



Terminal Improvements Environmental Assessment Public Involvement Presentation



Purpose of Presentation

To provide an overview of:

- Proposed Terminal Improvements at the Yellowstone Airport (WYS); and
- Draft Environmental Assessment
- Where to find additional information and how to comment

Detailed information used to create this presentation can be found in the draft EA for Proposed Construction of New Airport Terminal and Associated Improvements at Yellowstone Airport (WYS) near West Yellowstone, Montana

Contents of Presentation

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Roles and Responsibilities

| Entity | Role/Responsibility |
|---|--|
| Montana Department of Transportation (MDT) – Aeronautics Division | Owns and Maintains Yellowstone Airport (WYS) – Airport Sponsor |
| Montana Department of Transportation (MDT) – Environmental Division | Lead State Agency for compliance with the Montana Environmental Policy Act (MEPA) |
| Federal Aviation Administration (FAA) | Lead Federal Agency for compliance with the National Environmental Policy Act (NEPA) |
| United States Forest Service (USFS) | Cooperating Agency for NEPA compliance |
| Morrison-Maierle Inc. (MMI) | Airport Consultant |

Proposed Action

- Construct New Terminal Building at WYS
 - Construction of approx. 29,000 SF terminal
 - Entry, lobby, seating, screening, passenger hold room, concessions, restrooms, airlines and ticketing, baggage drop/screening and handling/lobby, airport admin., TSA, rental cars, educational kiosks/display areas, mechanical systems, storage, other uses
 - Adhere to State of MT Architecture and Engineering (A&E) Minimum Design, as well as High Performance Building Standards
 - Demolish terminal and generator buildings
 - Modifications to animal control fencing

Proposed Action (Con't.)

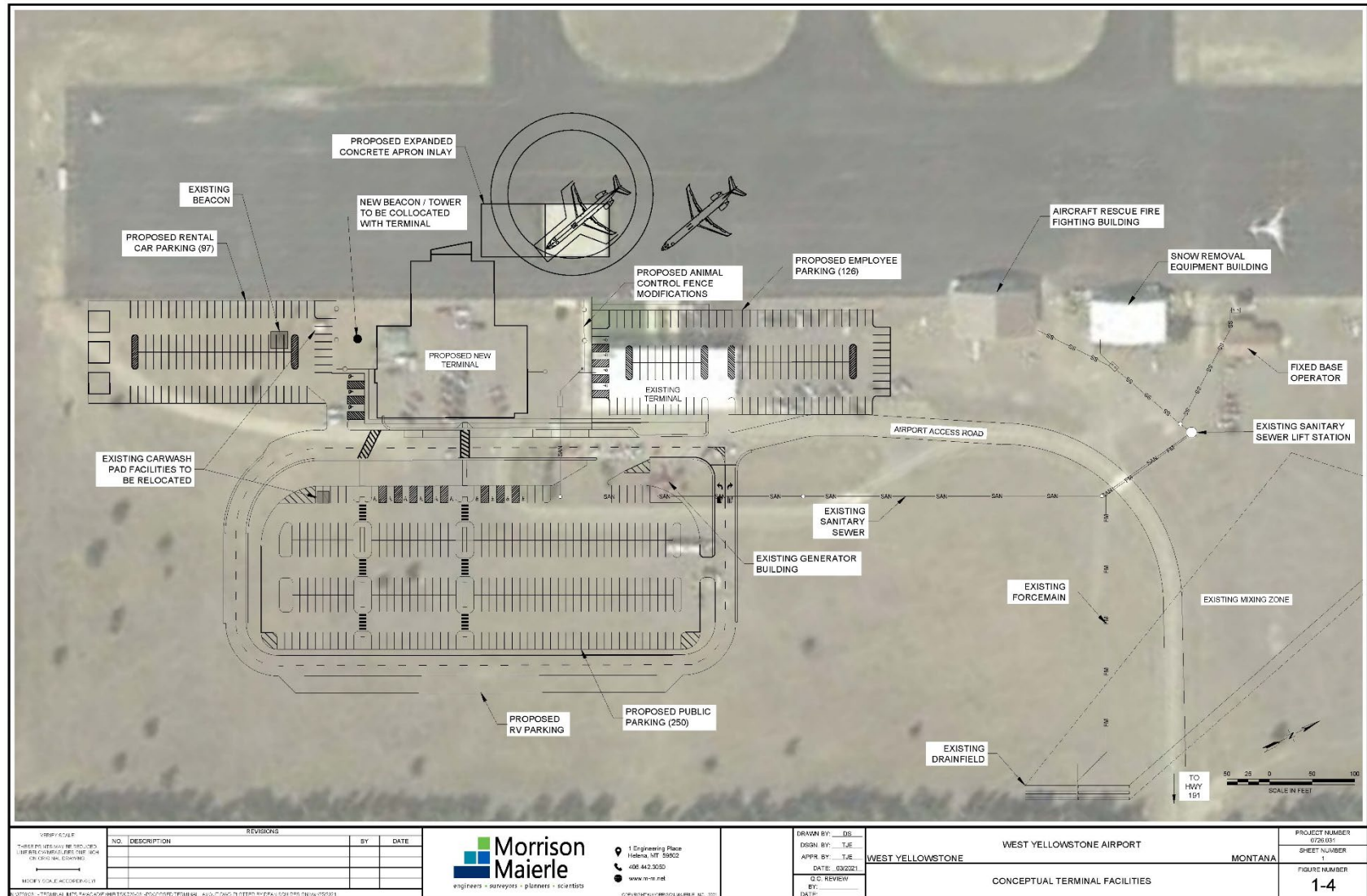
- Expand concrete commercial parking pad
- Reconstruct and extend airport access road
- Construct new parking lot infrastructure
 - Passenger, rental cars, administrative staff parking
 - Relocate existing car wash pad facilities
- Replacement of existing beacon with new beacon and tower

