

Welcome

Public Meeting for the
**Environmental Assessment for the
Austin-Bergstrom International Airport
Airport Expansion and Development Program**



March 23, 2022

The meeting will begin shortly



Austin-Bergstrom
International Airport



Agenda

- **Introduction**
- **Project Team & Partner Agencies**
- **Airport Expansion & Development Program Overview**
 - **Purpose & Need**
 - **Proposed Projects**
- **Timeline & Milestones**
- **NEPA Overview**
- **Alternatives**
- **Environmental Resource Categories**
- **Summary of Environmental Findings**
- **How to Submit Comments on the Draft EA**
- **Q&A Session**

Moderator



Shuronda Robinson
Adisa Communications

Review the Draft EA & Submit Your Comment:
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Introduction & Meeting Purpose



OVERVIEW

Present an overview of the Environmental Assessment (EA) process and a summary of environmental findings



COMMENTS

Provide direction on how to submit formal comments



Q&A

Answer questions from attendees



OTHER ?s

Non-EA related feedback and questions can be shared with AirportInfo@AustinTexas.gov or by calling **3-1-1**

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Presenters



Brian Zinn

Environmental Scientist
City of Austin
Department of Aviation



David Full, AICP

Vice President
Aviation Environmental Planning Service
Group RS&H

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Environmental Assessment Partners

- Public Agency Partners



- City of Austin Partners



Public Works Department



Capital Contracting Office



Watershed Protection

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Environmental Assessment Project Team

- **Department of Aviation Project Team**

- **Brian Zinn**,
Environmental Team Lead
10 years of experience
- **Kane Carpenter**,
Environmental Affairs Division Manager,
25 years of experience

- **Consultant Team**

- **Dave Full**, RS&H, *Project Manager, Technical NEPA Documentation & Quality Assurance*, 38 years of experience
- **Grayson Cox**, KSA, *Project Manager, Quality Assurance*, 13 years of experience
- **Christen Warkoczewski**, Baer Engineering, *Wildlife Biologist*, 6 years of experience
- **Nadya Prociuk**, Baer Engineering, *Cultural Resources Team Lead*, 16 years of experience

- **Consultant Team Continued**

- **Timothy Middleton**, HMMH, *Noise & Air Quality*, 15 years of experience
- **Santiago Araque**, Kimley-Horn, *Technical Traffic Analysis*, 10 years of experience
- **Eugene Foster**, Baer Engineering, *Historic Resources Specialist*, 33 years of experience
- **Shuronda Robinson**, Adisa Communications, *Community Engagement & Outreach*, 30 years of experience

Nearly 500 years of combined experience and expertise across the full List of Preparers team

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Airport Expansion and Development Program

- The Airport Expansion and Development Program (AEDP) guides development and construction at AUS over the next five to seven years.
- The AEDP takes a re-strategized approach at implementing key components of the 2040 Master Plan.
 - Optimizing the Barbara Jordan Terminal (BJT)
 - Building a midfield concourse and connecting underground tunnel
 - A new Central Utility Plant & electrical substation
 - Relocating and improving taxiways

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Project Purpose and Need

The purpose of the AEDP is to:

- ✓ Improve the passenger experience and accommodate forecasted demand
- ✓ Provide reliable air service to Central Texans
- ✓ Provide a safe, convenient, and environmentally sound travel experience
- ✓ Reflect the Austin community

