



**Public Advisory  
Committee  
Meeting #3**

# Introductions



**Brandon Rakes**  
Airport Director

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**Leah Whitfield**  
Project Manager

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**Grayson Langlais**  
Aviation Planner

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**Darren Murata**  
Lead Engineer

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# THE AGENDA



1. **What is an Airport Master Plan**

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2. **Your Role as the Public Advisory Committee (PAC)**

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3. **Master Plan Schedule**

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4. **Public Involvement Plan**

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5. **Preferred Alternative Review**

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6. **Energy Analysis**

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7. **Environmental Overview**

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8. **Funding**

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9. **Next Steps**

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# What is an Airport Master Plan?

A master plan's purpose is not to solve the airport's management, operations, or maintenance issues.



According to the Federal Aviation Administration (FAA), an airport master plan is...

*A comprehensive study of an airport that usually describes the short-, medium-, and long-term development plans to meet future aviation demand.*

Follows FAA Advisory Circular 150/5070-6B

- What's Included
  - Inventory
  - Forecast
  - Facility Requirements
  - Alternatives
  - Airport Layout Plan
  - Capital Improvement Plan

Your  
Role on the  
Public Advisory  
Committee  
(PAC)



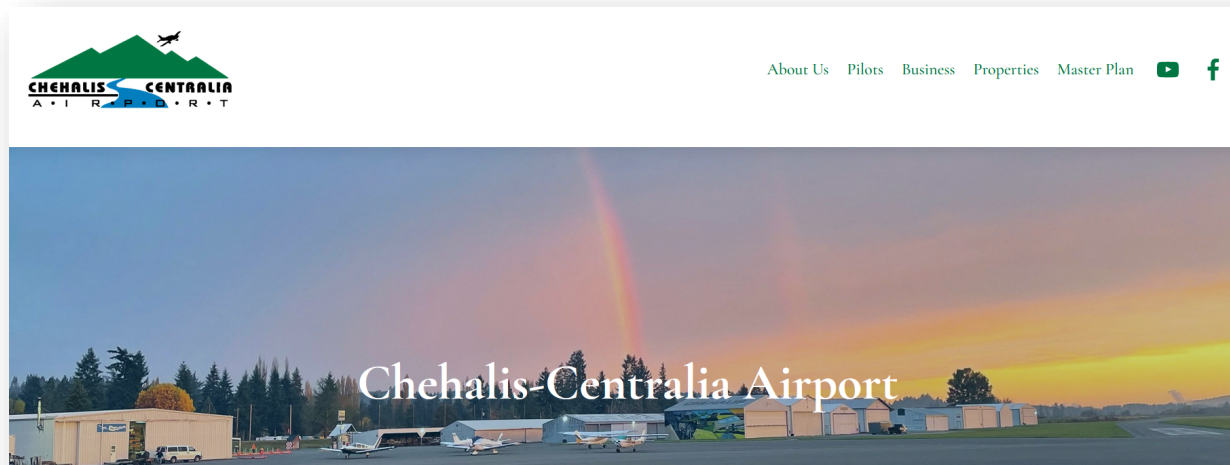
- Responsible and representative input is very important to the success of the Master Plan Update
- Limited time commitment: 3 meetings
- Review Draft Report and provide feedback with an eye towards your organization/business
- Provide suggestions AT ANY TIME



