

## **6.H.2 SECONDARY (INDUCED) IMPACTS**

### **6.H.2.1 Surface Transportation**

The surface transportation analysis developed for this EIS determined that the Level of Service (LOS) of the existing roadway system around the airport fails under existing (2005) conditions. Local roadway projects are needed to improve the LOS regardless of whether any airport development projects are implemented.

A number of future surface transportation improvements proposed by the Broward County Metropolitan Planning Organization (MPO) would be implemented during the EIS planning horizons of 2012 and 2020. The intent of these roadway improvement projects would be to improve or achieve an acceptable LOS "D" (LOS D) or better for the intersections of U.S. Highway 1 and SE 30<sup>th</sup> Street, U.S. Highway 1 and Griffin Road, the northbound ramp to Interstate-95 and Griffin Road, and the southbound ramp to Interstate-95 and Griffin Road. These intersection improvements are included in the *Broward County MPO 2030 Long Range Transportation Plan Update*.<sup>2</sup> These projects were included in the No Action Alternative modeling conducted for this EIS. See Table O.1-1 in Appendix O, *Surface Transportation*, for a description of the LOS concept.

The roadway and intersection capacity analysis conducted for this EIS are preliminary and include only the at grade intersection improvements included in the Broward County MPO 2030 Plan Update. Based on modeling, all of the intersections around the airport exceed LOS D (i.e., they are at LOS E or F for either AM or PM peak hour), with the exception of S.E. 42<sup>nd</sup> Street and Ravenswood.

No improvements are planned by the Broward County MPO for the intersection of Ravenswood Road and SE 42<sup>nd</sup> Street. This intersection is not expected to experience a significant growth in traffic volume and would operate within an acceptable LOS for all study years and for all alternatives. All other study intersections will continue to experience unacceptable LOS with or without the implementation of any of the proposed airport development projects. Appendix O, *Surface Transportation*, contains the results of the roadway modeling output.

**Table 6.H.2-1, Summary of Level of Service (LOS) with Average Control Delay (SECS)\* - 2006, 2012, and 2020**, summarizes the LOS and average control delays which are measured in seconds per vehicle that would be experienced at the five study intersections for 2006, 2012, and 2020 planning horizons. Control delay is the portion of the total delay attributed to traffic signal operation for signalized intersections. (See **Exhibit 6.H.2-1, Existing 2006 Peak Hour Traffic Volumes and Level of Service with Existing Lane Geometries.**)

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<sup>2</sup> *Broward County MPO 2030 Long Range Transportation Plan Update, FINAL REPORT*; Kittelson & Associates, Inc. et. al. March 30, 2005.

**Table 6.H.2-1  
SUMMARY OF LEVEL OF SERVICE (LOS) WITH AVERAGE  
CONTROL DELAY (SECS)\* – 2006, 2012 AND 2020  
Fort Lauderdale-Hollywood International Airport**

