

**PALM BEACH COUNTY
BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM SUMMARY**

Meeting Date: August 21, 2007

Consent Regular
 Workshop Public Hearing

Department:

Submitted By: Department of Airports

**AGENDA ITEM
CONTAINS MORE THAN 50 PAGES
IT MAY BE VIEWED IN
COUNTY ADMINISTRATION**

Submitted For:

I. EXECUTIVE BRIEF

Motion and Title: Staff recommends motion to approve:

- (A) Amendment No. 1 to the Agreement with URS Corporation Southern for Consulting/Professional Services in the amount of \$1,338,041 for the Department of Airports for the completion of additional services relative to the Environmental Impact Statement (EIS) for the Airfield Improvement Project at Palm Beach International Airport (PBIA); and
- (B) A Budget Amendment of \$1,003,531 in the Airport's Improvement and Development Fund to establish budget for Consulting/Professional Services.

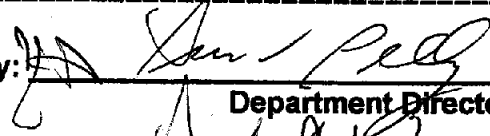
Summary: On August 15, 2006 the BCC approved the Agreement (R-2006-1406) with URS Corporation Southern in the amount of \$2,873,952 for the completion of an EIS for the County's proposed Airfield Improvement Project (AIP) at PBIA. Through the Phase 1 Scoping Process, several additional items were identified through public comment and agreed to by the Federal Aviation Administration (FAA) for inclusion in subsequent phases of the analysis. Following is a brief summary of additional items to be included and addressed in Phase 2: inclusion of a Hazardous Air Pollutants (HAPs) emissions inventory; inclusion of a soot assessment study; expansion of the historic resources Area of Potential Effects (APE) for the enhanced evaluation of historic and archaeological resources; expansion and enhancement of the noise analysis, including but not limited to the use of supplemental noise metrics for further assessment, as well as an estimation of structural vibration effects; inclusion of a Spanish-language Executive Summary in the pre-Draft and Draft EIS (DEIS) documents and the development of Section 508 compliant versions of the DEIS and the Executive Summary; enhanced public involvement opportunities, including County Commission/Municipal Leader briefings, focus groups meetings and an Alternatives Workshop; and, additional public comment analysis services based on the increased opportunities for public comment through the expanded public involvement sessions. As such, the attached Scope of Services details the original Phase 2 scope as well as the additional items for inclusion in Phase 2.


A detailed description of the tasks contained in the scope is contained in Exhibit "A" Scope of Services. The fee for this Amendment is \$1,338,041. This effort will be eligible for State and Federal grant participation. The proposed fee was verified in accordance with FAA Advisory Circular 150/5100-14C by use of an Independent Fee Analysis conducted by a neutral third party firm (CH2M Hill, Inc.) for the work that is eligible for grant funding. The DBE participation for this Amendment is 22.5%. **Countywide (AH)**

Background and Justification: In order to proceed with the proposed improvements to the airfield, an environmental review process, following strict Federal guidelines, must be completed. Therefore, the DOA is requesting approval of Amendment No. 1 to the Agreement with the FAA-selected firm of URS Corporation Southern to carry out the additional environmental analyses and public involvement in order to gain Federal approval and funding for this project.

Attachments:

- 1. Amendment No. 1 with URS Corporation - 3 Originals
- 2. Budget Amendment

Recommended By:  7/26/07
Department Director Date

Approved By:  8/15/07
County Administrator Date

II. FISCAL IMPACT ANALYSIS

A. Five Year Summary of Fiscal Impact:

Fiscal Years	2007	2008	2009	2010	2011
Capital Expenditures	\$1,338,041	_____	_____	_____	_____
Operating Costs	_____	_____	_____	_____	_____
External Revenues (Grants)	(\$1,003,531)	_____	_____	_____	_____
Program Income (County)	_____	_____	_____	_____	_____
In-Kind Match (County)	_____	_____	_____	_____	_____
NET FISCAL IMPACT	\$ 334,510	=====	=====	=====	=====
# ADDITIONAL FTE POSITIONS (Cumulative)	_____	_____	_____	_____	_____

Is Item Included in Current Budget? Yes ___ No **X**

Budget Account No: Fund 4111 Department 121 Unit A259 Object 6505
Reporting Category _____

B. Recommended Sources of Funds/Summary of Fiscal Impact:

Approval of this Amendment will result in the expenditure of \$1,338,041 in the Airport's Improvement and Development Fund.

C. Departmental Fiscal Review: *CM Simms*

III. REVIEW COMMENTS

A. OFMB Fiscal and/or Contract Development and Control Comments:

External Revenue is grant from the FAA, per Project Number: 3-12-0085-047-2007.

John Dink 8-9-07
OFMB *CM* 8/13/07
8/9/2007

John F. Webster for 15
Contract Dev. and Control 8/9/07

B. Legal Sufficiency:

This amendment complies with our review requirements.

Anne Helgeson 8/13/07
Assistant County Attorney

C. Other Department Review:

Department Director

**AMENDMENT NO. 1 TO CONTRACT
BETWEEN
PALM BEACH COUNTY DEPARTMENT OF AIRPORTS
AND
URS CORPORATION SOUTHERN
FOR
CONSULTING/PROFESSIONAL SERVICES**

This Amendment No. 1 to the Contract is made as of the _____ day of _____, 2007, by and between Palm Beach County, Florida (County) and URS Corporation Southern, a corporation authorized to do business in the State of Florida, hereinafter referred to as the CONSULTANT, whose Federal Tax I.D. number is 59-2087895.

WITNESSETH

WHEREAS, on August 15, 2006, the County entered in to an Agreement (R2006-1406) with the CONSULTANT for the CONSULTANT to provide General Airport Consulting Services for the Palm Beach County Department of Airports, for a period of two (2) years with up to two (2) additional one (1) year renewals at the County's Option (the Contract); and

WHEREAS, Article 2 of the Contract provides for modifications to the scope of work through the initiation of an amendment to the Contract, and

WHEREAS, it is the County's desire to include these additional services to the scope of work with the CONSULTANT under this contract.

NOW THEREFORE, in considerations of the mutual covenants herein contained, and such other good and valuable consideration, the receipt of which the parties hereby acknowledge, the parties agree to the following terms and conditions.

1. The parties hereby agree to amend the Contract to include the additional Scope of Services and Fees as outline in Exhibit "A". The total amount to be paid by the County to the CONSULTANT for professional services, including any out of pocket expenses, shall not exceed \$1,338,041 (One Million Three-Hundred Thirty Eight Thousand Forty One) for services included in this Amendment No. 1 to the original Contract.
2. Except as specifically amended herein, all other terms and conditions of the Contract shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused the First Amendment to the Contract to be signed by the Chairperson of the Board of County Commissioners and the Seal of said Board to be fixed hereto and attested by the Clerk of said board, and the CONSULTANT, URS CORPORATION SOUTHERN, has caused these present to be signed in its corporate name by its duly authorized officer THOMAS G. LOVETT, acting on behalf of said CONSULTANT, and the Seal of said CONSULTANT to be affixed hereto and attested by the Secretary of said CONSULTANT, the day and year first written above.

ATTEST:

PALM BEACH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

SHARON R. BOCK
CLERK AND COMPTROLLER

By: _____
Deputy Clerk

By: _____
Addie L. Greene, Chairperson

WITNESS:

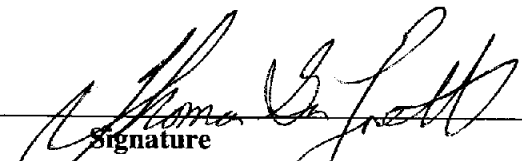
CONSULTANT:

SIGNATURE

URS CORPORATION SOUTHERN

COMPANY NAME

Name (type or print)



Signature

THOMAS G. LOVETT

Name (type or print)

APPROVED AS TO FORM
AND LEGAL SUFFICIENCY

VICE PRESIDENT

Title

BY: _____

County Attorney

(Corporate Seal)

APPROVED AS TO TERMS
AND CONDITIONS

By: 

Department Director



**URS CORPORATION SOUTHERN
CERTIFICATE OF ASSISTANT SECRETARY**

EXTRACTS of resolutions adopted by unanimous written consent of the Board of Directors of URS Corporation Southern, a California corporation (the "Corporation") as of the dates indicated:

* * * * *

Appointment of Officers as of June 1, 2002

RESOLVED, that the following persons be, and are hereby appointed, officers of the Corporation. Each officer hereby appointed is duly qualified to hold his/her respective office, and shall maintain such office unless or until he/she is removed, resigns, becomes otherwise unable to serve, or is succeeded by appointment at the next annual meeting.

IT IS FURTHER RESOLVED, that any officer previously appointed, but not named herein is hereby deemed to be removed from his/her office or offices.

