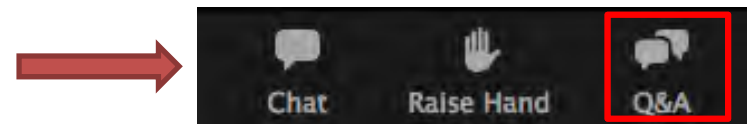


Welcome

- After the presentation, we will have a question and answer session.
- We ask that you submit your questions or comments in writing using the “Q&A” function.
- To access the “Q&A” function, roll your cursor across the bottom of screen. Click on the “Q&A” icon to open a pop up window in which you can type your question.
- We will read your question out loud and provide a response.



Q&A Icon

Agenda

- 6:00 p.m. – 7:00 p.m.
 - Public Workshop Presentation
 - Question and Answer Period

- 7:00 p.m. – 8:00 p.m.
 - Public Hearing
 - Public Comments

Bishop Airport



Proposed Commercial Airline Service at Bishop Airport - Public Workshop



April 1, 2021



Presentation Summary

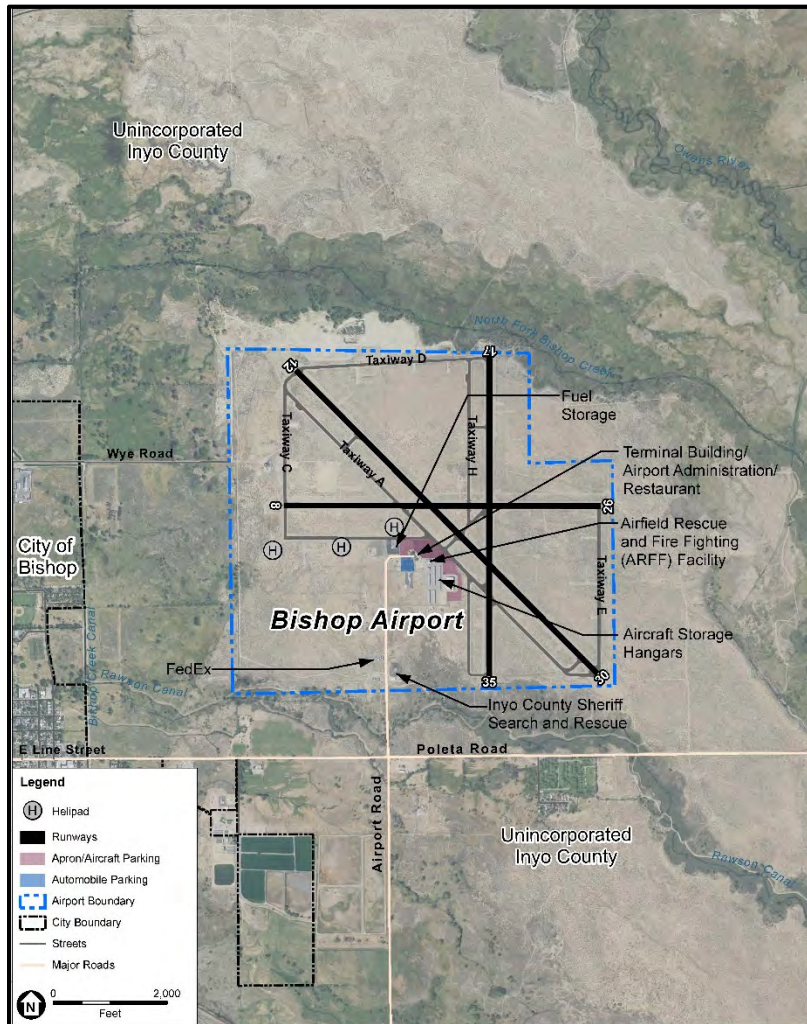
- Background
- Project
- Draft Environmental Assessment Overview
- Initial Study and proposed Negative Declaration Overview
- Next Steps

Background



- Inyo County has identified an unmet demand for commercial air passenger service in the Eastern Sierra region.
 - Service is currently only offered at Mammoth Yosemite Airport.
 - Service to Mammoth has been successful overall, though challenges have resulted in unmet demand.
 - Unpredictable winter weather has led to an average flight cancellation rate of 12% during the winter season since 2008.

Background



- Bishop Airport (BIH) is a public-use airport owned and operated by Inyo County.
- The Airport is less affected by the factors that have hampered service at Mammoth Yosemite Airport (MMH).
- Bishop Airport currently serves general aviation traffic and the majority of air cargo and military traffic in the Eastern Sierra region.

Background



- Inyo County and the Town of Mammoth Lakes began coordinating on a regional solution.
- Additional stakeholders:
 - Mammoth Lakes Tourism
 - Mammoth Mountain Ski Area
- The Eastern Sierra Council of Governments created the Mammoth Inyo Airport Working Group.

The Proposal



- To address unmet demand, Inyo County proposes to introduce Commercial Air Passenger Service at Bishop Airport.
- United Airlines, Inc. and its partner SkyWest Airlines, are interested in amending SkyWest's operations specifications to allow the airline to provide scheduled commercial air passenger service to Bishop Airport.

The Proposal

- SkyWest Airlines would begin service at Bishop Airport in late 2021:
 - Winter season (December 15 through April 15) - one flight daily between LAX and BIH, DEN and BIH, and SFO and BIH
 - Summer and shoulder seasons (April 16 - December 14) – one flight daily between LAX and BIH

