52. The FAA had previously indicated that any significant investment in the runway would require roads to be located outside of the RPZ. During the 2003 Airport Layout Plan a runway length analysis was conducted. The runway length analysis evaluated several factors including temperature, altitude and runway gradient to determine recommended runway length. As a result of the runway length analysis a length of 6,500 feet was recommended to accommodate 100 percent of the small aircraft fleet and several B-II corporate aircraft including turbo-props and light jets. The proposed action was to acquire approximately 97 acres of land for runway development and approach protection and to construct a replacement Runway 14/32 (75' x 6,500') 1,800 feet northwest to meet RPZ standards and the development of a full length parallel taxiway 300 feet east of the existing Runway 14/32. The original proposed action is shown in Figure F-1.

The impacted landowner expressed concerns regarding the impacts to access adjacent farmland including the private farm road located north of the original proposed action. The original proposed action would require the relocation of the private farm road. The landowner provided a packet showing farm access and entrances. Four alternatives were evaluated to mitigate the impacts to the private farm road. The farmland access alternatives drawing is attached as Figure F-2. The landowner stated that all farm equipment is stored at the ranch headquarters which is located approximately 2.5 miles east of the airport. Alternatives three and four would provide access to the adjacent farmland; however, these two alternatives would add significant time and mileage for the equipment to travel to and from the farm fields. Alternative two would provide access to the adjacent farmland; however, the location of alternative two would require significant investment in order to provide an access road adequate to accommodate farm equipment. Alternative 1 would provide the least impact to the farmland operations and access; however, the road would run through the central portion of the RPZ.

During discussions with the FAA regarding the road and the central portion of the RPZ, the FAA stated that funding availability for the 6,500 foot runway was a concern. Therefore as a result of the potential impacts to the farm road and the lack of adequate funding to construct a 6,500 foot runway the proposed action was revised to include only a 5,730 foot runway. The FAA also stated that ideally they would like to see State Highway 52 be located outside of the RPZ, however, due to the concerns regarding impacts to the farming operations it would be allowable to place the approach end of Runway 32 closer to State Highway 52 provided that the Runway Safety Area, Runway Object Free Area and Threshold Siting Surface were kept clear. The reduction in runway length along with allowing State Highway 52 to be located within the RPZ the land to be purchased was reduced from 97 acres in the original proposed action to 56 acres in the current proposed action.

As a result of the discussions with the FAA and City of Fort Morgan the original proposed action was eliminated from further environmental evaluation.