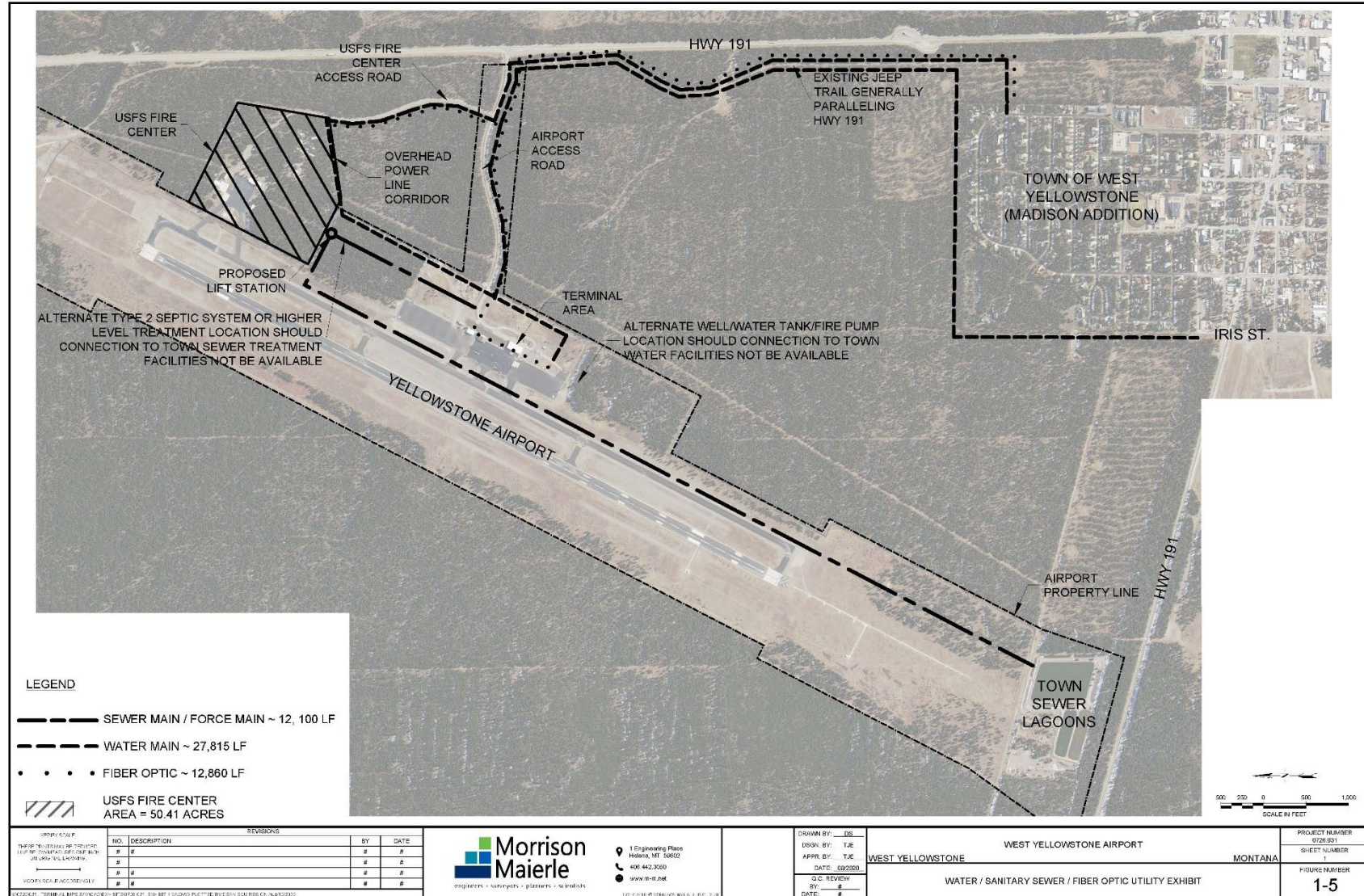
Proposed Action (Con't.)

- New water infrastructure
 - Extend water main approx. 27,815 LF from town of West Yellowstone
 - Route to near USFS Jump Base
 - USFS special use authorization for construction and maintenance on public land
 - Existing well proposed to be abandoned
- New fiber optic infrastructure
 - Collocated in the same trench as the water line from the town of West Yellowstone

Proposed Action (Con't.)