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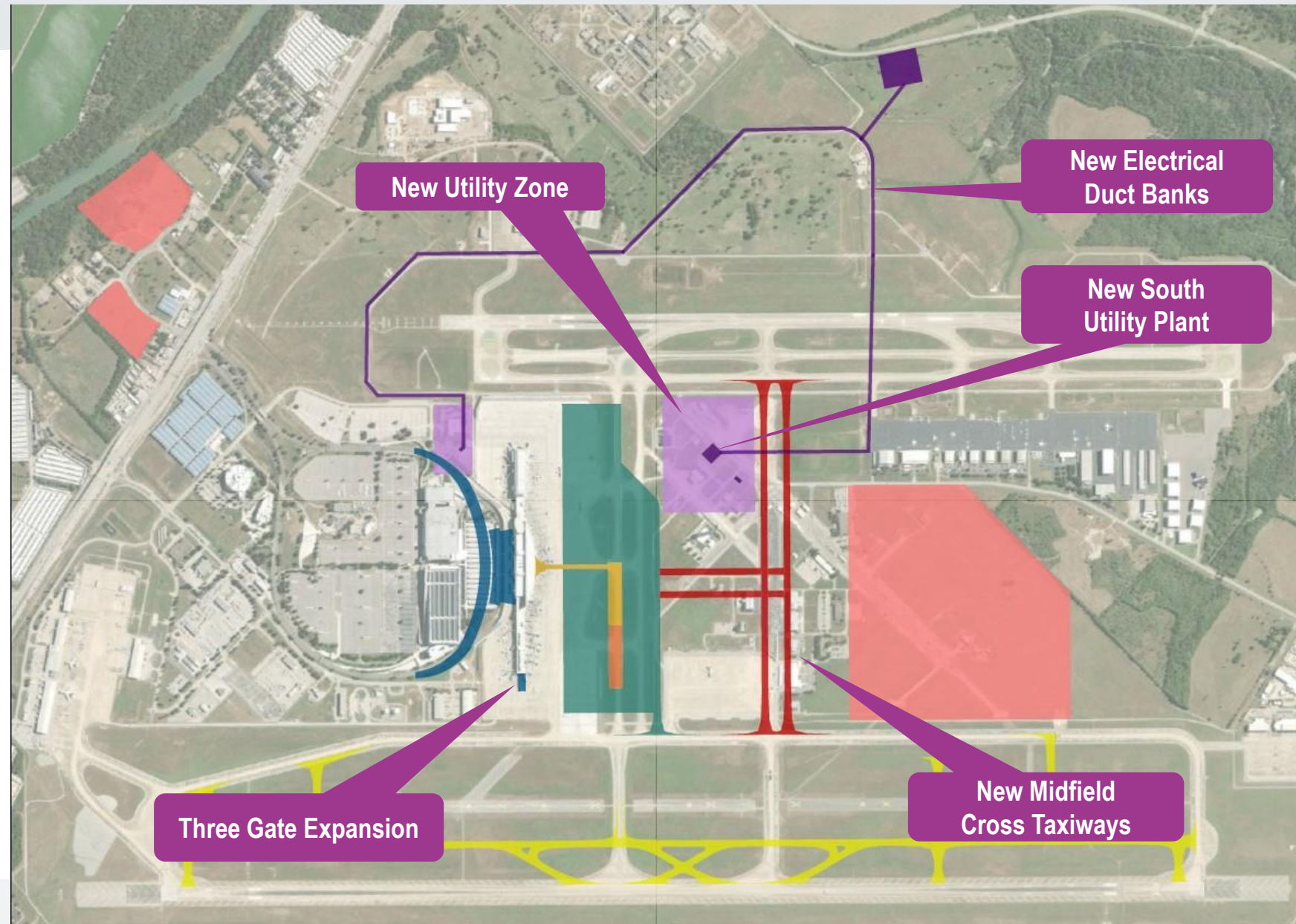


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Airport Expansion and Development Program