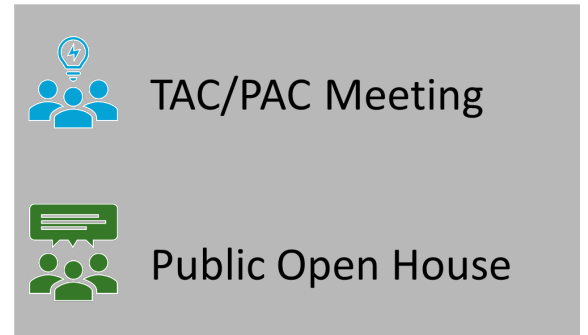
## Public Involvement Plan





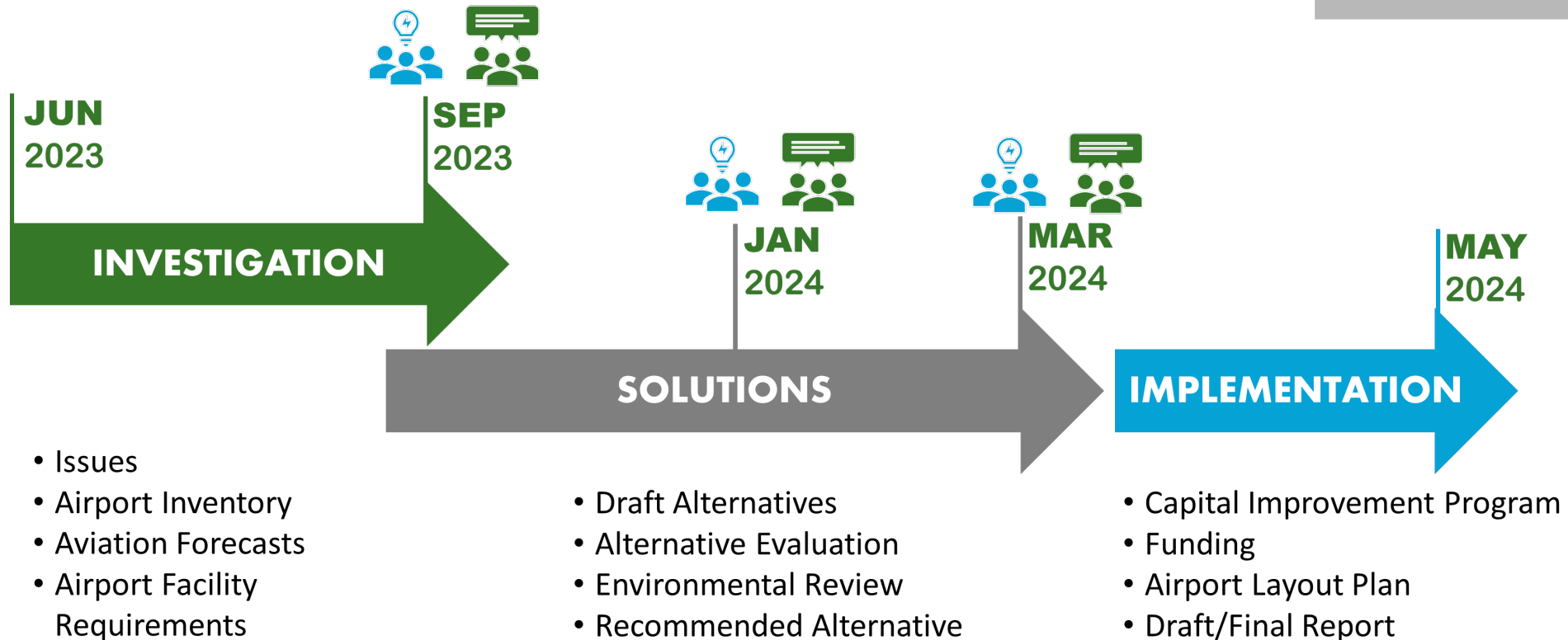
- NEW CLS website – [www.ChehalisCentraliaAirport.com](http://www.ChehalisCentraliaAirport.com)
  - Master Plan newsletter sign up
- User Survey
- 3 Technical Advisory Committee (TAC) Meetings
- 3 Public Advisory Committee (PAC) Meetings
- 3 Public Open Houses
- Comments accepted throughout
- Feedback from TAC/PAC ongoing