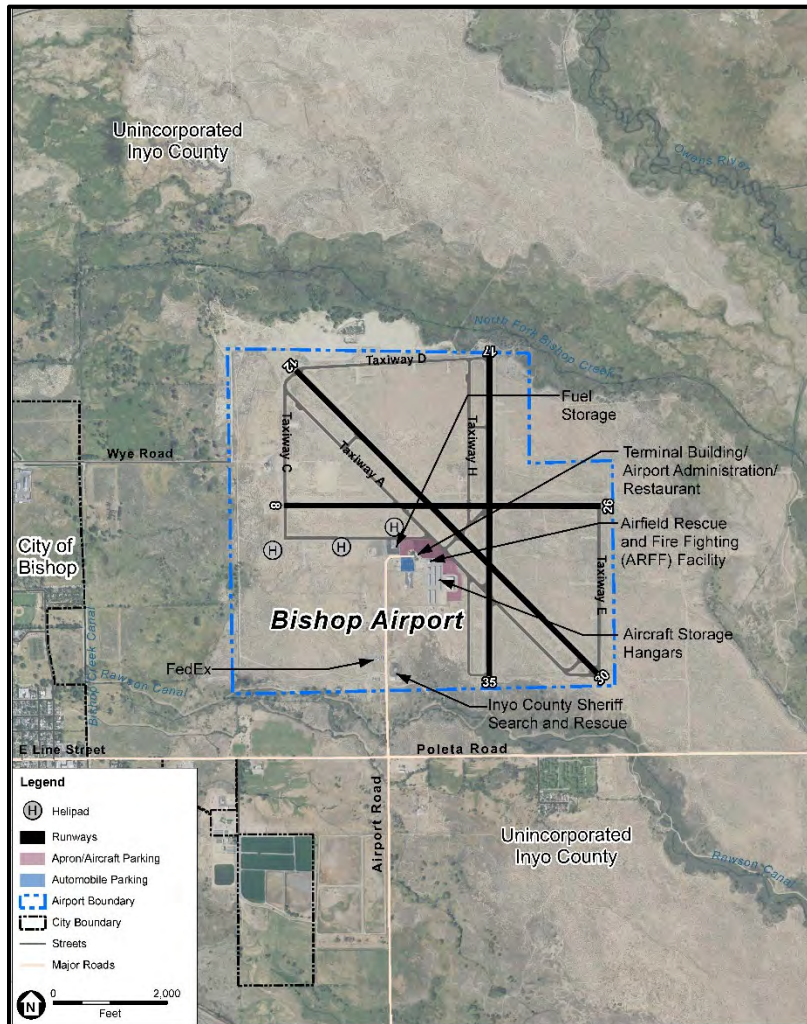


The Proposal

- SkyWest Airlines would begin service at Bishop Airport in late 2021:
 - Winter 2024 -
An additional flight to/from SFO
 - Winter 2027 –
An additional flight to/from SAN
 - Winter 2028 –
A second flight to/from LAX

