*CHAPTER 2*

# *ALTERNATIVES*

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## 2.1 INTRODUCTION

This Environmental Impact Statement (EIS) discloses the environmental impacts that would result from implementation of the Proposed Project, the reasonable alternatives to the Proposed Project, and the No Action Alternative. The Federal Aviation Administration (FAA) has the responsibility to:

» Identify a range of reasonable alternatives that fulfill the purpose and need for the Proposed Project, as described in Title 40, of the Code of Federal Regulations (CFR), § 1502.14, and FAA Order 1050.1F, paragraph 7-1.1(e). At a minimum, the range of reasonable alternatives will include the Proposed Project and the No Action Alternative.

» Rigorously explore and objectively evaluate all reasonable alternatives, and—for alternatives that were eliminated from detailed study—briefly discuss the reasons for their elimination (40 CFR § 1502.14[a]) (1978).

» Identify the FAA's preferred alternative, unless an applicable law prohibits the expression of such a preference (40 CFR § 1502.14[e]) (1978).

This chapter of the EIS lists the reasonable alternatives and also describes the process for screening the alternatives and the results of the process.

## 2.2 IDENTIFICATION OF POTENTIAL ALTERNATIVES

This section provides a brief description of potential alternatives that are subject to the screening process described in **Section 2.3**. The list reflects inclusion of alternatives that were considered in the 1995 EIS prepared under the National Environmental Policy Act (NEPA), as well as alternatives that were considered in the 2016 California Environmental Quality Act (CEQA) Environmental Impact Report (EIR), and other potentially feasible options.

The following potential alternatives were identified:

» **New Airport**. Construction of a new airport on a different site.

» **Remote Landside Facility**. Construction of a remote "landside" facility and an on-Airport "airside" facility. Ground access, public parking, and terminal building facilities would be located off-Airport and connected to the aircraft parking positions and passenger holdrooms on-Airport by a ground transportation link.

» **Transfer Activity to Other Airports**. Transfer of aviation activity to another existing public airport (or airports) in Southern California.

- **Other Modes of Transportation**. Use of other modes of transportation, including automobiles, buses, existing passenger trains, or proposed high-speed rail facilities.
- **Airfield Reconfiguration**. Relocation of Runways 8-26 and 15-33 away from the existing passenger terminal building or constructing an additional parallel runway 8-26 in accordance with FAA Airport Design Standards[1].
- **Replacement Passenger Terminal Building in Southeast Quadrant**. Construction of a replacement passenger terminal building in the southeast quadrant of the Airport.
- **Replacement Passenger Terminal Building in Southwest Quadrant**. Construction of a replacement passenger terminal building in the southwest quadrant of the Airport.
- **Replacement Passenger Terminal Building in Northwest Quadrant**. Construction of a replacement passenger terminal building in the northwest quadrant of the Airport.
- **Replacement Passenger Terminal Building in Northeast Quadrant**. Construction of a replacement passenger terminal building in the northeast quadrant of the Airport.
- **No Action Alternative**. The Authority would not develop a replacement passenger terminal building.

## 2.3 SCREENING PROCESS

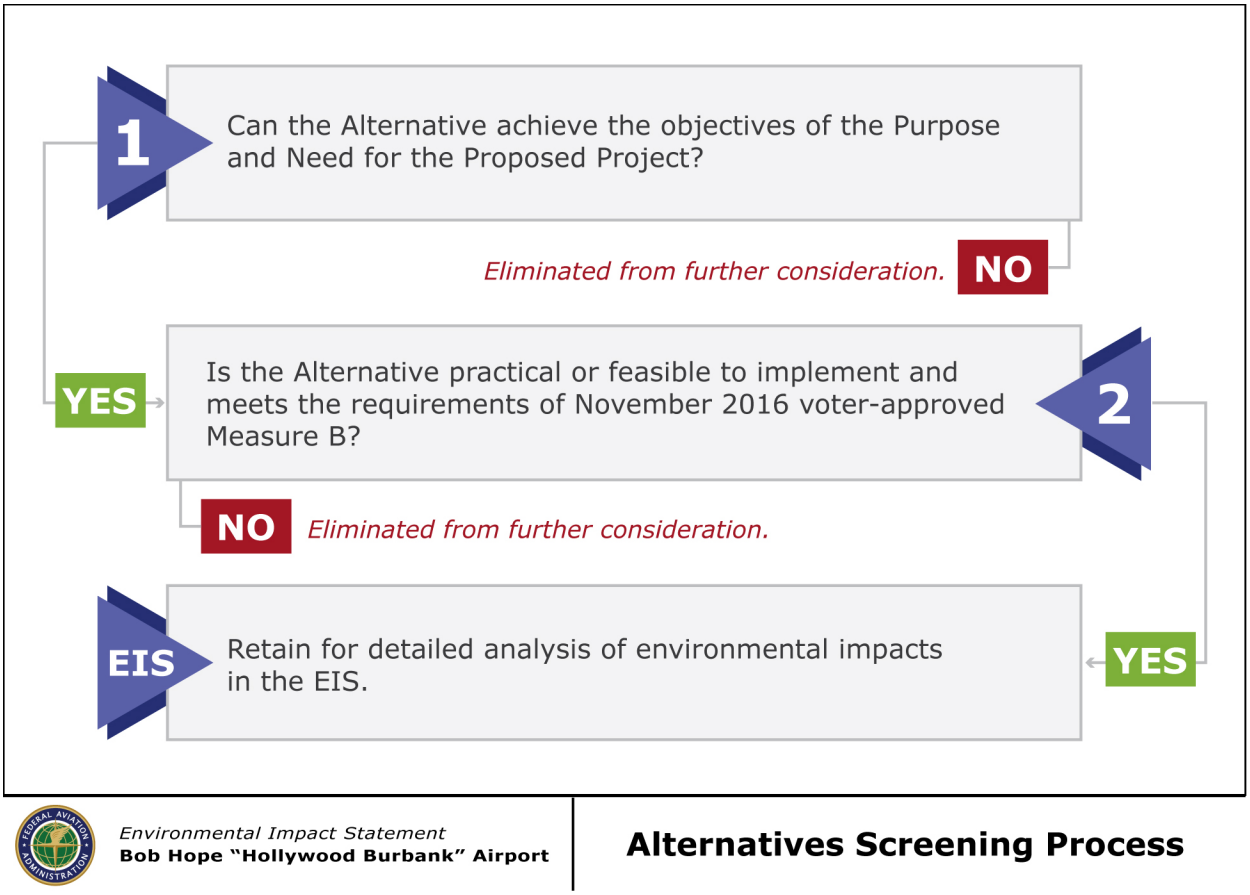
For this EIS, the FAA established a two-step screening process to identify and evaluate a range of reasonable alternatives. In Step 1, each alternative was analyzed to determine whether the alternative could achieve the objectives of the Purpose and Need to meet current FAA Airport Design Standards, passenger demand, and state building requirements, as well as improving utilization and operational efficiency of the passenger terminal building. Alternatives that would not meet these objectives were eliminated from further consideration.

In Step 2, alternatives were eliminated if they would not be practical or feasible to implement from a technical or economic standpoint. This screening criteria includes whether the alternative is consistent with the development agreement entered into by the City of Burbank and the Authority and ratification of Measure B by Burbank

[1] FAA. (2014, February 26). Federal Aviation Administration, Advisory Circular 150/5300-13A, Change 1, *Airport Design*, Chapter 5.

voters.[2] Any alternatives that were not eliminated through this screening process were retained for a detailed evaluation of their environmental impacts. The screening process is portrayed conceptually in **Exhibit 2.3-1**.

***EXHIBIT 2.3-1***
***ALTERNATIVES SCREENING PROCESS***




Source: RS&H, 2021.