<u>Name</u>	<u>Office(s)</u>
Kent P. Ainsworth	Executive Vice President, Chief Financial Officer
Jean-Yves Perez	Executive Vice President
Thomas Logan	Senior Vice President
Robert M. Gallen	Senior Vice President
T. Wallace Hawkes III	Senior Vice President
Carol Brummerstedt	Secretary
M. Janet Everett	Vice President
Carlos Garcia	Vice President
Ronald Giovannelli	Vice President
Steven G. Henriquez	Vice President
Mario G. Larrea	Vice President
Thomas G. Lovett	Vice President
Thomas A. Marsicano	Vice President
Joseph Masters	Vice President
James L. Mayo	Vice President
William H. McDaniel, Jr.	Vice President
Hugh W. Miller, Jr.	Vice President
Michael Nardone	Vice President
Jamshid Raoofi	Vice President
Milford A. Reisert	Vice President
Andrew Schechter	Vice President
Thomas Turton	Vice President
Frederick K. Walker	Vice President
Charles Wegman	Vice President
David F. Wood	Vice President
Kristin L. Jones	Assistant Secretary



Authority to Execute Documents on Behalf of the Corporation

WHEREAS, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

WHEREAS, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation; it is

NOW, THEREFORE, RESOLVED, that, in conjunction with the P and P, each of the following persons (an employee of the Corporation or an affiliate and an officer of the Corporation) be and he or she hereby is authorized, directed and empowered to execute and deliver any and all documents on behalf of the Corporation:

Kent P. Ainsworth
Jimmie D. Allison
M. Janet Everett
Robert M. Gallen
Carlos Garcia
Ronald Giovannelli
Richard L. Haury
T. Wallace Hawkes III
Donald R. Henderson
Steven Henriquez
Mario Larrea
Thomas Logan
Thomas G. Lovett
Thomas A. Marsicano
Joseph Masters
James Mayo
William H. McDaniel, Jr.
Hugh W. Miller, Jr.
Michael Nardone
Jamshid Raoofi
Milford A. Reisert
Andrew Schechter
Thomas Turton
Frederick K. Walker
Charles Wegman
David F. Wood

* * * * *

Appointment of Officers as of November 1, 2003

RESOLVED, that the following persons be, and are hereby appointed, officers of the Corporation. Each officer hereby appointed is duly qualified to hold his/her respective office, and shall maintain such office unless or until he/she is removed, resigns, becomes otherwise unable to serve, or is succeeded by appointment at the next annual meeting.



IT IS FURTHER RESOLVED, that any officer previously appointed, but not named herein is hereby deemed to be removed from his/her office or offices.

<u>Name</u>	<u>Office(s)</u>
Gary V. Jandegian	President
Keith G. Greminger	Vice President

Authority to Execute Documents on Behalf of the Corporation

WHEREAS, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

WHEREAS, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation, it is

NOW, THEREFORE, BE IT RESOLVED, that, in conjunction with the P and P, each of the persons named in the foregoing resolution be and he or she hereby is authorized, directed and empowered to execute and deliver documents on behalf of the Corporation.

* * * * *

Appointment of Officers as of July 1, 2004

RESOLVED, that the following persons be, and are hereby appointed, officers of the Corporation. Each officer hereby appointed is duly qualified to hold his/her respective office, and shall maintain such office unless or until he/she is removed, resigns, becomes otherwise unable to serve, or is succeeded by appointment at the next annual meeting.

IT IS FURTHER RESOLVED, that any officer previously appointed, but not named herein is hereby deemed to be removed from his/her office or offices.

<u>Name</u>	<u>Office(s)</u>
Julio C. Boucle	Vice President
Stephen N. Noppinger	Vice President
Douglas E. Prescott	Vice President
Rajendran Shanmugam	Vice President
Carlos H. Zea	Vice President

Authority to Execute Documents on Behalf of the Corporation

WHEREAS, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

WHEREAS, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation; it is

NOW, THEREFORE, RESOLVED, that, in conjunction with the P and P, each of the following persons (an employee of the Corporation or an affiliate and an officer of the Corporation) be and he or she hereby is authorized, directed and empowered to execute and deliver any and all documents on behalf of the Corporation:

- Julio C. Boucle
- Stephen N. Noppinger
- Douglas E. Prescott
- Rajendran Shanmugam
- Carlos H. Zea

* * * * *

Appointment of Judy L. Rodgers as Vice President & Treasurer as of February 1, 2005

RESOLVED, effective as of the date thereof, David C. Nelson shall be removed as Vice President and Treasurer of the Corporation;

RESOLVED FURTHER, that, effective immediately, Judy L. Rodgers be and she is hereby appointed Vice President and Treasurer of the Corporation;

RESOLVED FURTHER, that her term of office shall continue at the pleasure of the Board or until her employment with the Corporation shall cease

Authority to Execute Documents on Behalf of the Corporation

WHEREAS, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

WHEREAS, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation, it is

NOW, THEREFORE, BE IT RESOLVED, that, in conjunction with the P and P, the person named in the foregoing resolution be and she hereby is authorized, directed and empowered to execute and deliver documents on behalf of the Corporation.

* * * * *



Appointment of Martin Leahy as Senior Vice President and Controller as of April 1, 2005

RESOLVED, effective as of the date thereof, Peter J. Pedalino shall be removed as Vice President and Controller of the Corporation;

RESOLVED FURTHER, that, effective immediately, Martin Leahy be and he is hereby appointed Senior Vice President and Controller of the Corporation;

RESOLVED FURTHER, that his term of office shall continue at the pleasure of the Board or until his employment with the Corporation shall cease

Authority to Execute Documents on Behalf of the Corporation

WHEREAS, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

WHEREAS, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation, it is

NOW, THEREFORE, BE IT RESOLVED, that, in conjunction with the P and P, the person named in the foregoing resolution be and he hereby is authorized, directed and empowered to execute and deliver documents on behalf of the Corporation.

* * * * *

Appointment of Officer as of July 1, 2005

RESOLVED, that the following person be and she is hereby appointed officer of the Corporation, to hold the respective office set forth beside her name:

<u>Name</u>	<u>Office</u>
Yassamin M. Myers	Vice President

RESOLVED FURTHER, that Ms. Myers' term of office shall continue at the pleasure of the Board or until her respective employment with the Corporation shall cease.

Authority to Execute Documents on Behalf of the Corporation

WHEREAS, the conduct of the business of the Corporation is subject to the provisions of the URS Corporation and Subsidiaries Policies and Procedures Manual, as amended from time to time (the "P and P"), which includes provisions concerning persons who may execute and deliver documents on behalf of the Corporation; and

WHEREAS, the Board of Directors wishes to clarify any confusion that may arise between the provisions of the P and P and the provisions of the By-Laws of the Corporation or statutes concerning persons who may execute and deliver documents on behalf of the Corporation; it is

NOW, THEREFORE, RESOLVED, that, in conjunction with the P and P, the following person (an employee of the Corporation or an affiliate and an officer of the Corporation) be and she is hereby is authorized, directed and empowered to execute and deliver any and all documents on behalf of the Corporation:

Yassamin M. Myers

* * * * *

I, Kristin L. Jones, the undersigned, do hereby certify that I am the Assistant Secretary of URS Corporation Southern and that the foregoing are true and correct copies of the resolutions adopted by the Board of Directors of the Corporation by written consent as of the dates indicated. I further certify that said resolutions are in conformity with the Certificate of Incorporation and the bylaws of the Corporation. They have not been modified, amended or revoked and are in full force and effect as of the date hereof.

Dated in the City and County of San Francisco, California
this 19th day of December, 2005



Kristin L. Jones, Assistant Secretary

ACORD™ CERTIFICATE OF LIABILITY INSURANCE

DATE
04/30/2007

PRODUCER
877-945-7378
Willis North America, Inc.
26 Century Blvd.
P. O. Box 305191
Nashville, TN 372305191

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURED
URS Corporation
600 Montgomery Street, 25th Floor
San Francisco, CA 94111

INSURERS AFFORDING COVERAGE	NAIC#
INSURER A: National Union Fire Ins Co of Pittsburgh	19445-100
INSURER B: Lexington Insurance Company	19437-000
INSURER C: American International South Insurance Co	40258-001
INSURER D: Insurance Company of the State of PA	19429-100
INSURER E: Lloyd's of London/A.F. Beazley Syndicate	15792-200

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR ADD'L LTR INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> XCU, BFPD <input checked="" type="checkbox"/> Contractual Liability GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC	GL197-9807	5/1/2007	5/1/2008	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS	CA826-2672 CA826-2675	5/1/2007 5/1/2007	5/1/2008 5/1/2008	COMBINED SINGLE LIMIT (Ea accident) \$ 2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY: EA ACC \$ AGG \$
	GARAGE LIABILITY <input type="checkbox"/> ANY AUTO				AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY: EA ACC \$ AGG \$
B	EXCESS LIABILITY <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE <input type="checkbox"/> RETENTION \$	7022099	5/1/2007	5/1/2008	EACH OCCURRENCE \$ 4,000,000 AGGREGATE \$ 4,000,000 \$ \$ \$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below	WC7181903 WC7181935 WC7181937 WC7181904/WC7181936	1/1/2007 1/1/2007 1/1/2007 1/1/2007	1/1/2008 1/1/2008 1/1/2008 1/1/2008	<input checked="" type="checkbox"/> WC STATU-TORY LIMITS <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
B	Professional Liability w/Limited Contractual - Claims Made Policy	MMP 0005 1156494 E&O	5/1/2007 5/1/2007	5/1/2008 5/1/2008	\$5,000,000. Each Claim \$5,000,000. Aggregate

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS
 Self Insured Retention:
 SIR \$10,000 Retro Date 11/17/38

Palm Beach County Board of County Commissioners, A Political Subdivision of the State of Florida, its Officers, Employees and Agents are included as Additional Insured as respects the General Liability policy, where required by written contract.

CERTIFICATE HOLDER

CANCELLATION

Palm Beach County
 Departments of Airports
 Attn: Mr. Gary M. Sypek
 846 Palm Beach International Airport
 West Palm Beach, FL 33406

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE

[Signature]

PRODUCER
877-945-7378

Willis North America, Inc.
26 Century Blvd.
P. O. Box 305191
Nashville, TN 372305191

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

INSURED
URS Corporation
600 Montgomery Street, 25th Floor
San Francisco, CA 94111

INSURERS AFFORDING COVERAGE	NAIC#
INSURERA: National Union Fire Ins Co of Pittsburgh	19445-100
INSURERB: Lexington Insurance Company	19437-000
INSURERC: American International South Insurance Co	40258-001
INSURERD: Insurance Company of the State of PA	19429-100
INSURERE: Lloyd's of London/A.F. Beazley Syndicate	15792-200

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/EXCLUSIONS ADDED BY ENDORSEMENT/SPECIAL PROVISIONS

Waiver of Subrogation applies in favor of the Additional Insured(s) as respects General Liability, where required by written contract.