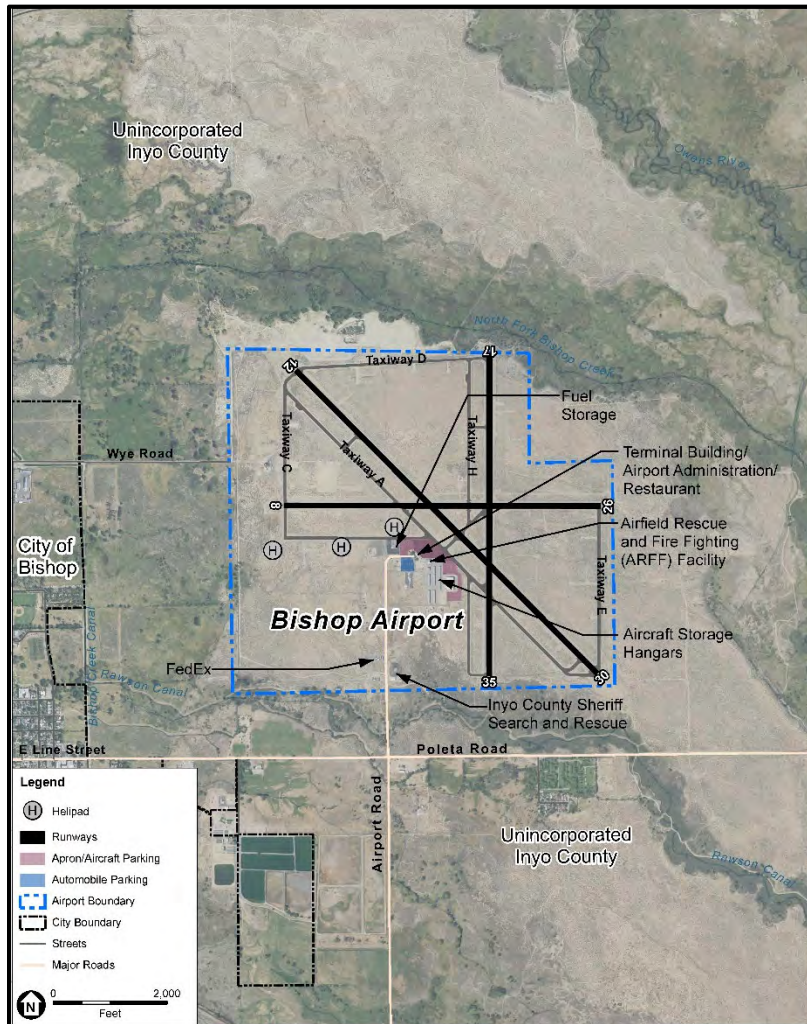


The Environmental Assessment



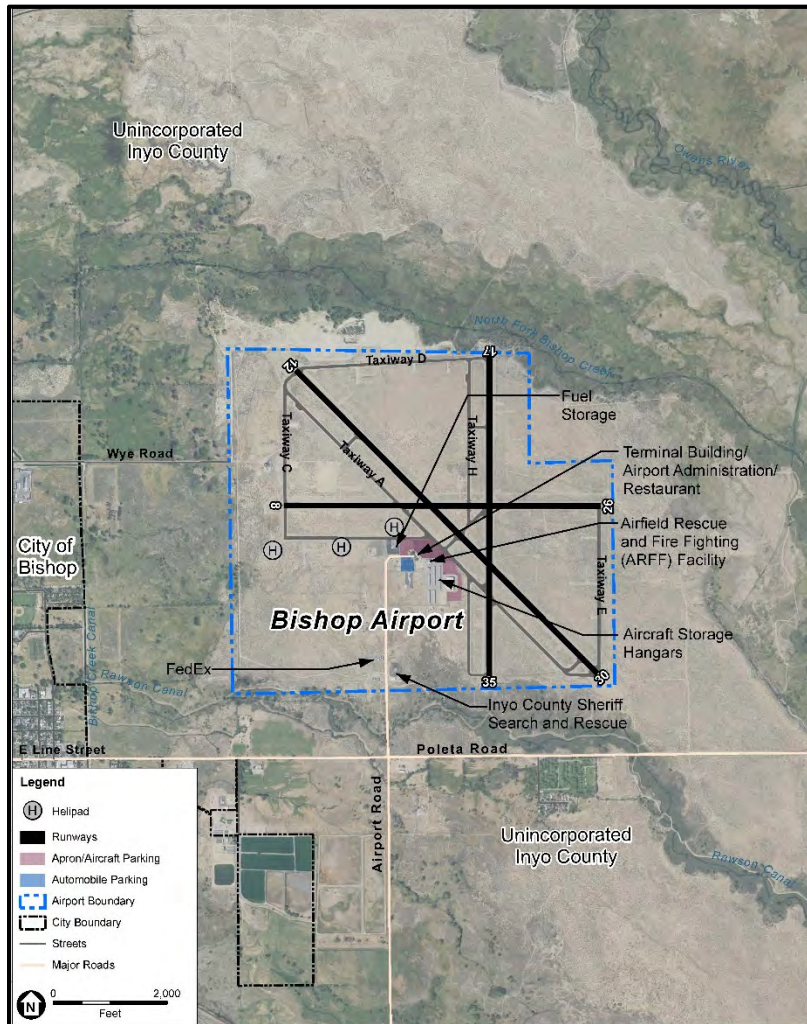
- The Draft EA includes five chapters and 10 appendices.
- The Draft EA chapters discuss:
 - Project background and the Purpose and Need for the Proposed Action
 - The Alternatives to the Proposed Action considered and carried forward for further analysis
 - The Affected Environment in the which Project is situated
 - The Environmental Consequences of the Proposed Action and Alternatives
 - Agency coordination and public involvement.

The Purpose and Need



- The purpose of Inyo County's Proposed Action is to expand aviation operations by initiating commercial air passenger service at Bishop Airport.
- The need for the Proposed Action is to meet unsatisfied demand for commercial air passenger service in the Eastern Sierra region.

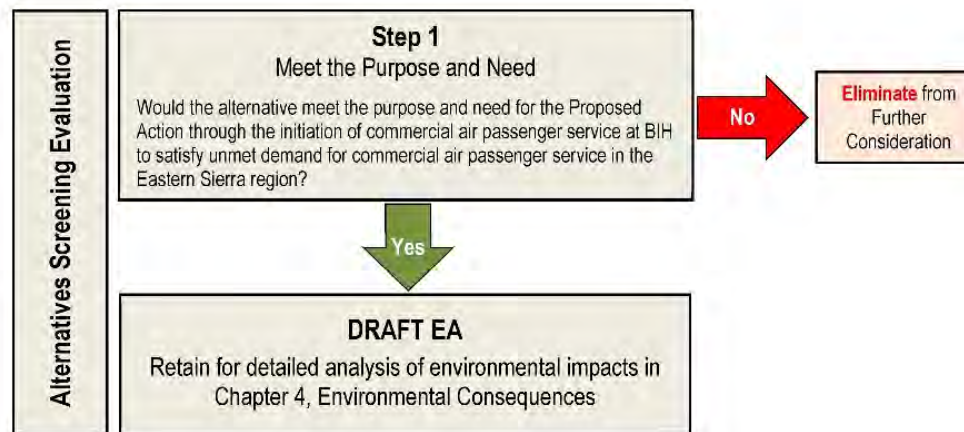
The Proposed Action



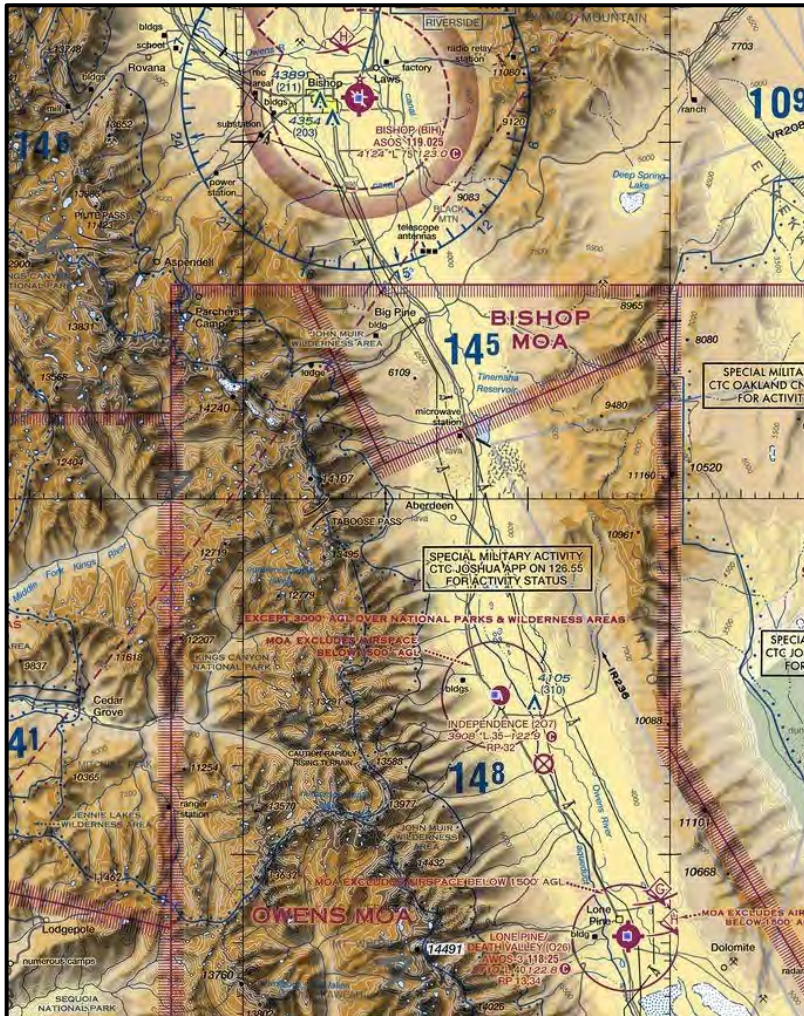
- The Proposed Action comprises the following elements:
 - Inyo County would request a Part 139 Class I Airport Operating Certificate allowing commercial air service at Bishop Airport;
 - Inyo County would implement declared distances on Runway 12/30; and,
 - SkyWest Airlines would obtain amendment to their Operations Specifications, to allow scheduled commercial air service to and from Bishop Airport.

