



**Technical Advisory
Committee
Meeting #3**

Introductions



Brandon Rakes
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THE AGENDA



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

2. **Your Role as the Technical Advisory Committee (TAC)**

3. **Master Plan Schedule**

4. **Public Involvement Plan**

5. **Preferred Alternative Review**

6. **Energy Analysis**

7. **Environmental Overview**

8. **Funding**

9. **Next Steps**

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
Technical
Advisory
Committee
(TAC)



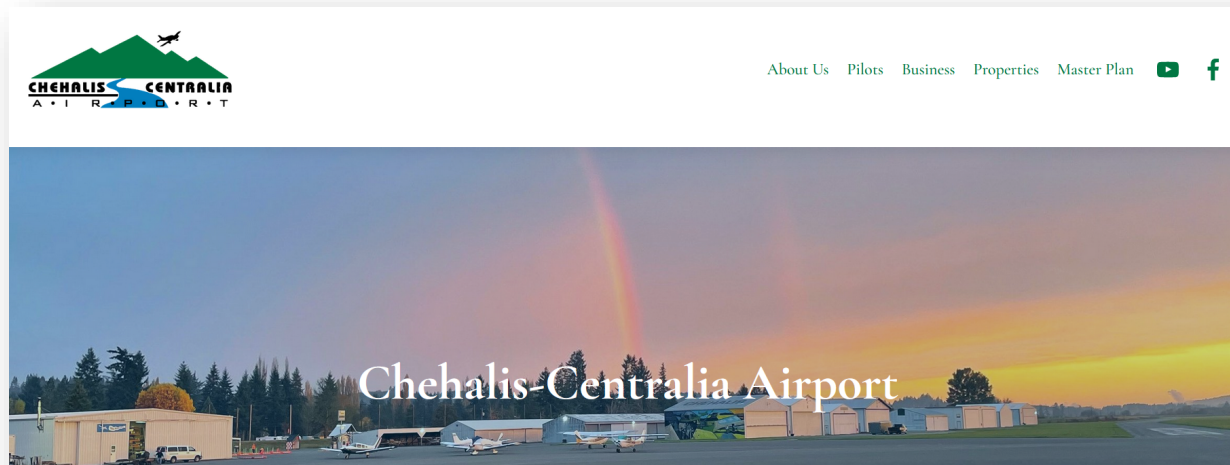
- Responsible and representative input is very important to the success of the Master Plan Update
- Limited time commitment: 3 meetings
- Review Draft Report and provide feedback with an eye towards your organization/business
- Provide suggestions AT ANY TIME



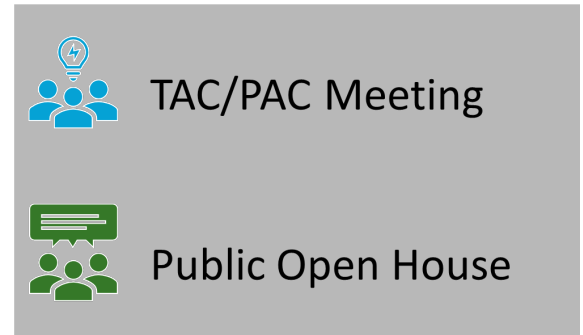
Public Involvement Plan





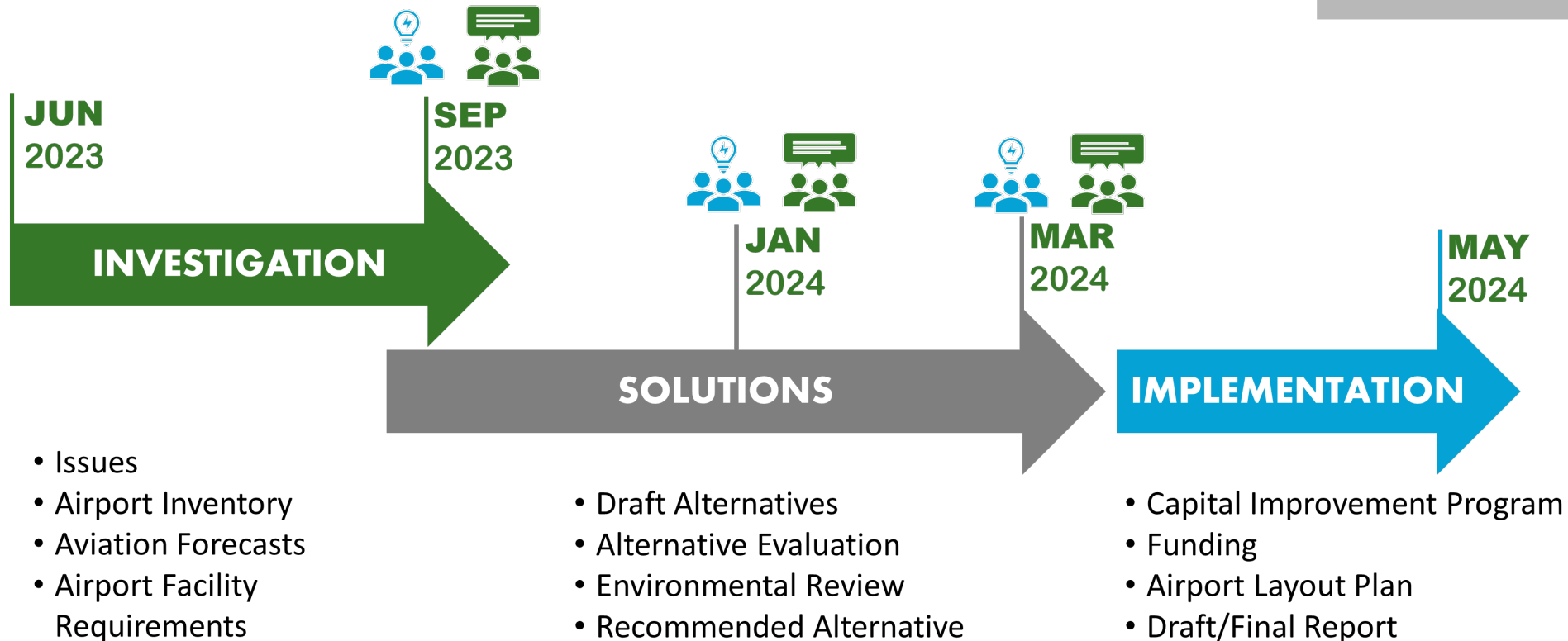
- NEW CLS website – www.ChehalisCentraliaAirport.com
 - Master Plan newsletter sign up
- User Survey
- 3 Technical Advisory Committee (TAC) Meetings
- 3 Public Advisory Committee (PAC) Meetings
- 3 Public Open Houses
- Comments accepted throughout
- Feedback from TAC/PAC ongoing