[2] The wording of Measure B was as follows: *"Shall Ordinance No. 16-3,882 be approved allowing no more than a 14-gate, 355,000-square-foot replacement terminal and ancillary improvements to be built at the Bob Hope Airport meeting current safety, seismic standards and improving disabled access; demolishing the existing terminal; and modifying Adjacent Property easement and authorizing future agreements necessary to implement the project; in exchange for governance changes that provide Burbank a greater voice in the future of the airport?"*. Ordinance No. 16-3,882 is provided in Appendix C. Adjacent Property refers to the portion of the former Lockheed B-6 property obtained through condemnation and retained by the Authority (other property obtained through this condemnation action was placed in trust and has since been sold by the Authority). For purposes of the EIS, the northeast quadrant is the same as the Adjacent Property.

## 2.4 SCREENING STEP 1: CAN THE ALTERNATIVE ACHIEVE THE OBJECTIVES OF THE PURPOSE AND NEED FOR THE PROPOSED PROJECT?

Each potential alternative was evaluated to determine its ability to achieve the objectives of the Purpose and Need of the Proposed Project.[3]

### 2.4.1 Construction of a New Airport

This alternative would build a new airport to replace the Airport at a location away from the populated area. The new airport would be designed to meet current FAA Airport Design Standards and would meet passenger demand and building requirements, as well as provide an operationally efficient passenger terminal building. As a result, this alternative achieves the objectives of the Purpose and Need of the Proposed Project and will be considered in Step 2 Screening.

### 2.4.2 Construction of a Remote Landside[4] Facility

This alternative would result in the construction of a remote off-Airport landside facility that would be connected to the airside facility via an automated transit or shuttle system. The remote landside facility would include ground access, public parking, ticketing, and baggage handling. Airside facilities would include passenger hold-rooms, aircraft parking positions, and airline flight operations. This alternative also would result in the demolition of the existing passenger terminal building and enable the extension of Taxiways A and C. As a result, this alternative would achieve the objectives of the Purpose and Need of the Proposed Project and will be considered in Step 2 Screening.

### 2.4.3 Transfer of Aviation Activity to Other Airports

This alternative would result in the partial or complete transfer or shifting of aircraft operations to one or more of the other commercial service airports in Southern California. Other existing commercial service airports in Southern California include Los Angeles International Airport (LAX), Ontario International Airport (ONT), Long Beach Airport (LGB), and John Wayne Airport – Orange County (SNA). The FAA and the Burbank-Glendale-Pasadena Airport Authority do not have the authority to

[3] For purposes of this analysis, the Building Restriction Line (BRL) is used to determine whether an alternative meets the Purpose and Need of the Proposed Project. This is because the BRL is the most restrictive of the FAA Airport Design Standards and if an alternative proposes construction of a replacement passenger terminal building behind the BRL the alternative also would meet the FAA Airport Design Standards for the ROFA and the TOFA.

[4] "Landside" refers to the portion of the Airport not used by aircraft.

require aircraft operators to transfer from the Airport to other area airports.[5] Transferring aircraft operations to another airport does not resolve the problem of the existing passenger terminal building not meeting current FAA Airport Design Standards. Therefore, this alternative does not achieve the objectives of the Purpose and Need of the Proposed Project and was eliminated from further consideration.

### 2.4.4 Use of Other Modes of Transportation

This alternative would result in the use of automobiles, buses, existing Metrolink train, and the Proposed California high-speed rail to provide transportation for passengers who currently use the Airport. FAA and the Authority cannot require air travelers to use other modes of transportation instead of aircraft. This alternative does not address the existing passenger terminal building not meeting current FAA Airport Design Standards, building requirements, and does not improve utilization and operational efficiency of the passenger terminal building. Therefore, this alternative does not achieve the Purpose and Need of the Proposed Project and was eliminated from further consideration.

### 2.4.5 Airfield Reconfiguration

This alternative would result in the relocation of the existing runways at the Airport to be away from the existing passenger terminal building or constructing an additional parallel Runway 8-26 in an effort to comply with current FAA Airport Design Standards. However, there are restrictions that prevent the Authority from relocating or lengthening the runways at the Airport.[6] California Government Code Section 6546.1, which authorized the formation of the Authority, states that "The separate public entity shall not authorize or permit the lengthening of runways defined herein as the paved portions of the runway presently on airport property, or the purchase of fee title to condemned real property zoned for residential use as of the effective date of this statute."[7] Further, the reconfiguration of the airfield would not result in the existing passenger terminal building meeting State building standards or improving utilization and operational efficiency of the passenger

[5] Bob Hope "Hollywood Burbank" Airport is a public use airport accepting funds under the provisions of Title 49, USC, subtitle VII, as amended. As such and according to Grant Assurance 22, *Economic Nondiscrimination*, the Authority, as the Airport Sponsor, assures the United States that it will make the Airport "available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport."

[6] Government Code § 6546.1 and the Authority's Joint Powers Agreement (JPA) prohibit the Authority from authorizing or permitting the lengthening of the runways. Relocation of the runways is infeasible because it would require the Authority to acquire land, including residential properties. Government Code § 6546.1 and the Authority's JPA also prohibit the Authority from purchasing residentially-zoned land through condemnation. Public Contract Code § 21661.6 is an additional impediment. That statute prohibits the Authority from acquiring land to expand the Airport without approval of the city council of the city in which the land is located.

[7] California Government Code Section 6546.1

terminal building. Therefore, this alternative does not achieve the Purpose and Need of the Proposed Project and was eliminated from further consideration.

### 2.4.6 Construction of a Replacement Passenger Terminal Building in the Southeast Quadrant

The southeast quadrant is the current location of the existing passenger terminal building, several public parking structures, the Regional Intermodal Transportation Center, and surface automobile parking lots. This alternative would result in the demolition or removal of these existing facilities and construction of a 14-gate replacement passenger terminal building. The Building Restriction Line (BRL) is shown for the southeast quadrant in **Exhibit 2.4-1**.

As shown in **Exhibit 2.4-2**, a replacement passenger terminal building in the southeast quadrant would not result in any changes in the number of runway crossings for taxiing aircraft. Thus, construction of a replacement passenger terminal building behind the BRL in the southeast quadrant would meet current FAA Airport Design Standards, passenger demand, building requirements, as well as improve utilization and operational efficiency of the passenger terminal building.

