

FEB 21 2020

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION****STATE CLEARINGHOUSE****NOTICE OF AVAILABILITY OF FINAL SUPPLEMENT TO THE FINAL EIS**

In accordance with the National Environmental Policy Act (NEPA), the Federal Aviation Administration (FAA) is announcing the availability of the Final Supplement to the Final Environmental Impact Statement (SEIS) for the Proposed Extension of Runway 13/31 at Gness Field Airport (DVO), Novato, Marin County, California. The FAA is lead federal agency under the NEPA and the United States Army Corps of Engineers (USACOE) is a cooperating NEPA agency as described under 40 Code of Federal Regulations (C.F.R.) § 1501.6(a)(1).

The document was prepared in response to a proposal presented by Marin County, the owner and operator of DVO and identified in the Final SEIS as the Airport Sponsor. Several Federal actions would be necessary to approve the airfield development prior to its implementation. Proposed improvements include extension of Runway 13/31 and other airfield projects (see below).

The Final SEIS presents the purpose and need for the proposed Federal action, analysis of reasonable alternatives, including the No Action alternative, discussion of impacts for each reasonable alternative, and supporting appendices. These alternatives include Alternative B (Sponsor's Proposed Project) - extend Runway 13/31 1,100 feet to the north; Alternative D - extend the runway by 860 feet to the north and 240 feet to the south; and a new FAA Preferred Alternative E (FAA's Preferred Alternative) not evaluated in the June 2014 Final Environmental Impact Statement (EIS) - shift the runway 106 feet to the north and extend the runway 300 feet to the north. The existing parallel taxiway would be extended to the full length of the extended runway under Alternatives B, D, or E while maintaining the existing runway-to-taxiway separation distance of 155 feet. Under Alternatives B, D, or E, drainage channels would be extended to drain the additional runway and taxiway pavement, and existing levees would be extended to protect the longer runway and taxiway from flooding. Under Alternatives B, D, or E the existing Precision Approach Path Indicator (PAPI) navigational aids would be relocated to appropriate locations to function with the longer runway. This Final SEIS also evaluates an Alternative A - No Action Alternative as required by the NEPA. An Alternative C - extend the runway by 1,100 feet to the south - was initially considered but not evaluated in detail as explained in the Final SEIS.

Pursuant to the Endangered Species Act, 16 U.S.C. § 1536, the FAA gives notice that the FAA has determined the FAA's Preferred Alternative would adversely affect the salt marsh harvest mouse (*Reithrodontomys raviventris*) and the California clapper rail (*Rallus longirostris obsoletus*) - recently renamed Ridgeway's rail (*Rallus obsoletus*). Habitat for both of these species is present within the Detailed Study Area, as described in the Final SEIS. The losses of habitat under the FAA's Preferred Alternative is considered significant, but mitigatable to a not significant level. Protective and habitat compensation measures are identified in the Final SEIS. The FAA completed Section 7 consultations with the U.S. Fish and Wildlife Service (USFWS) during preparation of the draft June 2014 Final EIS regarding endangered and threatened species that could be affected by the Sponsor's Proposed Project. The USFWS issued a no-jeopardy Biological Opinion for the Sponsor's Proposed Project, which includes habitat compensation ratios to address impacts to threatened or endangered species impacted by implementation of Alternative B. The Biological Opinion also requires that a habitat compensation plan be submitted to the USFWS for review and approval. Marin County, the Airport Sponsor, would be responsible for preparing the habitat compensation plan. As USFWS approval of a specific habitat compensation plan is already required as part of the previously completed Section 7 consultation, no additional consultation is required.

FAA provides notice pursuant to 36 C.F.R. § 800.8(c) that it is using the NEPA process to notify the public of FAA's finding that the proposed undertaking will not affect any properties listed or eligible for listing on the National Register of Historic Places.

FAA provides notice pursuant to Executive Order 11990, Protection of Wetlands, that the FAA's Preferred Alternative will affect approximately 7.27 acres of Waters of the U.S., of which 1.11 acres are also regulated under the Rivers and Harbors Act. The wetland and aquatic habitat losses are considered significant, but mitigatable to a not significant level. With implementation of a mitigation plan to compensate for the losses of wetland and aquatic habitat resulting from the construction of the FAA's Preferred Alternative, the environmental impact would not be significant. The wetland and aquatic habitat losses as well as compensatory mitigation options are identified in the Final SEIS.

FAA provides notice pursuant to Executive Order 11998, Floodplain Management, that the FAA's Preferred Alternative will enclose approximately 4.8 acres of additional land in the within the DVO levees that are within the 100-year floodplain. The size of the contiguous 100-year floodplain in the vicinity of the airport is approximately 3,875 acres. Implementation of the FAA's Preferred Alternative would not cause notable adverse impacts on natural and beneficial floodplain values in the existing 100-year floodplain. Therefore, implementation of the FAA's Preferred Alternative would not result in a significant impact on the 100-year floodplain.

Copies of the Final SEIS are available for public review at the following locations during normal business hours:

- U.S. Department of Transportation, Federal Aviation Administration, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005-1835
- U.S. Department of Transportation, Federal Aviation Administration, 777 South Aviation Boulevard, Suite 150, El Segundo, CA 90245
- Gness Field Airport, 451-A Airport Road, Novato, CA 94945
- Marin County Library, Novato Branch, 1720 Novato Blvd, Novato, CA 94947
- Marin County Library, South Novato Branch, 931 C St, Novato, CA 94949
- San Rafael Public Library, 1100 E Street, San Rafael, CA 94901
- Marin County Library, Civic Center Branch, 3501 Civic Center Drive # 427, San Rafael, CA 94903
- Marin County Library, Bolinas Branch, 14 Wharf Road, Bolinas, CA 94924
- Marin County Library, Corte Madera Branch, 707 Meadowsweet Drive , Corte Madera, CA 94925
- Marin County Library, Fairfax Branch, 2097 Sir Francis Drake Blvd., Fairfax, CA 94930
- Marin County Library, Inverness Branch, 15 Park Avenue, Inverness CA, 94937
- Marin County Library, Marin City Branch, 164 Donahue St., Marin City, CA 94965
- Marin County Library, Point Reyes Branch, 11431 State Route One, Point Reyes Station, CA 94956
- Marin County Library, Stinson Beach Branch, 3521 Shoreline Highway, Stinson Beach CA 94970
- Sonoma County Library, Petaluma Branch, 100 Fairgrounds Drive, Petaluma, CA 94952
- San Anselmo Public Library, 110 Tunstead Avenue, San Anselmo , CA 94960
- Tiburon - Belvedere Library, 1501 Tiburon Blvd, Tiburon, CA 94920-2530
- Mill Valley Public Library, 375 Throckmorton Ave, Mill Valley, CA 94941
- Larkspur Public Library, 400 Magnolia Ave, Larkspur, CA 94939-2035
- Sausalito Public Library, 420 Litho Street, Sausalito, CA 94965
- Gness Field (DVO) EIS/EIR Website, <http://www.gnessfieldeis-eir.com/>

In accordance with Title 40, C.F.R. § 1506.10, the FAA and the USACOE may issue a Record of Decision for the Proposed Action after 30 days have elapsed from the publication of the Notice of Availability of the Final SEIS in the *Federal Register*.

FOR FURTHER INFORMATION CONTACT: Doug Pomeroy, Federal Aviation Administration, San Francisco Airports District Office, 1000 Marina Boulevard, Suite 220, Brisbane, CA 94005-1835. Telephone: 650-827-7612, FAX: 650-827-7635.