Proposed Projects



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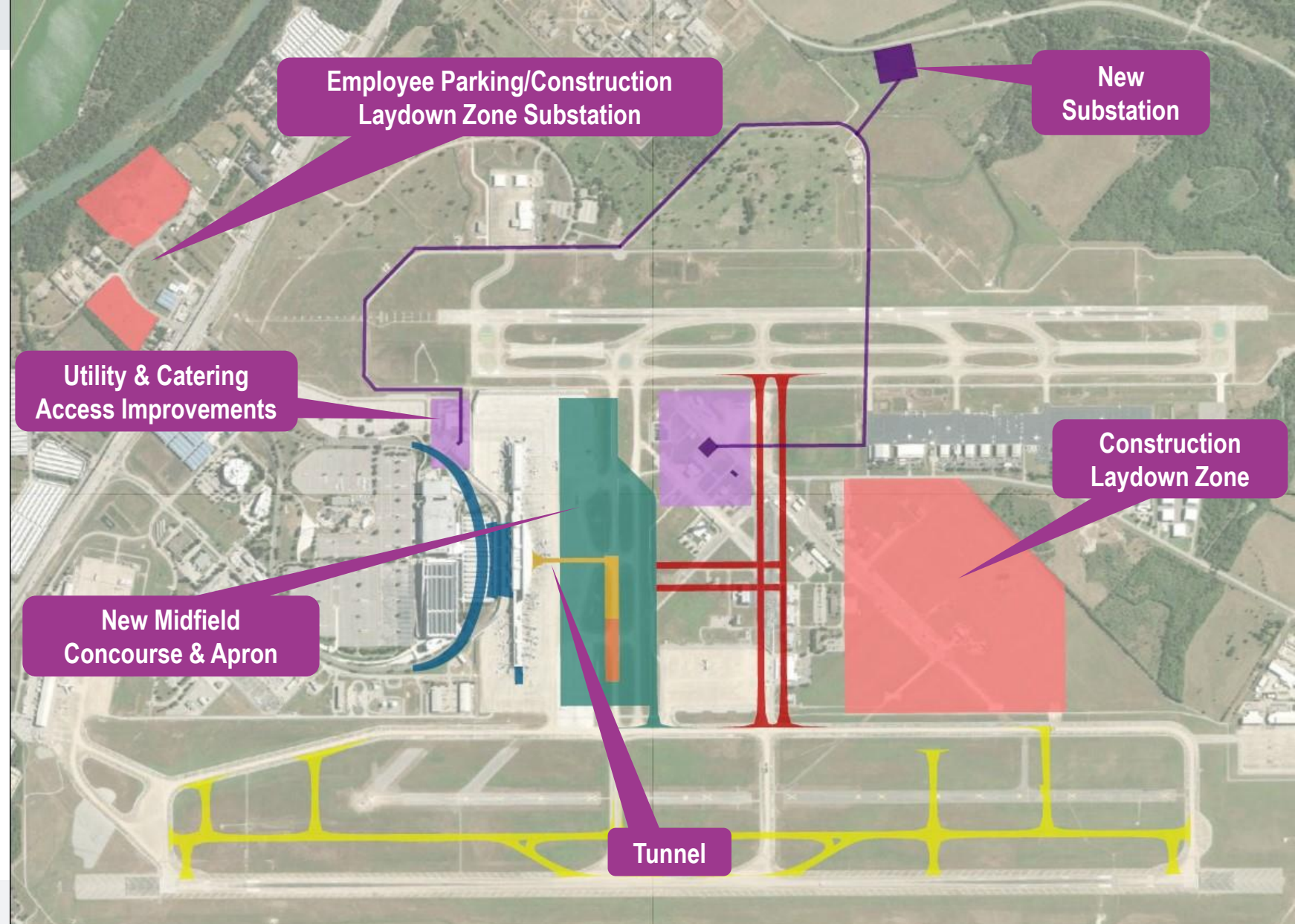


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Airport Expansion and Development Program

Proposed Projects



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National Environmental Policy Act (NEPA) Overview

- The EA is a review process guided by NEPA that will assess potential impacts to the environment associated with airport construction projects.
 - This review process will determine if **significant impacts would occur**.
 - *Environmental Impacts: Policies and Procedures and National Environmental Policy Act (NEPA) Implementation Instructions for Airport Actions* This EA is prepared in accordance with NEPA, as amended, under Council of Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA, FAA Order 1050.1F, Environmental Impacts: Policies and Procedures, 1050.1F Desk Reference, and FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions, applicable Executive Orders (EOs), and other applicable federal, state, and local requirements.

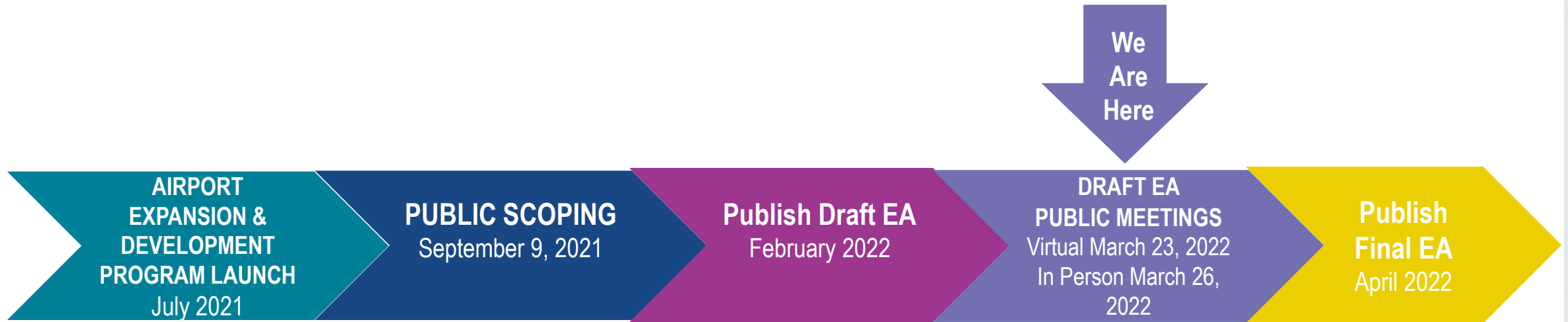
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Timeline & Near-Term Milestones