Alternatives

- NEPA mandates that all reasonable alternatives to a proposed action must be examined.
- Alternatives are considered “reasonable” if they meet the purpose and need for the proposed action.
- A range of alternatives to the Proposed Action were identified and screened for further analysis.



Alternatives



- Use of Other Airports in Inyo County
 - Other airports lack sufficient runway length for commercial carriers.
 - Other airports do not have instrument approach procedures.
 - Presence in Military Operations Area restricts development of instrument approach procedures.

Alternatives



- Non-Aviation Transportation Alternative

- Eastern Sierra region is not served by passenger rail.
- Lack of convenient bus service to/from metropolitan markets (Los Angeles, San Francisco, Denver, San Diego, etc.)
- Proposed Action is specifically intended to bring reliable commercial air passenger service to the Eastern Sierra region; non-aviation modes of travel would not meet the purpose and need.

Alternatives

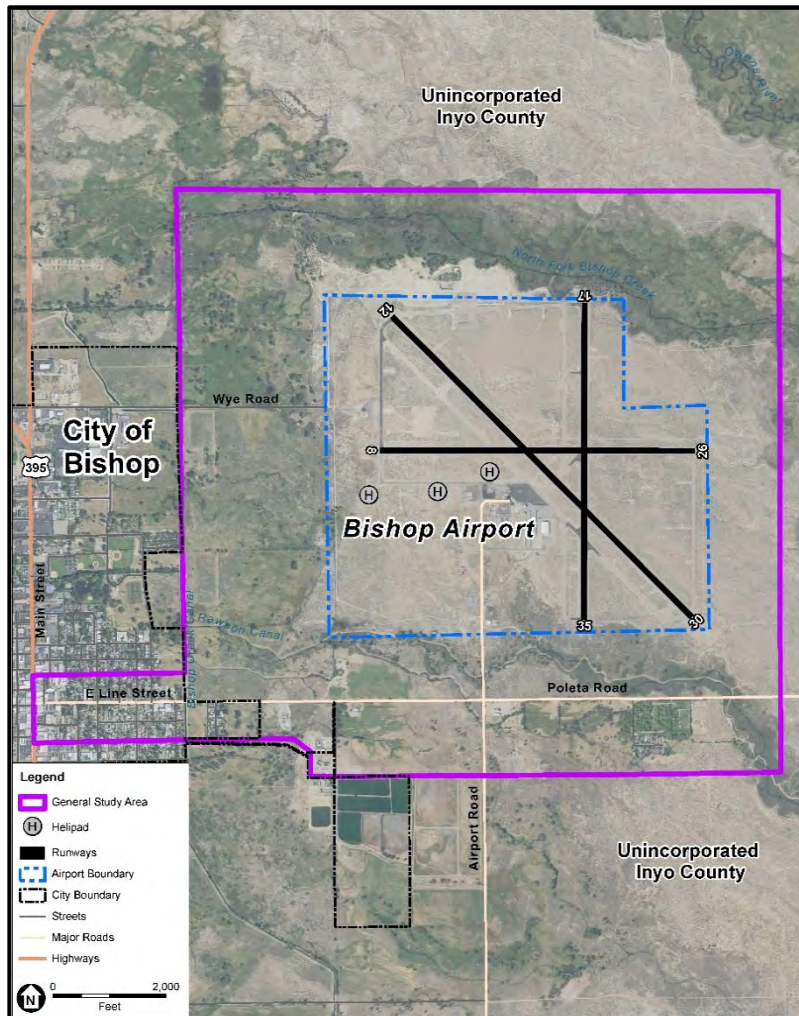
- Proposed Action
- No Action Alternative

ALTERNATIVES COMPARISON SUMMARY

Screening Criteria	Proposed Action	Use of Other Inyo County Airports	Non-Aviation Transportation Alternative	No Action Alternative
Meet the Purpose and Need	Issuance of a Class I Operating Certificate pursuant to 14 CFR Part 139 for Bishop Airport and approval of an amendment to SkyWest Airlines' Operations Specifications allowing commercial air passenger service at Bishop Airport.	Introduction of commercial airline service at other County airports in lieu of Bishop Airport.	Introduction of non-aviation related transportation (i.e., bus and/or rail) in lieu of introducing commercial airline service at Bishop Airport.	Bishop Airport continues to operate as a General Aviation airport, and SkyWest Airlines' Operations Specifications remain unchanged. Demand for commercial air passenger service in the Eastern Sierra region would remain unmet.
Retain for detailed analysis in EA?	Yes	No	No	Yes

SOURCE: Environmental Science Associates, 2020.

Affected Environment



- Describes the existing environmental conditions within a general study area delineated for the Project.
- Specialized study areas applicable to individual environmental resource categories were developed as required.
- Some environmental impact categories that would not be affected by either the Proposed Action or the No Action Alternative were excluded from further analysis.