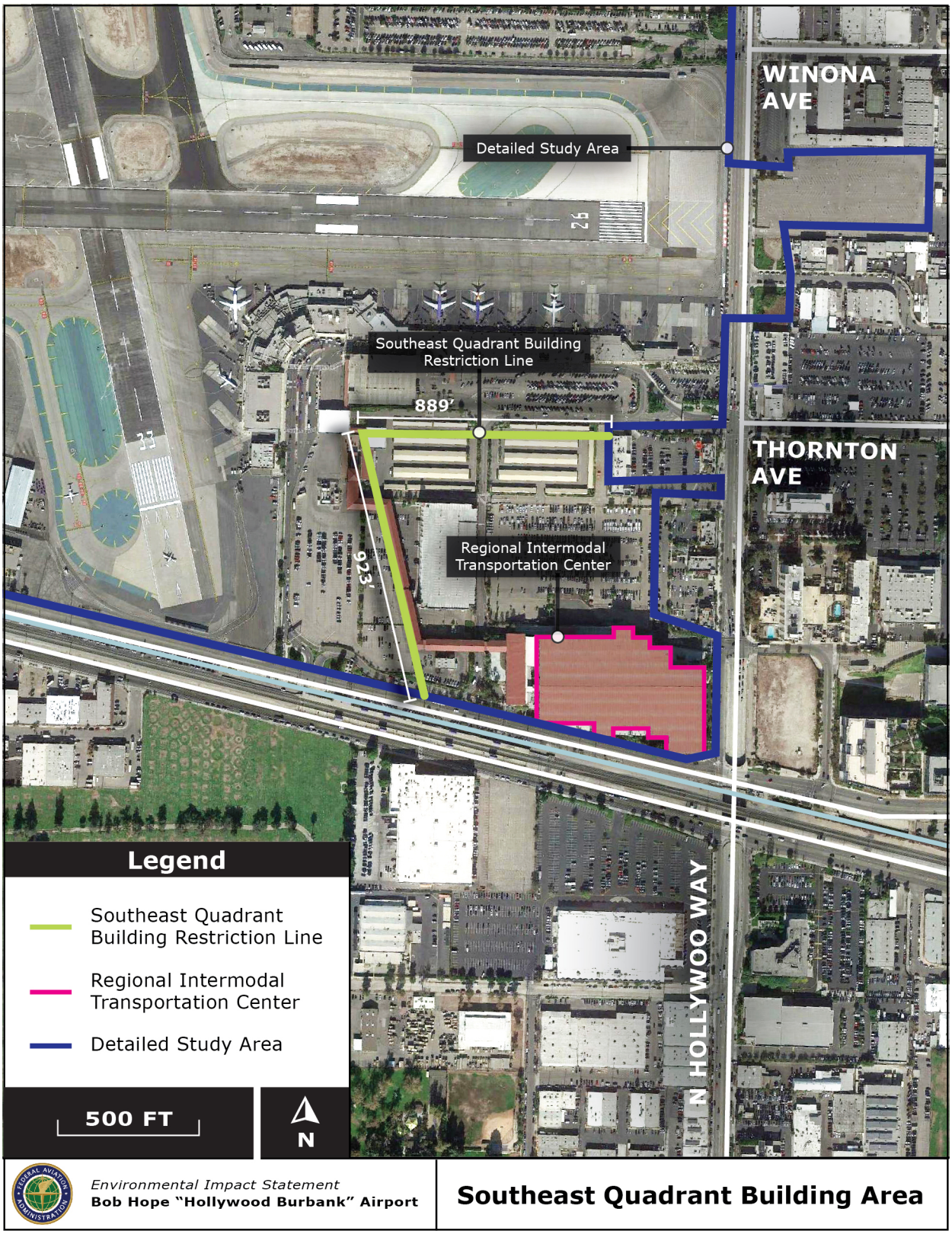
Therefore, this alternative achieves the Purpose and Need of the Proposed Project and will be considered in Step 2 Screening.

### 2.4.7 Construction of a Replacement Passenger Terminal Building in the Southwest Quadrant

The southwest quadrant is the current location of the existing cargo operations, general aviation operations, two aircraft hangars that are eligible for inclusion into the National Register of Historic Places, rental car storage parking lots, and an FAA building. This alternative would result in the demolition or removal of these existing facilities and construction of a 14-gate replacement passenger terminal building. The BRL is shown for the southwest quadrant in **Exhibit 2.4-3**.

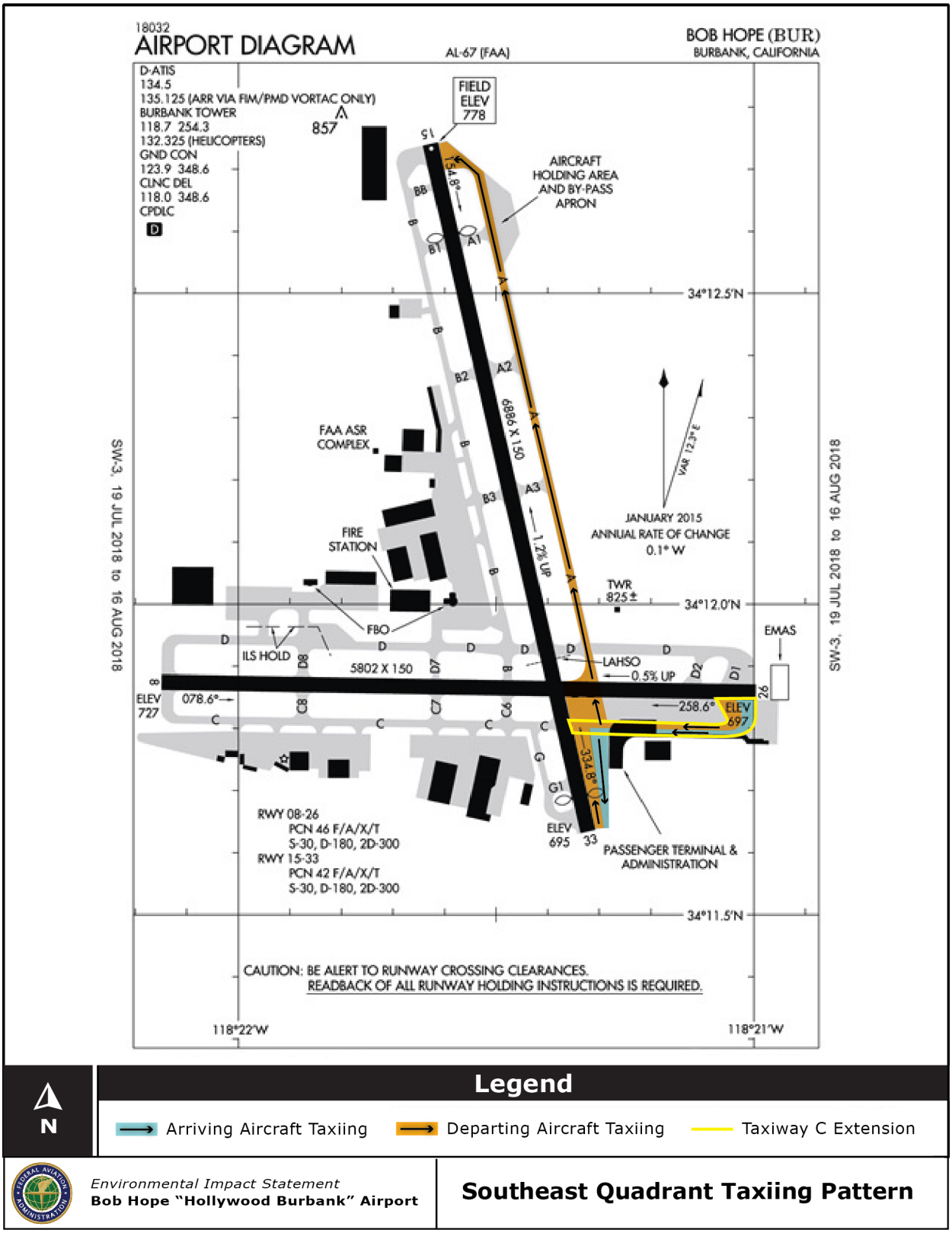
A replacement passenger terminal building in the southwest quadrant would result in an increase in the number of runway crossings. The predominant arrival runway for commercial aircraft is Runway 8, which has about 86 percent of all arrivals. The predominant departure runway for commercial aircraft is Runway 15, which has about 96 percent of all departures. The location of a replacement passenger terminal building in the southwest quadrant would require commercial aircraft arriving on Runway 8 to cross Runway 15-33 (if they could not hold short of Runway 15-33) to access the replacement passenger terminal building. Similarly, departing aircraft would have to cross Runway 8-26 and Runway 15-33 to access Taxiway A to depart on Runway 15. **Exhibit 2.4-4** depicts the predominant path