YEAR	ALTERNATIVES	PEAK HOUR	SE Griffin / US Highway 1	SE Griffin / I-95 NB	SE Griffin / I-95 SB	SE 42 <sup>nd</sup> / Ravenswood	SE 30 <sup>th</sup> / US Highway 1
2006	Existing	AM	D / 36.5	C / 25.3	D / 44.7	A / 9.2	C / 24.6
		PM	D / 38.2	C / 26.3	D / 40.1	B / 11.4	F / 157.9
2012	No Action	AM	F / 140.4	F / 90.0	F / 194.7	A / 9.8	E / 64.3
		PM	F / 218.1	D / 51.4	F / 259.3	B / 14.1	F / 183.7
	Alt. A	AM	F / 140.4	F / 90.0	F / 194.7	A / 9.8	E / 64.3
		PM	F / 218.1	D / 51.4	F / 259.3	B / 14.1	F / 183.7
	Alt. B1	AM	F / 128.8	F / 88.8	F / 110.1	B / 10.4	D / 49.6
		PM	F / 171.0	D / 44.9	F / 155.9	B / 13.2	F / 153.7
	Alt. B1b/B1c	AM	F / 128.8	F / 88.8	F / 110.1	B / 10.4	D / 49.6
		PM	F / 171.0	D / 44.9	F / 155.9	B / 13.2	F / 153.7
	Alt B4	AM	F / 140.4	F / 90.0	F / 194.7	A / 9.8	E / 64.3
		PM	F / 218.1	D / 51.4	F / 259.3	B / 14.1	F / 183.7
	Alt. B5	AM	F / 140.4	F / 90.0	F / 194.7	A / 9.8	E / 64.3
		PM	F / 218.1	D / 51.4	F / 259.3	B / 14.1	F / 183.7
	Alt. C1	AM	F / 168.3	F / 108.5	F / 143.8	A / 9.3	D / 44.3
		PM	F / 227.0	D / 46.3	F / 184.3	B / 13.6	F / 156.2
	Alt D1	AM	F / 151.8	F / 90.9	F / 203.6	A / 9.4	D / 48.5
		PM	F / 208.4	D / 46.2	F / 213.3	B / 15.1	F / 156.2
	Alt. D2	AM	F / 168.3	F / 108.5	F / 143.8	A / 9.3	D / 44.3
		PM	F / 227.0	D / 46.3	F / 184.3	B / 13.6	F / 156.2
2020	No Action	AM	F / 222.2	F / 123.4	F / 179.4	B / 10.8	E / 64.3
		PM	F / 289.3	D / 58.0	F / 238.2	B / 15.8	F / 181.8
	Alt. A	AM	F / 222.2	F / 123.4	F / 179.4	B / 10.8	E / 64.3
		PM	F / 289.3	D / 58.0	F / 238.2	B / 15.8	F / 181.8
	Alt. B1	AM	F / 201.7	F / 118.7	F / 133.5	B / 11.3	E / 65.5
		PM	F / 257.9	E / 55.6	F / 185.1	B / 16.2	F / 179.2
	Alt. B1b/B1c	AM	F / 201.7	F / 118.7	F / 133.5	B / 11.3	E / 65.5
		PM	F / 257.9	E / 55.6	F / 185.1	B / 16.2	F / 179.2
	Alt B4	AM	F / 222.2	F / 123.4	F / 179.4	B / 10.8	E / 64.3
		PM	F / 289.3	D / 58.0	F / 238.2	B / 15.8	F / 181.8
	Alt. B5	AM	F / 222.2	F / 123.4	F / 179.4	B / 10.8	E / 64.3
		PM	F / 289.3	D / 58.0	F / 238.2	B / 15.8	F / 181.8
	Alt. C1	AM	F / 233.7	F / 116.8	F / 168.4	B / 10.0	E / 63.9
		PM	F / 310.3	D / 48.8	F / 222.1	B / 15.1	F / 181.8
	Alt D1	AM	F / 219.4	F / 125.4	F / 189.3	B / 10.2	E / 66.7
		PM	F / 291.2	D / 50.7	F / 236.5	B / 17.2	F / 188.0
	Alt. D2	AM	F / 233.7	F / 116.8	F / 168.4	B / 10.0	E / 63.9
		PM	F / 310.3	D / 48.8	F / 222.1	B / 15.1	F / 181.8

\* Average Intersection Control Delay based on Highway Capacity Manual (HCM) 2000 Methodology using SYNCHRO Version 6

