



# ***PMRA***

# ***Runway Realignment***

***Washington and Idaho Transportation  
Commissions  
May 16, 2014***



“Airports are most communities’ largest and most valuable public investment – the one that can (or should) play the biggest role in promoting long-lasting economic development and growth in the surrounding region. Your airport is your town’s most important connection to the world!” James K. Coyne, NATA



- **Sponsorship and Board of Directors**
- **The Current Situation**
- **Do Nothing Scenario**
- **Benefits of Realignment**
- **Runway Realignment Project**
- **NEPA Process – Environmental Assessment**
- **Project Funding Sources**



- **Sponsored by Moscow and Pullman.**
- **8 Member Governing Board-WSU, U of I, and Latah County, with the Port of Whitman County as a non-voting funding partner.**
- **2 Moscow - Bill Lambert & Jon Kimberling**
- **2 Pullman - Glenn Johnson & Jeff Hawbaker**
- **1 Each University - Mel Taylor & Ron Smith**
- **1 Latah County - Paul Kimmell**
- **1 At large - Ron Wachter**



## **Our Situation**

- **Runway Geometry- Large Aircraft Operate under FAA Exemption Dependent on Meeting Standards**
- **Navigation Minimums – Create 90-120+ Cancellations by Alaska and Impacts all Aircraft**
- **Terminal and Land Capacity – Constrained**
- **Limiting Opportunity for Regional Business Support**
- **Activity is exceeding our capacity – Good Problem to have if you are going to have one**



# Existing Conditions





# A View of the Challenges





## **Do Nothing Scenario**

- **Loss of Current Commercial Air Service**
- **Small Air Carrier A/C are Almost Obsolete**
- **Loss of Charter and Large Business Ops**
- **Loss of Grant Funding 1 Mil to 150K per year**
- **No Development Opportunity**
- **Limits to Improve All Weather Capability**
- **Major Negative Impacts to the Regional Economy affecting both Washington and Idaho**



## History of Planning

- 1970 – Pullman and Lewiston Regional Study
- 1999 – Airport Master Plan (January 1999)
- 2004 – Airport Site Investigation Report and Instrument Runway Designation Report (June 2004)
- 2007 – Pullman-Moscow Regional Airport Master Plan Phase I (2007)
- 2010 – Phase II Master Plan (2013)