Such insurance as is afforded for the additional insureds shall apply as primary insurance. Any other insurance maintained by the additional insureds or its officers and employees shall be excess only and not contributing on part of the additional insureds.

Severability of Interest Applies.

IMPORTANT

If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

DISCLAIMER

The Certificate of Insurance on the reverse side of this form does not constitute a contract between the issuing insurer(s), authorized representative or producer, and the certificate holder, nor does it affirmatively or negatively amend, extend or alter the coverage afforded by the policies listed thereon.

LETTER OF INTENT TO PERFORM AS A DBE SUBCONTRACTOR

TO: URS Corporation Southern
(NAME OF PRIME CONTRACTOR)
7650 West Courtney Campbell Causeway, Tampa, FL 33607-1462
(ADDRESS)
CONTACT PERSON & TITLE: Allan M. Nagy, Vice President

FROM: Donovan Consulting Group, Inc.
(NAME OF SUBCONTRACTOR)
5636 Lake Mary Jess Shores Court, Orlando, FL 32839
(ADDRESS)
CONTACT PERSON & TITLE: Deborah Donovan, President

The undersigned intend to perform work in connection with the above project as (check one):
_____ an individual a corporation
_____ a partnership _____ a joint venture

The undersigned is certified by Palm Beach County Department of Airport as a DBE.

Attach proof of DBE certification.

The undersigned is prepared to perform the following described work in connection with the above project (specify in detail particular work items or parts thereof to be performed):
Phase 2 (Additional Tasks) of the PBIA EIS - specifically providing support for public involvement activities.

which is a 8.9 % of the total estimated dollar value of work to be performed on the named project.

The undersigned will enter into a formal agreement for the described work with the above-named prime consultant upon an executed contract with Palm Beach County.

PBC DEPARTMENT OF AIRPORTS PROJECT: EIS for Proposed Expansion of Runway 9R-27L at Palm Beach International Airport (Phase 2 - Additional Tasks)

Donovan Consulting Group, Inc. 505-795-4225
(NAME OF DBE SUBCONSULTANT FIRM) (TELEPHONE #)

BY: [Signature] 7/24/07
(SIGNATURE OF REPRESENTATIVE) (DATE)

Deborah Donovan, President
(NAME & TITLE OF SIGNATURE REPRESENTATIVE)
PRINT/TYPE



Florida Department of Transportation

JEFF BUSH
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JOSÉ ABREU
SECRETARY

March 24, 2005

Donovan Consulting Group, Inc.
Ms. Deborah Donovan, President
5636 Lake Mary Jess Shores Ct.
Orlando, FL 32839

RE: DISADVANTAGED BUSINESS ENTERPRISE CERTIFICATION

Dear Ms. Donovan:

The Department is pleased to announce that your company has been certified as a Disadvantaged Business Enterprise (DBE) which is subject to continued eligibility and also subject to actions of any other governmental agencies which may affect the minority status of your firm. This agency's certification enables the company to compete for Department work as a minority owned and operated company. It is not a guarantee that the company will receive work.

DBE certification by the Department shall be for a period of three (3) years. On each anniversary date during the three (3) year certification period an Affidavit of Continuing Eligibility must be submitted. If at any time there is a change in the ownership for recertification at the end of the three (3) year period a new UCP Application must be submitted* to the Department ninety (90) days prior to expiration of your current certification.

Your firm can participate in FDOT contracts for DBE credit in the following specialty codes 300-Consultants(by type of service), 968-Public Relations Services, 950-Environmental Consulting Services, 980-Other Business Services(NEC).

Sincerely,

A handwritten signature in cursive script that reads "John Goodeman".

John Goodeman
Certification Manger

JG/pb

CERTIFICATION EXPIRATION DATE: March 23, 2008

FLORIDA UCP

USDOT recipients and/or local government entities signing the Uniform Certification Program (UCP) Agreement as of 7/11/05, and who have provided the required signature page to FDOT.

Below are the recipients or government entities represented on the document signed, and the primary person to contact relative to the UCP. This list reflects only one (1) primary contact individual per UCP signatory.

- | | | |
|-----|--|--|
| 1. | Florida Department of Transportation
(850) 414-4747 (C) | Arthur Wright
arthur.wright@dot.state.fl.us |
| 2. | Melbourne Airport Authority
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| 3. | Hillsborough County Aviation Authority
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| 4. | Sarasota Manatee Airport Authority
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john.schussler@srq-airport.com |
| 5. | Panama City-Bay County Airport & Industrial District
(850) 763-6751 (x 202) | Pam Henderson
phenderson@pcairport.com |
| 6. | Council on Aging of St. Lucie, Inc.
(772) 879-1287 | Marianne Arbore
marbore@coasl.com |
| 7. | St. Lucie County
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beth@co-st-lucie.fl.us |
| 8. | City of Ocala
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nbelleville@ocalafl.org |
| 9. | Broward County
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| 10. | Panama City MPO
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| 11. | Pinellas Suncoast Transit Authority
(727) 533-4362 | Scott Gerke
sgerke@nsta.net |
| 12. | Miami-Dade County
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13. LYNX/Central Florida Regional Transportation Authority Jenny Iacovazzi
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16. Jacksonville Airport Authority Derrick Willoughby
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17. Volusia County Julio Holness
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18. Escambia County Area Transit Ramona Cavazos
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19. Jacksonville Transportation Authority Laster B. Walker
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20. Sarasota County Transportation Authority Dominick Locascio
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21. South Florida Regional Transportation Authority Marie Jarman
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22. City of St. Petersburg Shrimatee Ojah-Maharaj
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(727) 453-7805 (C) gmarscha@co.pinellas.fl.us
24. Greater Orlando Aviation Authority Sylvia Ross
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25. Lee County Transit Susan Riley
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26. Okaloosa County Christy Johnson
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505-982-4772

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28. Key West International & Florida
Keys Marathon Airport
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Dennis Leaf

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mhernan@keywestcity.com
Myra Hernandez

LETTER OF INTENT TO PERFORM AS A DBE SUBCONTRACTOR

TO: URS Corporation Southern
(NAME OF PRIME CONTRACTOR)
7650 West Courtney Campbell Causeway, Tampa, FL 33607-1462
(ADDRESS)
CONTACT PERSON & TITLE: Allan M. Nagy, Vice President

FROM: TransSolutions, LLC
(NAME OF SUBCONTRACTOR)
14600 Trinity Boulevard, Suite 200, Ft. Worth, TX 76155
(ADDRESS)
CONTACT PERSON & TITLE: Belinda G. Hargrove, Managing Principal

The undersigned intend to perform work in connection with the above project as (check one):

_____ an individual _____ a corporation

_____ a partnership _____ a joint venture

NOTE: TransSolutions, LLC is a Limited Liability Company.

The undersigned is certified by Palm Beach County Department of Airport as a DBE.

Attach proof of DBE certification.

The undersigned is prepared to perform the following described work in connection with the above project (specify in detail particular work items or parts thereof to be performed):
Phase 2 (Additional Tasks) of the PBIA EIS - specifically demand/capacity analysis and capacity modeling.

which is a 1.5 % of the total estimated dollar value of work to be performed on the named project.

The undersigned will enter into a formal agreement for the described work with the above-named prime consultant upon an executed contract with Palm Beach County.

PBC DEPARTMENT OF AIRPORTS PROJECT: EIS for Proposed Expansion of Runway 9R-27L at Palm Beach International Airport (Phase 2 - Additional Tasks)

TransSolutions, LLC 817-359-2950
(NAME OF DBE SUBCONSULTANT FIRM) (TELEPHONE #)

BY:  20 July 07
(SIGNATURE OF REPRESENTATIVE) (DATE)

Belinda G. Hargrove, Managing Principal
(NAME & TITLE OF SIGNATURE REPRESENTATIVE)
PRINT/TYPE

Revised 10/01/96



GREATER ORLANDO AVIATION AUTHORITY

Orlando International Airport
One Airport Boulevard
Orlando, Florida 32827-4399
(407) 825-2001

February 28, 2007

Certified Mail – Return Receipt Requested

Ms. Belinda Hargrove, Managing Principal
TransSolutions, LLC
14600 Trinity Blvd, Suite 200
Fort Worth, TX 76155

ANNIVERSARY DATE – Annually, on February 28, 2008

Dear Ms. Hargrove:

The Greater Orlando Aviation Authority [GOAA] is pleased to announce that your firm has been certified as a **Disadvantaged Business Enterprise [DBE]** in Florida, under a **Unified Certification Program [UCP]** in accordance with 49 CFR, PART 26.

DBE certification is continuing from the date of this letter, but is contingent upon the firm renewing its eligibility annually through this office. You will be notified in advance of your obligation to continue eligibility in a timely fashion. Failure to continue your eligibility will result in immediate action to decertify the firm.

As long as the firm is listed in the DBE Directory, it is considered DBE Certified by all Florida UCP Members.

DBE Certification is subject to actions by governmental agencies impacting the disadvantaged status of the firm.

Your firm will be listed in Florida's **UCP DBE Directory** which can be accessed via the internet, at <http://www.bipincwebapps.com/biznetflorida/> or through FDOT's website at www.dot.state.fl.us/equalopportunityoffice and by "clicking" on "DBE Directory" in the left hand margin, then "clicking" on "Directory" near the bottom of the page.

DBE certification is **NOT** a guarantee of work, but enables the firm to compete for, and perform, contract work on all USDOT Federal Aid (FAA, FTA and FHWA) projects in Florida as a DBE contractor, sub-contractor, consultant, sub-consultant or material supplier.