Source: The Corradino Group, 2006

### **6.H.2.1.1 SUMMARY OF FUTURE CONDITIONS (2012 AND 2020)**

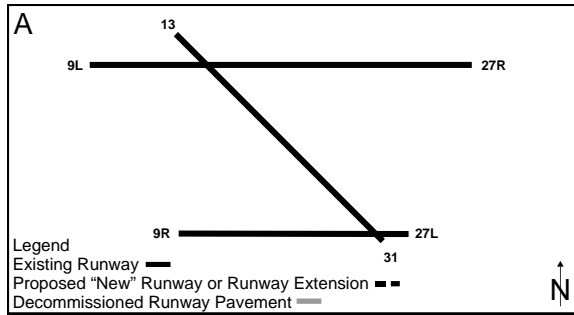
As shown in Table 6.H.2.1-1, *Summary of Level of Service (LOS) with Average Control Delay (SECS)\* - 2006, 2012, and 2020*, as traffic volume increases, all of the study intersections would experience a decrease in the LOS and an increase in delay per vehicle. With the exception of the intersection of SE 42<sup>nd</sup> Street and Ravenswood Road, delay at the remaining intersections would reach LOS-E or LOS-F, which is considered unacceptable. During either the morning peak hour (i.e., AM, defined as 7:00 a.m. to 9:00 a.m.) or the evening peak hour (i.e., PM, defined as 4:00 p.m. to 6:00 p.m.) by 2012 and 2020, LOS-E or LOS-F would be reached with or without implementation of any of the runway development alternatives.

Airport Perimeter Road is accessible to the public and used by the west side airport tenants, Broward County Aviation Department shuttle buses, airport maintenance, and Fixed-Base Operators (FBO) fuel trucks. Closure of Airport Perimeter Road in the southwest corner of the airport (from north of Griffin Road to south of Lee Wagener Boulevard) and in the southeast corner of the airport (parallel to U.S. Highway 1) is proposed as part of Alternatives B1, B1b, and B1c. Delay at the intersection of SE 42<sup>nd</sup> Street and Ravenswood would increase slightly with implementation of these alternatives. No further degradation of delay would occur at the Study Area intersections as a result of the closure of South Airport Perimeter Road.

Roadway segments including the Lee Wagener Boulevard/SE 42<sup>nd</sup> Street connection were also analyzed using daily traffic volumes. Future forecast traffic volumes indicate that deficiencies would occur along U.S. Highway 1, Griffin Road, and Lee Wagener Boulevard with or without implementation of the runway development alternatives.

- **U.S. Highway 1** would operate above capacity in both 2012 and 2020, regardless if improvements are made to FLL or not.
- **Griffin Road** would approach available capacity in 2012 and it would operate above capacity in 2020, regardless of the alternative implemented.
- **Lee Wagener Boulevard** is a two-lane roadway that would approach available capacity in 2012 and would operate above capacity in 2020, regardless of the alternative implemented.
- **SE 30<sup>th</sup> Street** is a two-lane road that would approach capacity in 2012 and exceed capacity in 2020 regardless of which alternative would be implemented.

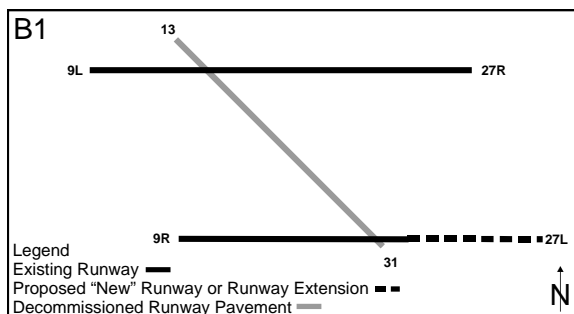
**Alternative A: No Action**



Local roadway traffic patterns in the vicinity of FLL would not change under Alternative A. The peak hour traffic volumes and LOS values for local roadway intersections in 2012 and 2020 are graphically depicted in **Exhibit 6.H.2-2, 2012 Peak Hour Traffic Volumes and Level of Service with Existing Lane Geometries Alternatives A, B4, and B5**, and **Exhibit 6.H.2-3, 2020 Peak Hour Traffic Volumes and Level of Service with Existing Lane Geometries Alternatives A, B4, and B5**.