- New sewer infrastructure
 - Extend service from the terminal to Town sewer lagoons
 - Remove existing septic tanks and abandon drain field(s) and force main(s)
- Timber clearing to facilitate subsurface utilities





Purpose of the Proposed Action

- To provide an updated terminal facility to meet current/future passenger, Transportation Security Admin. (TSA), and Airport Admin. needs
- Ancillary purpose: improve water, sewer, fiber optic infrastructure to better serve new terminal, potential extension to other airport users and neighboring USFS Jump Base.

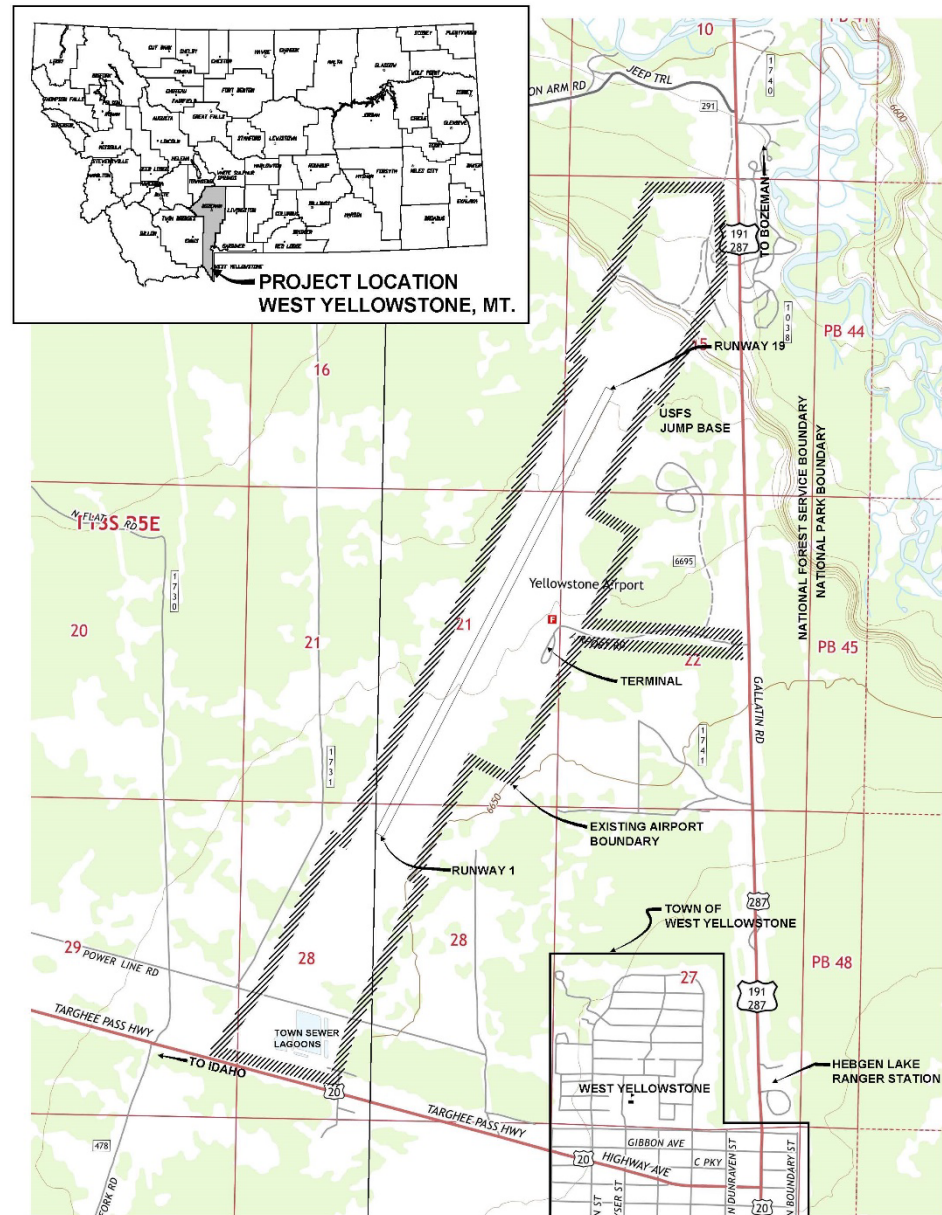
Need for the Proposed Action

- Present terminal building and infrastructure not configured or sized to adequately accommodate present day and projected future needs of the traveling public.
- Proposed Action would improve safety and efficiently accommodate the needs of existing and future passengers, TSA, Airport Admin, and other Airport users.

Background

Yellowstone Airport (WYS)

- Airport Identifier: WYS
- Located two miles north of the town of West Yellowstone in southernmost Montana, just a few miles west of the Wyoming border and Yellowstone National Park's (YNP) western entry.
- Approx. 0.2 miles to nearest YNP boundary.



Background Continued

- WYS was constructed in the 1960s
- Initial construction of the facilities at WYS included an 8,399-foot x 150-foot paved runway, a 75-foot wide full parallel paved taxiway, apron, and an airport terminal building.



Background Continued

- The Airport is utilized for corporate business activity, aerial surveying, military exercises, search and rescue, emergency medical services, and public charters among other uses.
- Commercial service is provided through SkyWest Airlines, and is nearly exclusively comprised of visitors to Yellowstone National Park (YNP).
- Aerial wildland firefighting is a critical service in wildland fire response and has a large presence at the Airport. Response can be on all types of federal lands, in addition to public lands at state/local level and private lands such as large industrial timber ground at times.

