

## QUESTIONS and ANSWERS

Note: Original County statements are in Arial *italics* (with quotation marks), CDF questions are in **Arial Bold**, and County responses are in blue Times New Roman.

1. *"The Hemet-Ryan Master Plan presently calls for the runway to be extended from 4,315' to 5,300'."*

**Can you provide us with a copy of the Hemet-Ryan Master Plan document?**

A: Yes, but the old Master Plan and Airport Layout Plan are essentially the same as the current draft of the new Airport Master Plan, which can be viewed electronically (see next response), so please refer to that document. If you find that you still need a hard copy of the old Master Plan, we can have one duplicated and forwarded to you in the next week or so.

2. *"This length is included in both the Master Plan currently in effect (which was adopted in the late 1980's) and the draft Master Plan we just completed..."*

**Can we also get a copy of the draft Master Plan?**

A: The draft Master Plan can be viewed on the internet at the following website; go to: <http://www.rivcoeda.org/html/Aviation/aviationframe.html>

then click on the Hemet-Ryan tab, then go to the bottom of the page on the left hand side and click on the Master Plan tab; you will then be able to view (and download, if you prefer) the entire plan as a PDF file.

3. *"Because the draft Master Plan hasn't been adopted yet, it is our intention to modify the draft plan to reflect a planned length of 6,000', as this is simpler than attempting to amend an existing Master Plan."*

**What's your time frame on this amendment and what are all the areas that will be modified in this document?**

A: We will be revising the draft Master Plan shortly, following the conclusion of an agreement with the City of Hemet regarding the realignment of Stetson Avenue and Warren Road and the responsibilities of our two jurisdictions with regard to the preparation and processing of environmental documents related to our respective projects. The primary modification of the draft Master Plan will be those changes necessary to reflect a runway/taxiway length of 6,000'; otherwise the document will be the same as the one available on our website. Once the draft Master Plan has been completed, the County and the City will jointly prepare and distribute the accompanying environmental documents.

4. *"We have talked this issue over with the Federal Aviation Administration (FAA) and they have no objections to our proposed modification."*

**Do you have correspondence from the FAA approving your modification proposal? If so can you send a copy? If not, can you give us contact information for the FAA representative you have been working with? Is the Airport Layout Plan (ALP) complete? If so, may we have a copy of that?**

A: We do not have correspondence from the FAA, nor will we; when it comes to planning for airport improvements, the FAA generally defers to the underlying jurisdiction. The FAA does not approve the Master Plan document; rather, the only document the FAA formally approves is the ALP, which has been approved in its current form and reflects the airport both in its existing configuration and in its ultimate configuration, at least as indicated in the last County-adopted version (i.e. with an ultimate runway length of 5,300'). The current ALP is functionally identical to the ALP in the draft Master Plan, which again can be viewed on our website.

5. *"Also, because two streets must be realigned in order to construct the extension, the City of Hemet must agree to participate, and they have done so; in fact, we will be preparing a joint environmental document to ensure that all issues are addressed simultaneously."*

**What is the status on this document? Can we get a copy of this document? If it is not complete, what is your projected time of completion?**

A. See answer to question 3 above.

6. *"Revise the draft Master Plan."*

**What is a realistic timetable for this action?**

A: The revisions can take place in a couple of weeks--that really isn't much of a chore. The real challenge will come with the preparation and circulation of the CEQA and NEPA documents prior to final Board adoption of the final Master Plan.

7. *"Prepare the environmental documents (both NEPA and CEQA requirements must be met)."*

**What level of NEPA and CEQA analysis is anticipated and what is a realistic timetable for completion of these actions?**

A: We anticipate having to prepare and Environmental Impact Statement for CEQA compliance, but based on recent experience will only need an Environmental Assessment and Finding of No Significant Impact (FONSI) for NEPA compliance. The NEPA documents would be circulated and acted upon by the FAA, not the County, though we would have to prepare them. As for a timeframe, that's largely dependent upon the scope of the document, which will in turn be driven by what we agree upon through our negotiations with the City of Hemet, but we estimate about a nine month process, as most of the biological studies have already been conducted and we have already solicited proposals for preparing the environmental documents, so should be ready to execute a consulting contract and get the process moving right away.

8. *"Have the Board of Supervisors adopt the Master Plan."*

**This requires public hearings and public review. What is a realistic timetable for these actions?**

A: The Master Plan would be adopted at the end of the CEQA review process, following certification of the EIR. A lawsuit would clearly have the potential to delay this process, though we think it unlikely that either the adoption of the Master Plan or construction of the runway extension project would be stopped as there are really no impacts associated with this project that can't be mitigated in some fashion, despite Mr. Breliant's likely representations to the contrary (see 13 below).

9. *"Hire an engineering firm."*

**How long is the standard Request for Proposals and bidding process?**

A: Under FAA rules, we are able to hire engineers from a rotating list of consultants, and therefore do not have to go through a formal RFP process; rather, we will be able to simply negotiate a Scope of Services and a fee with one of our pre-qualified civil engineers and proceed immediately to design.

10. *"...and design the extension, as well as the road realignments."*

**Does the county own this land or would the land for this be taken through eminent domain? Will the road realignments require public hearings?**

A. The County owns the land necessary for construction of the extension, though we would ultimately want to acquire some additional land for approach protection. The land for the realignment of the streets would have to be acquired by the City; it is our understanding that they already control (via dedication) the right-of-way for Stetson Avenue, but would have to acquire right-of-way for Warren Road.

11. *"The FAA seems to think we could get construction funding in the 2006-2007 Federal fiscal year."*

**Is this your same FAA contact on this? We'll need any corresponding documents if you have them.**

A: The FAA does not commit funds this far in advance, and has now gone to what they refer to as a bid-based grant program, meaning they give grants based on bid results in an effort to avoid tying up funds on projects that won't be bid for some time to come. We should note that Riverside County is one of the top performers in this regard, and we have just completed two very similar projects--a 1,400' extension of the runway at French Valley Airport (F70) in Temecula and a 1,700' extension of the runway at Jacqueline Cochran Regional Airport (TRM) in Thermal, and are not novices when it comes to these types of projects.

12. *"The extension itself should only take about six months to construct, weather permitting, and I would expect that the City could complete the road work while we're awaiting FAA funds."*

**Have you confirmed this with the City of Hemet?**

A: This will be confirmed in our agreement with the City.

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