***EXHIBIT 2.4-1***
***SOUTHEAST QUADRANT BUILDING AREA***



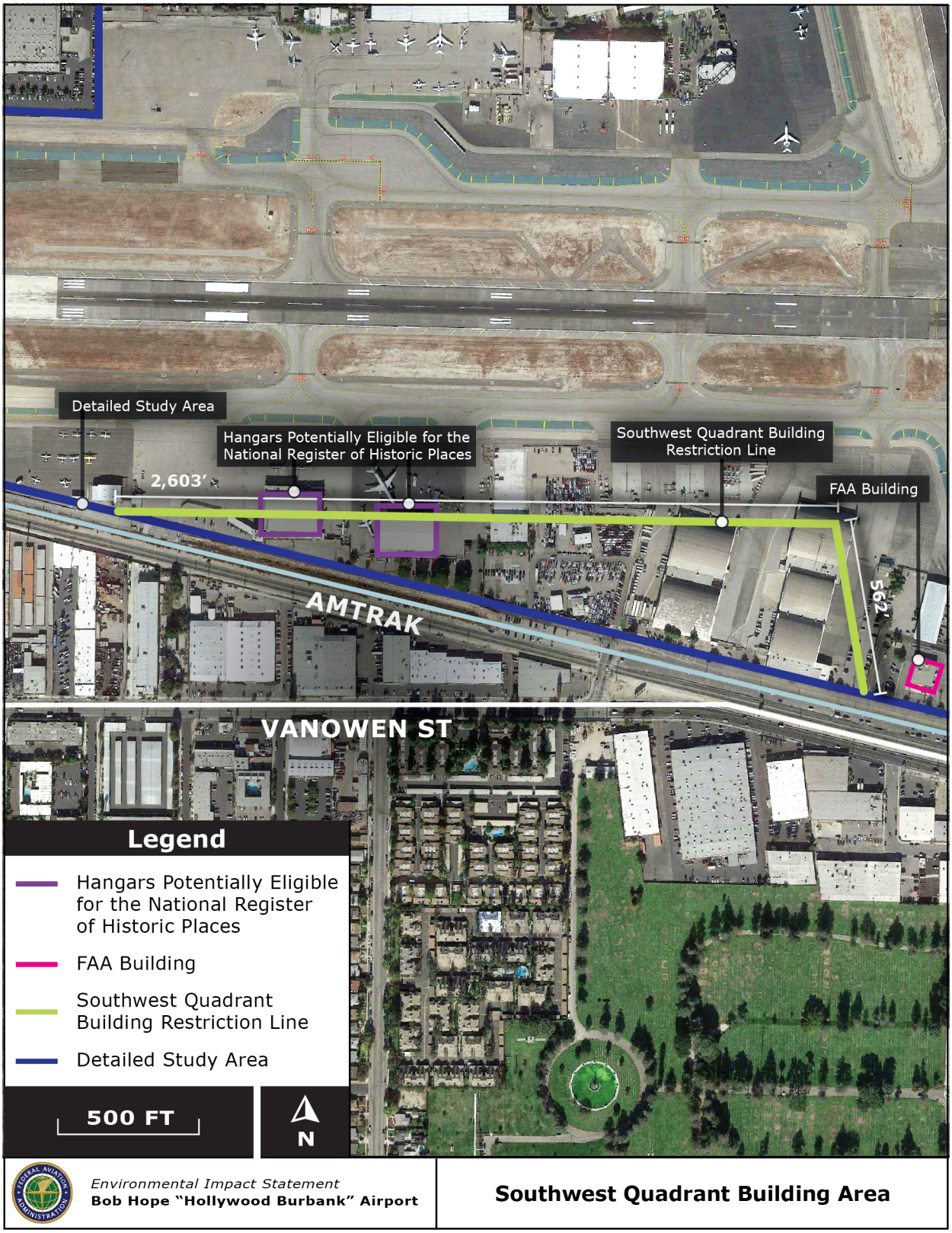

Source: RS&H, 2018.

***EXHIBIT 2.4-2***
***SOUTHEAST QUADRANT TAXIING PATTERN***



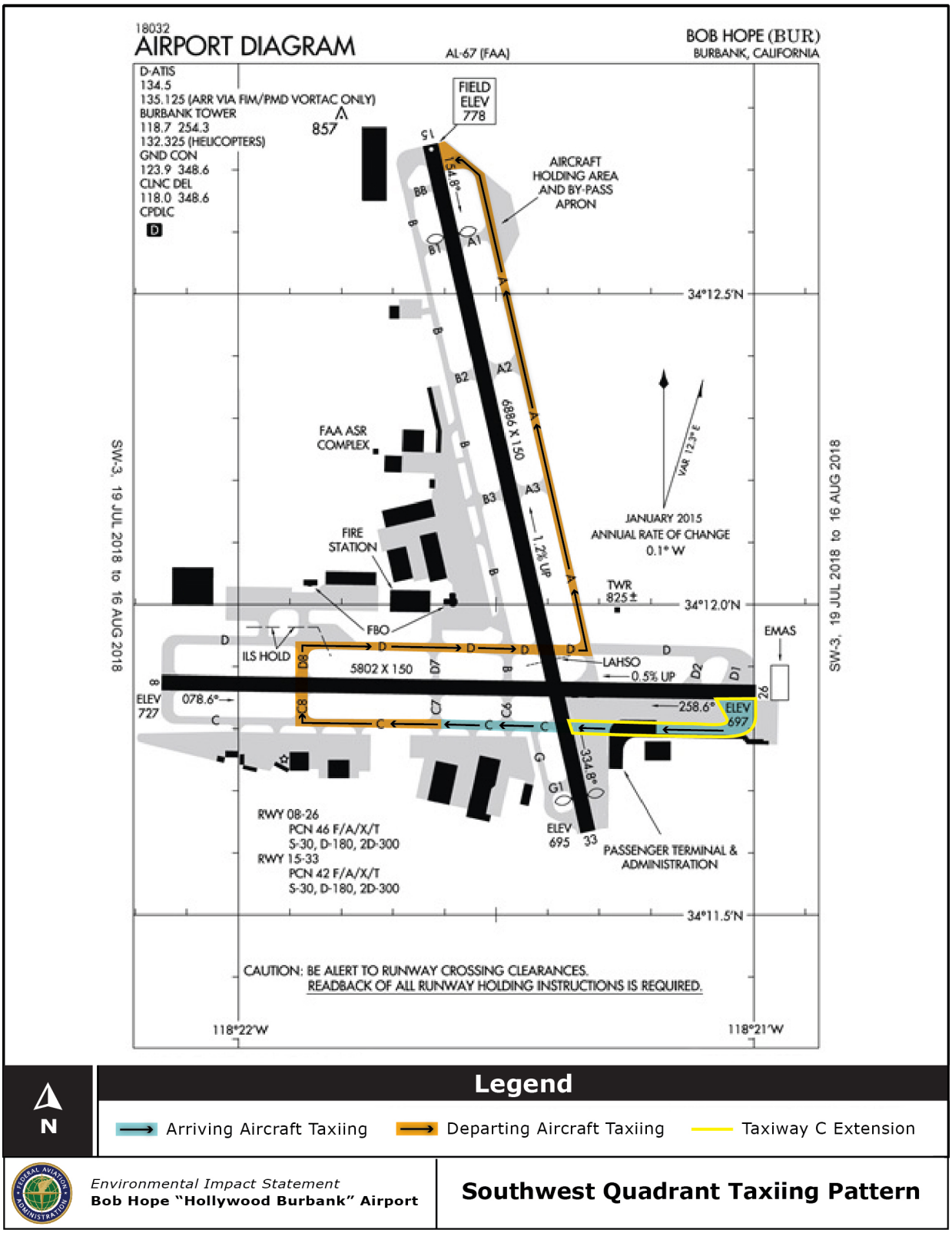

Source: RS&H, 2018.