- Purpose and Need Statement finalization
- FAA coordination meetings
- State Historic Preservation Officer coordination
- Virtual Public Scoping Meeting & Comment Period
- Draft noise and air quality studies completed
- Cultural resource field work
Environmental Impact Category
Study Reports completed

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Alternatives

- **No Action Alternative**

Keeps the airport in its existing configuration

- Can accommodate forecasted passenger activity through 2027 with remote gates & buses
- Strains operations & negatively affects passenger experience
- Does not fully accommodate forecasted 2032 passenger increase



Alternatives

- 4 alternatives were identified and studied
 - **Alternative 1:** Maximum Capacity of Barbara Jordan Terminal
 - **Alternative 2:** Expanded Barbara Jordan Terminal
 - **Alternative 3:** New Expanded Arrival & Departure Hall with New Pier Concourse & Midfield Concourse B
 - **Alternative 4:** New Expanded Arrival & Departure Hall with Midfield Concourse B
- **Alternative 4 best meets the AEDP purpose and need**



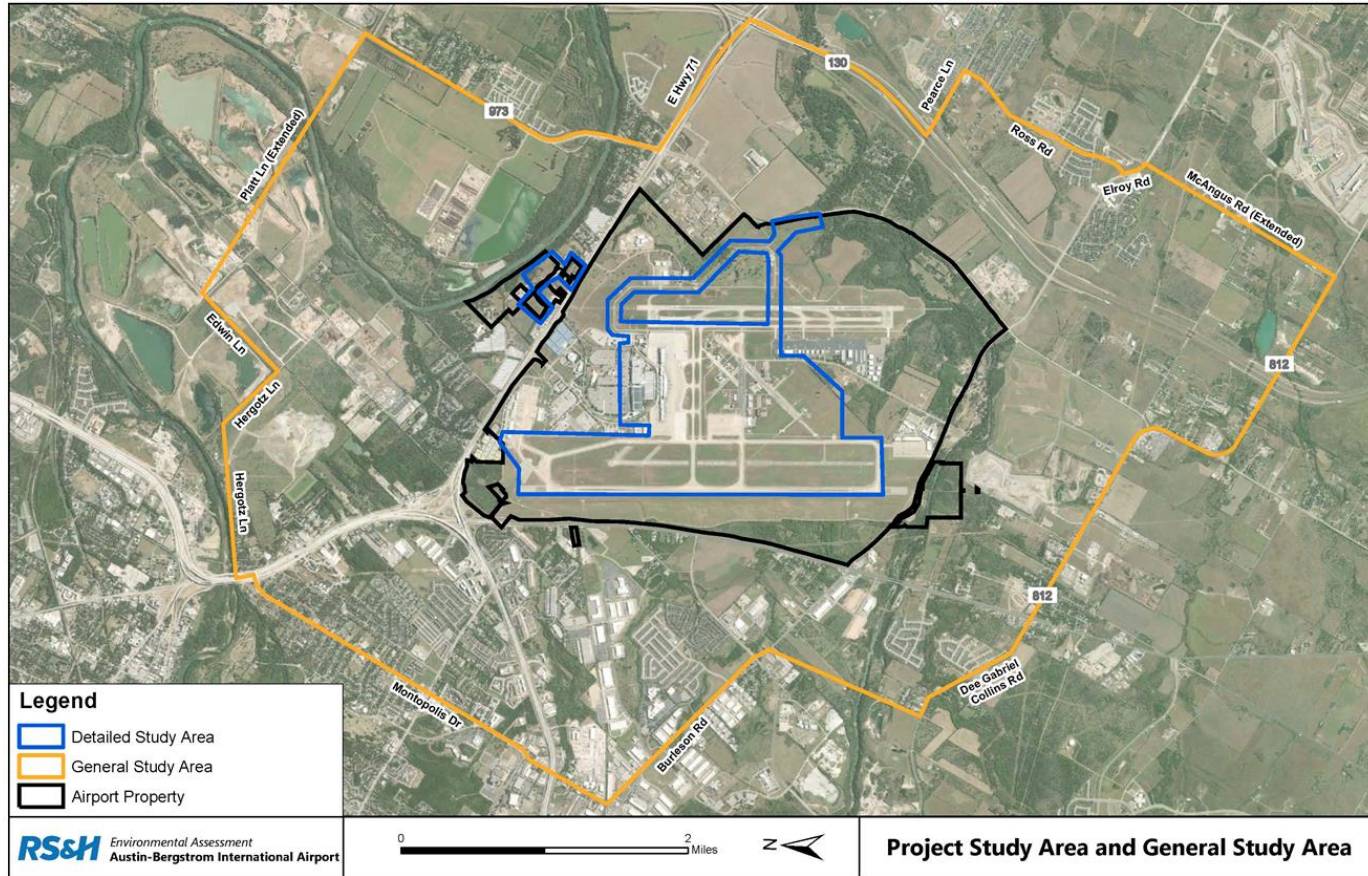
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General Study Area & Resource Categories