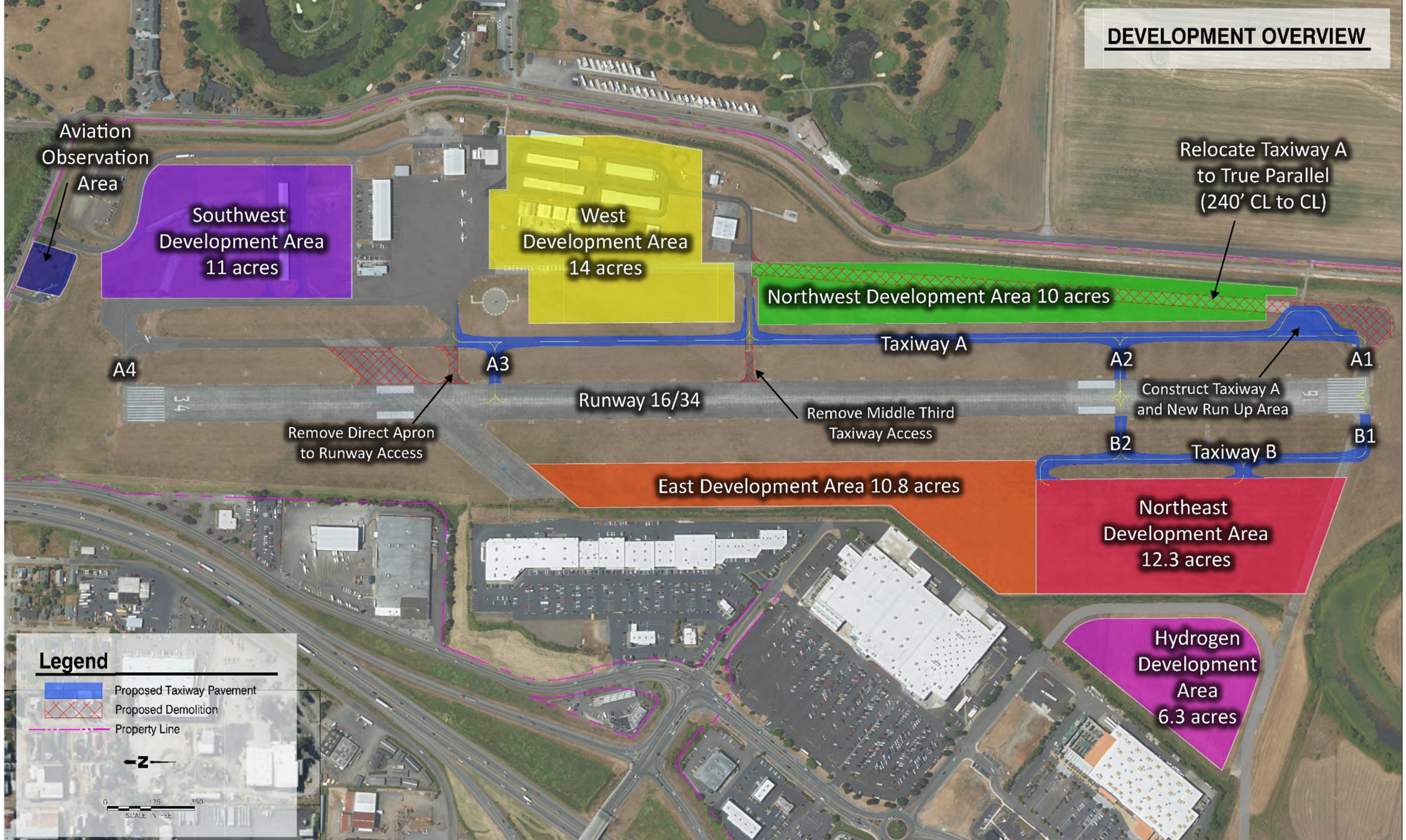
Schedule



-  TAC/PAC Meeting
-  Public Open House



DEVELOPMENT OVERVIEW



Legend

- Proposed Taxiway Pavement
- Proposed Demolition
- Property Line

0 175 350
SCALE IN FEET

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