Three of the five study intersections are expected to experience unacceptable LOS (i.e., LOS E or F) during the AM and PM peak hours in 2012 and 2020. These include: SE 30<sup>th</sup> Street/U.S. Highway 1, SE Griffin Road/U.S. Highway 1, and SE Griffin Road and Interstate-95 southbound. In 2012, the S.E. Griffin Road / Interstate-95 northbound would experience LOS F during AM peak hour and LOS D during the PM peak hour. By 2020, the LOS for this intersection would also decrease to LOS E during the PM peak hour. The intersection of SE 42<sup>nd</sup>/Ravenswood Road would operate at an acceptable level of service (LOS A and LOS B) through 2020.

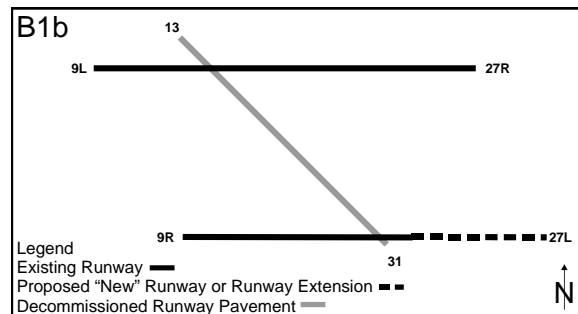
**Alternative B1: Redevelop and Extend Existing Runway 9R/27L to an 8,600-Foot by 150-Foot Elevated Runway**



Alternative B1 proposes the closure of Airport Perimeter Road, on the west end of Runway 9R/27L, between Lee Wagner Boulevard and Griffin Road. To accommodate the elevation of Runway 9R/27L over the Florida East Coast (FEC) Railway and U.S. Highway 1, a bridge structure would be constructed under the east end of the runway. This bridge would create a “tunnel” through which the FEC Railway, U.S. Highway 1, and Airport Perimeter Road would be routed. Traffic movement between the airport’s west side tenant facilities and the terminal area would need to be redirected onto existing on-airport and off-airport roadways.

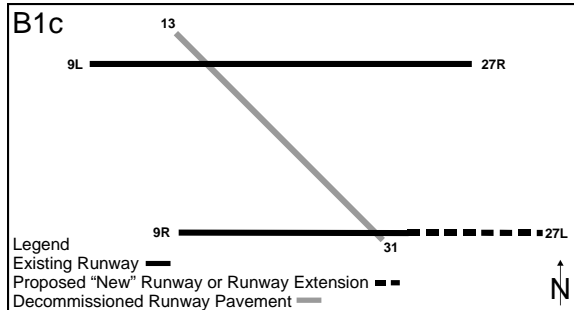
The closure of South Airport Perimeter Road would redistribute traffic onto SW 42nd Street, Ravenswood Road, Griffin Road, and North Airport Perimeter Road. This redistribution of traffic would not have a significant impact on the existing or future operating capacities or LOS of the five study intersections, based on the results of the roadway analysis listed in Table 6.H.2.1-1. The intersection of SE 42<sup>nd</sup> Street/Ravenswood Road would operate at LOS B through 2012 and 2020, while the other four intersections would operate at LOS F by 2012 for at least one of the two peak hours. In 2012 and 2020, the LOS for all five intersections would be similar to that of Alternative A. The resulting peak hour traffic volumes and LOS values with implementation of Alternative B1 in 2012 and 2020 are graphically depicted in **Exhibit 6.H.2-4, 2012 Peak Hour Traffic Volumes and Level of Service with Existing Lane Geometries Alternatives B1, B1b and B1c**, and **Exhibit 6.H.2-5, 2020 Peak Hour Traffic Volumes and Level of Service with Existing Lane Geometries Alternatives B1, B1b and B1c**.