# Fly PUW







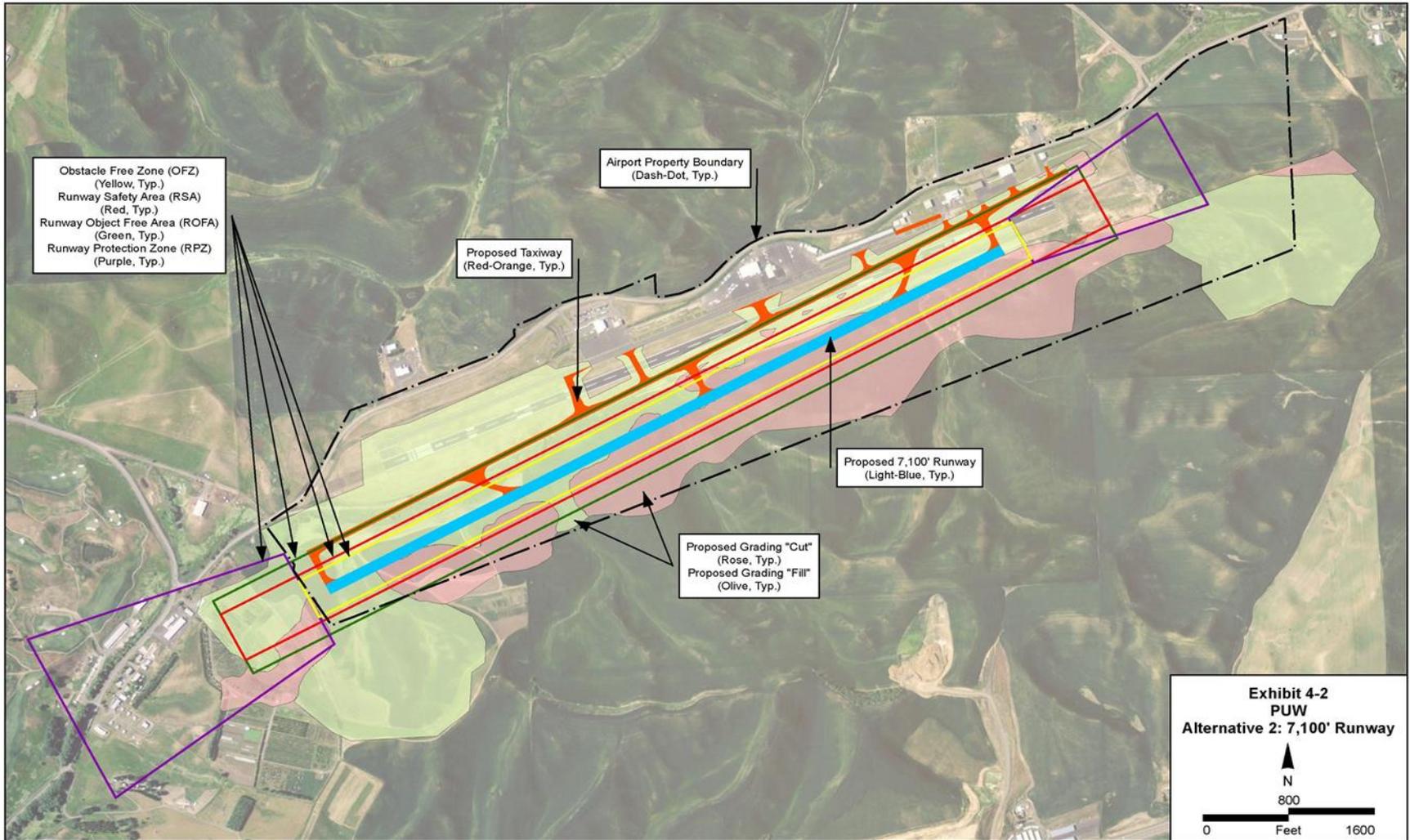
## **Relocated Runway**

- **Feasible to implement with current resources**
- **All Weather Landing Capability**
- **Business and Hangar Capacity**
- **Adequate Aeronautical Support to the Region**
- **New Destinations and Routes become possible**
- **Economic Impacts over the Current \$25 Million / Year as the Region Grows with an Airport Capable of Growing With It.**



## **Runway Project**

- **7,100 x 150' Runway With Design to 8,000 Feet**
- **All-Weather Landing and Lighting Systems**
- **Study of Existing Terminal with Solutions**
- **Planning for additional General Aviation growth**
- **Provides for Future Forecasted needs**
- **Supports existing business and encourages new businesses to stay or relocate within the region**



Obstacle Free Zone (OFZ)  
(Yellow, Typ.)  
Runway Safety Area (RSA)  
(Red, Typ.)  
Runway Object Free Area (ROFA)  
(Green, Typ.)  
Runway Protection Zone (RPZ)  
(Purple, Typ.)

Airport Property Boundary  
(Dash-Dot, Typ.)

Proposed Taxiway  
(Red-Orange, Typ.)

Proposed 7,100' Runway  
(Light-Blue, Typ.)

Proposed Grading "Cut"  
(Rose, Typ.)  
Proposed Grading "Fill"  
(Olive, Typ.)

**Exhibit 4-2**  
**P.U.W.**  
**Alternative 2: 7,100' Runway**

N  
800  
0 Feet 1600



## **Projected Timeline and Costs**

- **Master Plan is Complete and Project is in Process – Financial Clock Start**
- **Environmental Assessment- 2012-2014**
- **\$2.9 Million Federal \$320,000 Match from PFC's**
- **Land Acquisition and Design 2014-2015**
- **Construction 2015-2018**
- **Cost - Est. \$60 Mil Federal with ~\$6 Mil Match**