Background Continued

- 2015 Masterplan for WYS recommended remodel or construction of new terminal.
- 2019 Terminal Area Narrative Report (TANR) reviewed alternatives and recommended construction of new terminal.
- 2019/2020: EA initiated to identify the potential environmental impacts of proposed terminal improvements.

Environmental Assessment (EA)

Development of the EA had to comply with FAA, USFS, and MDT Requirements/Orders:

| Entity | Requirements/Orders |
|--------|---|
| FAA | FAA Order 1050.1F, <i>Environmental Impacts: Policies and Procedures</i> FAA Order 5050.4B, <i>National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions</i> |
| USFS | USFS Forest Service Manual 1950, <i>Environmental Policy and Procedures</i> USFS Handbook 1909.15, <i>National Environmental Policy Act Handbook</i> |
| MDT | Montana Environmental Policy Act (MEPA) -Administrative Rules of the State of MT 18.2.235 – 18.2.261, <i>Rules Implementing the Montana Environmental Policy Act</i> -Guide to Montana Environmental Policy Act |

Alternatives Evaluated in the Environmental Assessment

- No Action
- Proposed Action
- Alternative W1 – construct on-site water supply
- Alternative S1 – construct on-site sanitary sewer treatment system

Alternatives that were NOT carried forward for analysis in the EA are discussed in Chapter 3 of the draft EA

Environmental Categories

- Air Quality
- Biological Resources
- Climate
- Coastal Resources
- DOT Section 4(f) Land
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archeological, & Cultural Resources
- Land Use
- Natural Resources & Energy Supply
- Noise and Compatible Land use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources
- Cumulative Impacts

From FAA Order 1050.1F,
Environmental Impacts: Policies and Procedures

Environmental Categories Not Present in Project Area

- Coastal Resources
- Farmlands
- Water Resources
 - Surface Waters
 - Floodplains
 - Wetlands
 - Wild and Scenic Rivers

Overview of Environmental Categories

- The following slides provides a brief overview of environmental categories present at WYS and the conclusion reached in the draft EA.
- Full details of the analysis can be found in Chapter 4 of the draft EA.

Air Quality

- EPA National and Montana Ambient Air Quality Standards (NAAQS and MAAQS) for various pollutants
- Regulations apply to nonattainment and maintenance areas only –WYS is in attainment
- Analyzed construction air impacts with FAA required software for full disclosure
 - Construction emissions temporary and no NAAQS/MAAQS threshold values exceeded
- Conclusion in draft EA:
 - No Action – No effect as non-development alternative
 - Proposed Action – No significant effect on air quality
 - Alternatives W1 and S1 - No significant effect on air quality

Biological Resources

- Draft EA included analysis for:
 - General Fisheries
 - General Wildlife and Plant Resources
 - Migratory Birds and Eagles
 - Threatened, Endangered, Proposed, and Candidate Species
 - MT Species of Concern and USFS Regional Forester Sensitive Species/Management Indicator Species
- Significance impact if US Fish and Wildlife Service (USFWS) determines project likely to jeopardize continued existence of species, or would result in destruction or adverse modification of federally designated critical habitat

Biological Resources (Con't.)

Summary of Biological Assessment (BA)/Biological Opinion Findings
(Table 4-2-3 of draft EA)

| Species | Result of Analysis |
|------------------------------|---|
| Canada lynx | May affect but is not likely to adversely affect |
| Canada lynx Critical Habitat | No Effect |
| Grizzly Bear | May affect but is unlikely to adversely affect |
| Ute ladies' tresses | No Effect |
| Wolverine | Not likely to jeopardize the continued existence of |
| Whitebark pine | Not likely to jeopardize the continued existence of |

- USFWS concurred with FAA determinations on July 31, 2020.
- Following review of BA, wolverine status updated from 'proposed threatened' to 'sensitive' species in Region 1 of the USFS, and Whitebark Pine proposed for listing as a threatened species as of December 2, 2020.

Biological Resources (Con't.)

Determination of effect for USFS Region 1 Terrestrial Sensitive Species
(Table 4-2-4 of draft EA)

| Species | Determination of Effect |
|---------------------------|-------------------------|
| American peregrine falcon | NI |
| Bald eagle | MIIH |
| Bighorn sheep | NI |
| Black-backed woodpecker | MIIH |
| Flammulated owl | NI |
| Gray wolf | MIIH |
| Harlequin duck | NI |
| Trumpeter swan | NI |
| Townsend's big-eared bat | NI |
| Wolverine* | MIH |

NI = No Impact; MIIH = May Impact Individuals or Habitat but Will Not Likely Contribute to a Trend Toward Federal Listing or Cause a Loss of Viability to the Population or Species.

*During preparation of the EA, the wolverine has now become a USFS Region 1 Terrestrial Sensitive Species

Biological Resources (Con't.)

Determination of effect for USFS Management Indicator Species
(Table 4-2-5 of draft EA)

| Species | Determination of Effect |
|--------------|--|
| Grizzly Bear | Analyzed in the T&E section |
| Bald Eagle | Analyzed above |
| Elk | No effect in the planning unit and no significant effect on the species |
| Wild Trout | No fisheries exist within the project area |
| Goshawk | No significant impact |
| Marten | The project would not affect marten at the planning unity scale and the project would not have a significant impact on this species. |

Biological Resources (Con't.)