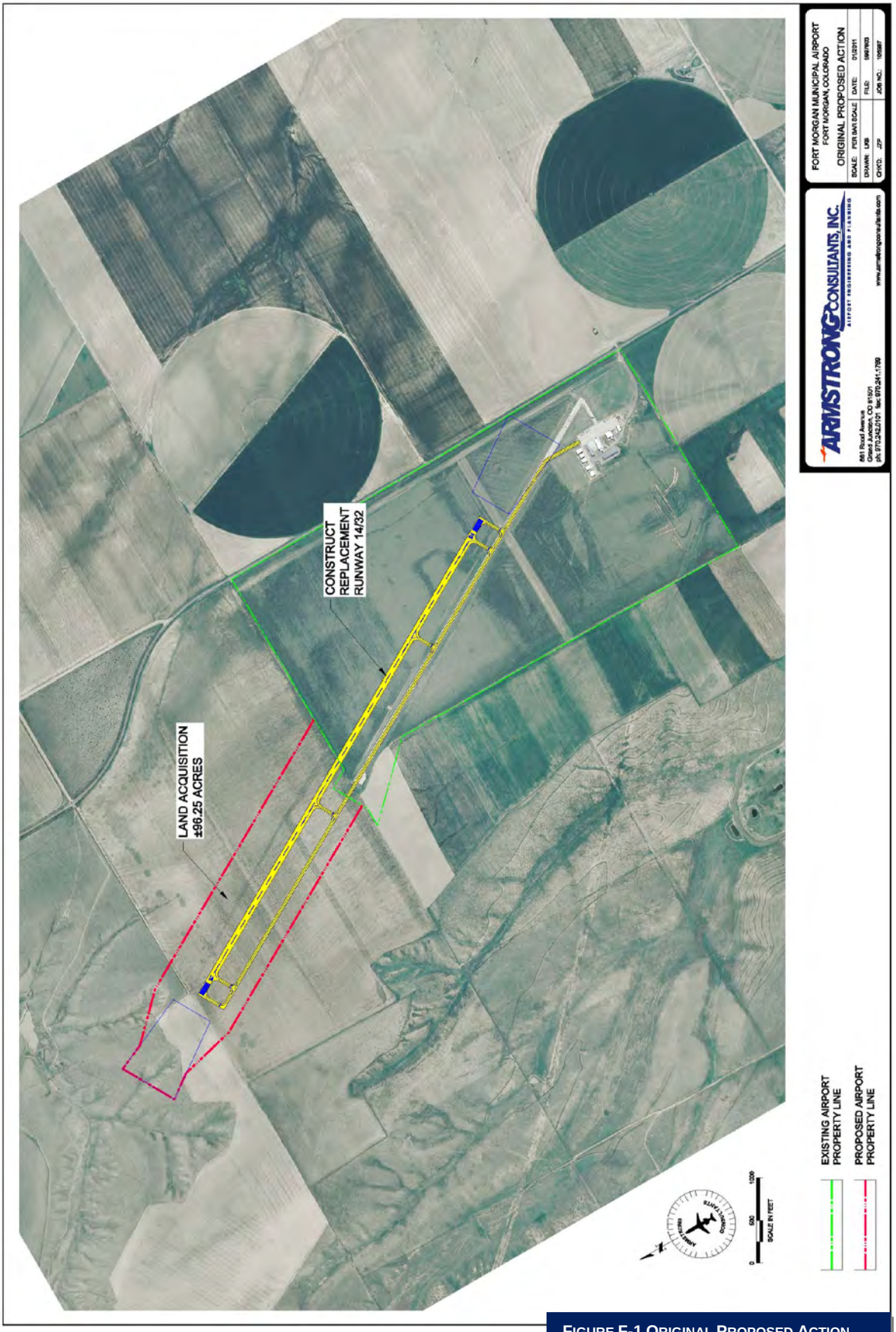

FIGURE F-1 ORIGINAL PROPOSED ACTION

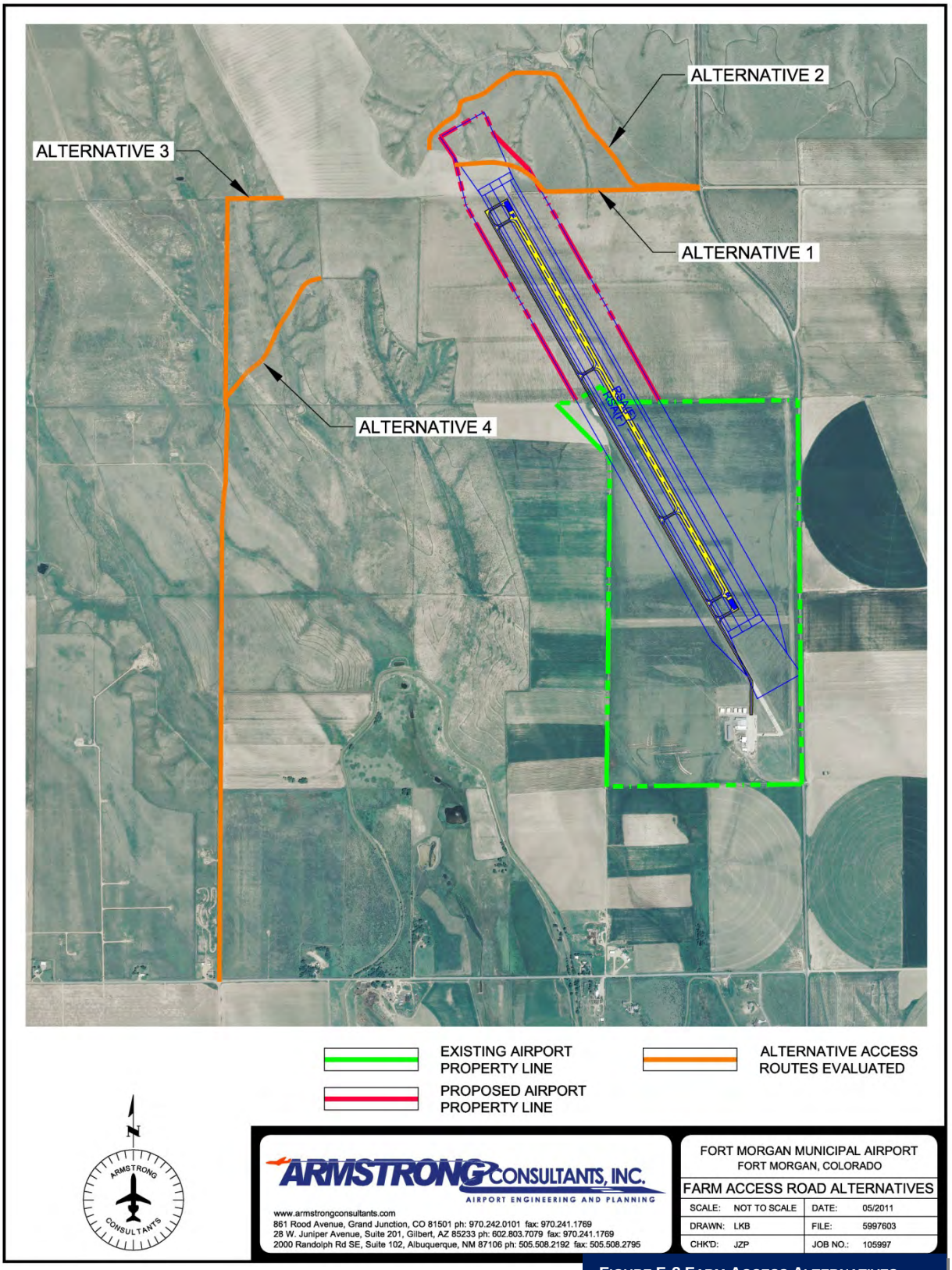

FIGURE F-2 FARM ACCESS ALTERNATIVES

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