- Air Quality
- Biological Resources
- Climate
- Dept. of Transportation 4(f)
- Historical & Cultural Resources
- Natural Resources
- Hazards & Hazardous Materials
- Water Resources
- Surface Transportation
- Socioeconomics & Environmental Justice
- Land Use
- Noise

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Noise

- Projects would not result in a 1.5dB noise increase in noise-sensitive areas.
- **No significant impact** to noise would occur.

The FAA identifies a "significant noise impact" by operations as a DNL (Day-Night Average Sound Level) increase of 1.5 dB or more at noise-sensitive locations.

Required Mitigation

The FAA will not require mitigation efforts.

AUS will continue to evaluate noise impacts on surrounding communities and respond to noise complaints.

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Air Quality

- Emission estimates are below EPA thresholds for CO, VOC, SO_x, PM₁₀ and PM_{2.5}.
- Estimates for NO₂ are slightly higher than 100 tons per year threshold.
 - The combined estimated rate for NO₂ emissions are 106.7 in 2032
 - These emissions are due to airline operations.
- AUS partners with the airlines to help reduce air quality impacts:
 - Electric Ground Service Equipment (eGSE) charging stations.
 - Accepted the first delivery of Sustainable Aviation Fuel in partnership with Signature Flight Support.

Travis County is in an “attainment area.”

The air quality in Travis County is consistently “in attainment” of the National Ambient Air Quality Standards.

Required Mitigation

When estimated emissions are below thresholds, mitigation is not required.

Even though the Clean Air Act does not require mitigation efforts in this case, AUS is committed to reducing air quality impacts.

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Historical & Cultural Resources

- No archaeological, historic or cultural resources were found.
- No historically significant buildings are planned for demolition
- **No significant impacts** to historical and cultural resources.

Required Mitigation

The FAA will not require mitigation.

If archaeological material is discovered during construction, construction would stop immediately.

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Socioeconomics & Environmental Justice

- The project will not cause relocation of homes, schools, daycares, off-airport businesses, or parks.
- The COA owned property across Hwy 71 is the only off-airport construction. All other construction in this development plan will be on the airport campus.
- The project would positively affect employment levels through job creation.
- **No significant impacts** to Environmental Justice populations.

Required Mitigation

The FAA will not require mitigation.

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Water Resources

- No wetlands are proposed to be disturbed.
- No project components are located within FEMA floodplains.
- **No significant impacts** to Onion Creek, Carson Creek, or the Colorado River.

Land Use

- Land use would not change.
- **No significant impacts** to land use.

Required Mitigation

The FAA will require erosion & sedimentation controls to protect surface waters.

The FAA will not require mitigation for land use.

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Biological Resources

- Loss of vegetation could reduce habitat for non-threatened and non-endangered species.
- **No significant impacts** on threatened or endangered species.

Climate

- Construction activities would temporarily increase Greenhouse Gas (GHG) emissions.
- Small increase in GHG due to aircraft operations.
- **No significant impacts** to climate.

Required Mitigation

The FAA will not require mitigation for biological resources.

The FAA will not require mitigation for climate.

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Dept. of Transportation 4(f)

- 2 National Register of Historic Places eligible properties would not experience significant noise impacts.
- **No significant impacts** to publically owned parks, recreation centers, wildlife refuges and historic sites.

Hazards & Hazardous Materials

- Asbestos and lead-based paint have been abated.
- **No significant impacts** to hazards & hazardous materials.

Required Mitigation

The FAA will not require mitigation for Dept. of Transportation 4(f).

The FAA will not require mitigation hazards and hazardous materials.

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Natural Resources

- Increase demand of electricity by appx. 8 megawatts.
- **No significant impacts** to natural resources.

Surface Transportation

- Slight delay at SH 71 & airport roadways
- **No significant impacts** to surface transportation.