Affected Environment

- Resources Evaluated

- Air Quality
- Biological Resources
- Climate
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Visual Effects
- Water Resources (Groundwater and Surface Waters only)

Environmental Consequences

- Study Years

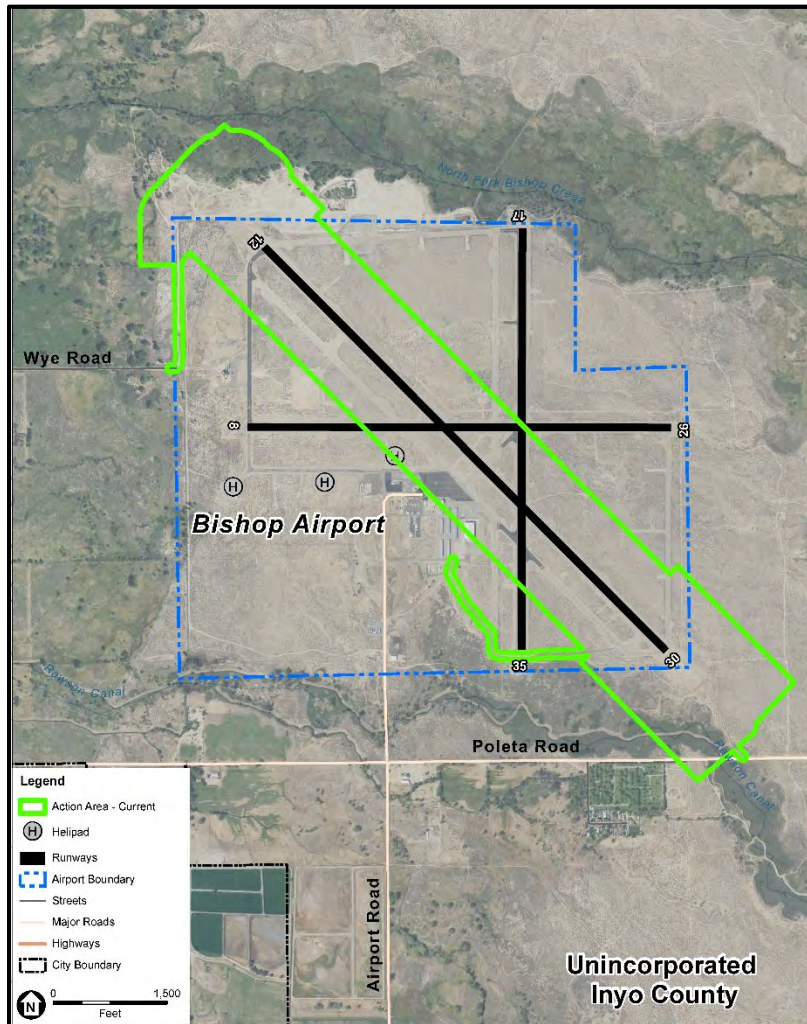
- The Draft EA evaluates the environmental impact of the Proposed Action and No Action Alternative by analyzing the project during two different years of operation: 2022 and 2028.
- Study year 2022 is the first full year commercial air passenger service is anticipated to be in operation at Bishop Airport.
- Study Year 2028 is the sixth full year after the commencement of commercial air passenger service and the year when the Airport's forecast anticipates growth in passenger service to plateau.

Air Quality

- Considered the potential for the Proposed Action to cause or contribute to a violation of the National Ambient Air Quality Standards.
- The Proposed Action would not result in an exceedance of air quality standards or increase in air quality violations compared to the No Action Alternative in 2022 or 2028.



Biological Resources



- An Action Area was identified for evaluation in a biological assessment.
 - Proposed Action would have no effect on federally-listed species or designated critical habitat.
 - Unlikely that commercial air passenger service would have a noticeable effect on migratory birds.
 - Unlikely that commercial air passenger service would have a noticeable effect on any state-listed special status species.

Climate

- Considered the potential incremental change in CO₂ emissions that would result from The Proposed Action when compared to the No Action Alternative for the same timeframe.
- Accounted for direct and indirect emissions airside and landside sources.
- GHG emissions would comprise a miniscule fraction of U.S. and global emissions.



Hazardous Materials, Solid Waste, and Pollution Prevention

- **Hazardous Materials**

- The locations of environmental contamination or other hazards located within GSA were evaluated and documented.
- No anticipated changes in the handling, use, or disposal of hazardous materials as a result of the Proposed Action in either 2022 or 2028.

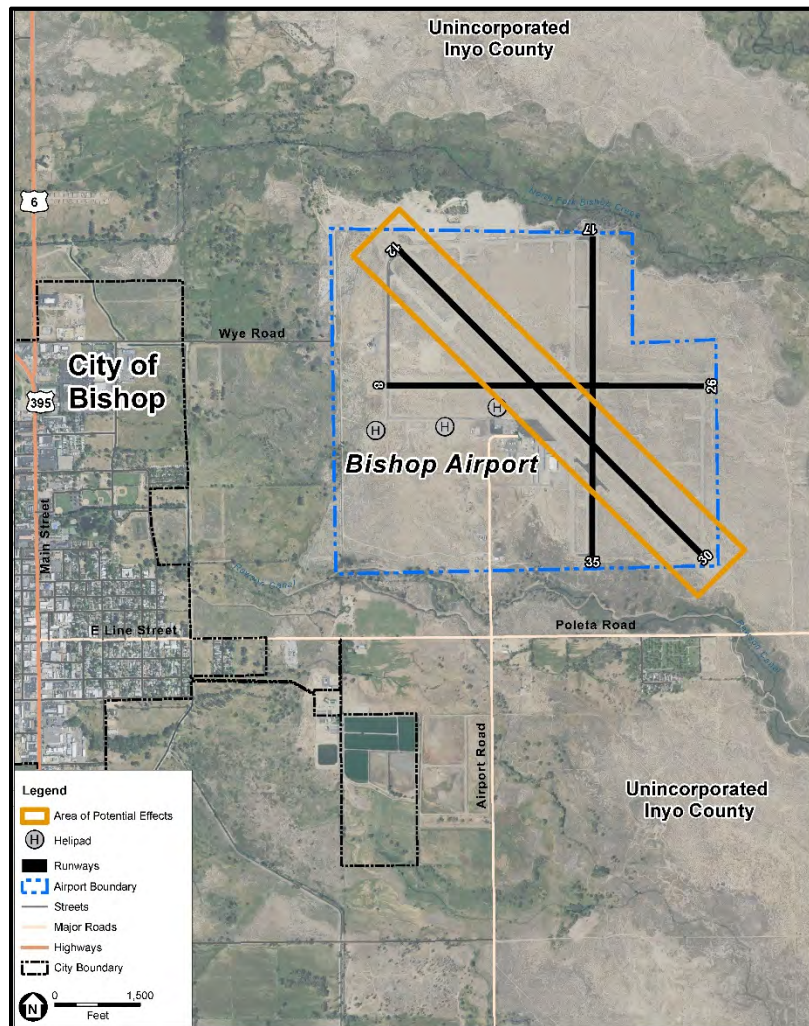
- **Solid Waste**

- Minimal increase in solid waste resulting from the addition of commercial service, but no likelihood of exceeding existing waste processing capacity.