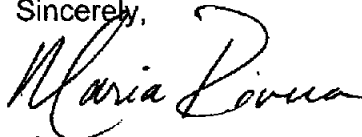
If, at any time, there is a material change in the firm, including, but not limited to, ownership, officers, Directors, scope of work being performed, daily operations, affiliations with other businesses or individuals or physical location of the firm, you must notify this office, in writing, without delay. Notification should include supporting documentation. You will receive timely instruction from this office as to how you should proceed, if necessary

Your firm may compete for, and perform, work on all USDOT Federal Aid projects throughout Florida, receiving DBE credit for work performed in the following areas:

NAICS:	Description
541310	Architectural Services
541330	Engineering Services
541614	Process, Physical Distribution and Logistics Consulting Services
541990	All Other Professional, Scientific and Technical Services

Questions or concerns should be directed to this office by mail or telephone. Our telephone number is 407. 825.7133.

Sincerely,



Maria Rivera
Assistant Director of Small Business Programs

CC: Renée D. Spann, Director of Concessions & Small Business Programs

LETTER OF INTENT TO PERFORM AS A DBE SUBCONTRACTOR

TO: URS Corporation Southern
(NAME OF PRIME CONTRACTOR)
7650 West Courtney Campbell Causeway, Tampa, FL 33607-1462
(ADDRESS)
CONTACT PERSON & TITLE: Allan M. Nagy, Vice President

FROM: Emerge Consulting, Inc.
(NAME OF SUBCONTRACTOR)
1665 Palm Beach Lakes Boulevard, #520, West Palm Beach, FL 33401
(ADDRESS)
CONTACT PERSON & TITLE: Tammy Thomas-Anthony, President

The undersigned intend to perform work in connection with the above project as (check one):

 an individual a corporation
 a partnership a joint venture

The undersigned is certified by Palm Beach County Department of Airport as a DBE.

Attach proof of DBE certification.

The undersigned is prepared to perform the following described work in connection with the above project (specify in detail particular work items or parts thereof to be performed):
Phase 2 (Additional Tasks) of the PBIA EIS - specifically providing support for various environmental analyses.

which is a 0.6 % of the total estimated dollar value of work to be performed on the named project.

The undersigned will enter into a formal agreement for the described work with the above-named prime consultant upon an executed contract with Palm Beach County.

PBC DEPARTMENT OF AIRPORTS PROJECT: EIS for Proposed Expansion of Runway 9R-27L at Palm Beach International Airport (Phase 2 - Additional Tasks)

Emerge Consulting, Inc. 561-683-2221
(NAME OF DBE SUBCONSULTANT FIRM) (TELEPHONE #)

BY:  7-20-07
(SIGNATURE OF REPRESENTATIVE) (DATE)

Tammy Thomas-Anthony, President
(NAME & TITLE OF SIGNATURE REPRESENTATIVE)
PRINT/TYPE

LETTER OF INTENT TO PERFORM AS A DBE SUBCONTRACTOR

TO: URS Corporation Southern
(NAME OF PRIME CONTRACTOR)
7650 West Courtney Campbell Causeway, Tampa, FL 33607-1462
(ADDRESS)
CONTACT PERSON & TITLE: Allan M. Nagy, Vice President

FROM: L.B. Limited & Associates, Inc.
(NAME OF SUBCONTRACTOR)
120 S. Dixie Highway, Suite 205, West Palm Beach, FL 33401
(ADDRESS)
CONTACT PERSON & TITLE: Bruce N. Lewis, President and CEO

The undersigned intend to perform work in connection with the above project as (check one):

_____ an individual a corporation
_____ a partnership _____ a joint venture

The undersigned is certified by Palm Beach County Department of Airport as a DBE.

Attach proof of DBE certification.

The undersigned is prepared to perform the following described work in connection with the above project (specify in detail particular work items or parts thereof to be performed):
Phase 2 (Additional Tasks) of the PBIA EIS - specifically conducting the public involvement program and preparation of collateral materials for public meetings.

which is a 11.5 % of the total estimated dollar value of work to be performed on the named project.

The undersigned will enter into a formal agreement for the described work with the above-named prime consultant upon an executed contract with Palm Beach County.

PBC DEPARTMENT OF AIRPORTS PROJECT: EIS for Proposed Expansion of Runway 9R-27L at Palm Beach International Airport (Phase 2 - Additional Tasks)

L.B. Limited & Associates, Inc. 561-833-8080
(NAME OF DBE SUBCONSULTANT FIRM) (TELEPHONE #)

BY: Bruce N. Lewis 7/20/07
(SIGNATURE OF REPRESENTATIVE) (DATE)

Bruce N. Lewis, President and CEO
(NAME & TITLE OF SIGNATURE REPRESENTATIVE)
PRINT/TYPE

Revised 10/01/96

Scope of Work – Final Version

PHASE 2 – Draft EIS

ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED AIRFIELD IMPROVEMENT PROJECT PALM BEACH INTERNATIONAL AIRPORT

The following details the tasks that are associated with Phase 2 of the EIS study for the proposed Airfield Improvement Project (AIP) defined by the Palm Beach County Department of Airports (PBC DOA) at Palm Beach International Airport (PBIA).

TASK 2: ALTERNATIVES DEVELOPMENT AND EVALUATION

This task will document the Federal Aviation Administration (FAA's) development and evaluation of alternatives to the Sponsor's Proposed Project. In order to meet the spirit and intent of NEPA, the CONSULTANT will work with FAA to develop new alternatives, evaluate alternatives previously developed by the PBC DOA, and evaluate alternatives submitted to FAA as part of the Scoping process. [NOTE: Alternative concepts submitted to FAA as part of Scoping will be evaluated by the CONSULTANT to a level commensurate with the level of detail that has been provided to FAA in support of the individual alternative(s). Neither FAA nor the CONSULTANT will be responsible for undertaking detailed planning, economic, engineering nor other types of studies/analyses that may be required to bring alternative concepts submitted during Scoping up to a level such that a detailed comparative analysis of the alternative concepts can be accomplished by FAA/CONSULTANT].

The development and evaluation of alternatives for the Proposed Project will focus on the ability of the alternatives to meet the purpose and need for the Proposed Project at PBIA, which was developed by FAA and the CONSULTANT in Phase 1 of the EIS process. A test of reasonableness and practicality will be applied to each alternative to identify alternatives that the EIS will evaluate in detail. The feasibility and practicality of reasonable on- and off-site alternatives will be examined through a multi-layered screening process, which was developed by FAA and the CONSULTANT in the Definition of Alternatives Report prepared in Phase 1. In support of the alternatives analysis, this chapter of the DEIS will include: 1) a description of the alternatives development process; 2) a description of the evaluation used to compare the alternatives; 3) the reasoning why some alternatives were or were not retained for detailed analysis in the EIS; and 4) a summary description of the reasonable alternatives. Each of the alternatives will be defined clearly in text and illustrations. FAA and the CONSULTANT will develop comparison tables that clearly show how each of the alternatives was evaluated in the screening process.

Alternatives developed by the PBC DOA that will be independently evaluated by FAA and the CONSULTANT in this task. Those alternative will be limited to those included in the *Airfield Planning Alternatives Report*, June, 2006 and supplemented by memorandums from CH2M Hill to the PBC DOA regarding *Response to*

FAA and URS Comments on Planning Alternatives Summary Document (December 21, 2006) and Response to FAA PBI Planning Comments, Pre-NOI (January 19, 2007).

The results of the alternatives review and analyses will be documented in a draft of the Alternatives Chapter of the DEIS, which will be provided to FAA in both hardcopy and electronic formats. Twelve (12) copies of the Draft Alternatives Working Paper will be produced and distributed to FAA by the CONSULTANT. Comments received from FAA on the Draft Alternatives Working Paper will be incorporated into the document as directed by FAA. The CONSULTANT will then print and distribute twelve (12) copies of the Final Alternatives Working Paper to FAA. Digital copies of the Final Alternatives Working Paper will also be provided. FAA will review and approve the alternatives retained for detailed evaluation prior to the detailed evaluation of environmental impacts in the Environmental Consequences chapter of the EIS.

The preliminary evaluation of Alternatives developed for the Definition of Alternatives in Phase 1 indicated that the Purpose and Need for the Proposed Project would not likely be met by an off-site alternative. Therefore this task does not include the detailed analysis of off-site alternatives beyond the initial Level 1, Purpose and Need, screening. If, after the screening of alternatives in Level 1 (Purpose and Need) it is determined that an off-site alternative warrants being carried forward into subsequent screening levels and that site specific environmental, economic and engineering data is required to fully evaluate the alternative, the CONSULTANT will coordinate with FAA and the PBC DOA, and determine the level of effort required to complete the screening analysis. The CONSULTANT will also review the remaining budget in this task and determine whether a Supplemental Agreement is needed to complete the evaluation.

Products: Draft and Final Alternatives Working Paper

Responsibility: URS with assistance from subcontractors

TASK 3: AFFECTED ENVIRONMENT

This task will build on the data acquisition efforts described in Task 1.7 of the Phase 1 Scope of Work. Per FAA Order 5050.4B, the CONSULTANT will prepare a concise description of the area affected by the project alternatives based on the on-site and off-site baseline environmental conditions identified in Task 1.7. This task will summarily note those areas that FAA and the CONSULTANT determine will not be affected by the project. The affected environment will be described by the following: location map, vicinity map, and Airport Layout Plan (ALP); description of existing and planned land uses and zoning in the airport vicinity, including residential areas, public parks, wildlife and water fowl refuges, designated areas of critical habitat, uplands, wetlands, floodplains, farmlands, recreation areas, and historic and archaeological sites; location of nearby schools and places of public assembly, hospitals, and adjacent jurisdictions potentially affected by the development-related alternatives; future planned activities in the Generalized Study Area (GSA), and existing noise and air quality conditions in the area around PBIA.

The extent of the discussion included in the Affected Environment Chapter of the DEIS will be commensurate with the anticipated level of environmental impacts associated with the alternatives retained for detailed analysis.