***EXHIBIT 2.4-3***
***SOUTHWEST QUADRANT BUILDING AREA***




Source: RS&H, 2018.

***EXHIBIT 2.4-4***
***SOUTHWEST QUADRANT TAXIING PATTERN***




Source: RS&H, 2018.

for aircraft taxiing to and from a replacement passenger terminal building in the southwest quadrant. The increase in runway crossings that would occur if a replacement passenger terminal building in the southwest quadrant would not meet the FAA Airport Design Standards provided in Advisory Circular 150/5300-13A, Change 1, and therefore does not meet the Purpose and Need for the Proposed Project.[8] Taxiway B is limited in the size of aircraft that can use the taxiway north of Connector Taxiway B3 to access the Runway 15 end and the space does not exist to widen Taxiway B to accommodate departing commercial service aircraft. Therefore, this alternative was eliminated from further consideration.

### 2.4.8 Construction of a Replacement Passenger Terminal Building in the Northwest Quadrant

The northwest quadrant is the current location of the Aircraft Rescue and Fire Fighting facility, general aviation and corporate hangar development, the Authority's public safety operations center, and the aircraft maintenance run-up apron. This alternative would result in the demolition or removal of these existing facilities and construction of a 14-gate replacement passenger terminal building. The BRL is shown for the northwest quadrant in **Exhibit 2.4-5**.

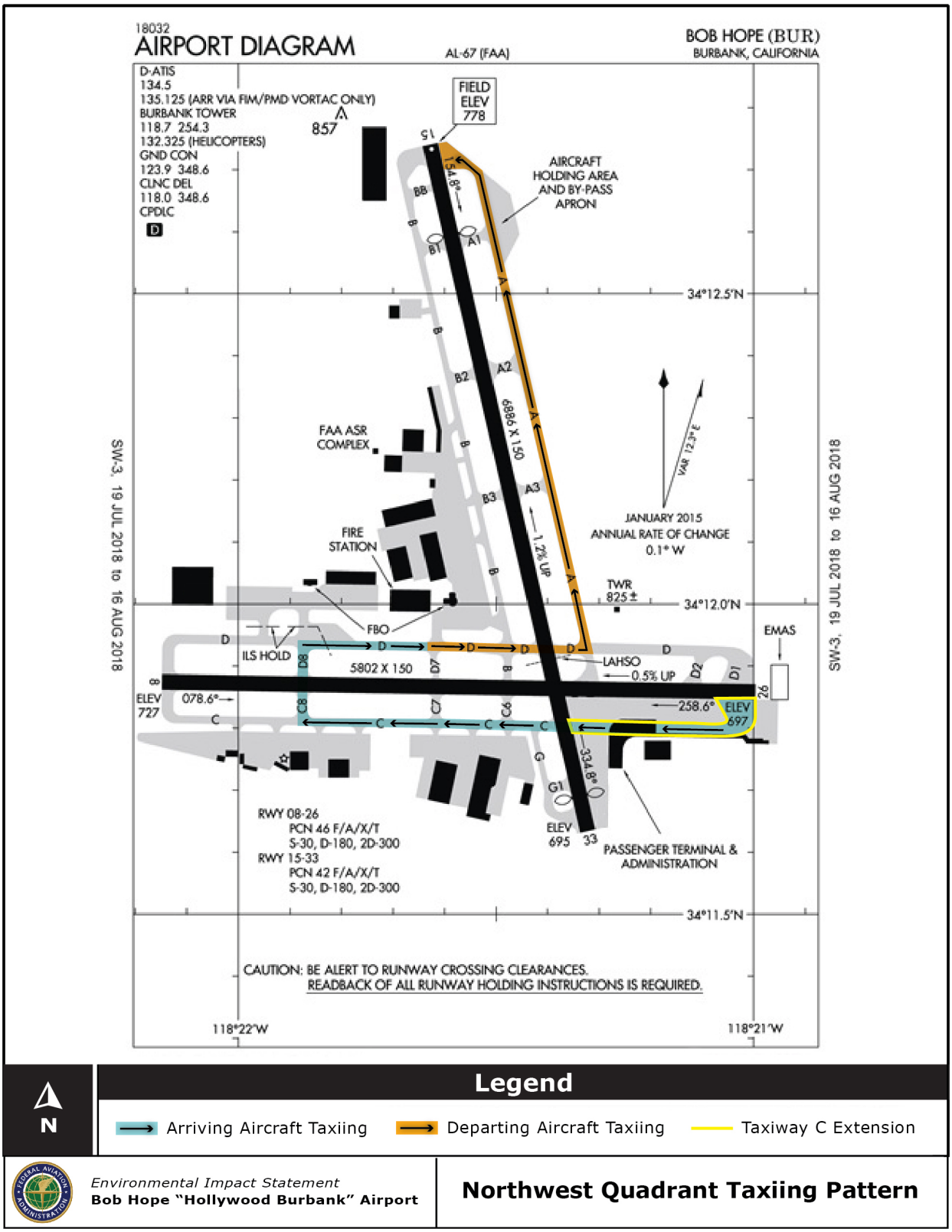
A replacement passenger terminal building in the northwest quadrant would increase the number of runway crossings. The predominant arrival runway for commercial aircraft is Runway 8, which has about 86 percent of all arrivals. The predominant departure runway for commercial aircraft is Runway 15, which has about 96 percent of all departures. The location of a replacement passenger terminal building in the northwest quadrant would require commercial aircraft arriving on Runway 8 to use Taxiway C to cross Runway 15-33 and Taxiway C8/D8 to cross Runway 8-26 to access the replacement passenger terminal building. This taxiing pattern is necessary because using Taxiway D to access the replacement passenger terminal building would place aircraft into head-to-head operations on Taxiway D during peak periods. Departing aircraft would have to cross Runway 15-33 at Taxiway D or Taxiway B3 to cross Runway 15-33 to access Taxiway A to depart on Runway 15. This is because Taxiway B is limited in the size of aircraft that can use the taxiway north of Connector Taxiway B3 to access the Runway 15 end and the space does not exist to widen Taxiway B to accommodate departing commercial service aircraft. **Exhibit 2.4-6** depicts the predominant path for aircraft taxiing to and from a replacement passenger terminal building in the northwest quadrant. These changes in taxiing patterns at the Airport would increase the number of runway crossings. The increase in runway crossings by

[8] FAA. (2014, February 26). FAA Advisory Circular (AC) 150/5300-13A, Change 1, *Airport Design,* paragraph 401(b)5(c).

***EXHIBIT 2.4-5***
***NORTHWEST QUADRANT BUILDING AREA***


Source: RS&H, 2018.

***EXHIBIT 2.4-6***
***NORTHWEST QUADRANT TAXIING PATTERN***




Source: RS&H, 2018.

constructing a replacement passenger terminal building in the northwest quadrant would not meet the FAA Airport Design Standards provided in Advisory Circular 150/5300-13A, Change 1, and hence not meet the Purpose and Need for the Proposed Project.[9] Therefore, this alternative was eliminated from further consideration.

### 2.4.9 Construction of a Replacement Passenger Terminal Building in the Northeast Quadrant

The northeast quadrant is used for airport passenger and employee automobile parking, movie equipment staging, and truck/recreational vehicle parking. This alternative would result in the demolition or removal of these existing facilities and construction of a 14-gate replacement passenger terminal building. The BRL is shown for the northeast quadrant in **Exhibit 2.4-7**.