- **Pollution Prevention**

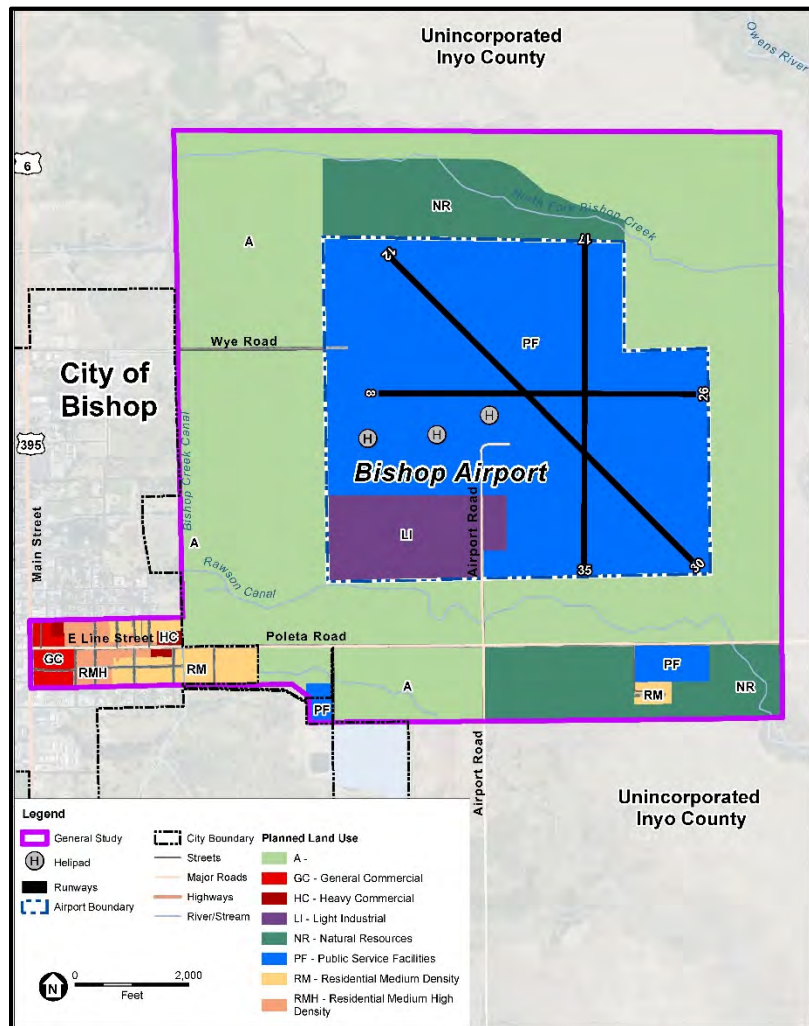
- No anticipated changes in the handling, use, or disposal of hazardous materials and the Airport will continue to employ BMPs to avoid, reduce, or prevent pollution within the GSA.

Historical, Architectural, Archaeological, and Cultural Resources



- An area of potential effect (APE) was established.
- The Proposed Action does not include ground disturbance or change to the existing instrument approach and departure procedures.
- FAA consulted with the California State Historic Preservation Officer and determined the Proposed Action would not affect historic properties or cultural resources.

Land Use



- Analysis included review of the general plans and zoning ordinances of Inyo County and the City of Bishop as well as the Owens Valley Land Management Plan.
- Commercial air passenger service is consistent with the goals of the City of Bishop and Inyo County General Plans and Airport zoning.

Natural Resources and Energy Supply

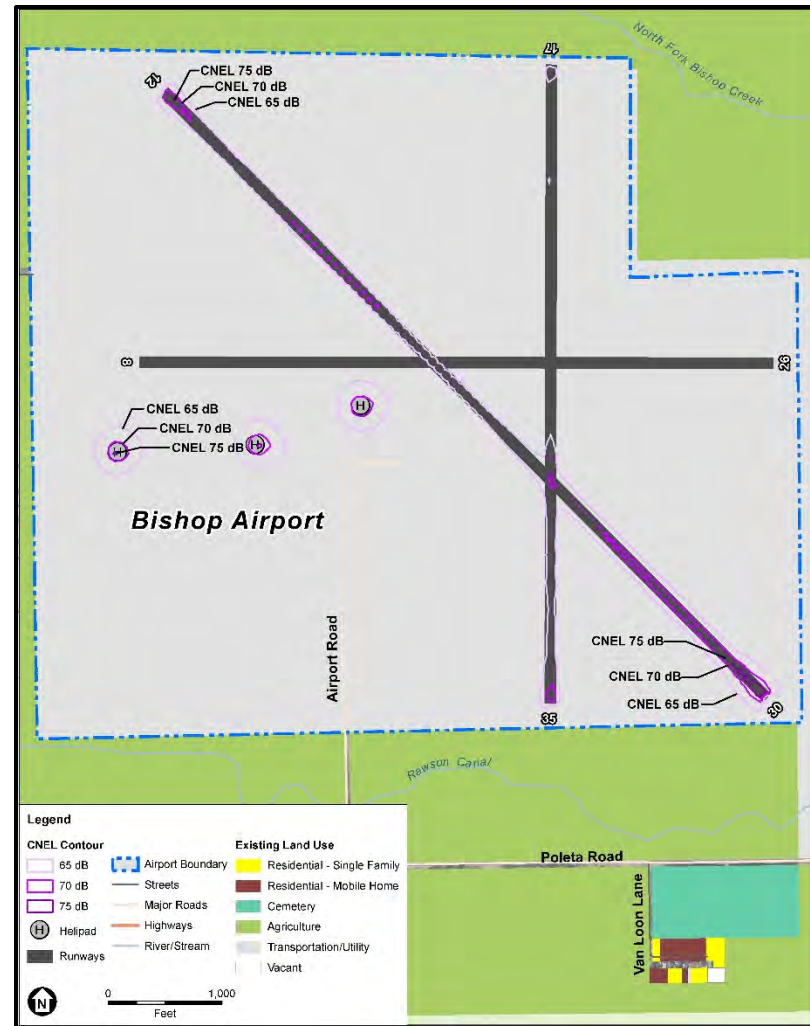
- Additional operations under Proposed Action would lead to relatively small increases in demand for electricity, fuel, and water.
- Demands for electricity and fuel are not anticipated to exceed existing and future supplies; water is supplied by on-site groundwater wells anticipated to meet needs through planning horizon.