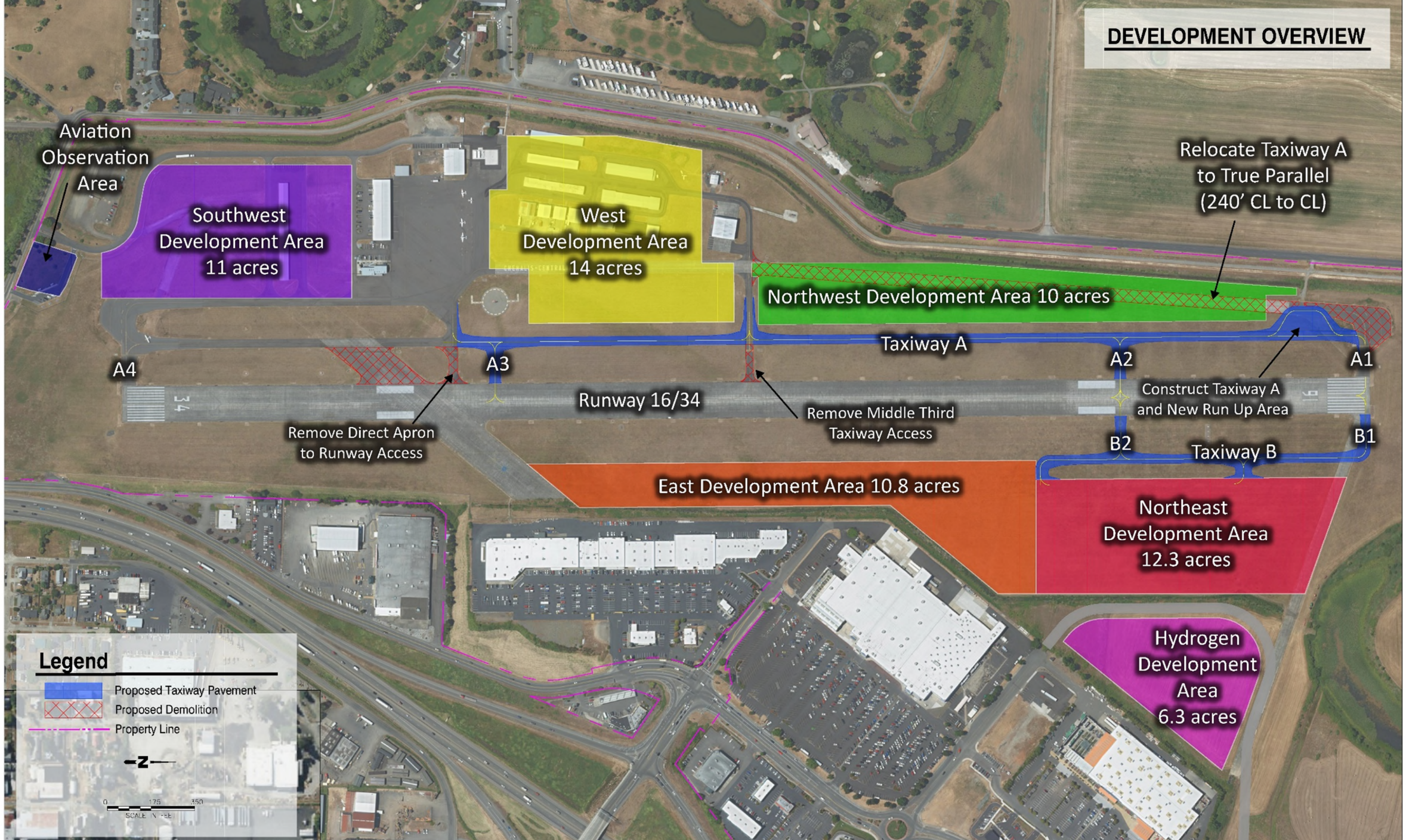
# Schedule



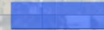

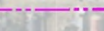
-  TAC/PAC Meeting
-  Public Open House



# DEVELOPMENT OVERVIEW



### Legend

-  Proposed Taxiway Pavement
-  Proposed Demolition
-  Property Line

North arrow pointing up.

Scale: 0, 175, 350 feet. SCALE 1" = 350'



# DEVELOPMENT OVERVIEW

Aviation  
Observation  
Area

Southwest  
Development Area  
11 acres

West  
Development Area  
14 acres

Northwest Development Area 10 acres

Relocate Taxiway A  
to True Parallel  
(240' CL to CL)

A4

A3

Runway 16/34

Taxiway A

Construct Taxiway A  
and New Run Up Area

Taxiway B

Remove Direct Apron  
to Runway Access

Remove Middle Third  
Taxiway Access

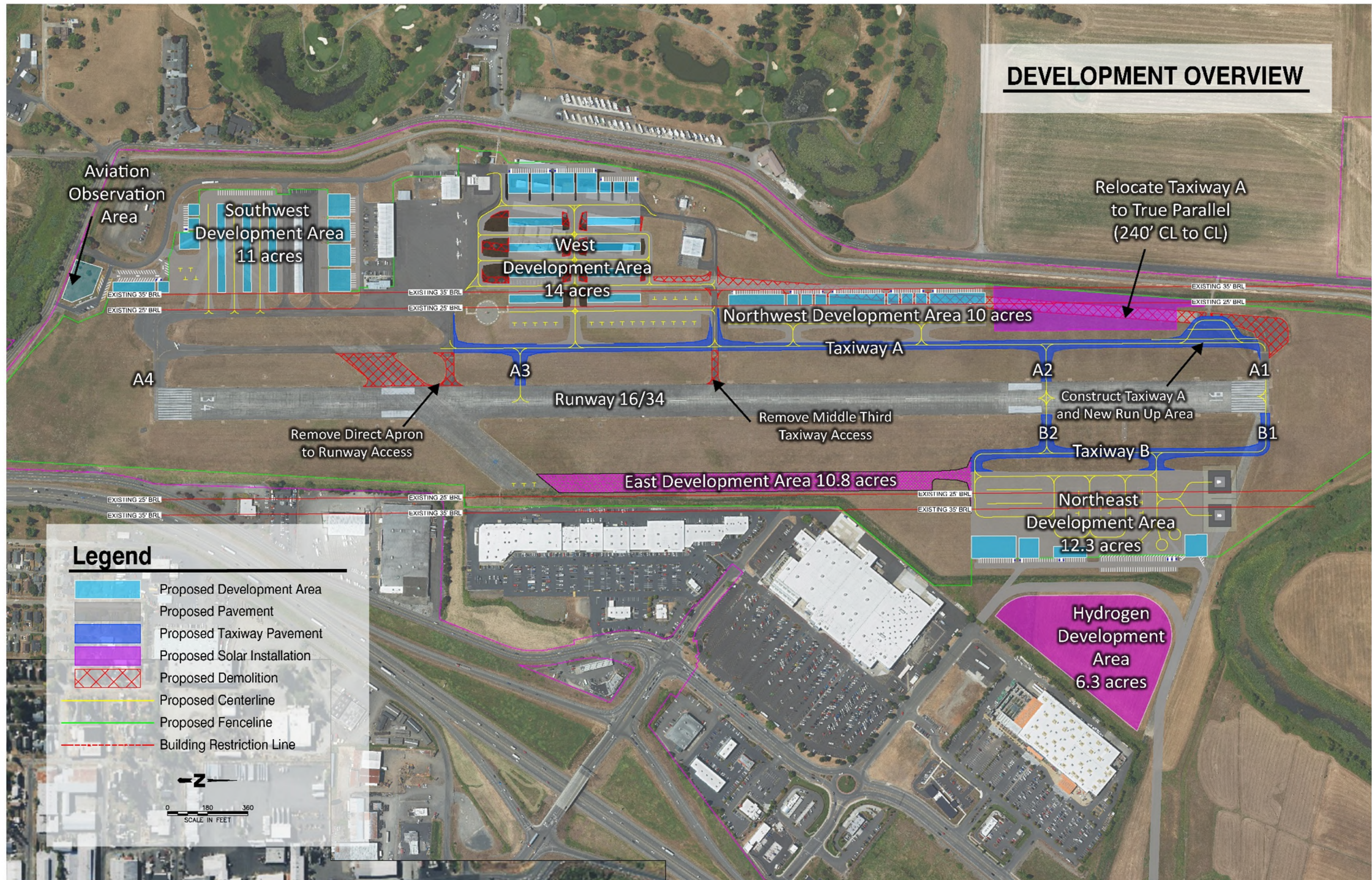
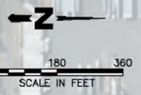
Northeast  
Development Area  
12.3 acres