A2

Construct Taxiway A
and New Run Up Area

A1

Remove Direct Apron
to Runway Access

Remove Middle Third
Taxiway Access

Taxiway B

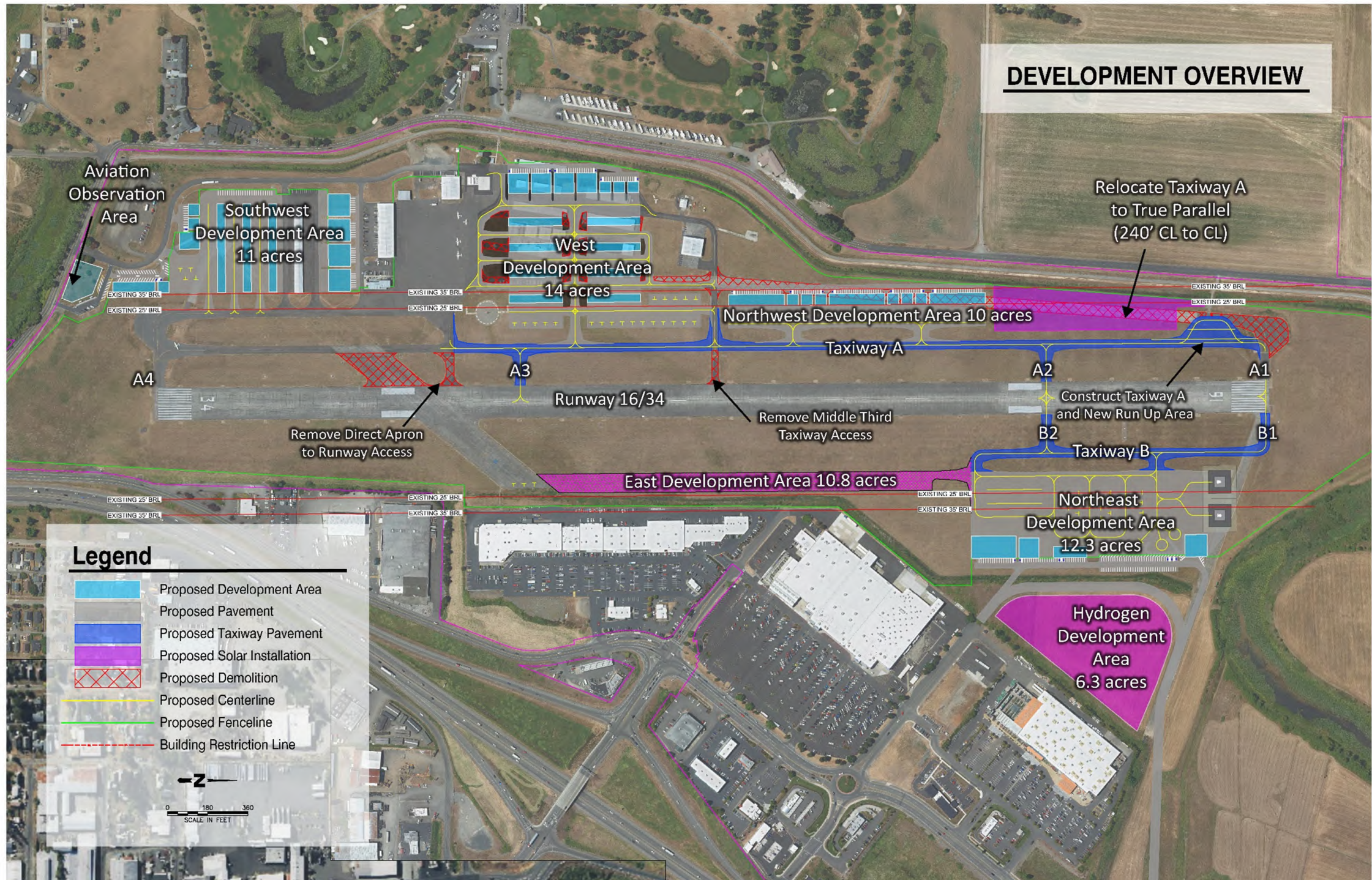
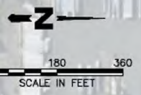
Northeast
Development Area
12.3 acres