- Conclusion in draft EA
 - No Action – No effect as non-development alternative
 - Proposed Action - No significant effect on biological resources
 - Alternatives W1 and S1 - No significant effect on biological resources

Climate

- FAA Order 1050.1F - Consider Greenhouse Gases (GHG) and Climate Under NEPA
- Temporary increase in GHG during construction
- Conclusion in draft EA
 - No Action – No effect as non-development alternative
 - Proposed Action - No significant effect on climate
 - Alternatives W1 and S1 - No significant effect on climate

DOT Section 4(f)

- Section 4(f) of the U.S. DOT Act of 1966 – protects lands of ‘any publicly owned land from a public park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance, or land from an historic site of national, state, or local significance’.
- Conclusion in draft EA
 - No Action – No effect as non-development alternative
 - Proposed Action – See following slides
 - Alternatives W1 and S1 - No direct or constructive uses of 4(f)

DOT Section 4(f)

Summary of Effect due to Proposed Action on DOT 4(f) Resources

Parks/Recreational/Refuges

| Resource | Proposed Action | Alternatives W1/S1 |
|---|--|--------------------------------------|
| Baker's Hole Campground | No direct use No constructive use | No direct use No constructive use |
| Pioneer Park (town of West Yellowstone) | No direct use No constructive use | No direct use No constructive use |
| Yellowstone National Park | No direct use No constructive use | No direct use No constructive use |
| Custer Gallatin National Forest | Direct use- determined to be <i>de minimus</i> No Constructive use | No direct use No constructive use |

DOT Section 4(f)

Summary of Effect due to Proposed Action on DOT 4(f) Resources

Historic Sites (Additional info on these resources in Historic Section)

| Resource | Proposed Action | Alternatives W1/S1 |
|--|--|--------------------------------------|
| Yellowstone Airport Terminal (24GA1958) | Direct use No constructive use | No direct use No constructive use |
| Yellowstone Airport Beacon Tower (24GA1981) | Direct use No constructive use | No direct use No constructive use |
| Great Bannock Trail | No direct use No constructive use | No direct use No constructive use |
| Nez Perce (Nee-Me-Poo) National Historic Trail (NPNHT) | Unknown | No direct use No constructive use |

DOT Section 4(f)

Mitigation Required for DOT Section 4(f) For Proposed Action

| Resource | 4(f) Use | Mitigation |
|--|-------------------|------------------------|
| Yellowstone Airport Terminal (24GA1958) | Direct use | MOA under Section 106* |
| Yellowstone Airport Beacon Tower (24GA1981) | Direct use | MOA under Section 106* |
| Nez Perce (Nee-Me-Poo) National Historic Trail (NPNHT) | Unknown | PA under Section 106* |

*Section 106 is discussed as part of Historical, Architectural, Archeological, and Cultural Resources (Historic Section)

MOA – Memorandum of Agreement

PA – Programmatic Agreement

DOT Section 4(f)

A DOT Section 4(f) Evaluation has been completed and released for public comment concurrently with the draft EA

- Included in Appendix G of the draft EA

Hazardous Materials, Solid Waste, and Pollution Prevention

- Regulated by the EPA or MDEQ
- Hazardous Materials
 - Asbestos and lead-based paint inspection
 - Terminal – exterior roof asphalt tar/sealant
 - Terminal - 9x9 floor tile with mastic
 - Generator Building – exterior roof
 - No other identified factors of consideration in project area
- Solid Waste and Pollution Prevention
 - Local refuse services
 - Gallatin County transfer station – recycling available

Hazardous Materials, Solid Waste, and Pollution Prevention

- Conclusion in draft EA
 - No Action – No effect as non-development alternative
 - Proposed Action - No significant effect on hazardous materials, solid waste, or pollution prevention activities
 - Alternatives W1 and S1 – No significant effect on hazardous materials, solid waste, or pollution prevention activities

Historical, Architectural, Archeological, & Cultural Resources

- National Historic Preservation Act of 1966 – Section 106
 - Consider effects of undertaking on properties on or eligible for inclusion in the National Register of Historic Places (NRHP)
- Identified Resources
 - Yellowstone Airport Terminal (24GA1958)
 - Yellowstone Airport Beacon (24GA1981)
 - Great Bannock Trail
 - Nez Perce (Nee-Me-Poo) National Historic Trail (NPNHT)
- Conclusion in draft EA
 - No Action – No effect as non-development alternative
 - Proposed Action – See following slides
 - Alternatives W1 and S1 - No effect under Section 106

Historical, Architectural, Archeological, & Cultural Resources

Yellowstone Airport Terminal (24GA1958)

Constructed between 1964 and 1965, the terminal building illustrates the distinctive characteristics of the Mission 66 architectural style of western modernism (modern stylings combined with western rustic elements).



Historical, Architectural, Archeological, & Cultural Resources

Yellowstone Airport Beacon (24GA1981)

The beacon tower was relocated to the airport grounds around the same time as the construction of the airport (circa late 1964 to 1965), and was possibly from relocated from the old airport location immediately west of the Town of West Yellowstone. Historian information provided by the Montana Department of Transportation reflects that the tower is the same construction style as those constructed in the 1930s.