East Development Area 10.8 acres

Hydrogen  
Development  
Area  
6.3 acres

## Legend

- Proposed Development Area
- Proposed Pavement
- Proposed Taxiway Pavement
- Proposed Solar Installation
- Proposed Demolition
- Proposed Centerline
- Proposed Fenceline
- Building Restriction Line



# SW DEVELOPMENT

# NE DEVELOPMENT

Additional Auto Parking

100' x 100' Hangars

Additional Auto Parking

12 T-Hangars

12 T-Hangars

12 T-Hangars

50' x 50' Hangars with Auto Parking

90' x 90' Hangar

4 Group I Tie Downs

Potential Flight School and Multi-Purpose Building with Auto Parking

Remains high ground for aircraft storage

Observation Area with additional parking

Remove pavement

Construct Taxiway B & Connectors


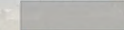
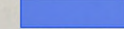




Construct two eVTOL Touchdown and Liftoff Areas

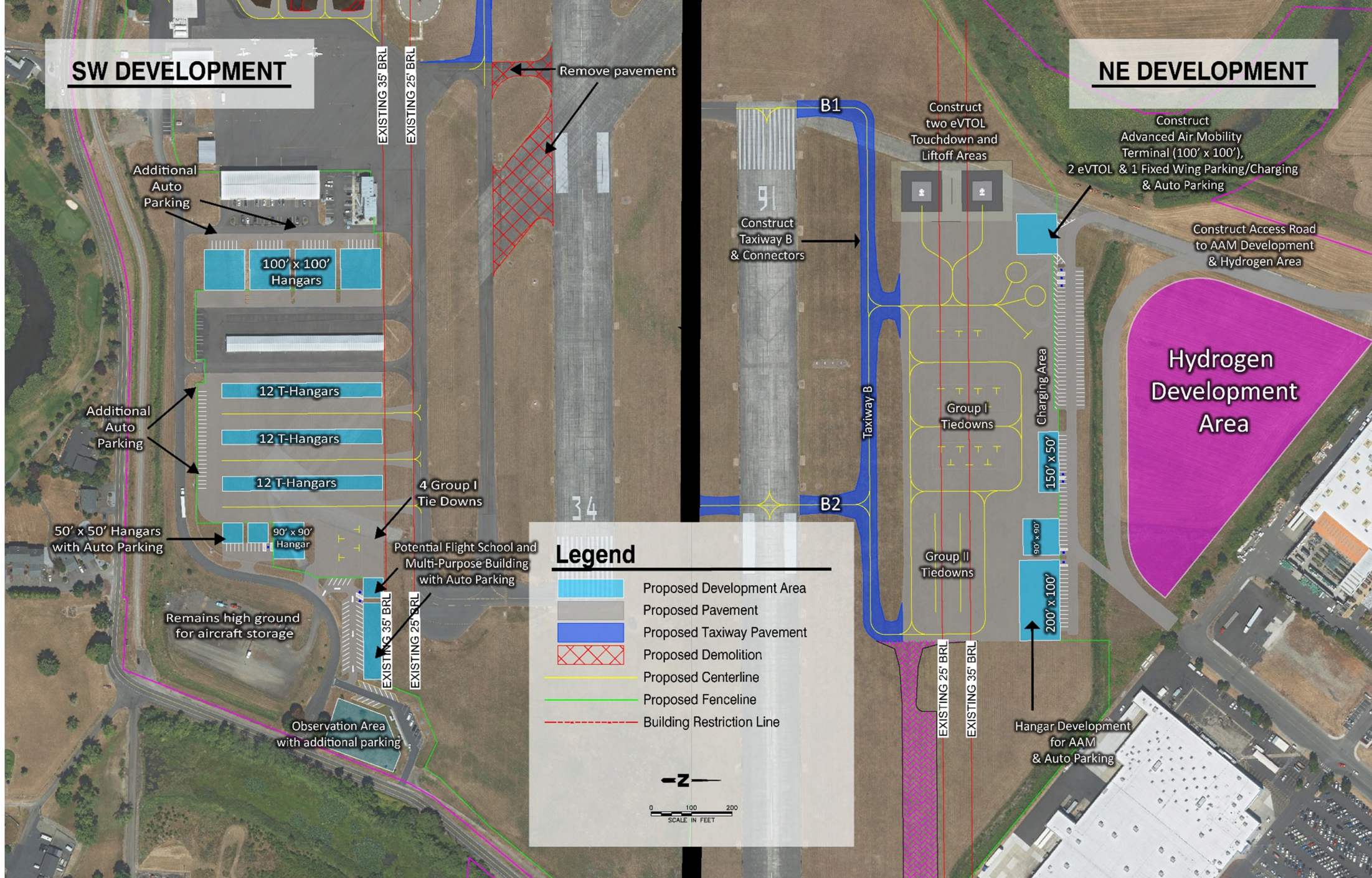
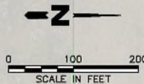
Construct Advanced Air Mobility Terminal (100' x 100'), 2 eVTOL & 1 Fixed Wing Parking/Charging & Auto Parking