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

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


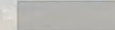
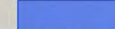

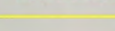

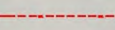
Construct two eVTOL Touchdown and Liftoff Areas

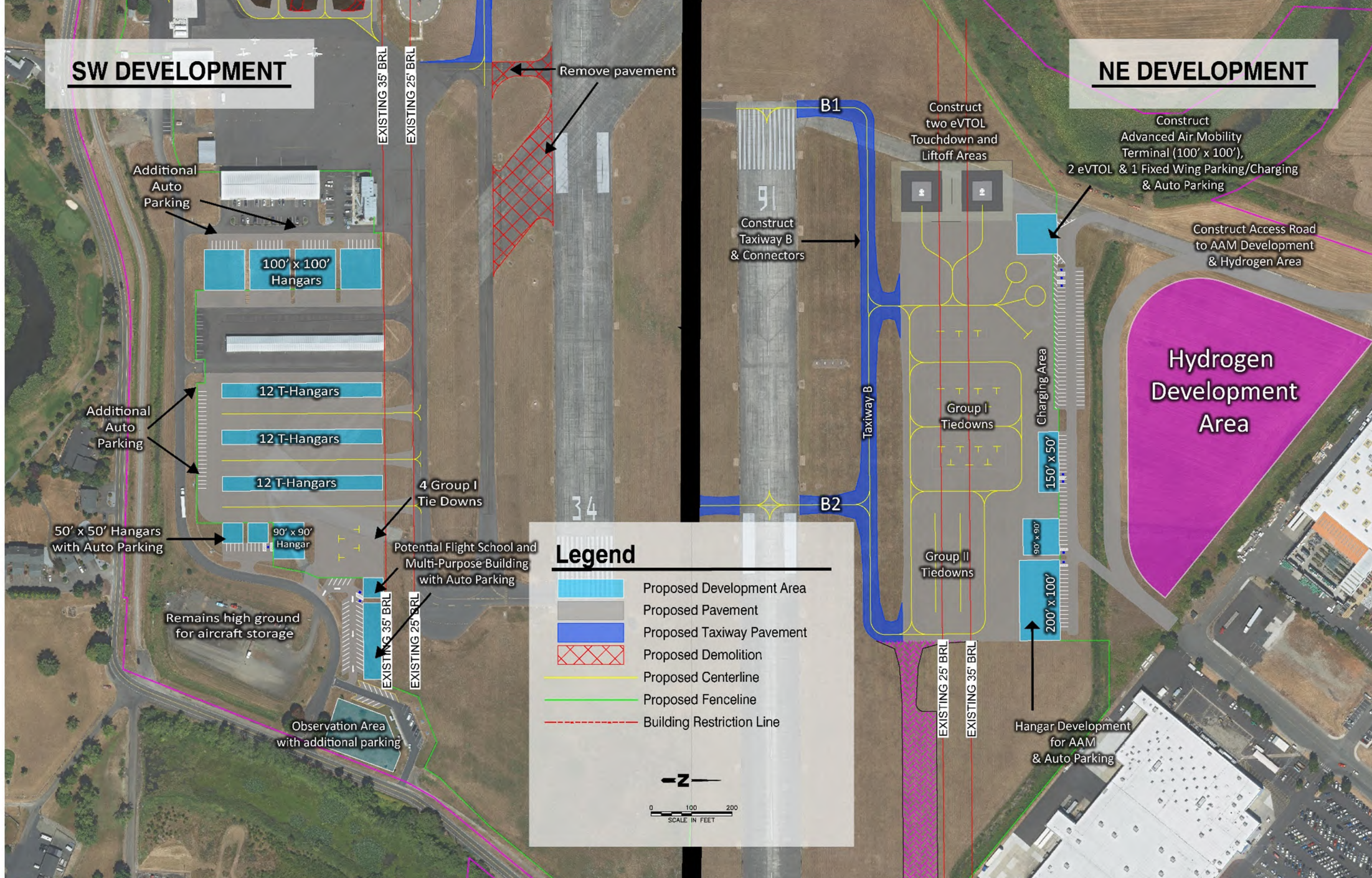
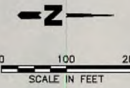
Construct Advanced Air Mobility Terminal (100' x 100'), 2 eVTOL & 1 Fixed Wing Parking/Charging & Auto Parking