## **NEPA Categories**

**Federally-listed Endangered or Threatened Species**

**Energy Supplies, Natural Resources and Sustainable Design**

**Air Quality**

**Coastal Barriers  
Management**

**Compatible Land Use**

**Environmental Justice**

**Floodplains**

**Historic Properties**

**Socioeconomic Impacts**

**Light Emissions and Visual Effects**

**Social Impacts**

**Water Quality**

**Biotic Resources**

**Coastal Zone**

**Section 4(f) Resources**

**Farmlands**

**Hazardous Materials**

**Induced**

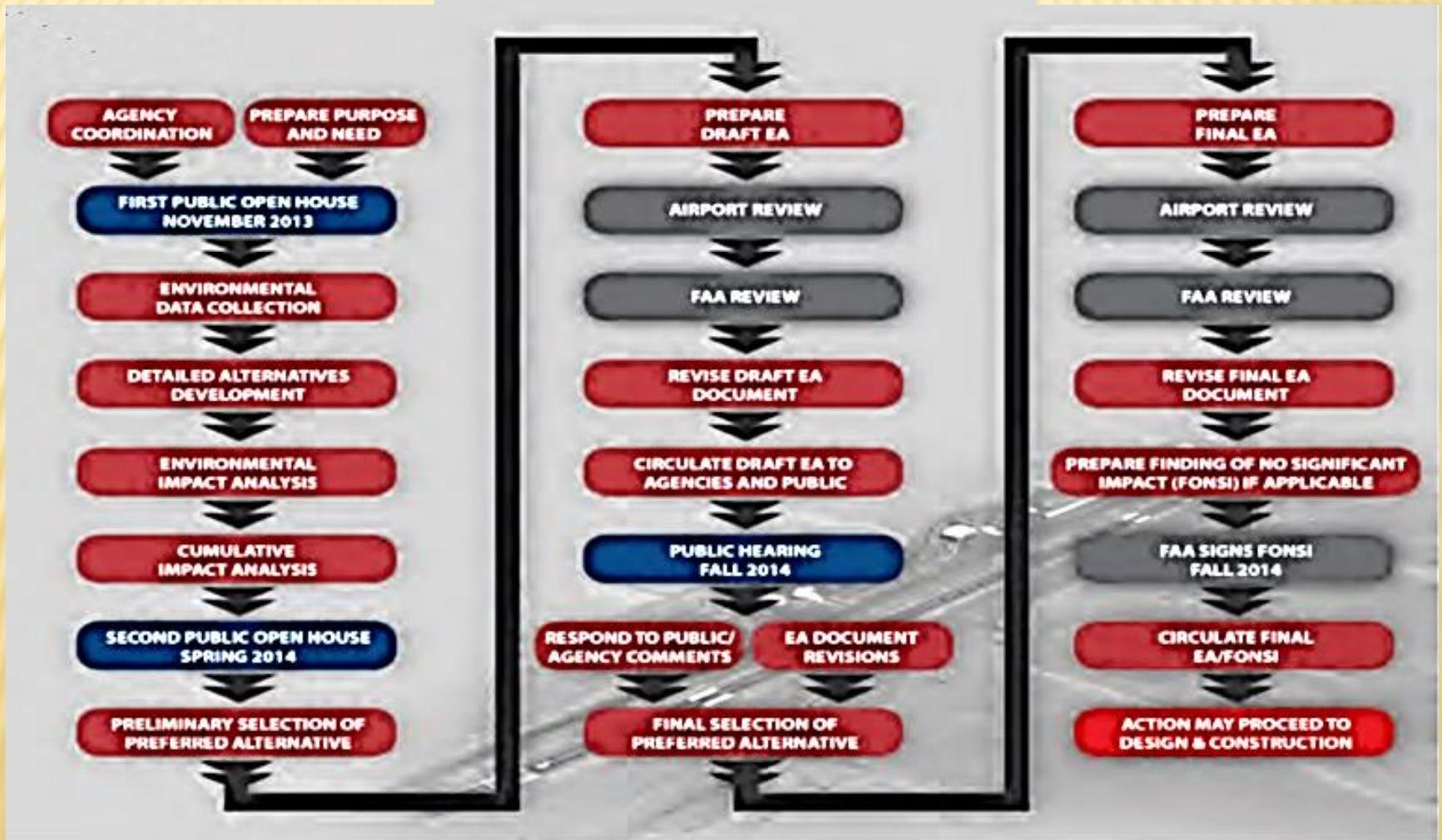
**Noise**

**Solid Waste**

**Wetlands**

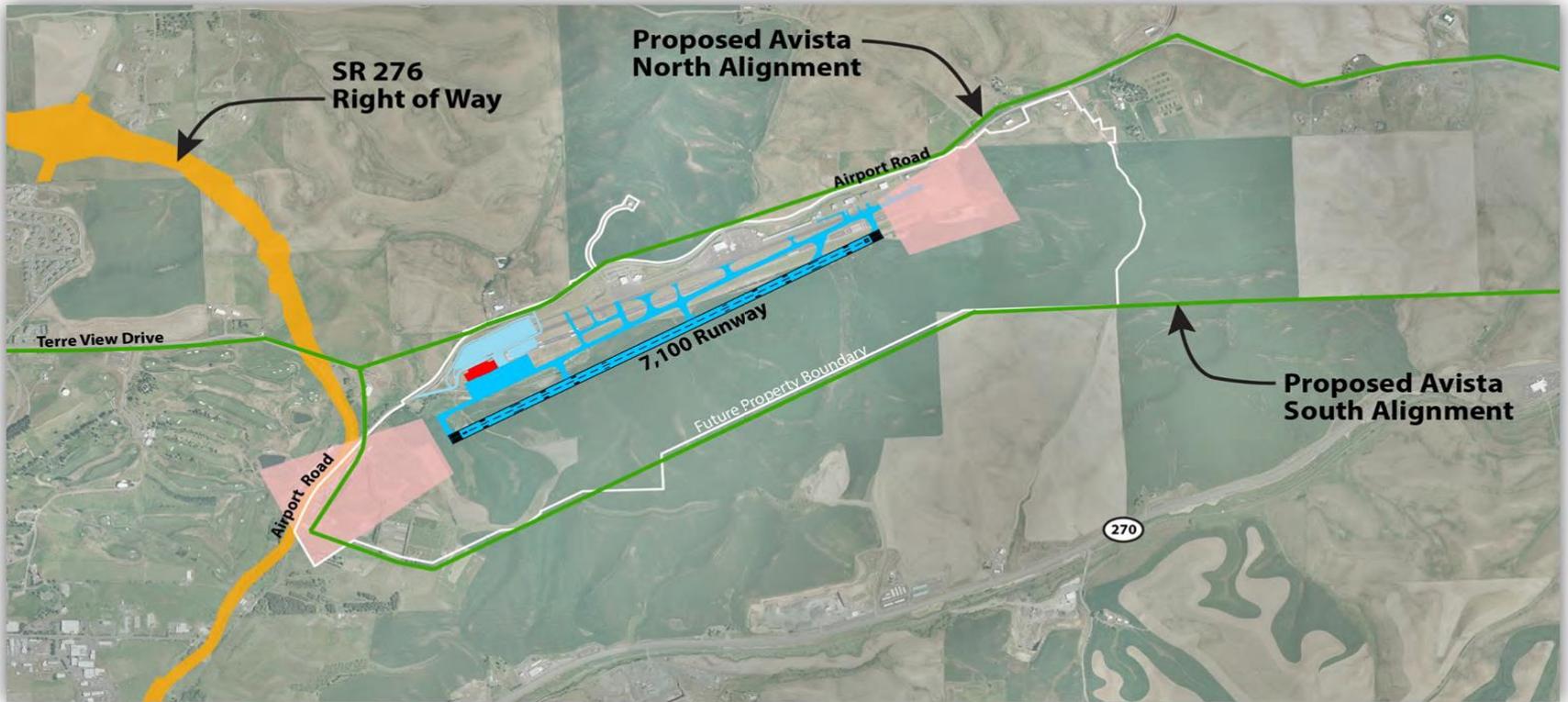


# NEPA Process



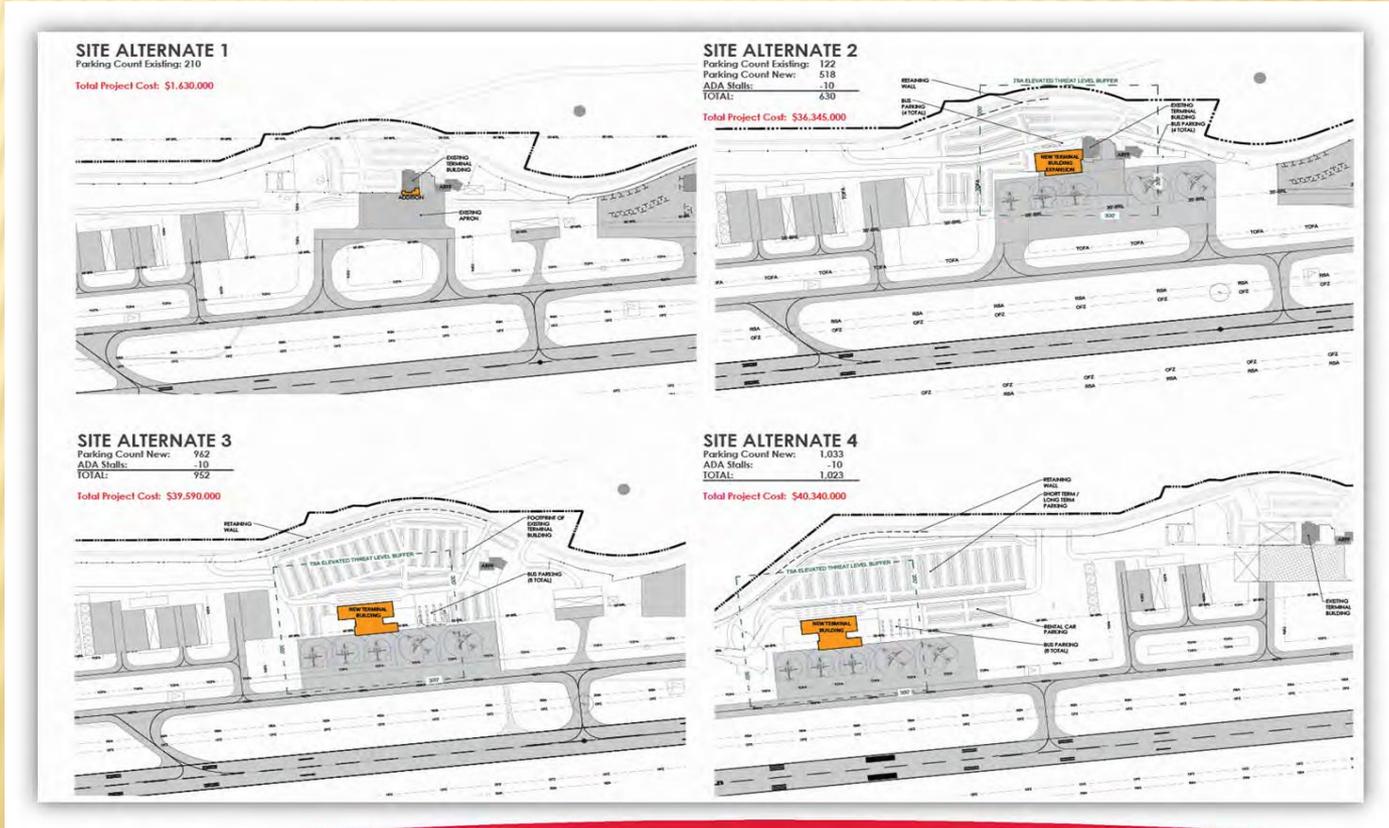