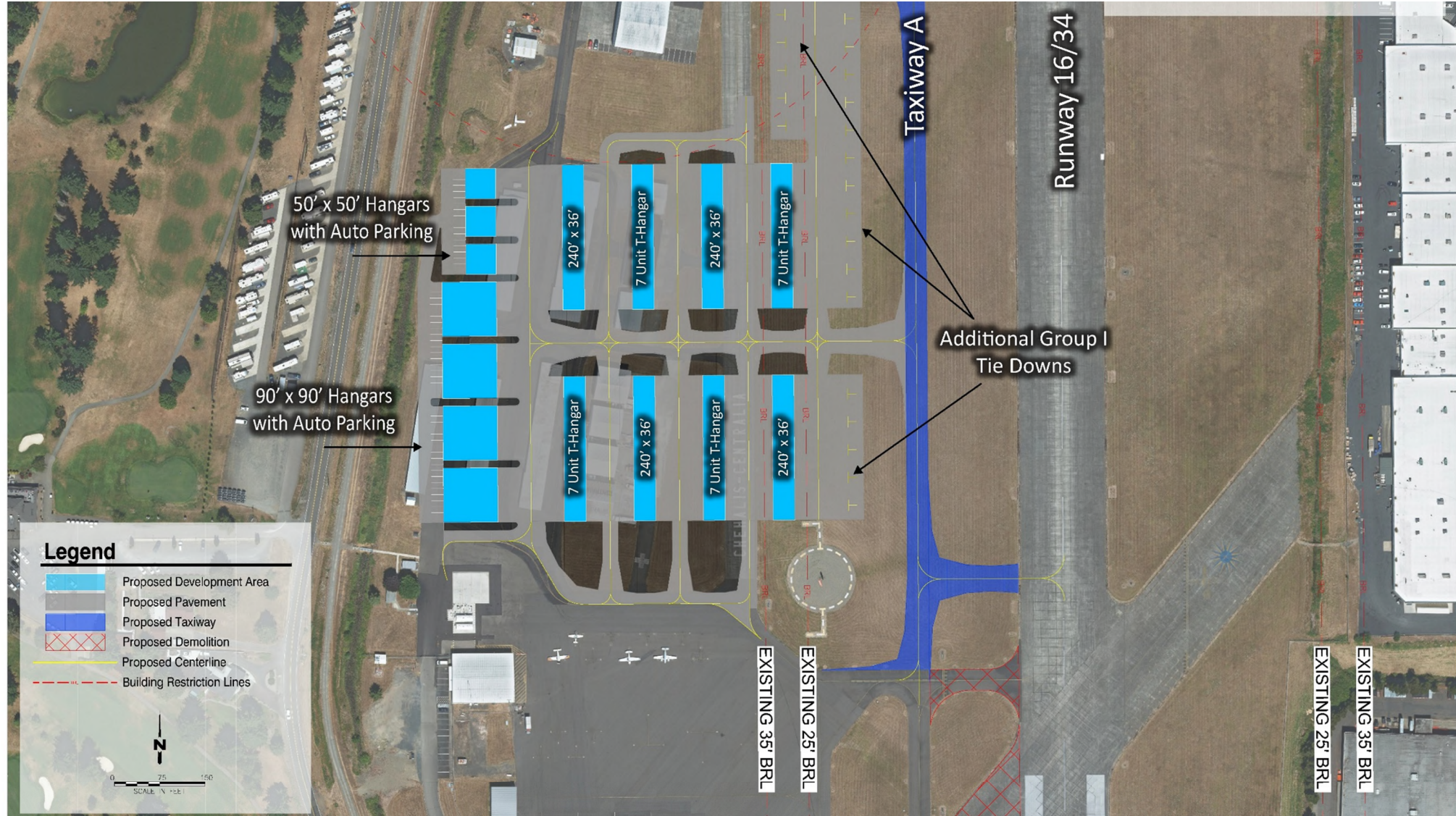
Construct Access Road to AAM Development & Hydrogen Area