The initial data collection efforts and analyses for the Air Quality, Noise, and Historic/Archaeological

Resources categories are also components of the impact evaluations. For each of the three categories, additional detail describing the work efforts associated with developing information for the Affected Environment chapter of the DEIS is contained in the respective Scope discussions in Task 4, Environmental Consequences.

Products: Affected Environment Chapter of the DEIS.

Responsibility: URS with assistance from subcontractors

TASK 4: ENVIRONMENTAL CONSEQUENCES

This task includes the detailed environmental evaluation and technical analyses of the direct and indirect environmental effects of the No-Action Alternative and up to three (3) on-site "Build Alternatives" for the opening year (2013) and outside planning year (2018) for the specific environmental resource categories listed in FAA Orders 5050.4B and 1050.1E. If it is determined based upon additional information obtained in Phase 2 of the EIS that one or more off-site alternatives would meet the Purpose and Need for the Proposed Project, and that an off-site alternative warrants detailed environmental evaluation in the EIS, the evaluation will be accomplished at the direction of the FAA and under a Supplemental Agreement with the PBC DOA.

For each impact category, one of the following courses of action will be followed in determining the scope of material to be prepared by the CONSULTANT for the EIS:

- If analysis indicates the impacts are not significant, a brief but complete statement to this effect, including the reasons and reference to the appropriate section(s) of FAA Orders 1050.1E and 5050.4B, will be prepared by the CONSULTANT and used in preparing the EIS
- If initial analysis indicates the impacts are significant, the CONSULTANT will recommend and perform additional analyses according to the provisions of this Scope of Work and the requirements of FAA Orders 1050.1E and 5050.4B. If additional analysis is beyond the requirements of FAA Orders 1050.1E and 5050.4B and this Scope of Work, the CONSULTANT will provide the FAA with a recommended course of action. The CONSULTANT will inform the PBC DOA of FAA's decision to conduct any additional analyses, should they be needed, and the ability of the budget to accommodate any additional studies.

Where applicable, this section will also address any mitigation measure options that may be required to offset adverse effects. Due to the nature of the project, it is anticipated that significant environmental impacts may not occur in some of the required disciplines.

CEQ 1508.25 states that cumulative actions should be considered when determining the scope of a NEPA process. CEQ 1508.7 defines a cumulative impact as the environmental effect resulting from the incremental

effects of the Proposed Project when added to the effects of other past, present, and reasonably foreseeable future actions, regardless of the entity (i.e., Federal or non-Federal) or person that would carry out those actions. FAA and the CONSULTANT will use Order 5050.4B, paragraph 9.q, to determine reasonably foreseeable actions. The CONSULTANT will coordinate with other local, State, and Federal agencies to help identify past or present cumulative actions as per 5050.4B, par. 910.c(2).

The cumulative projects that will be evaluated in this EIS will be considered part of both the No-Action Alternative and the other reasonable project alternatives. Inclusion of these projects in the EIS will be for disclosure purposes only to fulfill the requirements of CEQ. These projects will be briefly described, and their potential impacts will be qualitatively disclosed for each impact category. Where quantitative data is available for these projects, it will be utilized in the EIS as applicable. The EIS will not provide sufficient documentation to fulfill either the airport sponsor's or FAA's responsibilities for environmental review of proposed future airport development actions. If and when the PBC DOA determines that any reasonably foreseeable projects are needed, they will undergo independent environmental review by FAA.

The following future alternative scenarios will be examined in the Environmental Consequences section of the EIS:

Year 2013 (Implementation Year)

- 2013 No-Action Alternative
- 2013 Proposed Project
- Up to two (2) other reasonable, on-site Build Alternatives in 2013

Year 2018 (Implementation Year Plus Five Years)

- 2018 No-Action Alternative
- 2018 Proposed Project
- Up to two (2) other reasonable, on-site Build Alternatives in 2018

In this task, each of the above referenced alternatives will be examined in detail for their potential to result in impacts to the following environmental impact categories. The final product of each of the following subtasks will be the preliminary text, tables and graphics of each Chapter 5 subsection, associated technical appendices, and list of references for the Preliminary Draft EIS document.

Task 4.1: Air Quality

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the inclusion of a HAPS emissions inventory, and the inclusion of a Soot Analysis in the refined Phase 2 Scope.

4.1.1 Data Collection, AQ Protocol, and Agency Consultation

This task will involve collecting data necessary to identify and describe the baseline conditions and the future conditions representing the No-Action and Proposed Action. The CONSULTANT anticipates that the majority

of data needed for this task will be obtained by review of the SIMMOD files provided by the PBC DOA and coordination and cross-utilization of data developed as part of the noise analysis in Task 4.13. For information that is not available from these sources, the CONSULTANT will prepare and submit a written request for data which will detail the specific information that will be required to complete the data collection, data review and processing, and emissions inventories tasks. This information includes (but may not be limited to) data for each analysis condition to be analyzed for: 1) aircraft landing/takeoff operations (LTOs); 2) airport-specific aircraft taxi/idle and queue times; 3) ground support equipment (GSE) fleet data; 4) motor vehicle traffic volumes using airport roadways and parking facilities; and 5) annual consumption of JET A, and Aviation Gasoline (AVGAS). The CONSULTANT will also conduct a two-day site-visit to PBI to gather airport-specific data, such as airport-specific GSE times-in-mode and available passenger loading bridge (gate) services, needed for the air quality analysis.

The CONSULTANT will work closely with both PBC DOA and FAA, and coordinate efforts with the air quality staffs of U.S. Environmental Protection Agency (EPA) Region 4 and the Florida Department of Environmental Protection, Division of Air Resource Management (FDEP) to ensure that the appropriate methodologies and technical approaches for the air quality analyses needed to complete the DEIS will be implemented. The CONSULTANT will document the comments from the review agencies with respect to the scope, analytical methods, and modeling assumptions, and prepare an Air Quality Analysis Protocol document..

The CONSULTANT will submit this protocol to FAA for review; and, after incorporation of comments from FAA, the completed protocol will be submitted to the various oversight agencies that would be involved in reviewing the air quality analyses for the DEIS. Two (2) representatives of the CONSULTANT will also attend one (1) meeting with EPA Region 4 staff to discuss the Air Quality Analysis Protocol. The CONSULTANT will also coordinate the protocol with the Florida Department of Environmental Protection (FDEP) via e-mail and telecons. The final work protocol will reflect the comments received from each of the reviewing agencies. Based on the existing attainment status of Palm Beach County, no dispersion modeling analysis is included in this Scope. Should air quality dispersion modeling be required, the CONSULTANT will coordinate with FAA on the reasoning for that requirement, and determine if sufficient budget remains in Phase 2 to accomplish the work. If sufficient money is not available to complete that work, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

Task 4.1.2: Criteria Pollutants Emissions Inventory

The CONSULTANT will estimate annual emissions (in tons per year) of volatile organic compounds (VOCs), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), and particulate matter (PM₁₀ and PM_{2.5}) from mobile and stationary sources of air emissions routinely associated with airport activities for the Existing Condition (year 2006), the No Action Alternative, the Proposed Project and the reasonable "Build Alternatives" for the years 2013 and 2018. The sources of emissions to be evaluated will include (but may not be limited to): 1) aircraft; ground support equipment (GSE); 2) motor vehicles expected to operate on the airport roadways, in the parking facilities, and at terminal curbsides; and 3) off-site airport-related traffic in the immediate vicinity of, and associated with, PBI.

Also included in the analysis will be the assortment of other stationary or area sources of air emissions (i.e. fuel storage facilities, generators, incinerators, fire training facility, etc.) expected to support the airport on a

day-to-day basis, in order to establish baseline emissions for the cumulative impacts analysis.

To estimate emissions, the CONSULTANT will use the latest version of FAA's Emissions and Dispersion Modeling System (EDMS) computer program (currently Version 5.0.1, dated March, 2007). The aircraft emissions analysis will be based on PBIA-specific aircraft operations, fleet mixes, and engine types, and operating time-in-mode in four specific operating modes, namely: approach, landing, takeoff, and taxi/idle/delay. Particulate emissions from many aircraft are calculated directly in EDMS, except for piston, turboprop, and military aircraft. Particulate emissions from these aircraft will be calculated based on FAA's guidance Memorandum *Use of the First Order Approximation (FOA) to Estimate Aircraft Engine Particulate Matter (PM) Emissions in NEPA Documents and Clean Air Act Conformity Analyses*, dated May 24, 2005. Since Florida is in attainment of all of the NAAQS, national default emission factors for VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} for motor vehicles, which are included in EDMS, will be used to calculate emissions from airport-related motor vehicles.

Because the entire State of Florida is in attainment of all air quality standards, no General or Transportation Conformity Determinations are needed. Therefore, no conformity analyses or dispersion analyses are needed for this DEIS, or are included in this Scope. If it is determined after approval of this Scope that General or Transportation Conformity determinations or dispersion analysis are to be conducted for this DEIS, the CONSULTANT will coordinate with FAA and determine if sufficient budget remains in Phase 2 to accomplish the work. If the budget is not available to conduct that work, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

Task 4.1.3: Construction-Related Pollutants Emissions Inventory

As part of the air quality analysis, the CONSULTANT will estimate annual emissions (in tons per year) of volatile organic compounds (VOCs), nitrogen oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), and particulate matter (PM₁₀ and PM_{2.5}) from construction-related activities associated with the construction of the reasonable alternatives. Construction-related emissions will be calculated for each year in which construction activities are expected to occur and will be based on information developed by the CONSULTANT in consultation with EPA and the FDEP specifically for this analysis with respect to equipment types and hours of operation needed for each construction activity. These estimates will be based on conservative assumptions of scheduling, manpower, and equipment required for the individual construction projects. The construction schedule developed for the DEIS analysis will be coordinated with the PBC DOA prior to conducting the emissions analysis. The latest version of EPA's NONROAD model will be used to generate onsite construction equipment emission factors, and the EPA's MOBILE6.2 program will be used to generate emission factors for construction-related motor vehicles traveling offsite. The NONROAD model computes the appropriate state-specific emissions factors and equipment load factors for off-road equipment.