A replacement passenger terminal building in the northeast quadrant would reduce the number of runway crossings for taxiing aircraft. The predominant arrival runway for commercial aircraft is Runway 8, which has about 86 percent of all arrivals. The predominant departure runway for commercial aircraft is Runway 15, which has about 96 percent of all departures. The location of a replacement passenger terminal building in the northeast quadrant would require commercial aircraft arriving on Runway 8 to use Taxiways D and A to access the replacement passenger terminal building. Departing aircraft would use Taxiway A to access the Runway 15 end. **Exhibit 2.4-8** depicts the predominant path for aircraft taxiing to and from a replacement passenger terminal building in the northeast quadrant. The construction of a replacement passenger terminal building behind the BRL in the northeast quadrant would meet the FAA Airport Design Standards, passenger demand, building requirements, as well as improve utilization and operational efficiency of the passenger terminal building.

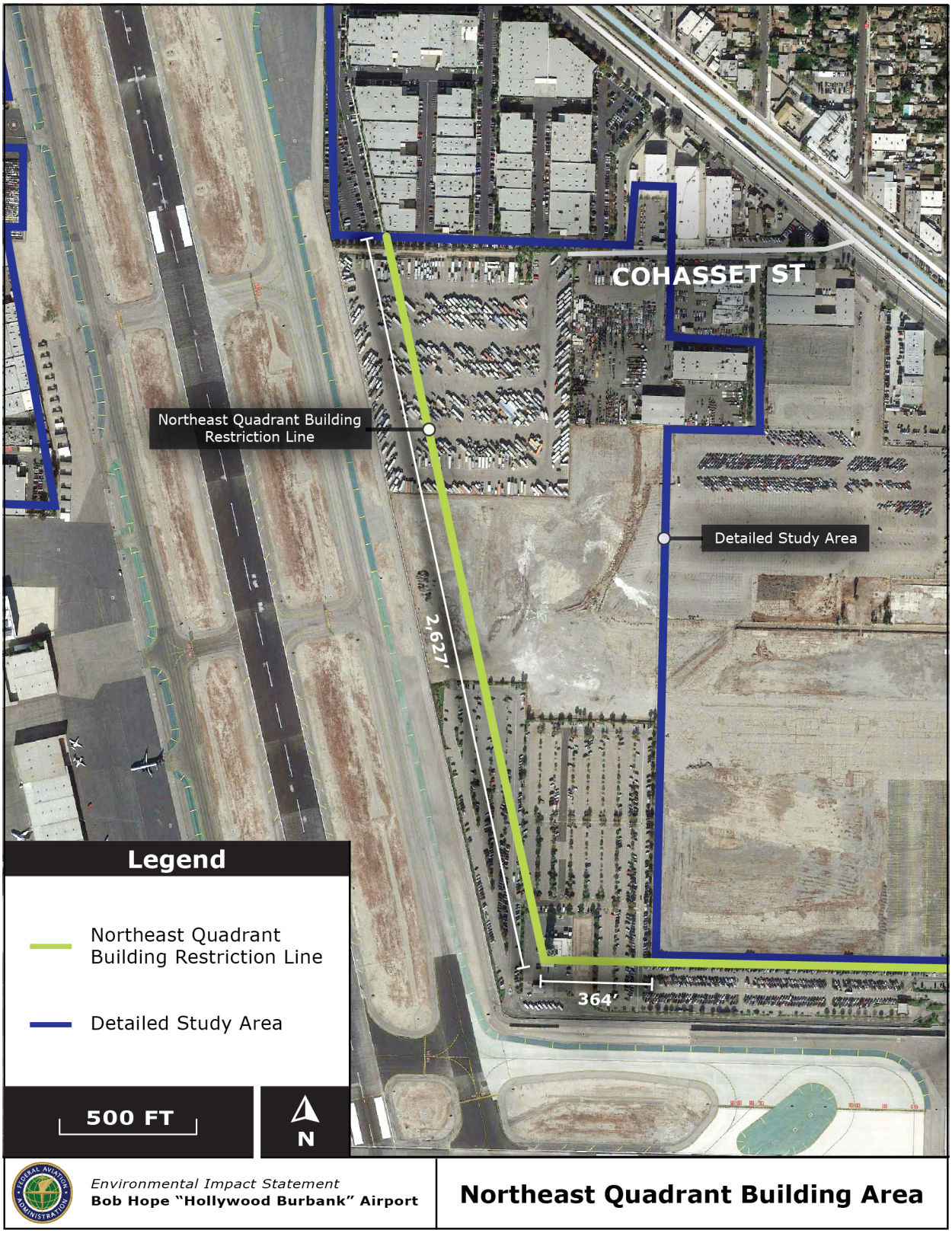
Therefore, this alternative achieves the Purpose and Need of the Proposed Project and will be considered in Step 2 Screening.

### 2.4.10 No Action Alternative

This alternative would keep the Airport in its existing configuration. The existing passenger terminal building would continue to not meet current FAA Airport Design Standards and State and local building standards. In addition, maintaining the existing passenger terminal building would not result in any improvements in its operational efficiency. The No Action Alternative must be carried forward in the

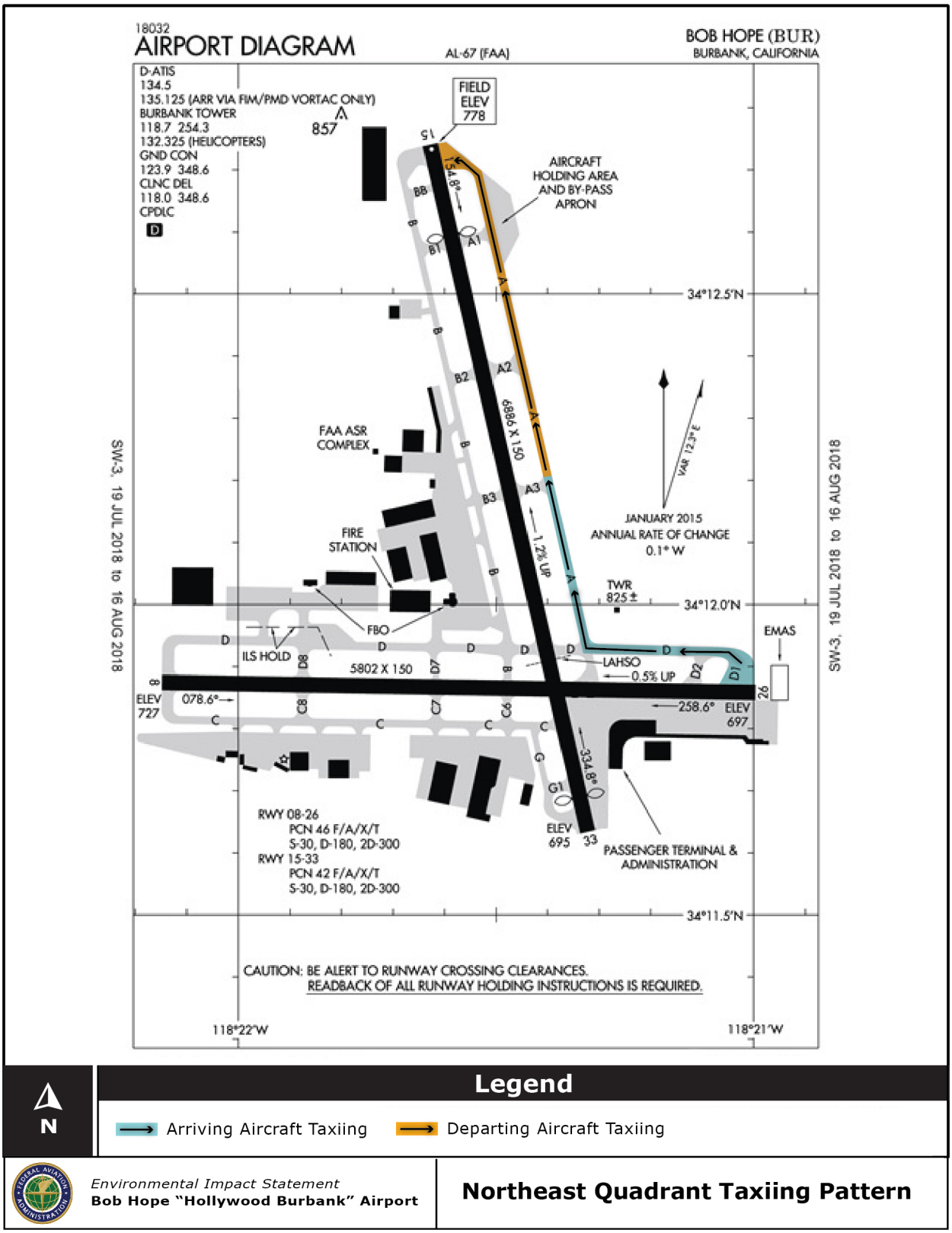
[9] FAA. (2014, February 26). FAA Advisory Circular (AC) 150/5300-13A, Change 1, *Airport Design,* paragraph 401(b)5(c).