Historical, Architectural, Archeological, & Cultural Resources

Great Bannock Trail

The Great Bannock Trail was an aboriginal travel corridor approximately 200 miles in length stretching from the Camas Meadows in Idaho, across Targhee Pass and into the Madison River Valley, over the Gallatin Range and into the Gardiner River drainage, up the Yellowstone River and the Lamar River, to the Absaroka Mountains, and finally to the Clark Fork of the Yellowstone River and Shoshone River in Wyoming. Although named after the Bannocks of the Snake River Plains, the trail was used by several other tribes including the Flathead, Fort Hall and Wyoming Shoshoni, the Lemhi, and the Nez Perce along with early-day white explorers and trappers.

Use of the Great Bannock Trail has been suggested to have occurred for at least forty years—from approximately 1838 to 1878.

Historical, Architectural, Archeological, & Cultural Resources

The Nez Perce (Nee-Me-Poo) National Historic Trail (NPNHT)

The NPNHT extends approximately 1,170 miles on a circuitous route from the vicinity of Wallowa Lake, Oregon, to the Bear's Paw Battlefield near Chinook, Montana.

It is named for the 1877 flight of the Nez Perce from their homelands while pursued by U.S. Army Generals Howard, Sturgis, and Miles (Nez Perce War of 1877). Chief Joseph, Chief Looking Glass, Chief White Bird, Chief Ollokot, Chief Lean Elk, and others led nearly 750 Nez Perce men, women, and children and twice that many horses over 1,170 miles through the mountains, on a trip that lasted from June to October of 1877. This route was used in its entirety only once; however, component trails and roads that made up the route bore generations of use prior to and after the 1877 flight of the nontreaty Nez Perce.

Historical, Architectural, Archeological, & Cultural Resources

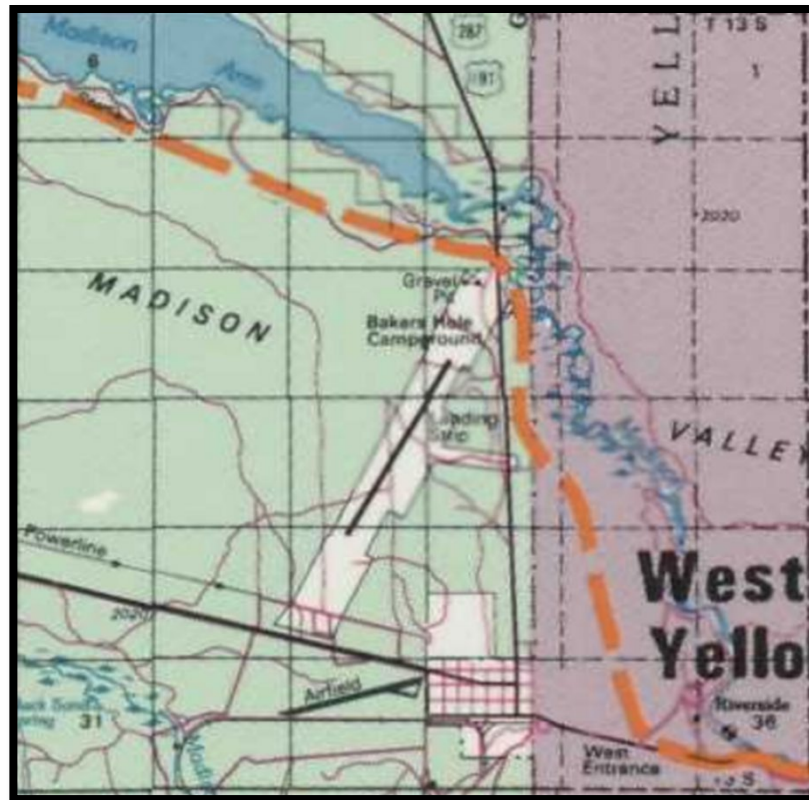
The Nez Perce (Nee-Me-Poo) National Historic Trail (NPNHT) continued:

The Nez Perce passed through the Hebgen Basin (in which the Airport lies) in late August 1877. The Nez Perce crossed into Yellowstone Park just to the east of the current Airport.

Congress passed the National Trails System Act in 1968, establishing a framework for a nationwide system of scenic, recreational, and historic trails. The Nez Perce (Nee-Me-Poo) National Historic Trail was added to this system by Congress as a National Historic Trail in 1986. Nee-Me-Poo is the traditionally accepted name of the Nez Perce Tribe which means "The People".