Task 4.1.4: Hazardous Air Pollutants Emissions Inventory

This Task is an Additional Service that was not included in the Preliminary Scope. For disclosure purposes only, the CONSULTANT will estimate annual emissions (in tons per year) of Hazardous Air Pollutants (HAPs) from airport-related emissions sources (i.e., aircraft operations, ground support equipment, on-airport motor vehicles using the airport access roads, parking facilities, and terminal curbsides, fuel

facilities, etc.) identified during FAA's review of the HAPS protocol. The conditions examined will examine the Existing Condition (2006), the No-Action Alternative, the Proposed Project, and the reasonable alternatives for the years 2013 and 2018. FAA/EPA-approved methodologies and speciation profiles, along with the VOC and particulate emissions data from the criteria pollutant emissions inventory will be used to develop the HAPs emissions inventory. The methodologies, data, and results will be provided in a Technical Appendix to the DEIS.

Task 4.1.5: Cumulative Impacts

The CONSULTANT will compile available information on other projects near PBIA related by impact, time and/or proximity to the Proposed Project and describe their impacts on air quality in a qualitative manner. Should air pollutant emissions data be available for any of the identified cumulative projects, the CONSULTANT will include the information in the Cumulative Impacts Section (Section 4.21) of the DEIS.

Task 4.1.6: Mitigation Measures

This task will involve the identification of design, construction, and operational measures needed to address air quality effects of the planned improvements. The mitigation will be developed to lessen project-related air quality impacts on local or regional air quality. This information, based on PBC DOA documents, in-the-field surveys and/or other applicable resources, will be compiled and summarized in tabular format and discussed in the DEIS. If considered necessary for the DEIS, this analysis will quantify the actual or potential emissions reduction benefits and costs of up to 10 individual mitigation measures.

Task 4.1.7: Soot Assessment

This Task is an Additional Service that was not included in the Preliminary Scope. The Scope for the Soot Assessment study is made up of three main subtasks as described below. This study will use Advanced Chemical Fingerprinting or ACF techniques to determine whether exhaust (combustion byproducts) from aircraft operating at PBIA comprise a portion of existing soot/oily deposits currently found in some areas in proximity to PBIA.

Task 4.1.7.1: Sampling Program

The sampling program described in this section establishes the sampling sites (number and locations), the methods, and the sampling times to be used.

Sample Sites - Subject to final approval by FAA and PBC DOA, site availability and accessibility, the CONSULTANT will collect ambient deposition samples at up to six locations as follows:

- (i) In an adjoining community on the west side of PBIA where there is a high potential of capturing deposits from aircraft, i.e., directly underneath the approach to Runway 9L to monitor the effects of arriving aircraft over flights;
- (ii - iii) In two adjoining communities on the east side of PBIA where there is a high potential of

capturing deposits from aircraft, i.e., directly underneath the departure path from Runway 9L to monitor the effects of departing aircraft over flights;

- (iv) At one location near PBIA that is estimated to be minimally affected by aircraft emissions, to represent the community background levels;
- (v) At one location near Interstate Highway 95, to show the depositional characteristics of other vehicular transportation sources; and
- (vi) In a high activity area on the airport, near the end of Runway 9L, sufficiently close enough to the aircraft to be affected by their exhaust plumes in taxi queue/at beginning of take-off roll (for example, at the departure end of Runway 9L).

Sampling Methods - The CONSULTANT will use three types of sampling. The first type will be deposition sampling. Soot deposits, fuel droplets, or anything else with a finite settling velocity will be collected on a passive sampler containing an inert glass medium. This deposition sampling method will be used at all of the sites described above.

The second type of sampling will be swab sampling. Swab sampling will be used to collect deposits from the engine exhaust nozzle of representative jet and piston powered aircraft currently in service at PBIA as part of the source characterization effort. In this regard, the CONSULTANT will need assistance from PBC DOA staff to help gain access to a jet aircraft to collect this sample. Swab sampling will also be used to collect exhaust deposits from a residential property (i.e., automobile surface, patio furniture, etc.), a locally-fueled gasoline-powered motor vehicle, and a locally-fueled diesel-powered vehicle.

The third type of sampling will be collection of actual fuel samples. With the assistance of PBC DOA, the CONSULTANT will obtain small aliquots of jet fuel (Jet A) and aviation gasoline (AVGAS) that are stored and dispensed at PBIA. The CONSULTANT will also collect samples of diesel fuel and motor gasoline from local gas stations.

Sampling Times - For the deposition sampling, sampling times will vary from three to six weeks, depending on meteorological conditions and aircraft activity. CONSULTANT personnel will monitor the sample locations and attempt to protect the sample plates during periods of adverse weather. However, it is possible that a precipitation event will require that the sampling time be reinitiated in order to collect a useable sample. The swab sampling will be performed on previously deposited materials and therefore will be instantaneous. The fuel samples will also be collected instantaneously.

Task 4.1.7.2: Laboratory Analyses

Laboratory analyses of the collected samples will be conducted to determine if the depositional material collected are originating from the aircraft operating at the airport, or if they are attributed to other sources such as residential, commercial, and industrial fuel uses, heavy diesel trucks and buses on the local roads, boats in the intercoastal waterway, railroad engines or some other source. All samples will be transported with "chain-of-

custody" documentation to a specialty laboratory for chemical fingerprinting and optical analysis. The laboratory will 'fingerprint' each of the samples and compare the results to the fingerprints or signatures of the various potential sources that are in the laboratory's database.

The laboratory will conduct enhanced gas chromatography/mass spectrometry (GC/MS) analyses on each of the samples. These analyses will provide the basis for the chemical fingerprinting of the sources of the potential "soot". The deposition samples will be solvent extracted and then subjected to GC/MS. The laboratory procedure will follow the ACF techniques, which will look at the principal components of polycyclic aromatic hydrocarbons and key index ratios of those components that exhibit the characteristics of particular emission source types.

Task 4.1.7.3: Report Preparation

The results of the sampling and analysis program will be documented as a draft technical report. The report will present the results of the laboratory testing and will compare the analyses of the collected samples with the reference 'source' samples (swabs and fuel samples). Differences and similarities will be identified and explained. The detailed data from the laboratory analysis will be appended to the draft technical report.

The CONSULTANT will respond to FAA and PBC DOA comments on the draft technical report and reflect these comments in the final report. The responses to comments will be limited to clarifications and text revisions where necessary, and will not include performing any new technical analysis. The final technical report will be summarized in the Air Quality section of the DEIS, and contained in its entirety as an appendix to the DEIS.

Product: Draft DEIS Sections describing the existing air emissions at PBIA, future emissions potential and evaluation of potential air quality impacts, electronic copies of the emission inventory and modeling input and output files for EPA review, Soot Assessment Summary and technical appendix.

Responsibility: URS Corporation.

TASK 4.2: COASTAL RESOURCES

An evaluation will be accomplished to determine the Proposed Project's and reasonable alternative's consistency with the Florida Coastal Zone Management Program (FCMP) the Federal Coastal Barriers Resource Act of 1982, and the Coastal Barrier Improvement Act of 1990 in accordance with FAA 5050.4B, paragraph 1208. The CONSULTANT will document the results of coordination with Federal, state and local agencies in the DEIS, as appropriate. Initial coordination conducted as part of Scoping indicates that the Proposed Project will not result in significant impacts to this environmental resource category. In accordance with Ex. Order 13089, the DEIS will evaluate the potential for the Proposed Action and reasonable alternatives to result in impacts to coral reef resources.

Product: Description of potential Coastal Zone Management, Coastal Barrier and Coral Reef impacts.

Responsibility: DOA, FAA, and URS Corporation with assistance of Emerge Consulting.

TASK 4.3: COMPATIBLE LAND USE

This task involves quantifying noise exposure by combining the noise contour analysis prepared in Task 4.13 with the GIS database prepared in Phase 1 of the EIS process and Task 3 of this Scope. From the database, the CONSULTANT will prepare an analysis of the potential noise impacts of the alternatives retained for detailed analysis on surrounding land uses. Noise impacts will be based on the findings of Task 4.13, Noise. Land use compatibility not associated with airport noise will be evaluated and addressed under the applicable tasks for the individual FAA Order 1050.1E impact categories. The Land Use section of the DEIS will also include the required sponsor assurance (under 49 U.S.C, Section 47106(a)(1)) that reasonable actions have been or will be taken to assure compatibility of both existing and future land uses.

Quantification of impacts over noise sensitive land uses within the DNL 65 dBA noise contour will be assessed through the use of the GIS databases developed under Task 3 and will include a calculation of impacts on housing units, population, and other noise sensitive land uses, such as schools, churches, and nursing homes. Population and housing impacts will be quantified according to income levels and race. Sensitive land uses, including residential, educational, health, and religious structures and sites per FAA Order 5050.4B Section 1.9.n, will be quantified according to the numbers impacted. Potential impacts will be evaluated in accordance with FAR Part 150 Land Use Compatibility Guidelines and FAA Order 1050.1E, Appendix A, paragraph 14.3.

As per FAA AC 1050.1E, Appendix. A, paragraph 14.4g, noise sensitive sites will be evaluated according to the three conditions described below for the existing condition, the project implementation year, and five years after project build-out:

1. Noise-sensitive sites newly included in the 65 DNL noise contour of the development alternatives.
2. Noise-sensitive sites previously included in the 65 DNL contour of the No-Action Alternative which are projected to receive increased noise levels of DNL 1.5 dBA or more with the "Build Alternatives".
3. If the conditions in items 1 or 2 above are met, the EIS will also evaluate noise-sensitive sites previously included in the 60 DNL contour of the No-Action Alternative which are projected to receive increased noise levels of DNL 3.0 dBA or more with the "Build Alternatives".