# Preferred Alternatives





# Terminal Alternatives





## Project Funding Sources

- **AIP Entitlement - AIP Discretionary - Funds distributed by the FAA for high-priority projects. ~\$60 Million**
- **Airport Funds - Passenger Facility Charges (PFC's) ~ \$160,000 / yr.**
- **State Department of Transportation Grants - DOT funds count towards the local match percentage of a federal grant, assisting the Airport sponsors. WSDOT and ITD funding is critical**
- **Private Sources, Bonding, etc.**
- **The Sponsors must currently contribute 10% of the project's funding due to project location. We are**



## **Community Investment**

- **The Region's unique partnership, vision, and resolve has always been the most instrumental factor in the Airport's current and future capabilities to serve the Region;**
- **Continued Regional Cooperation is vital;**
- **The next 5 years will require additional support;**
- **State involvement and support is critical for success;**
- **The Airport's long-term prospects are bright for the Region's future transportation and economic health**



***“2 miles of Roadway takes you  
2 miles, 2 miles of Railway  
takes you 2 miles, and 2  
miles of Runway can take you  
around the world” Unknown.***



**[WWW.PUA-EA.COM](http://WWW.PUA-EA.COM)**

**Open Houses**

**April 22 Pullman**

**April 23**

**Moscow**

**Brelsford Visitor Center**

**Best**

**Western**

**QUESTIONS?**