**Alternative B1b: Redevelop and Extend Existing Runway 9R/27L to an 8,000-Foot by 150-Foot Elevated Runway with EMAS**



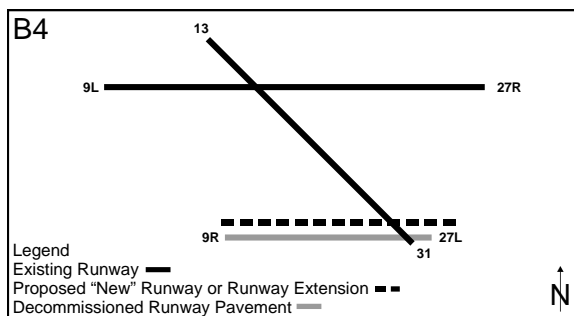
The affect on surface transportation with implementation of Alternative B1b would be the same as for Alternative B1. The closure of South Airport Perimeter Road, on the west end of Runway 9R/27L, would redistribute traffic onto SW 42nd Street, Ravenswood Road, Griffin Road, and North Airport Perimeter Road. The east end of South Airport Perimeter Road would be rerouted under Runway 9R/27L as described under Alternative B1. This portion of Airport Perimeter Road would remain open to traffic. The resulting peak hour traffic volumes and LOS values with implementation of Alternative B1b in 2012 and 2020 are graphically depicted in Exhibit 6.H.2-4, *2012 Peak Hour Traffic Volumes and Level of Service with Existing Lane Geometries Alternatives B1, B1b and B1c*, and Exhibit 6.H.2-5, *2020 Peak Hour Traffic Volumes and Level of Service with Existing Lane Geometries Alternatives B1, B1b and B1c*.

**Alternative B1c: (Airport Sponsor’s Proposed Project): Redevelop and Extend Existing Runway 9R/27L to an 8,000-Foot by 150-Foot Elevated Runway with EMAS; Runway Use Determined by Broward County’s Interlocal Agreements**



The affect on surface transportation with implementation of Alternative B1c is the same as that described for Alternatives B1 and B1b. Closure of South Airport Perimeter Road, on the west end of Runway 9R/27L, would redistribute traffic onto SW 42nd Street, Ravenswood Road, Griffin Road, and North Airport Perimeter Road. The east end of South Airport Perimeter Road would be rerouted under Runway 9R/27L as described under Alternative B1. This portion of Airport Perimeter Road would remain open to traffic. The resulting peak hour traffic volumes and LOS values with implementation of Alternative B1c in 2012 and 2020 are graphically depicted in Exhibit 6.H.2-4, *2012 Peak Hour Traffic Volumes and Level of Service with Existing Lane Geometries Alternatives B1, B1b and B1c*, and Exhibit 6.H.2-5, *2020 Peak Hour Traffic Volumes and Level of Service with Existing Lane Geometries Alternatives B1, B1b and B1c*.

**Alternative B4: Build a New 6,001-Foot At Grade Runway with EMAS Located 340 Feet North of Existing South Runway (to Replace Existing Runway 9R/27L)**

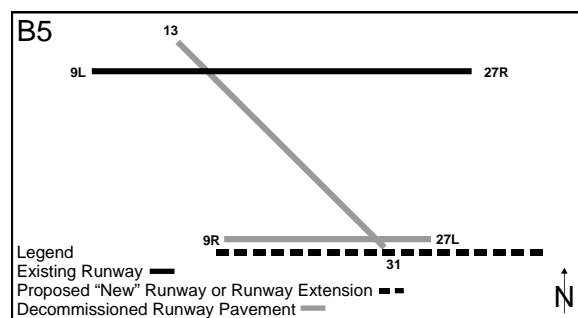


Similar to Alternative A, Alternative B4 does not require the closure of Airport Perimeter Road and would not result in the redistribution of traffic onto local roadways in the vicinity of FLL. However, Alternative B4 would require the shifting of U.S. Highway 1 to the east approximately 87 feet to accommodate the extension of Runway 9R/27L to a full length of 6,001 feet. The construction activities associated with the proposed realignment of U.S. Highway 1 may require temporary lane shifts and/or closures. However, full closure of U.S. Highway 1 northbound or

southbound lanes is not required. Coordination with the Florida DOT and the FEC Railway could avoid or minimize possible scheduling issues with the operation of the FEC Railway and minimize traffic disruptions on U.S. Highway 1.