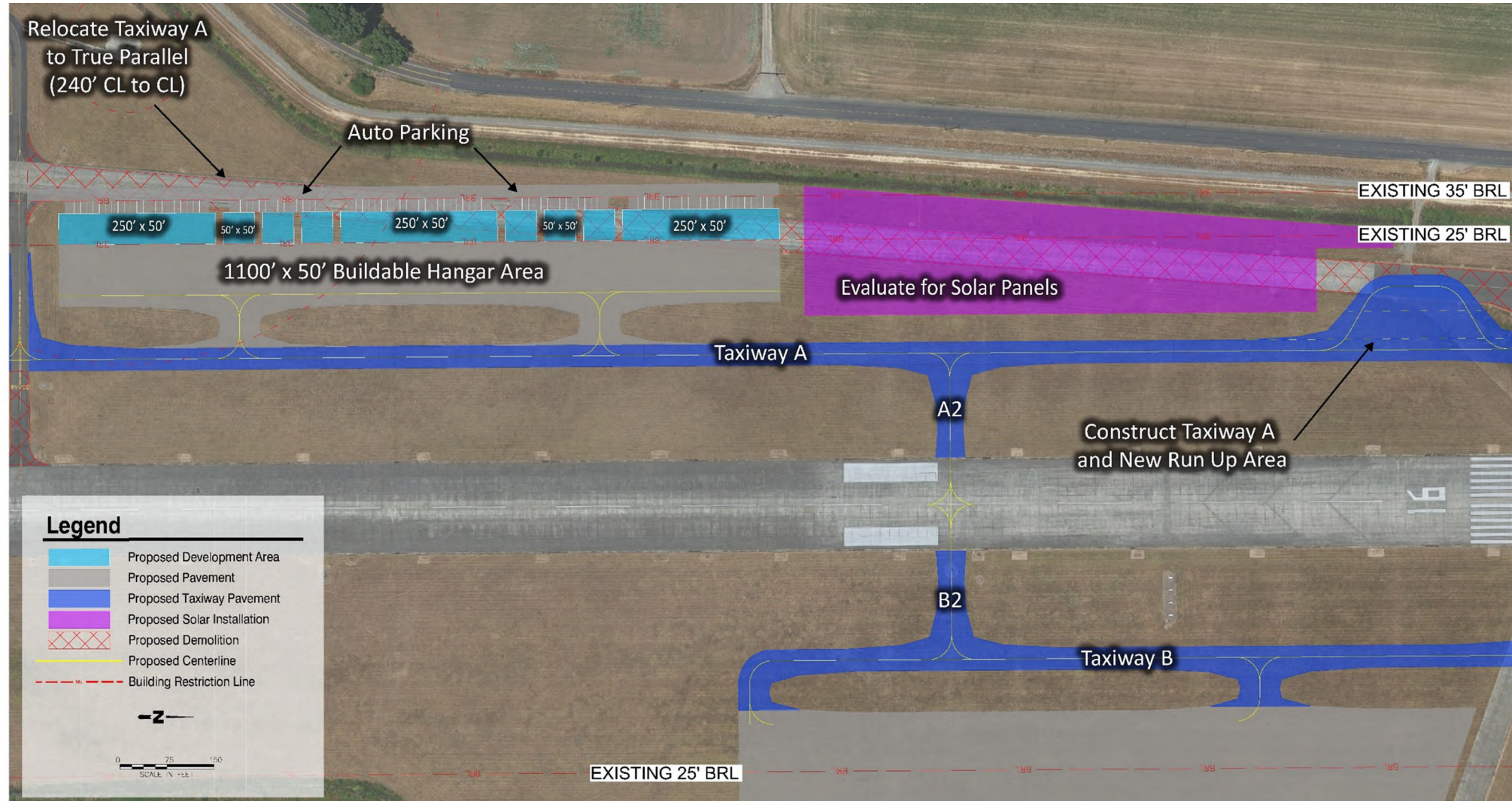
Construct Access Road to AAM Development & Hydrogen Area

Hydrogen Development Area

Legend

-  Proposed Development Area
-  Proposed Pavement
-  Proposed Taxiway Pavement
-  Proposed Demolition
-  Proposed Centerline
-  Proposed Fenceline
-  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:

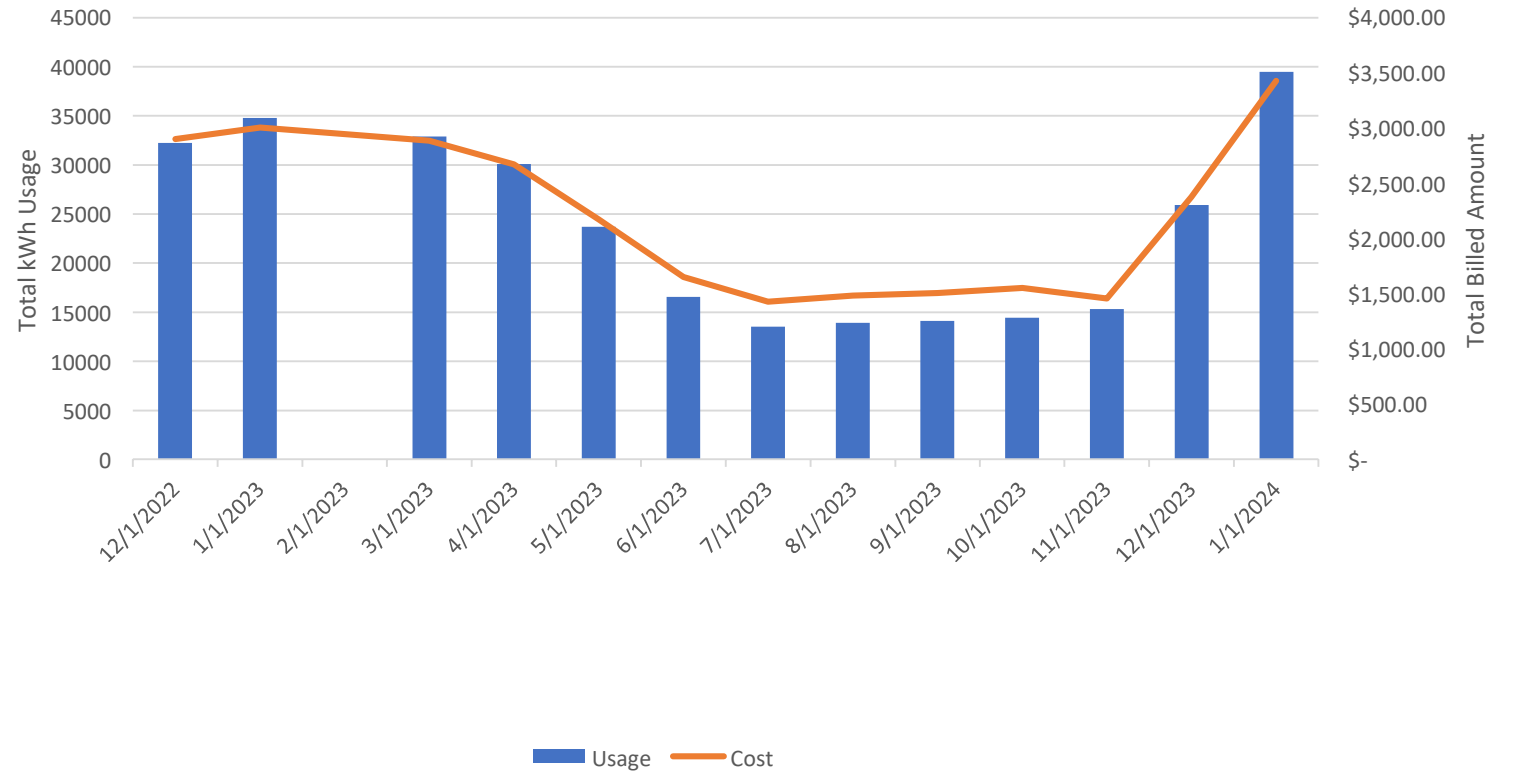
- Sustainably offset on-airport electricity usage
- Participate in net metering to generate revenue from excess energy generation beyond airport needs
- Establish a microgrid to create energy resiliency for the airport

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 comprise 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

	FAA Threshold of Significance	Potential Concerns
Air Quality, including GHGs and Climate	<p>For air quality: Potentially significant air quality impacts associated with an FAA project or action would be demonstrated by the project or action exceeding one or more of the NAAQS for any of the time periods analyzed. The six criteria air pollutants include carbon monoxide (CO), particulate matter (PM, ozone (O3), sulfur dioxide (SO2), lead (Pb), and nitrogen oxide (NOx). For GHGs and climate: Federal standards for aviation-related GHG emissions are still being developed.</p>	<p>The Airport is in Lewis County, Washington. According to the U.S. EPA’s Green Book – National Area and County-Level Multi-Pollutant Information, Lewis County is in attainment for all federal criteria pollutants. There are no potential concerns with the near-term projects.</p>
Coastal Resources	<p>While Chehalis is located inland, approximately 50 miles to the east of the Pacific Ocean, the Chehalis River Basin is included under the Shoreline Management Act as the Chehalis River is considered a shoreline of statewide significance.</p>	<p>Projects within the Airport vicinity include raising the Airport Levee and raising portions of Airport Road along the southern side of the Airport. The impacts of raising the levee will be taken into consideration for future Airport development.</p>
Compatible Land Uses	<p>Compatible land use evaluations for airports must consider the land uses in the vicinity of an airport to ensure those uses do not adversely affect safe aircraft operations. In addition, if an airport action would result in impacts exceeding FAA thresholds of significance which have land use ramifications, such as disruption of communities, relocation of businesses or residences, and induced socioeconomic impacts, the effects of the land use impacts shall be discussed. Local land use policy inconsistencies may also indicate land use compatibility issues.</p>	<p>The 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.</p> <p>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.</p>

	FAA Threshold of Significance	Potential Concerns
Construction Impacts	Construction impacts alone are rarely significant pursuant to NEPA. See significance threshold(s) for the resource(s) that construction could affect.	FAA-required best management practices (see Advisory Circular (AC) 150/5370-10G, Standards for Specifying Construction of Airports, Item P- 156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control), as well as State and local permits, would be implemented during construction projects at the Airport, as necessary.
Department of Transportation (DOT) Act: Section 4(f)	When the action’s physical use would be more than minimal, or its constructive use substantially impairs the Section 4(f) property. In either case, mitigation is not enough to sustain the resource’s designated use.	A review of the area shows four potential parks and trails near the airport. Any potential impact of development projects will be accessed during the environmental review process.
Farmland	When the combined score on Form AD1006 ranges between 200 and 260. Impact severity increases as the total score approaches 260. NOTE: Form AD-1006 is used by the U.S. Department of Agriculture, NRCS to assess impacts under the FPPA.	Consultation with the NRCS should be initiated to determine if the FPPA applies to land that would be converted for implementation of proposed airport actions. Form AD 1006 should be used to identify farmlands that would be directly and indirectly converted as a result of proposed development. There are prime farmlands designated on CLS. Consultation with the NRCS should be conducted as part of the NEPA process to determine if the FPPA applies to land that would be converted for implementation of proposed Airport actions.