Noise and Noise-Compatible Land Use



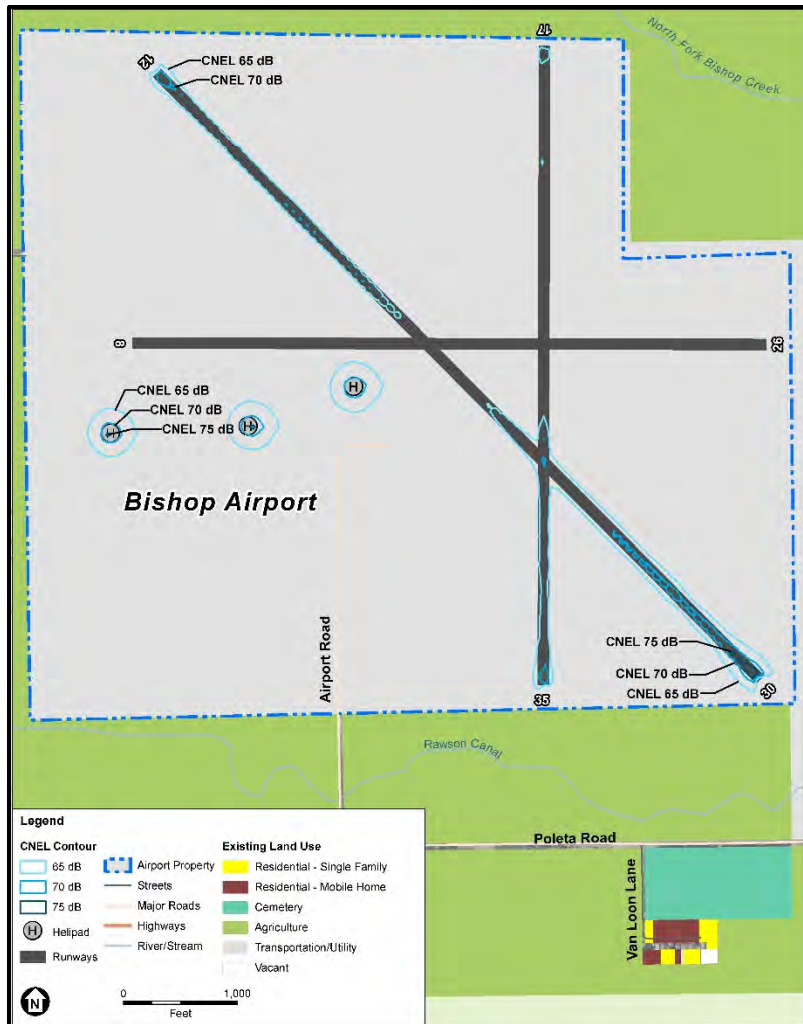
2022 No Action



2022 Proposed Project



Noise and Noise-Compatible Land Use



2028 No Action



2028 Proposed Project

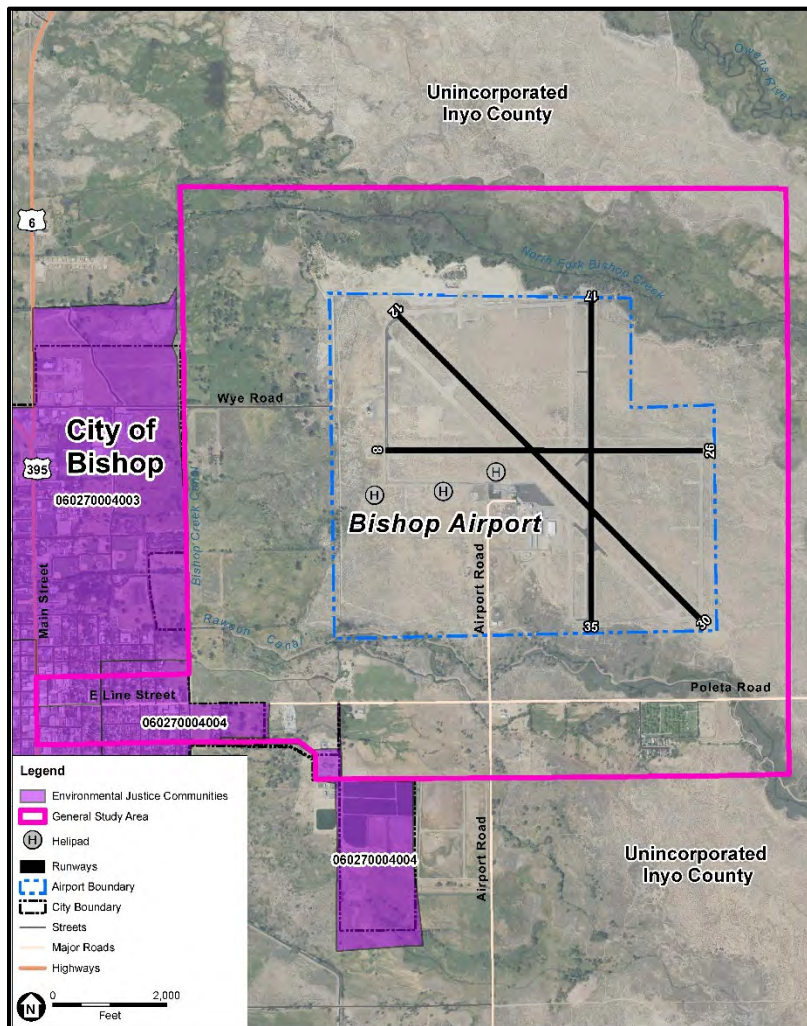


Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

- **Socioeconomics**

- The Proposed Action would not include any physical development that would disrupt or divide the local community.
- The Proposed Action would include employment opportunities associated with the introduction of commercial air passenger service.
- The community tax base would likely grow, resulting in benefits to the local economy.
- Increases in local traffic would be minor, consisting largely of vehicle trips added by shuttle services and rental cars and would represent less than one percent of traffic volume at the intersection of Hwy 395 and SR 168.