The LOS characteristics of the five study intersections coincide with that of Alternative A. Only the intersection of SE 42<sup>nd</sup> Street/Ravenswood Road would operate at an acceptable LOS during 2012 and 2020, while the other four intersections would operate at an unacceptable LOS E or LOS F by 2012. In 2012 and 2020, the LOS for all five intersections would be similar to that of Alternative A. The resulting peak hour traffic volumes and LOS values with implementation of Alternative B4 in 2012 and 2020 are graphically depicted in Exhibit 6.H.2-2, *2012 Peak Hour Traffic Volumes and Level of Service with Lane Geometries Alternatives A, B4 and B5*, and Exhibit 6.H.2-3, *2020 Peak Hour Traffic Volumes and Level of Service with Lane Geometries Alternatives A, B4 and B5*.

**Alternative B5: Build a 7,800-Foot Elevated Runway with EMAS Located 320 Feet South of Existing South Runway (to Replace Existing Runway 9R/27L)**



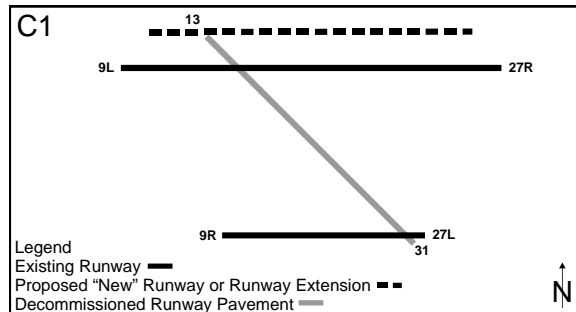
The effect on surface transportation with implementation of Alternative B5 is the same as that described for Alternatives B1 and B1b. Closure of South Airport Perimeter Road, on the west end of Runway 9R/27L, would redistribute traffic onto SW 42<sup>nd</sup> Street, Ravenswood Road, Griffin Road, and North Airport Perimeter Road. The east end of South Airport Perimeter Road would be rerouted under Runway 9R/27L as described under Alternative B1. This portion of Airport Perimeter Road would remain open to traffic.

To accommodate redevelopment of Runway 9R/27L 300 feet south of its current location and elevation of the eastern end of the runway, Griffin Road would be shifted south and west and angled closer to the housing units located south of Griffin Road. The intersection of Griffin Road and U.S. Highway 1 would be relocated approximately 950 feet south of its current location. No changes in the geometry or capacity of this intersection are anticipated.

Only the intersection of SE 42<sup>nd</sup> Street/Ravenswood Road would operate at an acceptable LOS during 2012 and 2020, while the other four intersections would operate at an unacceptable LOS E or LOS F by 2012. The resulting peak hour traffic volumes and LOS values with implementation of Alternative B5 in 2012 and 2020 are graphically depicted in Exhibit 6.H.2-2, *2012 Peak Hour Traffic Volumes*

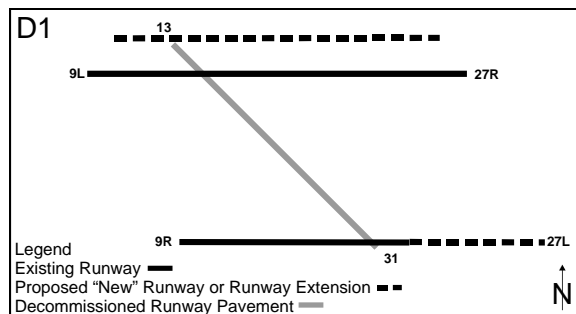
and Level of Service with Lane Geometries Alternatives A, B4 and B5, and Exhibit 6.H.2-3, 2020 Peak Hour Traffic Volumes and Level of Service with Lane Geometries Alternatives A, B4 and B5.