***EXHIBIT 2.4-7***
***NORTHEAST QUADRANT BUILDING AREA***




Source: RS&H, 2018.

***EXHIBIT 2.4-8***
***NORTHEAST QUADRANT TAXIING PATTERN***




Source: RS&H, 2018.

assessment of environmental impacts as required by 40 CFR § 1502.14(d) (1978). The No Action Alternative serves as the basis for comparison of the impacts of the other reasonable alternatives that are carried forward for analysis.

### 2.4.11 Summary of Step 1 Screening Process

**Table 2.4-1** provides a summary of the Step 1 screening process for the potential alternatives. Four potential alternatives (Construction of a New Airport, construction of a remote landside facility, construction of a replacement passenger terminal building in the southeast quadrant, and construction of a replacement passenger terminal building in the northeast quadrant) achieved the objectives of the Purpose and Need of the Proposed Project. These four potential alternatives and the No Action Alternative will be considered in the Step 2 Screening process.

***TABLE 2.4-1***
***SUMMARY OF STEP 1 SCREENING PROCESS***

| | Achieve the Objectives of the Purpose and Need? | Move to Step 2 Screening? |
|---|---|---|
| Construction of a New Airport | Yes | Yes |
| Construction of a Remote Landside Facility | Yes | Yes |
| Transfer of Aviation Activity to Other Airports | No | No |
| Use of Other Modes of Transportation | No | No |
| Airfield Reconfiguration | No | No |
| Southeast Quadrant | Yes | Yes |
| Southwest Quadrant | No | No |
| Northwest Quadrant | No | No |
| Northeast Quadrant | Yes | Yes |
| No Action Alternative /a/ | No | Yes |

Note: /a/ Required to be included in the EIS by 40 CFR § 1502.14(d) (1978).
Source: RS&H, 2018.

## 2.5 SCREENING STEP 2: IS THIS ALTERNATIVE PRACTICAL AND FEASIBLE TO IMPLEMENT AND MEETS THE REQUIREMENTS OF NOVEMBER 2016 VOTER-APPROVED MEASURE B?

Each potential alternative was evaluated to determine whether the potential alternative would be practical and feasible to implement and is consistent with the requirements of voter-approved Measure B.

### 2.5.1 Construction of a New Airport

This alternative would result in the construction of a new airport to replace the Airport at a location away from the populated area. However, this alternative is not reasonable because the Joint Powers Agreement that forms the Burbank-Glendale-Pasadena Airport Authority does not provide the authority for the airport sponsor to construct a replacement airport and close the existing airport. In addition, Measure B did not provide the authority to construct a new airport. Therefore, this alternative is not practical and feasible to implement and has been eliminated from further consideration.

### 2.5.2 Construction of a Remote Landside[10] Facility

Implementation of a remote landside facility would be difficult in the Burbank area because of the highly urbanized development pattern. There is no open space near the Airport for the type and size of remote landside facility that would be needed.

Door-to-door travel time for airline passengers would likely increase because passengers would have to make an additional trip between the remote landside facility and the airside facilities.

This alternative would also require the Authority to acquire property. The time and cost would vary with the specific site chosen. Site selection would be limited by availability, and availability would be limited by the Authority's inability to condemn or purchase property if the owners were unwilling to sell. Finally, Measure B did not authorize an off-airport landside facility making this alternative infeasible. As a result, this alternative was eliminated from further consideration.

### 2.5.3 Construction of a Replacement Passenger Terminal Building in the Southeast Quadrant

This alternative would result in the construction of a replacement passenger terminal building in the southeast quadrant of the Airport. It is not practical or feasible to construct a replacement passenger terminal building in the southeast quadrant because of space limitations and the need to continue to use the existing passenger terminal building during construction. In order to construct a replacement passenger terminal building in the southeast quadrant, the required parking and access to the existing passenger terminal building would need to be displaced during construction of a replacement passenger terminal building. In addition, once the replacement passenger terminal building is constructed, the existing passenger terminal building would need to be demolished prior to

[10] "Landside" refers to the portion of the Airport not used by aircraft.

construction of the aircraft parking apron. This would result in a suspension of aircraft operations during the period when the existing passenger terminal building is demolished and the aircraft parking apron associated with the replacement passenger terminal building is constructed. This would reduce operations considerably and airlines would be unable to accommodate air service demand at the Airport. Therefore, this alternative does not meet the requirements of the Step 2 Screening process and has been eliminated from further consideration.

### 2.5.4 Construction of a Replacement Passenger Terminal Building in the Northeast Quadrant

This alternative would result in the construction of a replacement passenger terminal building in the northeast quadrant of the Airport. Measure B allows construction of a replacement passenger terminal building at the Airport in the northeast quadrant, which was referred in Measure B as the "Adjacent Property".[11] Building a replacement passenger terminal building in the northeast quadrant allows the Authority to meet FAA Airport Design Standards, reduces runway crossings, and improves the utilization and operational efficiency of the passenger terminal building. As a result, this alternative will be carried forward for detailed evaluation.

### 2.5.5 No Action Alternative

The No Action Alternative would result in the continued use of the existing passenger terminal building in the southeast quadrant of the Airport. Measure B did not preclude the continued existence of the existing passenger terminal building. Although the No Action Alternative would not result in the construction of a replacement passenger terminal building to meet the purpose and need of the Proposed Project, it is carried forward into the Environmental Consequences Chapter as required by 40 CFR § 1502.14(d) (1978).

### 2.5.6 Summary of Step 2 Screening Process

**Table 2.5-1** provides a summary of the Step 2 screening process for the two potential alternatives that were carried forward from Step 1 Screening. One potential alternative (construction of a replacement passenger terminal building in

[11] "Adjacent Property" refers to the portion of the former Lockheed B-6 property obtained through condemnation and retained by the Authority (other property obtained through this condemnation action was placed in trust and has since been sold by the Authority). For purposes of this EIS, the northeast quadrant is the same as the Adjacent Property.

***TABLE 2.5-1***
***SUMMARY OF STEP 2 SCREENING PROCESS***

| | Is This Alternative Practical and Feasible to Implement and Meets the Requirements of Voter-Approved Measure B? | Retain for Detailed Evaluation? |
|---|---|---|
| Construction of a New Airport | No | No |
| Construction of a Remote Landside Facility | No | No |
| Southeast Quadrant | No | No |
| Northeast Quadrant | Yes | Yes |
| No Action Alternative /a/ | No | Yes |

Note: /a/ Required to be included in the EIS by 40 CFR § 1502.14(d) (1978).
Source: RS&H, 2018.

the northeast quadrant) is consistent with the requirements of voter-approved Measure B. This alternative, along with the No Action Alternative, will be evaluated in detail in this EIS.