Historical, Architectural, Archeological, & Cultural Resources

The Nez Perce (Nee-Me-Poo) National Historic Trail (NPNHT) continued:



Approximate Location of the Nez Perce (Nee-Me-Poo) National Historic Trail Near the Airport as Designated by Dashed Line

Historical, Architectural, Archeological, & Cultural Resources

- The FAA contacted the following Tribes with historical ties to this area in order to seek input on properties of cultural or religious significance that may be affected by the undertaking and to initiate Government-to-Government (G2G) consultation:
 - The Blackfeet Nation
 - The Coeur d'Alene Tribe
 - The Confederated Salish and Kootenai Tribes of the Flathead Reservation
 - The Confederated Tribes and Bands of the Yakama Nation
 - The Confederated Tribes of the Umatilla Indian Reservation
 - The Kootenai Tribe of Idaho
 - The Nez Perce Tribe
 - The Shoshone Bannock Tribes

Historical, Architectural, Archeological, & Cultural Resources

- The FAA received responses from:
 - The Confederated Salish and Kootenai Tribes of the Flathead Reservation
 - Posed no objections to the Proposed Action
 - The Shoshone Bannock Tribes
 - Initiated G2G Consultation
 - Posed no objections to the Proposed Action
 - The Nez Perce Tribe
 - Initiated G2G Consultation
 - Raised concerns that any potential effect to the NPNHT or to the Nez Perce Tribe could not be adequately evaluated without an ethnographic study to gather oral history regarding the Nez Perce experience during the Nez Perce War of 1877

Historical, Architectural, Archeological, & Cultural Resources

- Potential Effect to NPNHT
 - The NPNHT is officially located north of the Airport and no physical remains were observed in field investigations.
 - The Proposed Action will largely be constructed on airport property in areas of developed or heavily disturbed land, except for the utility corridor for water and fiber optic improvements which will be extended from the town of West Yellowstone to WYS and cross the Custer Gallatin National Forest.
 - However, the FAA, MDT, and USFS have agreed that approximately 800 members of the Nez Perce Tribe passed through the general area, and likely did not stay within the boundaries of the NPNHT as it is delineated today; and have further agreed that the events surrounding the Nez Perce War of 1877 on the NPNHT were a traumatic and significant event upon the Nez Perce of the time, and potentially has lasting impacts upon current members of the Nez Perce Tribe.

Historical, Architectural, Archeological, & Cultural Resources

Summary of Effect to Historic Resources due to the Proposed
Action under Section 106

| Resource | Proposed Action | Mitigation |
|--|--|---|
| Yellowstone Airport Terminal (24GA1958) | Adverse Effect due to demolition of existing terminal | Terms included in MOA under Section 106 |
| Yellowstone Airport Beacon Tower (24GA1981) | Adverse Effect due to removal of existing beacon | Terms included in MOA under Section 106 |
| Great Bannock Trail | No effect | None required |
| Nez Perce (Nee-Me-Poo) National Historic Trail (NPNHT) | Unknown | Terms included in PA under Section 106 |

Historical, Architectural, Archeological, & Cultural Resources

- The FAA, MDT and SHPO signed an MOA with the following terms to provide mitigation due to the adverse effects on the terminal and beacon:
 - Conduct a Historic American Engineering Record (HAER) level II documentation of Yellowstone Airport Terminal and the Yellowstone Airport Beacon Tower at the Yellowstone Airport.
 - During construction of improvements:
 - Preserve upper portion of beacon tower and beacon with interpretive display
 - Preserve some rock materials of the original terminal to be repurposed in new construction
 - Provide interpretive display of old terminal in new facility

Historical, Architectural, Archeological, & Cultural Resources

- The FAA, USFS, MDT, SHPO, and Nez Perce signed a PA to the following process in order to assess the effects on the NPNHT and the Nez Perce Tribe through an ethnographic study.
 - Conduct Ethnographic Study with elders of the Nez Perce Tribe in order to gather oral history and information regarding the Nez Perce War of 1877 in the Hebgen Basin.
 - Assess Effects
 - If no adverse effects are identified, no further action necessary
 - Mitigate via an MOA under Section 106 if adverse effects are identified
 - The terms of the PA must be carried out prior to any ground disturbing activities, construction, or timber removal related to utility improvements that will cross the Custer Gallatin National Forest between the town of West Yellowstone and WYS.

Land Use

- No modification(s) expected in land uses – improvements largely a replacement of existing infrastructure.
- New water and fiber utility infrastructure will be constructed and maintained within an easement covered under a special use permit provided by the USFS.

Land Use

- Conclusion in draft EA
 - No Action – No effect as non-development alternative
 - Proposed Action - No significant effect on land use
 - Alternatives W1 and S1 – No effect on Land Use

Natural Resources and Energy Supply

- There are no known natural resource or energy resource shortages for the Airport or local community.
- Temporary energy supply resources will be needed to construct the new terminal building and associated improvements and energy resources will be required to demolish the existing terminal.
- New construction requires energy efficiency according to State of Montana Architecture & Engineering Minimum Design Standards and High Performance Building Standard Goals.