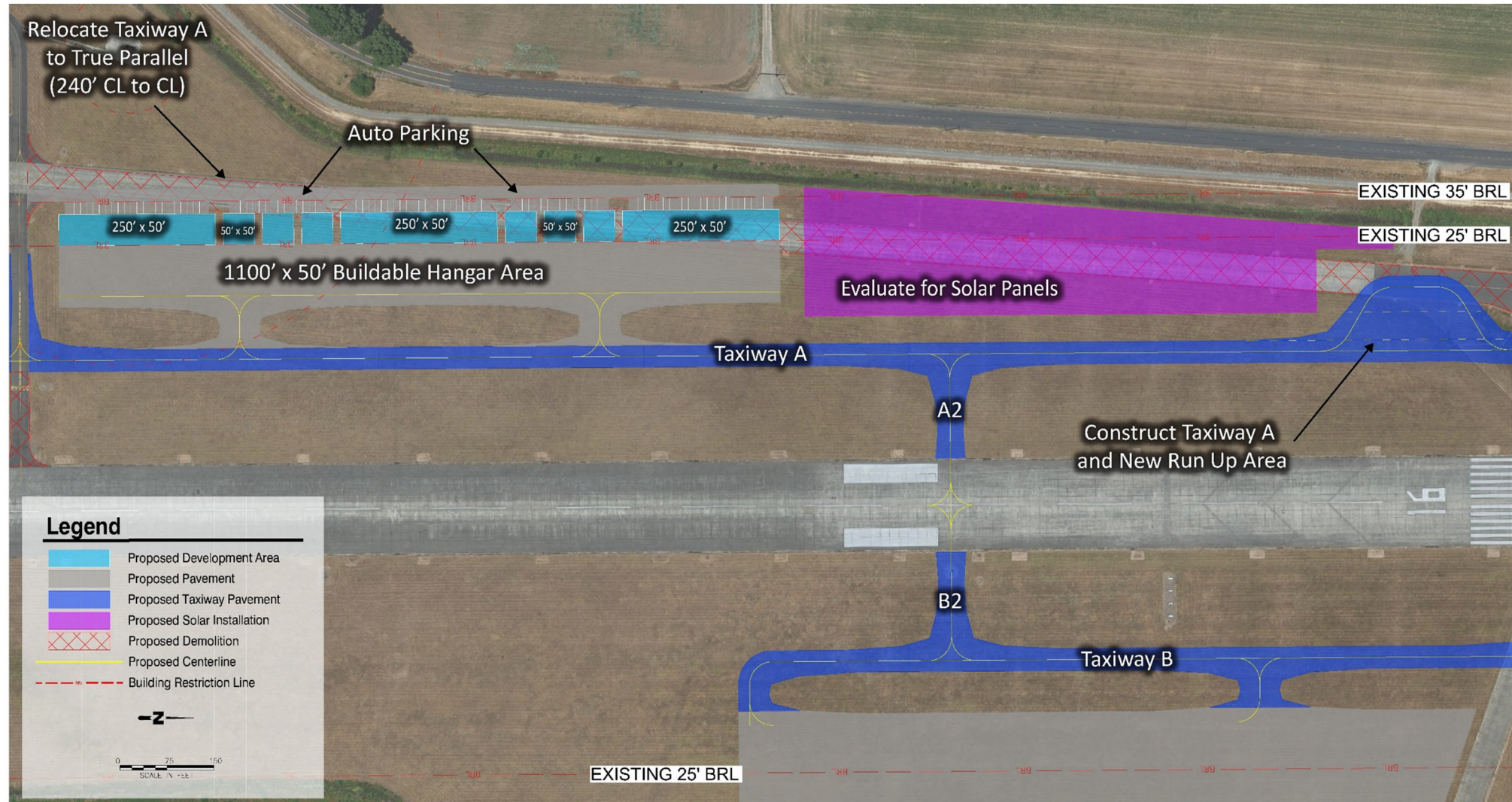
Hydrogen Development Area

## Legend

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-  Building Restriction Line







## Airport Solar Project Analysis



The CLS Preferred Alternative identifies an area slightly more than 3 acres along the future parallel Taxiway A for the development of a solar installation.

Identified benefits of an airport solar project include:

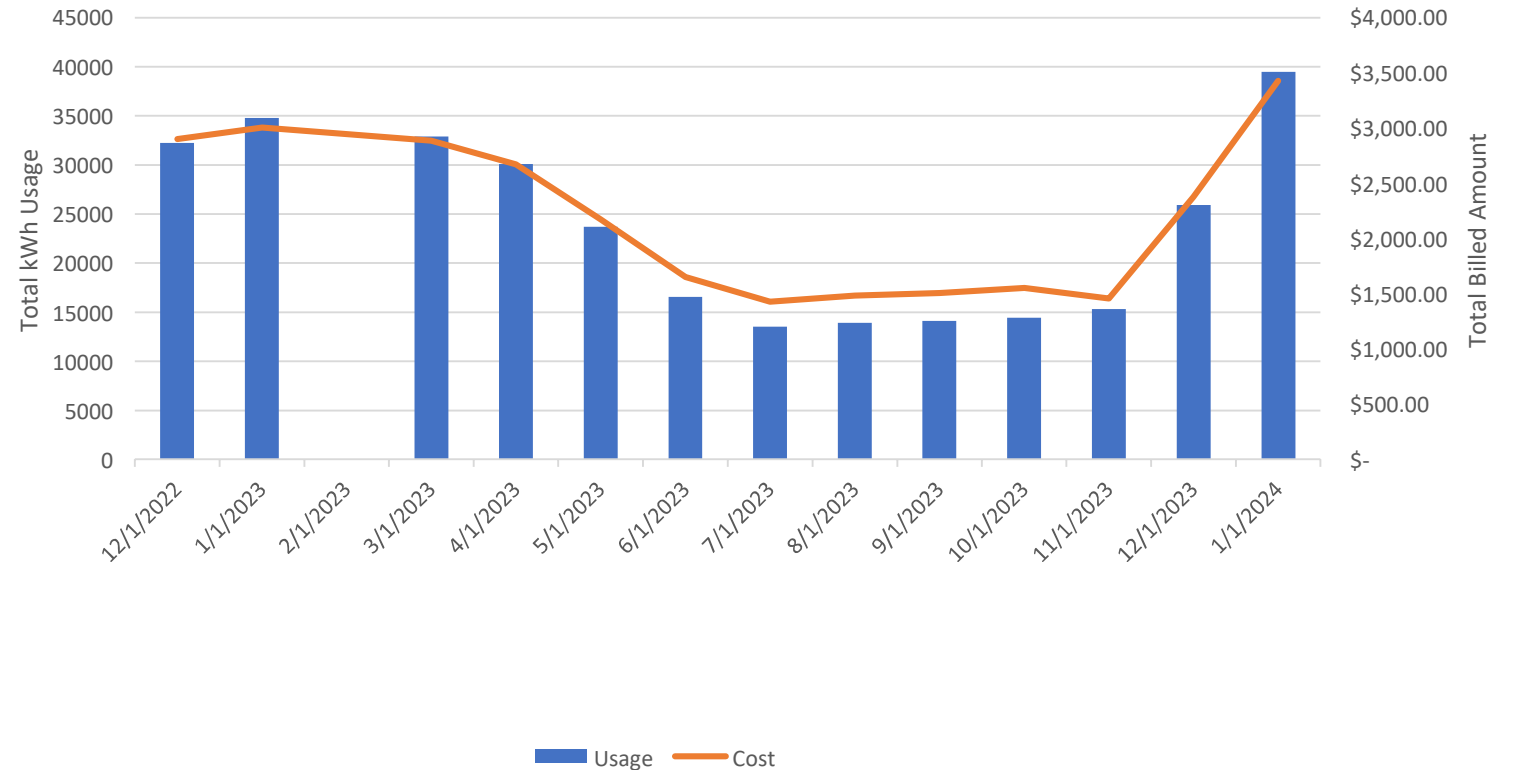
- Sustainably offset on-airport electricity usage
- Participate in net metering to generate revenue from excess energy generation beyond airport needs
- Establish a microgrid to create energy resiliency for the airport