	FAA Threshold of Significance	Potential Concerns
Fish, Wildlife, Plants	<p>For federally-listed species: When the USFWS or the National Marine Fisheries Service determines a proposed action would likely jeopardize a species' continued existence or destroy or adversely affect a species' critical habitat.</p>	<p>The 2016 Chehalis-Centralia Airport Levee Rehabilitation Finding of No Significant Impact (FONSI) found the following information concerning biological resources, and the protection of the resources, which is directly related to the Airport and the regional setting: 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.</p> <p>Specific surveys for federally and state-listed and proposed species and their habitats should be conducted prior to implementation of airport improvements on currently undeveloped portions of the airport property.</p>
Floodplains	<p>Executive Order 11988, Floodplain Management directs federal agencies to “avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains and to avoid direct and indirect support of floodplain development wherever there is a practicable alternative”.</p>	<p>The entire CLS property is within and nearly level with the 100-year floodplain of the Chehalis River, with a levee separating the Airport from the effects of flooding, as seen by historical data. The soil in the area is class B/C/D which is characterized by slow infiltration rates and poor drainage, contributing to the flooding issues present in the Chehalis River Basin. Additionally, the west shore of the Chehalis River is designated as a rural/urban conservancy, along with the stretch north of the Airport.</p> <p>The Floodplain regulations will be addressed during any environmental analysis of the proposed projects.</p>
Hazardous Materials, Pollution Prevention, & Solid Waste	<p>For hazardous materials: When an action involves a property on or eligible for the National Priority List (NPL). Uncontaminated properties within an NPL site's boundary do not always trigger this significance threshold.</p> <p>For pollution prevention: See significance thresholds for water quality.</p> <p>For solid waste: There are no solid waste thresholds of significance established.</p>	<p>There are no NPL sites located on the Airport. 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.</p>

	FAA Threshold of Significance	Potential Concerns
Archaeological & Cultural Resources	When an action adversely affects a protected property and the responsible FAA official determines that information from the State and/or tribal Historic Preservation Officer addressing alternatives to avoid adverse effects and mitigation warrants further study.	CLS has had an archaeological survey prepared for the Airport property. However, consultation with the tribes and the Washington State Department of Archaeology and Historic Preservation (DAHP) will be required for airport projects.
Light Emissions & Visual Effect	For light emissions: When an action’s light emissions create annoyance to interfere with normal activities. For visual effects: When consultation with Federal, State, or local agencies, tribes, or the public shows these effects contrast with existing environments and the agencies state the effect is objectionable.	For light emissions: All new lighting associated with the proposed AMP 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.
Natural Resources & Energy	When an action’s construction, operation, or maintenance would cause demands that would exceed available or future (project year) natural resource or energy supplies.	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.
Noise	For most areas: When an action, compared to the No Action alternative for the same timeframe, would cause noise sensitive areas located at or above the 65 decibel (dB) Day-Night Equivalent Level (DNL) to experience a noise increase of at least DNL 1.5 dB. An increase from DNL 63.5 dB to DNL 65 dB is a significant impact.	According to the operations counts for CLS, jet activity does not currently exceed these levels. Therefore, a noise analysis will not be required as part of the NEPA process for proposed Airport improvement projects. Should noise levels or operations counts exceed these thresholds in the future, a noise analysis may be necessary,
Secondary (Induced) Impacts	Induced impacts will not normally be significant except where there are also significant impacts in other categories, especially noise, land use, or direct social impacts.	The areas surrounding the Airport are predominately open space, commercial and industrial. There are no concentrations of minority or low-income populations within the immediate vicinity of the Airport.