Required Mitigation

The FAA will not require mitigation.

The FAA will not require mitigation.

Traffic improvements are anticipated to come with the introduction of the Blue Line light rail to the airport.

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How to Submit Your Formal Comments

Online: Use the comment box on SpeakUpAustin.org/AUS-EA

Project Open House: Join us at the Open House Saturday, March 26, 10 a.m. – 1 p.m.

By Mail: Send your comment by mail:
Austin-Bergstrom International Airport
ATTN: Environmental Affairs
2716 Spirit of Texas Drive, Austin, TX 78719

By Email: AirportEngagement@AustinTexas.gov

Submit your
comment
before the
5:00 P.M
April 7, 2022
deadline



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Airport Open House

**Airport Planning & Development Building
2716 Spirit of Texas Drive Austin, Texas 78719**

- Spanish interpretation will be provided
- Free parking on-site
- Capital Metro's Route 20 - Stop ID 5099
- Brief overview presentations at 10:30 a.m. & 12 p.m.
- COVID-19 Safety: All attendees must wear face masks throughout the event & maintain distance from one another.

Saturday,
March 26

10 a.m. – 1 p.m.

*Come & go as
you please!*

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Question & Answer Session

Subject Matter Expert Team

- **Brian Zinn**, Department of Aviation, General Questions
- **Lyn Estabrook**, Department of Aviation, Airport Expansion & Development Program
- **Dave Full**, RS&H, General Questions
- **Grayson Cox**, KSA Engineering, General Questions
- **Santiago Araque**, Kimley-Horn, Surface Traffic
- **Eliza Ornelas**, Baer Engineering, General Questions
- **Nadya Prociuk**, Baer Engineering, Archeology
- **Christen Warkoczewski**, Baer Engineering, Biology
- **Eugene Foster**, Baer Engineering, Historic Architecture
- **Timothy Middleton**, HMMH, Noise and Modeling
- **Gene Reindel**, HMMH, Noise and Modeling
- **Phil DeVita**, HMMH, Air Quality
- **Alice Richard**, HMMH, Air Quality
- **Alan Rhames**, CDM Smith, Floodplain & Stormwater
- **Shawn Turner**, CDM Smith, Floodplain & Stormwater

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Next Steps

- This meeting will be recorded and posted to the project webpage.
- The comment period will close at 5:00 P.M on April 7th, 2022.
- Comments will receive responses, which will be included in the Final EA submitted to the FAA in April.
- Comments and their responses will be posted to the project website after the FAA issues a decision.

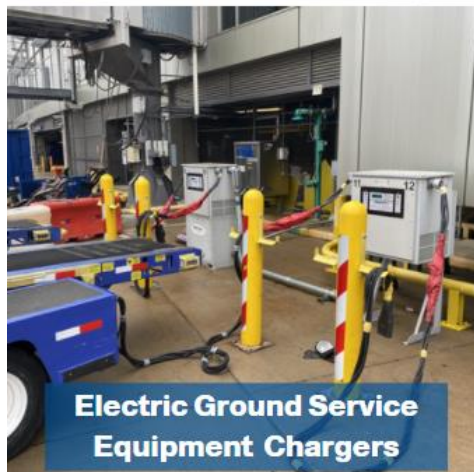
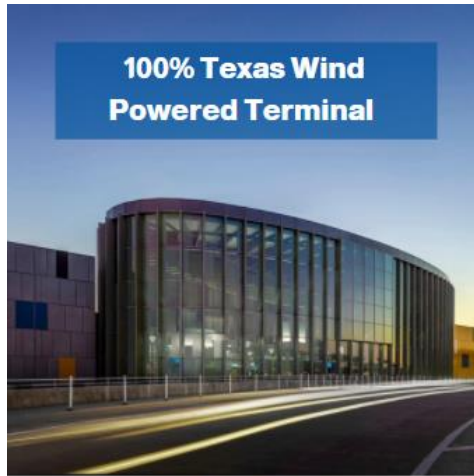
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AUS Environmental Affairs



- **Level 3+ Carbon Accreditation**
Airports Council International - North America, 2021
 - 1 in 4 North American airports
 - First medium sized airport to achieve carbon neutrality
- **LEED certified buildings**
- **All new construction guided by Austin Energy Green Building**



[AustinTexas.gov/Department/
Environmental-Responsibility](https://AustinTexas.gov/Department/Environmental-Responsibility)

Thank You!

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**Draft Environmental Assessment for the
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March 2022

The meeting has ended



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