Socioeconomic Impacts, Environmental Justice, and Children’s Environmental Health and Safety Risks



- Environmental Justice

- No significant environmental impacts associated with the Proposed Action have been identified in either 2022 or 2028.
- Therefore, the Proposed Action would not result in disproportionately high and adverse human health or environmental effects to the identified low-income and minority populations.

Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

- **Children's Environmental Health and Safety Risks**
 - No children's schools, child daycare facilities, or other facilities such as public parks where children congregate located were identified within the general study area.
 - The Proposed Action would not result in any significant adverse air quality or noise impacts that might affect the health of children.
 - As the Proposed Action includes no ground disturbance, there is no potential for release of identified or undiscovered hazardous materials that would be harmful to children.
 - The Proposed Action would not result in any adverse effects on children's environmental health or represent any new significant safety risks.

Visual Effects

- Proposed Action does not include any physical development that would introduce new fixed light sources to the Airport.
- Any new light emissions would be generated by aircraft operations
 - Only one nighttime operation would occur and only during the winter season.
 - The closest homes are located half a mile southwest of the Runway 35 end.



Water Resources (Groundwater and Surface Water Subcategory only)

- **Surface Waters**

- No surface waters would be altered, modified, or filled as a result of the Proposed Action.
- Water quality impacts from stormwater pollution are also not anticipated to occur because there are no additional impervious surfaces associated with the Proposed Action and surface waters are located over 1,000 feet from both ends of Runway 12/30.

- **Groundwater**

- No undue demands on existing groundwater supplies.
- Precipitation large enough to create stormwater runoff in amounts that would have an appreciable effect on groundwater quality not anticipated.
- BMPs employed to avoid, reduce, or prevent spills that could result in stormwater pollution.

Cumulative Impacts

- Cumulative effects and their significance may result from individually minor but collectively significant actions that take place over a period of time.
- Past, present, and reasonably foreseeable future projects were identified to assess whether the Proposed Action could contribute to any cumulative impacts.
- The Proposed Action does not result in any significant impacts to any potentially affected resource categories.
- Any potentially adverse effects of the Proposed Action would not be substantial enough to exacerbate the effects of other projects in the region.

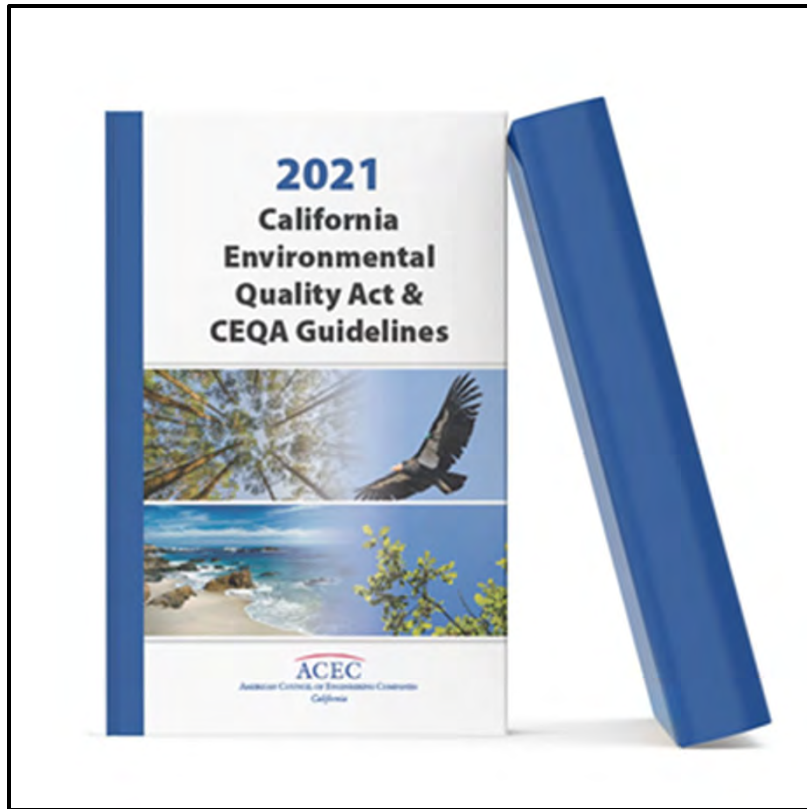
Public Review - NEPA

- A 41-day review and comment period began on February 28, 2021 and will conclude on April 12, 2021 at 5:00 pm.
- Comments on the Draft EA should be mailed to:

**Inyo County Public Works
ATTN: Ashley Helms
168 N. Edwards St.
Independence, CA 93526**

BIHPart139EA@esassoc.com

California Environmental Quality Act



- The Project requires discretionary approval by Inyo County and is thus subject to the California Environmental Quality Act (CEQA).
- An Initial Study has been prepared and the results indicate that any environmental impacts would be less than significant.
- A Negative Declaration has been identified as the appropriate CEQA document.

California Environmental Quality Act

- The IS/ND was released on February 28, 2021 concurrent with the Draft EA for a 41-day public review period.
- The Public Review period will conclude on April 12, 2021 at 5:00 pm.
- Comments on the IS/ND should be sent to:

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BIH_ISND@esassoc.com

Next Steps

- Public Hearing
- Close of public comment period – 5:00 P.M. on April 12, 2021
- Address public comments and prepare environmental documentation
- The Federal Aviation Administration will make a decision and issue either a Finding of No Significant Impact (or FONSI), potentially with a Record of Decision (or ROD), or make the determination of the need for an Environmental Impact Statement.
- The IS/ND will be brought before the County for approval.

Questions and Answers

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