	FAA Threshold of Significance	Potential Concerns
Socioeconomic Impacts, Environmental Justice, & Children’s Environmental Health/Safety Risks		
Water Quality	<p>When an action would not meet water quality standards. Potential difficulty in obtaining a permit or authorization may indicate a significant impact.</p>	<p>Overall, the Airport has good drainage and none of the 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 located on the northwest end of the Airport just north from the taxiway connector to the northern end of the runway, which is a low point causing standing water that doesn’t encroach up on the runway. Environmental review of future projects will assess possible impacts on local receiving waters including those related to stormwater runoff.</p>
Wetlands, Jurisdictional or Non-jurisdictional	<p>When an action would:</p> <ul style="list-style-type: none"> - Adversely affect a wetland’s function to protect the quality or quantity of a municipal water supply, including sole source aquifers and a potable water aquifer. - Substantially alter the hydrology needed to sustain the affected wetland’s values and functions or those of a wetland to which it is connected. -Substantially reduce the affected wetland’s ability to retain floodwaters or storm runoff, thereby threatening public health, safety, or welfare. - Adversely affect the maintenance of natural systems 	<p>According to the National Wetland Inventory, the southeast portion of Runway 16-34 is classified as a freshwater emergent wetland, along with the northeast corner of the Airport is Airport Lake, which is classified as a freshwater emergent wetland that serves as a detention pond for Airport runoff. A 100-foot buffer around Airport Lake will be required by the City of Chehalis. Portions of the area east of Airport Lake are classified as a freshwater forested/shrub wetland.</p> <p>Airport Lake is also designated by the Washington Department of Fish and Wildlife (WDFW) as Type F for fish bearing water bodies. WDFW also identified two streams within the vicinity, one as type N for non-fish bearing going north from the east end of Airport Lake to the Chehalis River and one as type U for unknown to the east of</p>

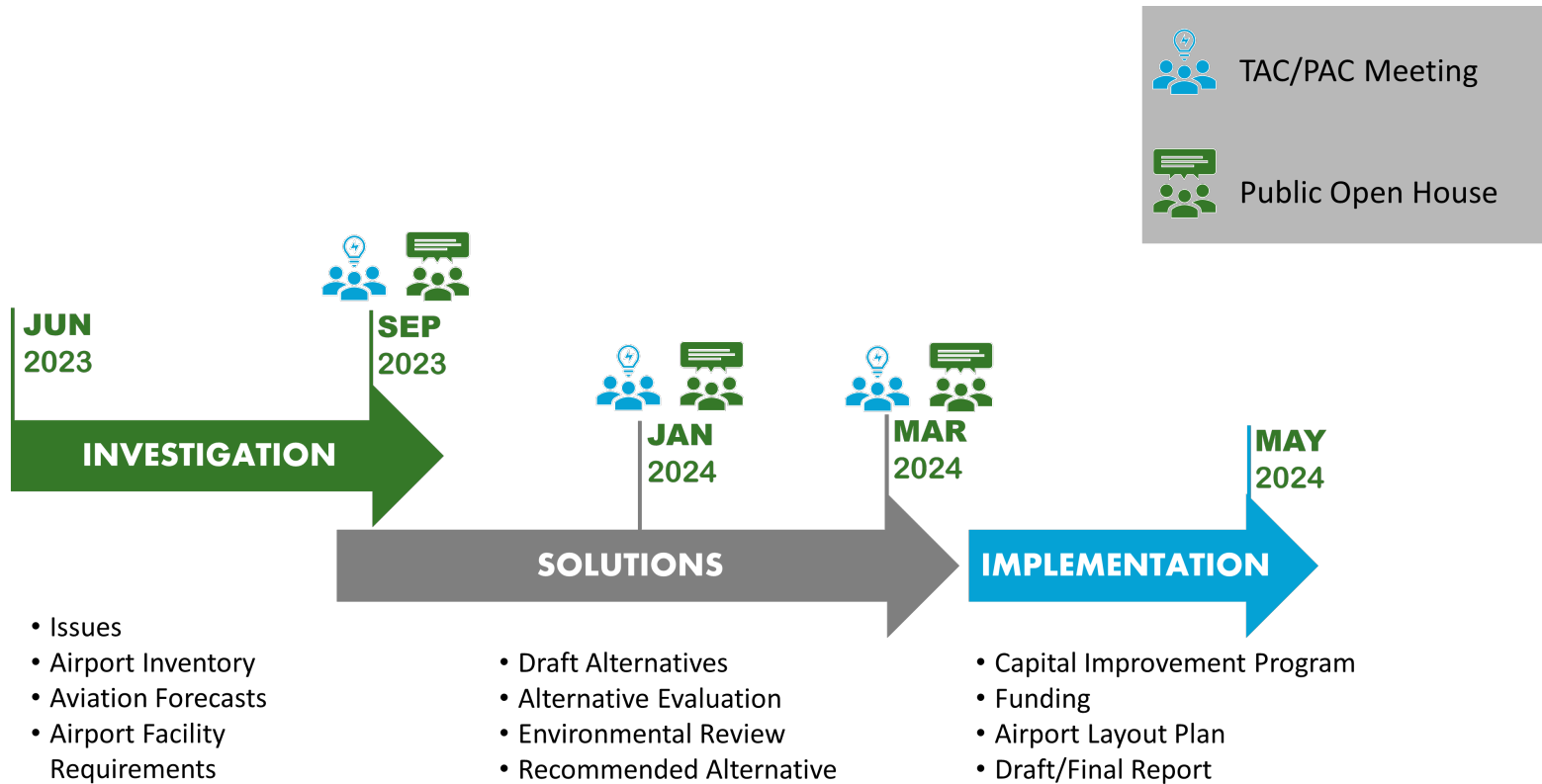


Potential Funding Sources

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 st round: 3/21/2024 2 nd 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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