Natural Resources and Energy Supply

- Conclusion in draft EA
 - No Action - No effect as non-development alternative
 - Proposed Action – No significant effect on natural resources and energy supplies
 - Alternatives W1 and S1 – No significant effect on natural resources and energy supplies

Noise and Compatible Land Use

- FAA significance threshold – if proposed action will cause noise sensitive areas to experience an exceedance of identified thresholds as a result of increase in aircraft operations or flight patterns (i.e. change in noise contours)
- Not likely to cause or create increase in aircraft operations or flight patterns
- Short-term noise impacts due to construction
- Conclusion in draft EA
 - No Action – No effect as non-development alternative
 - Proposed Action – No significant effect on noise and compatible land use
 - Alternatives W1 and S1 – No significant effect on noise and compatible land use

Socioeconomics, Enviro. Justice, and Children's Enviro. Health and Safety Risks

- Socioeconomic
 - Extensive relocation of residents and community businesses
 - Disruption of local traffic patterns
 - Substantial loss in community tax base
- Environmental Justice
 - Effects on low-income or minority populations
- Children's Environmental Health and Safety Risks
 - Concerns impacts to the environment (air/water quality, noise) with disproportionate health or safety risks to children
- No FAA identified significance impact thresholds

Socioeconomics, Enviro. Justice, and Children's Enviro. Health and Safety Risks

- Conclusion in draft EA
 - No Action, Proposed Action, Alternatives W1 and S1 – No effect on socioeconomics, environmental justice, or children's environmental health and safety

Visual Effects

- The proposed lighting improvements under the Proposed Action would primarily be replacements for existing lighting systems or new lighting features compatible with surrounding uses.
- The Proposed Action includes the removal of trees to facilitate utility corridors.
- Removal of the existing terminal and beacon will change the visual character of the existing facilities; however, the new terminal complex will be of a style and design to be complimentary to the local environment and established architecture of the region.

Visual Effects

- Conclusion in draft EA
 - No Action – No effect as non-development alternative
 - Proposed Action – No significant effect
 - Alternatives W1 and S1 – No effect

Water Resources

- Significance thresholds would occur if water quality standards established by Federal, State, local and/or Tribal regulatory agencies were exceeded, or public drinking water supplies were contaminated such that public health was adversely affected.
- Only water resource present is groundwater.
- Given the depth to groundwater observed in onsite wells, it is anticipated that subsurface construction (water/sewer/any building basement or foundation) will not encounter groundwater.

Water Resources

- Conclusion in draft EA
 - No Action – No significant effect
 - Will result in continued use of the existing septic and drain field system that is exceeding DEQ permitting thresholds during peak periods of use.
 - Proposed Action – No significant effect on groundwater
 - Alternatives W1 and S1 – No significant effect on groundwater

Cumulative Impacts

- Analysis of cumulative effects of past, present, and reasonably foreseeable action on populations or resources

Cumulative Impacts

- Conclusion in draft EA:
 - No Action – no effect as non-development alternative
 - The Proposed Action and Alternatives W1 and S1 – No significant cumulative effects with exception of Historic resources.
 - Historic resources –
 - Will contribute to cumulative impacts on historic resources by the demolition of the existing terminal building and airport beacon and tower. Given the location of the existing terminal building and beacon in the Proposed Action and Alternatives W1 and S1 improvements, there is no practicable measures to entirely avoid impacting these resources.

EA Process Remaining

- 30-day period to collect public comment – ends May 31st, 2021
- Reasonable comments received during public comment period addressed within Final EA
- Comments received, EA will be reviewed, and determination made by FAA in cooperation with MDT and the USFS
- FAA Determination in Cooperation with MDT and the USFS
 - Publish Final EA with Finding of No Significant Impact (FONSI)
 - Or proceed to Environmental Impact Statement (EIS)
- If FONSI - Proceed with project design and construction
- Complete ethnographic survey with Nez Perce to identify effects to NPNHT or Nez Perce Tribe prior to construction, timber removal, or ground disturbing activity for installation of water/fiber optic utilities crossing the Custer Gallatin National Forest.

How to Find More Information

- The Draft EA, virtual self-guided open house, DOT Section 4(f) Evaluation, along with supporting documents are available online at:
<https://mdt.mt.gov/pubinvolve/yellowstoneairport/>
- Links to the website above are also provided on the following webpages:
 - Yellowstone Airport - www.yellowstoneairport.org/news-events.shtml
 - USFS - <https://www.fs.usda.gov/project/?project=58389>
- The Draft EA, including the DOT Section 4(f) Evaluation, will be available in hard copy for public review for a period of 30 days at the following:
 - Yellowstone Airport Manager's Office, 721 Airport Road, West Yellowstone, MT 59758
 - Morrison-Maierle, Inc., 2880 Technology Blvd. West, Bozeman, MT 59718
- If unable to review the EA online, or access the hard copy locations, a hard copy or electronic copy provided on a USB flash drive may be mailed by sending a request to teickman@m-m.net or by phone to 406-587-0721.

How to Provide Public Comment

- Comments regarding the draft EA will be accepted for a 30-day period following the initial advertisement for public comment:
 - Utilize the public comment feature at the bottom of the EA webpage at the following link: <https://mdt.mt.gov/pubinvolve/yellowstoneairport/>.
 - Hand delivered to the Yellowstone Airport Manager's Office, Attn: Jeff Kadlec, 721 Airport Road, West Yellowstone, MT 59758, or to Morrison-Maierle, Inc., Attn: Travis Eickman, 2880 Technology Boulevard West, Bozeman, MT 59718 by 5:00 p.m. MDT on May 31st, 2021
 - Post marked by May 31st, 2021 if mailed to Morrison-Maierle, Inc., Attn: Travis Eickman, 2880 Technology Boulevard West, Bozeman, MT 59718
 - A comment form template is included in the EA (Appendix L) for submittal by hand delivery or mail.

Thank You!