## 2.6 ALTERNATIVES RETAINED FOR ANALYSIS IN THIS EIS

Based on the two-step screening process, the No Action Alternative and the Northeast Quadrant Alternative have been retained for detailed evaluation in this EIS (see **Table 2.6-1**). This EIS assesses the No Action Alternative and the Northeast Quadrant Alternative for potential impacts under the projected future conditions. Specific study years were broken out for certain resources (air quality, climate, noise, and socioeconomics [surface traffic]) in order to assess the near-term and long-term impacts.

## 2.7 FAA'S PREFERRED ALTERNATIVE

The FAA has identified the Northeast Quadrant Alternative (Proposed Project) as its preferred alternative pursuant to 40 CFR § 1502.14(e) (1978) because the Proposed Project meets the Purpose and Need, is practicable and feasible to implement, and meets the requirements of the November 2016 voter-approved Measure B. As defined in Council on Environmental Quality's (CEQ's) Forty Most Asked Questions Concerning NEPA Regulations, the agency's "preferred alternative" is the "alternative which the agency believes would fulfill its statutory mission and responsibilities, giving consideration to economic, environmental, technical and

***TABLE 2.6-1***
***ALTERNATIVES SCREENING ANALYSIS***

| | Achieve the Objectives of the Purpose and Need? | Is This Alternative Practical and Feasible to Implement and Meets the Requirements of Voter-Approved Measure B? | Retain for Detailed Evaluation? |
|---|---|---|---|
| Construction of a New Airport | Yes | No | No |
| Construction of a Remote Landside Facility | Yes | No | No |
| Transfer of Aviation Activity to Other Airports | No | - | - |
| Use of Other Modes of Transportation | No | - | - |
| Airfield Reconfiguration | No | - | - |
| Southeast Quadrant | Yes | No | No |
| Southwest Quadrant | No | - | - |
| Northwest Quadrant | No | - | - |
| Northeast Quadrant | Yes | Yes | Yes |
| No Action Alternative/a/ | No | No | Yes |

Note: /a/ - Required to be included in the EIS by 40 CFR § 1502.14(d) (1978).

other factors." In selecting a preferred alternative, the FAA considered the factors disclosed in this EIS in the context and scope of implementing federal transportation policies within the framework of the FAA's statutory authorities and responsibilities.

## 2.8 FEDERAL LAWS AND REGULATIONS CONSIDERED IN THIS ANALYSIS

The following section lists the federal laws, statutes, executive orders, U.S. Department of Transportation (U.S. DOT) and FAA orders, FAA Advisory Circulars (AC), and other federal guidance considered during the preparation of this EIS.

### 2.8.1 Federal Laws and Statutes

- Airport and Airway Improvement Act of 1982, as amended (49 USC [United States Code] 47101 et seq.)
- American Indian Religious Freedom Act (42 USC 1996)
- Antiquities Act of 1906 (54 USC 320301 et seq.)
- Archaeological and Historic Preservation Act (54 USC 312501 et seq.)
- Archaeological Resources Protection Act (16 USC 470 et seq.)
- Aviation Safety and Noise Abatement Act of 1979 (49 USC 47501 et seq.)
- Clean Air Act of 1970, as amended (42 USC 7401 et seq.)
- Clean Water Act (33 USC 1251 et seq.)
- Comprehensive Environmental Response, Compensation, and Liability Act of 1980, as amended by the Community Environmental Response Facilitation Act of 1992 (42 USC 9601 et seq.)
- Endangered Species Act of 1973 (16 USC 1531 et seq.)
- FAA Reauthorization Act of 2018 (Public Law No. 115-254)
- Farmland Protection Policy Act (7 USC 4201 et seq.)
- Federal Aviation Act of 1958, as amended (49 USC 40101 et seq.)
- Hazardous Materials Transportation Act of 1975 (49 USC 5101 et seq.)
- Land and Water Conservation Fund Act of 1965 (16 USC 4601 et seq.)
- Migratory Bird Treaty Act (16 USC 703 et seq.)
- National Environmental Policy Act of 1969 (42 USC 4321 et seq.)
- National Flood Insurance Act (42 USC 4001 et seq.)
- National Historic Preservation Act (54 USC 300101 et seq.)
- Native American Graves Protection and Repatriation Act (25 USC 3001 et seq.)
- Pollution Prevention Act (42 USC 13101 et seq.)
- Protection of Historic and Cultural Properties (36 CFR Part 800)

- Resource Conservation and Recovery Act of 1976, as amended by the Solid Waste Disposal Act of 1980 (42 USC 6901 et seq.)
- Rivers and Harbors Act of 1899 (33 USC 401 et seq.)
- Safe Water Drinking Act of 1974 (42 USC 300 et seq.)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 USC 61 et seq.)
- U.S. Department of Transportation Act, Section 4(f) (49 USC 303[c])
- Wild and Scenic Rivers Act (16 USC 1271 et seq.)

### 2.8.2 Executive Orders

- Executive Order 11593, Protection and Enhancement of the Cultural Environment (36 FR [Federal Register] 8921 et seq., May 13, 1971)
- Executive Order 11988, Floodplain Management (42 FR 26951 et seq., May 25, 1977)
- Executive Order 11990, Protection of Wetlands (42 FR 26961 et seq., May 24, 1977)
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (59 FR 7629 et seq., February 11, 1994)
- Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks (62 FR 19885 et seq., April 23, 1997)
- Executive Order 13175, Consultation and Coordination with Indian Tribal Governments (65 FR 67249, November 9, 2000)
- Executive Order 13186, Responsibilities of Federal Agencies to Protect Migratory Birds (66 FR 3853, January 17, 2001)

### 2.8.3 U.S. Department of Transportation and FAA Orders

- FAA Order 1050.1F: *Environmental Impacts: Policies and Procedures* (July 1, 2015) (See also *1050.1F Desk Reference)*
- FAA Order 5050.4B: *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* (April 28, 2006)

- FAA Order 1050.10D: *Environmental Pollution Control and Abatement at FAA Facilities* (September 13, 2004)
- FAA Order 1210.20; *American Indian and Alaska Native Tribal Consultation Policy and Procedures*. (January 28, 2004)
- FAA Order 5100.38D, Change 1, Airport Improvement Program Handbook (February 26, 2019)
- U.S. DOT Order 5650.2: *Floodplain Management and Protection* (April 23, 1979)
- U.S. DOT Order 5610: Environmental Justice and Minority and Low-Income Populations (May 2, 2012)
- U.S DOT Order 5650.1: Protection and Enhancement of the Cultural Environment (November 20, 1972)

### 2.8.4 FAA Advisory Circulars

- FAA AC 150/5020-1: Noise Control and Compatibility Planning for Airports
- FAA AC 150/5060-5: Airport Capacity and Delay
- FAA AC 150/5070-6B: Airport Master Plans
- FAA AC 150/5300-13A: Airport Design
- FAA AC 150/5360-13A – Airport Terminal Planning.
- FAA AC 150/5370-10G: Standards for Specifying Construction of Airports

### 2.8.5 Code of Federal Regulations

- Title 14, CFR Part 77, Safe, Efficient Use, and Preservation of Navigable Airspace
- Title 14, CFR Part 150, Airport Noise Compatibility Planning
- Title 14, CFR Part 158, Passenger Facility Charges
- Title 33, CFR § 328.3, Navigation and Navigable Waters
- Title 40, CFR Part 761, Polychlorinated Biphenyls (PCBs) Manufacturing, Processing, Distribution in Commerce, and Use Prohibitions
- Title 40, CFR Parts 1500–1508, President's Council on Environmental Quality