**Alternative C1: Build a 7,721 Foot at Grade Runway Located 850 Feet North of Existing Runway 9L/27R (a Dependent Parallel Runway to Existing Runway 9L/27R)**



Relocation of airport tenant facilities from the north airfield, proposed under Alternative C1, would decrease vehicular traffic volumes on the local roadway network north of FLL, while increasing vehicular traffic within the west and southeast redevelopment areas. The intersection of SE 42<sup>nd</sup> Street/Ravenswood Road would not experience a noticeable decrease in LOS in 2012 or 2020. The remaining four intersections would experience LOS F during at least one peak hour by 2012 and would continue to operate at LOS F through 2020. In 2012 and 2020, the LOS for all five intersections would be similar to that of Alternative A. The resulting peak hour traffic volumes and LOS values with implementation of Alternative C1 in 2012 and 2020 are graphically depicted in **Exhibit 6.H.2-6, 2012 Peak Hour Traffic Volumes and Level of Service with Lane Geometries Alternatives C1 and D2**, and **Exhibit 6.H.2-7, 2020 Peak Hour Traffic Volumes and Level of Service with Lane Geometries Alternatives C1 and D2**.

**Alternative D1: Redevelop and Extend Existing Runway 9R/27L to 8,000 Feet and Build A New 7,721-Foot Runway North of Existing Runway 9L/27R (Combination of Alternatives B1b and C1)**

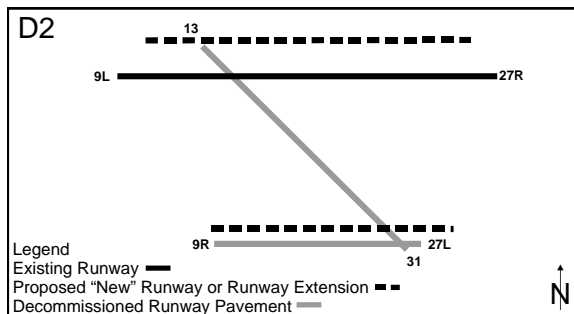


Alternative D1 proposes the closure of Airport Perimeter Road, on the west end of Runway 9R/27L, between Lee Wagner Boulevard and Griffin Road. Closure of South Airport Perimeter Road, on the west end of Runway 9R/27L, would redistribute traffic onto SW 42nd Street, Ravenswood Road, Griffin Road, and North

Airport Perimeter Road. Traffic movement between the west side airport tenant facilities and the terminal area would need to be redirected onto existing on- and off-airport roads. The east end of South Airport Perimeter Road would be rerouted under Runway 9R/27L as described under Alternative B1. This portion of Airport Perimeter Road would remain open to traffic.

The airport tenant relocations that would need to occur under Alternative D1 could cause vehicular traffic to decrease on the roadway network north of FLL, while increasing traffic within the west airport area. The intersection of SE 42<sup>nd</sup> Street/Ravenswood Road would not experience a noticeable decrease in LOS in 2012 or 2020, as presented in Table 6.H.2.1-1. The remaining four intersections would experience LOS E or F during at least one peak hour by 2012 and continue through 2020. The 2012 and 2020 LOS for all five intersections would be similar to that of Alternative A. The resulting peak hour traffic volumes and LOS values with implementation of Alternative D1 in 2012 and 2020 are graphically depicted in **Exhibit 6.H.2-8, 2012 Peak Hour Traffic Volumes and Level of Service with Lane Geometries Alternative D1**, and **Exhibit 6.H.2-9, 2020 Peak Hour Traffic Volumes and Level of Service with Lane Geometries Alternative D1**.

**Alternative D2: Build A New 6,001-Foot At Grade Runway with EMAS Located 340 Feet North of Existing South Runway and Build a 7,721-Foot At Grade Runway Located 850 Feet North of Existing Runway 9L/27R (combination of Alternatives B4 and C1)**



Similar to Alternative B4, U.S. Highway 1 would be shifted 87 feet to the east to accommodate the extension of Runway 9R/27L to a full length of 6,001 feet. The construction activities associated with the proposed realignment of U.S. Highway 1 may require temporary lane shifts and/or closures. However, full closure of U.S. Highway 1 northbound or southbound lanes is not required. Coordination with the Florida DOT and the FEC Railway could avoid or minimize possible scheduling issues with the operation of the FEC Railway and minimize traffic disruptions on U.S. Highway 1.