# Airport Energy Analysis



Energy use measured at meters connected to aeronautical-use assets (not including retail on airport property) averaged nearly 170,000 kWh monthly over the past year, costing the airport almost \$2,200 monthly.

CLS Electrical Utility Usage and Cost



## Future Utilization



ACRP Research suggests electric aircraft may exceed 20% of the future fleet mix. This results in a conservatively estimated 95,348 kWh increase in electric utility usage at CLS (more than 4x average monthly usage at present).

The preferred alternative offers a site for a 2000 kW fixed solar array installation. NREL tools estimate between 1.9 and 2.1 million kWh generated annually (6.6x last year's usage).

With additional built structures (+1.5 million kWh) and future operational needs, a brief analysis suggests that 10% of all energy generated annually from the solar installation will be in excess of airport needs by the end of the planning period.

**+ 598%**

Increase in electricity use

**100%**

Of future demand offset

**10% or more**

Returned to the grid

# Environmental Overview

	Potential Concerns
<b>Air Quality, including GHGs and Climate</b>	The county is in attainment for all federal criteria pollutants. There are no potential concerns with the near-term projects.
<b>Coastal Resources</b>	The impacts of raising the levee and portions of Airport Road will be taken into consideration for future Airport development.
<b>Compatible Land Uses</b>	Land uses within the vicinity of the Airport consists of open space, commercial and industrial. Future development projects will be evaluated to determine any significant impact on surrounding communities. Most of the recommended development is planned for developed areas of the Airport and would not result in incompatibilities with adjacent off-airport land uses.
<b>Construction Impacts</b>	FAA-required best management practices as well as State and local permits would be implemented during construction projects at the Airport, as necessary.
<b>Department of Transportation (DOT) Act: Section 4(f)</b>	Any potential impact of development projects on the four nearby parks and trails will be accessed during the environmental review process.
<b>Farmland</b>	There are prime farmlands designated on CLS. Consultation with the NRCS should be conducted as part of the NEPA process to determine if the FFPA applies to land that would be converted for implementation of proposed Airport actions.
<b>Fish, Wildlife, Plants</b>	The 2016 Chehalis-Centralia Airport Levee Rehabilitation Finding of No Significant Impact (FONSI) found that the Chehalis River system is an important migration corridor for anadromous salmonids and provides foraging and spawning habitat for a variety of both anadromous and resident fish. Specific surveys for federally and state-listed and proposed species and their habitats should be conducted prior to implementation of airport improvements.



	Potential Concerns
<b>Hazardous Materials, Pollution Prevention, &amp; Solid Waste</b>	Construction would produce construction debris. The effects of additional waste and its disposal to landfills will be considered during any review process of future development.
<b>Archaeological &amp; Cultural Resources</b>	Consultation with tribes and the Washington State Department of Archaeology and Historic Preservation will be required.
<b>Light Emissions &amp; Visual Effect</b>	All new lighting would remain on the airfield and other developed portions of the Airport. Proposed improvements on airport property will be evaluated to determine any significant change to the overall appearance of the Airport from off- airport areas.
<b>Natural Resources &amp; Energy</b>	Planned development projects at the Airport are not anticipated to result in a demand for natural resources or energy consumption beyond what is available by service providers.
<b>Noise</b>	As jet activity at CLS does not currently exceed these FAA criteria, a noise analysis will not be required as part of the NEPA process for improvement projects. Noise analysis may be necessary if future noise levels or operations counts exceed criteria.
<b>Secondary (Induced) Impacts</b>	Areas surrounding the Airport are predominately open space, commercial and industrial. No concentrations of minority or low-income populations are within the immediate vicinity of the Airport.
<b>Socioeconomic Impacts, Environmental Justice, &amp; Children’s Environmental Health/Safety Risks</b>	None noted.
<b>Water Quality</b>	No facilities are regularly impacted by capacity issues or poor drainage. A minimal location on site has existing flooding due to poor grading or drainage is present on site and a low point causing standing water that doesn’t encroach on the runway. Environmental review of future projects will assess possible impacts on local receiving waters including those related to stormwater runoff.
<b>Wetlands, Jurisdictional or Non-jurisdictional</b>	Due to wetland designations on-site, project specific wetlands delineations should be performed for future projects.
<b>Wild &amp; Scenic Rivers</b>	None noted.