The quantity of noise-sensitive land uses (residential, schools, churches, and nursing homes) within the DNL 65-dB contour affected by each alternative will also be considered. For vacant land, the zoning laws of the county and/or municipalities involved will be examined to determine if the alternatives would be compatible with the existing zoning ordinances. Similar comparisons will be made with official master plans and known development projects which have been endorsed by local governments. Two technical specialists will accomplish one, two-day windshield survey verification of potential impacted land uses within the projected noise contours. This task will include coordination with Palm Beach County as well as other local planning

agencies and municipalities in order to fully consider their land use planning goals, plans and priorities for the PBI area.

If required, land use mitigation actions will be identified and recommended as necessary for each of the alternatives.

Product: Description of land use impacts of the alternatives. Recommended land use mitigation actions.

Responsibility: URS Corporation with assistance from Emerge Consulting.

TASK 4.4: CONSTRUCTION IMPACTS

Construction impacts associated with the Proposed Project and reasonable alternatives will be assessed primarily in conjunction with the applicable technical analyses discussed for the other impact categories (i.e. noise, water quality, air quality, solid wastes, surface traffic, etc.).

This information will be summarized under this task and presented in a coherent DEIS section that focuses only on construction. To the extent necessary, any other potentially significant construction-related impacts that were not assessed in conjunction with these individual impact categories will be assessed under this task.

This task will also identify, evaluate and discuss any potential impacts associated with construction activities that may require mitigation (i.e. storm water runoff, fugitive dust, construction equipment staging areas, construction material storage, disposal of construction debris, etc.). Where necessary, applicable mitigation measures will be outlined, their purpose and effectiveness explained, and the responsible parties identified. These could include such items as erosion control; temporary detention basins and designated construction material haul routes.

Any construction permits, licenses, prohibitions and/or applicable guidelines promulgated by Federal, state, regional or local agencies will also be identified under this task. The recommended provisions contained in FAA Advisory Circular 150/5370-10A, *Standards for Specifying Construction at Airports*, will be identified and discussed.

Product: Evaluation, summary information and discussion of potential construction-related impacts and their potential mitigation measures.

Responsibility: URS Corporation.

TASK 4.5: DOT ACT: SECTION 4(f)

A complete and detailed inventory and analysis of potential affected Section 4(f) properties (public parks or recreational areas, wildlife refuge, and sites of national, state or local significance) as well as 6(f) (Land & Water Conservation Fund Act lands) will be conducted as a part of this task. These properties within the Generalized Study Area (GSA) will be inventoried, identified, described and potential impacts to them evaluated as outlined in FAA 1050.1E, Appendix A, Section 6. The impact analysis will consider the total area (acres) affected, total number of facilities affected by each of the alternatives, and if the alternative would physically or constructively use the facility. Potential noise impacts to Section 4(f) / 6(f) sites will be evaluated

using a Grid-Point analysis and/or the difference contours developed in Task 4.13. If either use is expected to occur, analysis of prudent and feasible alternatives that avoid using the facility will occur. If none exists, appropriate mitigation measures will be identified, in consultation with the agency having jurisdiction over the affected resources. Consideration will be given to all potential uses of Section 4(f) and 6(f) lands including direct use (such as through acquisition or demolition) and constructive use (such as increased noise levels or changes in access).

The Section 4(f) analysis and impact evaluation will be closely coordinated with the work efforts being accomplished under Task 4.10, Historic /Archaeological Resources. This is to ensure, compliance with Section 4(f) provisions as they relate to properties on or eligible for inclusion on the National Register of Historic Places. Since that effort is closely related to compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800 (Protection of Historic Properties), the Section 4(f) section will be integrated with the EIS section addressing Section 106 as needed. The Section 4(f) section will also integrate with the NEPA process being undertaken for this DEIS.

With the exception of the Mar-a-Lago Club, which is a National Historic Landmark, preliminary review of land uses surrounding PBIA indicate that the Proposed Project or its reasonable alternatives may have a low likelihood of causing direct or indirect impacts to Section 4(f) or 6(f) resources. Therefore, this Scope does not anticipate the need for the preparation of formal Section 4(f) or 6(f) Statements. If a formal Section 4(f) or 6(f) Statement is determined to be required, the CONSULTANT will coordinate with FAA and determine if sufficient budget remains in Phase 2 to accomplish the work. If the budget to prepare the needed Statement is not available, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

Product: Evaluation of potential Section 4(f) and 6(f) impacts, integration of Section 4(f) and Section 106 processes.

Responsibility: FAA and URS Corporation.

TASK 4.6: FARMLANDS

Neither the No-Action Alternative nor the reasonable alternatives are anticipated to result in impacts to farmlands, since there are no farmlands on the airport property or in proximity to the airport. The EIS will document this conclusion and no work efforts are anticipated for this task beyond a review of existing soil survey maps and listings of Prime Soils types in the PBIA area.

Product: Description of no impacts to farmland and Prime soils from the proposed alternatives.

Responsibility: URS Corporation.

TASK 4.7: FISH, WILDLIFE, PLANTS AND FEDERALLY-LISTED ENDANGERED OR THREATENED SPECIES.

Biotic communities, including flora and fauna, which exist in the Detailed Study Area will be inventoried and documented in the DEIS. Field reviews were conducted during Phase 1 to identify vegetated communities and document animal and plant observations. Lists of significant habitat types and animal species known or having the potential to occur in the DSA will be compiled from available data and the Phase 1 field reviews and

presented in the DEIS. The potential impacts to these communities due to the construction and operation of the proposed improvements and reasonable alternatives will be quantified and compared. The results will be coordinated with the appropriate Federal, state, and local agencies including the US Fish and Wildlife Service (FWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC). Based on a site review by the CONSULTANT and a Scoping briefing to FWS during Phase 1 of the EIS, impacts to significant habitat or animal and plant species are not anticipated. Therefore, this Scope does not include the development of mitigation measures.

The effect of the proposed improvements upon Federal and state listed plants and animals and their habitats will also be evaluated in this task. It is anticipated that the majority of information regarding Federal and state Endangered and Threatened Species on the PBIA property will be obtained from coordination with the USFWS, FFWCC, and from recent studies prepared by the PBC DOA. Coordination with these agencies will be included in the DEIS.

This Scope of Work does not anticipate the need for a Biological Assessment and formal Section 7 Consultation with the USFWS. If these are required, the CONSULTANT will coordinate with FAA and determine if sufficient budget remains in Phase 2 to accomplish the work. If budget is not available, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

Product: Description of potential impacts from the proposed alternatives to fish, wildlife and plants.
Responsibility: URS Corporation.

TASK 4.8: FLOODPLAINS

The effect of the Proposed Project and reasonable alternatives upon designated 100- year floodplains and floodways will be determined in compliance with Executive Order 11988. Such areas will be identified through Federal Emergency Management Administration (FEMA) Flood Insurance Rate Maps for the PBIA area and coordination with Palm Beach County. The evaluation will consider the direct and indirect potential of the actions to impact floodplains. Information from existing PBC DOA studies will be utilized to the fullest extent after independent verification by the CONSULTANT. In addition, the requirements of applicable state and local regulations will be identified and complied with.

Where floodplain/floodway impacts are determined to occur, the CONSULTANT will look for practical alternatives to avoid the floodplain impacts. If none exist, conceptual mitigation measures will be developed by the CONSULTANT and included in the DEIS. This task does not include detailed hydrological modeling or development of detailed mitigation plans. The results will be coordinated with Palm Beach County and the South Florida Water Management District.

Product: Description of floodplain impacts of the proposed alternatives.
Responsibility: URS Corporation.

TASK 4.9: HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

Hazardous materials (including hazardous waste, environmental contamination and other similarly regulated substances) will be evaluated in this task as per the current FAA guidance contained in FAA Order 1050.1E, Appendix A, Section 10. Because sites and facilities containing hazardous substances or environmental contamination can have potentially significant impacts on soils, surface water, groundwater and air quality, this section of the DEIS will provide an overview of what is known about these areas located on, or in the vicinity of, PBIA and the sites of the proposed improvements, should they exist. This information will be used to help determine what effect, if any, the construction and operation of the Proposed Project and reasonable alternatives and their associated facilities at PBIA will have on these sites.

For the purposes of this analysis, this information will be collected and developed based on the following resources:

- Environmental agency electronic database survey;
- Contamination assessments, Remedial Action Plans, Level 1 and/or 2 environmental audits, hazardous material surveys and other documents, files and records provided by the PBC DOA;
- Review of current historical aerial photos, maps and figures;
- Discussions and other communications with knowledgeable persons or parties, and
- Visual surveys of the project areas.

Using this information, the absence or presence of areas involving hazardous substances and/or environmental contamination within the areas physically disturbed by the Proposed Project and the reasonable alternatives will be evaluated. In this way, the concerns over potential costs, conflicts, and delays associated with hazardous materials and contaminated sites can be addressed to the level currently recommended by FAA.

For this task, it is anticipated that regulatory agency documentation and reference materials will be obtained and evaluated from electronic sources and that no trips to Tallahassee to research state paper-files are required. Applicable data from the PBC DOA, such as the airport's stormwater pollution control plan, NPDES permit(s), and the airport spill prevention and control/containment plan will be obtained and reviewed. Field visits to all facilities associated with the Proposed Project and reasonable alternatives that have the potential to use/store or otherwise handle regulated substances will be conducted. Pre-field visit coordination will be conducted with the assistance of the PBC DOA in order to make introductions and gain access to the sites. This Scope does not include Level 1 or Level 2 Environmental Audits, sampling, testing or analysis of environmental media (i.e. soils, surface/ground water, building materials).