Similar to Alternative C1, the airport tenant relocations that would need to occur under Alternative D2 could cause vehicular traffic to decrease on the roadway network north of FLL, while increasing traffic within the west airport area. South Airport Perimeter Road would remain open and would not result in the redistribution of traffic onto local roadways in the vicinity of FLL. The intersection of SE 42<sup>nd</sup> Street/Ravenswood Road would not experience a noticeable decrease in LOS in 2012 or 2020, as presented in Table 6.H.2.1-1. The remaining four

intersections would experience LOS F during at least one peak hour by 2012 and continue through 2020. In 2012 and 2020, LOS for all five intersections would be similar to that of Alternative A, No Action. The resulting peak hour traffic volumes and LOS values with implementation of Alternative D2 in 2012 and 2020 are graphically depicted in Exhibit 6.H.2-6, *2012 Peak Hour Traffic Volumes and Level of Service with Lane Geometries Alternatives C1 and D2*, and Exhibit 6.H.2-7, *2020 Peak Hour Traffic Volumes and Level of Service with Lane Geometries Alternatives C1 and D2*.

### **6.H.2.2 Economic Impacts**

The analysis of economic impacts includes a determination of changes in business and economic activity to the extent influenced by the proposed airport development.<sup>3</sup> None of the proposed alternatives induce demand at FLL as compared to the No Action. Therefore, for this EIS, the impact analysis was limited to construction activities and expenditures.<sup>4</sup> The number of temporary construction jobs and the amount of income generated would vary by runway development alternative. The total estimated cost of the runway development alternatives range from a low of \$534 million to a high of \$1.3 billion. The economic impact on the region would be an amount far greater than the development cost of any one of the runway development alternatives.

The Regional Input-Output Modeling System (RIMS II) was used to quantify the regional economic impacts resulting from the construction activities associated with the runway development alternatives.

The construction costs for each alternative are summarized in Chapter Four, *Alternatives*.

The Final Demand Output for each alternative is the total economic impact generated throughout all industries in the region. The multiplier for the Final Demand Output is 2.164. For each dollar spent on construction, \$2.164 is generated across all industries in the region.

The Final Demand Earnings represents the change in earnings for households employed by all industries in the region that result from the construction spending. The multiplier for Final Demand Earnings is \$0.7262. For every dollar spent on construction, the earnings per employed household increase by \$0.7262. Final Demand Employment represents the number of new jobs in all industries that result from the construction of each alternative. Jobs would be filled as the local economy and labor force dictates. It is assumed that the jobs would be filled by local workers, unless the necessary workforce is not available. The multiplier for Final Demand Employment is 22.1819. This multiplier is applied per million dollars of expenditure. For each one million dollars spent, 22.1819 jobs are created across all industries in the region.

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<sup>3</sup> FAA Order 1050.1E *Environmental Impacts Policies and Procedures*, Appendix A Section 15. *Secondary (Induced) Impacts*.

<sup>4</sup> See Chapter Five, *Affected Environment*, Section 5.H.2.4, *Economic Impacts of Construction*.

All of the runway development alternatives result in beneficial economic impacts to the local community as a result of job creation and increased earnings.

### **6.H.2.3 Public Services**

The implementation of any of the proposed runway development alternatives would not affect the accessibility or circulation of public service vehicles to the airport or surrounding communities. This would include emergency response vehicles, school buses, and public transit. The LOS of the existing roadway system around the airport falls under existing conditions, therefore local roadway projects are needed to improve the LOS regardless of whether any airport development projects are implemented.

No residential acquisition or relocation, or significant commercial/business acquisition or relocation, would occur with the implementation of any of the runway development alternatives. Therefore the level of public services would not change.

*No significant impacts on public services would result from implementation of Alternatives A, B1, B1b, B1c, B4, B5, C1, D1, or D2.*

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