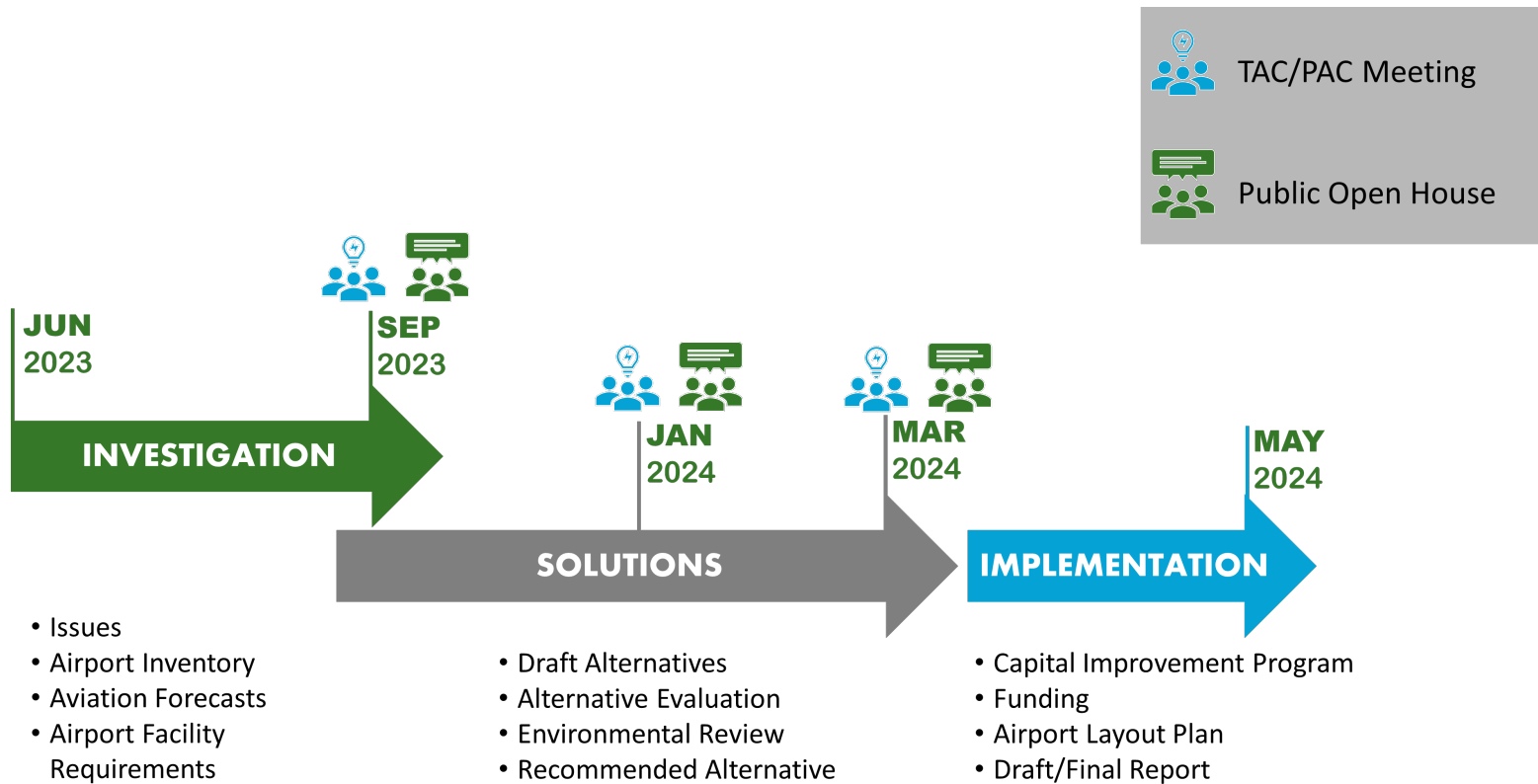


## Potential Funding Sources

Grant Name	Funding Source	Amount	Application Due	Eligible Projects
Airport Aid Grant Program	Washington Department of Transportation (WSDOT)	Up to \$750,000	4/19/2024	Airport planning, acquisition, construction, improvement, and maintenance
Sustainable Aviation Grant Program		UNK	UNK	SAF storage, electrification of GSE, electric aircraft charging infrastructure, airport clean power production, EV or hydrogen charging stations
RAISE Grant FY 25	Department of Transportation	5% of the avail. funding \$1.5 billion for all awardees	1/13/2025	Surface transportation components of an airport project, other projects the Secretary considers necessary to advance goals of the program
Energy Efficiency Grant	Washington State Department of Commerce	\$350,000	UNK – Next solicitation planned late Spring 2024	Projects that improve existing public-owned facilities or result in energy and operational cost savings
State Project Improvement Grant	Washington State Department of Commerce	UNK	UNK – Next solicitation planned for Spring 2024	Alternative projects to further improve existing projects that repair/replace existing HVAC, lighting, insulation, windows
Industrial Site Readiness Grant	Washington State Department of Commerce	\$200,000-\$500,000	1 <sup>st</sup> round: 3/21/2024 2 <sup>nd</sup> round: 5/15/2024	Engineering studies (design and planning of on and off-site infrastructure improvements), permitting, and site due-diligence



# Next Steps



THANK YOU!

## Any Comments or Questions?

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