In addition, the potential impacts of the Proposed Project and reasonable alternatives upon solid waste generation rates and handling will be quantified and evaluated in this task as required in FAA Order 1050.1E, Appendix A, Section 10. The FAA approved forecasts of aviation activity at PBIA will be used to estimate any increase in solid waste generation as a result of the Proposed Project and the reasonable alternatives. Consultation with PBC DOA representatives and local officials will be made to determine the capacity of

existing and proposed solid waste disposal facilities and their ability to accommodate the estimated increased demand.

The analysis will also consider if the Proposed Project and reasonable alternatives will directly or indirectly affect any solid waste storage/disposal site. The analysis will determine if the location of these sites or other land uses that are recognized attractions to wildlife hazardous to aviation comply with the proximity recommendations and bird hazard guidelines contained in FAA Advisory Circular 150/5200.33A, as amended, and Procedures Memorandum (PPM) 5210.2, as amended.

Product: Description and summary of hazardous materials and solid waste impacts associated with the proposed project and reasonable alternatives.

Responsibility: URS Corporation with assistance from Emerge Consulting.

TASK 4.10: HISTORIC AND ARCHAEOLOGICAL RESOURCES

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the expansion of the Historic Resources APE beyond the limits of the area newly included in the future condition DNL 65 dBA noise contour for the Refined Phase 2 Scope.

Task 4.10.1 Historic Architectural and Archaeological Resource Inventory

The tasks associated with identifying and assessing historic architectural and archaeological resources within the EIS Study Areas will be completed pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR Part 800: Protection of Historic Properties. It is the intent of this Scope and subsequent EIS to meet all applicable Section 106 requirements by fully integrating the NEPA and Section 106 processes, per 36 CFR Section 800.8. This Scope anticipates that the CONSULTANT's historic and archaeological efforts will consist of literature searches, Section 106 inventory efforts, agency coordination, public involvement, and the preparation of materials for inclusion in the DEIS. For development of this Scope, the CONSULTANT has made assumptions about the number of historic and archaeological resources that will have to be assessed. It should be noted that the final Area of Potential Effects (APE) for historic architectural resources has not been finalized by FAA. Therefore, the actual number of resources to be assessed and the level of effort required to meet Section 106 requirements is unknown at the time of the development of this Scope.

Task 4.10.1.1: Historic Architectural Resources

FAA has defined a preliminary APE for historic architectural resources for the Future No-Action and the Proposed Project alternatives. This APE may be refined by FAA following consultation with the Florida SHPO and further analyses of potential environmental resource impacts.

Literature Search—The CONSULTANT will conduct literature searches at the Florida Bureau of Historic Preservation (BHP) (which is Florida's State Office of Historic Preservation) and at the Departments of Planning of the City of West Palm Beach, the Town of Palm Beach, and the County of Palm Beach, in order to

identify previously inventoried historic architectural resources within the APE that:

- have been listed in the National Register of Historic Places (NRHP) or determined eligible for such listing;
- are listed in the Palm Beach County Register of Historic Places and the West Palm Beach Register of Historic Places and as Town of Palm Beach Historic Landmarks;
- have not been listed in or determined eligible for listing in the NRHP; and
- have not been included in the local registers of historic places and landmarks.

An architectural historian will make one (1) one-day trip to Tallahassee to research BHP records and one (1) two-day trip to Palm Beach County to research the records of the county and of West Palm Beach and Palm Beach. The CONSULTANT will conduct the trip to Palm Beach County along with the trip for the reconnaissance-level survey. The CONSULTANT will include a compilation of the results of the literature search in the reconnaissance-level survey report.

Reconnaissance-Level Inventory—In order to help FAA, in consultation with the BHP, identify any additional historic architectural resources within the APE that are potentially eligible for listing in the NRHP, the CONSULTANT will conduct a reconnaissance-level inventory of the APE. This inventory will include photographic recordation of the previously inventoried historic architectural resources within the APE. (Representative photographs will be taken of historic districts.) It will also include photographic recordation of historic architectural resources that appear to be 50 years old or older, or of exceptional importance, which have not been previously inventoried. For this Scope, it is estimated that 200 historic architectural resources will be recorded at the reconnaissance level. An architectural historian will make one (1) ten-day trip to Palm Beach County to conduct the reconnaissance-level inventory. Following the literature search and reconnaissance-level inventory, the CONSULTANT will prepare a reconnaissance-level survey report that will include a list of those historic architectural resources that are already listed in or have been determined eligible for listing in the NRHP, as well as a list of those resources that appear to be potentially eligible for NRHP listing and that therefore would merit receiving an intensive-level inventory.

Intensive-Level Inventory—Following review of the reconnaissance-level survey report by FAA and the BHP, the CONSULTANT will conduct an intensive-level inventory of those resources that FAA, in consultation with the BHP, has determined may be eligible for NRHP listing and therefore warrant further assessment. It is estimated for this Scope that 50 resources, including the Prospect Park/Southland local historic district in West Palm Beach and numerous early twentieth-century residences in Palm Beach and West Palm Beach, will be inventoried at the intensive level. An architectural historian will make two (2) twelve-day trips to Palm Beach County to conduct the intensive-level inventory and associated research. Following this effort, the CONSULTANT will prepare a draft intensive-level survey report that will include photographs, locations, descriptions, histories, contexts, National Register-eligibility assessments and recommendations and, where appropriate, proposed National Register boundaries for each of these resources or groups of resources. The CONSULTANT assumes reasonable access to all properties and features from public right-of-way or with

owner permission. Interior access is not assumed. Following review of the draft intensive-level survey report by the FAA and the BHP, the CONSULTANT will prepare a final intensive-level report. This report will include a list of those resources that FAA, in consultation with the BHP, the Advisory Council on Historic Preservation (ACHP) if needed, and interested parties—has determined are eligible for NRHP listing. These NRHP-eligible resources, as well as those previously listed in the NRHP or determined eligible for such listing, will be the historic architectural resources addressed in the Environmental Consequences section of the DEIS.

Agency Coordination—The CONSULTANT will assist FAA in its consultations with the BHP, the ACHP (if needed), and interested parties on determining which historic architectural resources within the APE are eligible for listing in the NRHP. Agency coordination efforts will include the attendance by the CONSULTANT at one (1) meeting associated with these consultations, as well as general communication associated with this meeting. The CONSULTANT will make one (1) two-day trip to Palm Beach County for this meeting.

Public Involvement—Public participation per 36 CFR Part 800 will include the release of information regarding the identification of historic architectural resources. These efforts, if required, will be combined with public involvement requirements for archaeological resources. It is anticipated that the PBC DOA, certain governmental organizations, individuals, and groups will be identified as having a defined interests in the undertaking, and will be further identified as consulting parties in the Section 106 process. If separate public involvement opportunities are not required, this information will be included with ongoing project initiatives for public involvement described in Task 7, of this Scope, including a Focus Group Meeting, Public Workshop, and posting on the EIS Website.

DEIS Materials—The CONSULTANT will summarize the results of the literature searches, reconnaissance-level inventory, intensive-level inventory, and agency coordination within the DEIS.

Product: *Reconnaissance-Level Historic Architectural Survey Report. Intensive-Level Historic Architectural Survey Report. Agency Coordination. DEIS Summaries.*

Responsibility: *FAA and URS Corporation.*

TASK 4.10.1.2: ARCHAEOLOGICAL RESOURCE INVENTORY

The APE for archaeological resources will consist of all lands that would experience physical disturbance as a result of the construction of the Proposed Project or reasonable alternatives, including parcels which would have to be acquired by the PBC DOA to implement an alternative retained for detailed analysis and known sources of fill material. All work efforts to identify archaeological resources within existing PBC DOA property or property to be acquired by the PBC DOA in order to implement any of the alternatives will be undertaken by the CONSULTANT.

Literature Search—The CONSULTANT will conduct literature searches at the BHP in order to identify previously inventoried archaeological resources within the APE that have been listed in the National Register of Historic Places (NRHP) or determined eligible for such listing, or that have not been so listed or determined eligible. A cultural resources specialist will make one (1) one-day trip to Tallahassee to research BHP records. In addition, the archaeologist will examine historic maps and air photos to assist in reconstructing past land

use and development of the airport property. In combination with environmental data on soil types, topography, and waterways, this will facilitate delineation of any portions of the APE that might still contain archaeological sites. This data will be obtained in Tallahassee and West Palm Beach and from other repositories. Data from West Palm Beach area sources will be collected during the same trip as for the field reconnaissance listed below.

Field Reconnaissance—The CONSULTANT will conduct a field reconnaissance of the archaeological APE to evaluate the extent to which disturbances from prior development and construction have removed the potential for the APE to contain intact, significant archaeological resources. The CONSULTANT will make one trip to Palm Beach County for this reconnaissance. This reconnaissance will include visual inspection and evaluation of soil profiles using a hand-held core sampler but will not constitute a systematic archaeological survey. Based on prior studies and currently available data, it is anticipated that the field reconnaissance will provide sufficient data to confirm that no archaeological resources will be affected by the Proposed Project or reasonable alternatives. If this cannot be confirmed, the field reconnaissance will provide sufficient data to define the scope of any systematic Phase I survey that may be needed.

Phase I Survey/Phase II Inventory— If the literature search and field reconnaissance determine that archaeological survey and inventory studies are needed, the CONSULTANT will coordinate with FAA and determine if sufficient budget remains in Phase 2 to accomplish the work. If budget is not available, the work will be accomplished under a Supplemental Agreement or as part of Phase 3 services.

Agency Coordination—The CONSULTANT will assist FAA in its consultations with the BHP, the ACHP (if needed), and interested parties on determining which archaeological resources (if any) within the APE are eligible for listing in the NRHP. Agency coordination efforts will include the attendance by the CONSULTANT at one (1) meeting associated with these consultations, as well as general communication associated with this meeting. The CONSULTANT will make one (1) two-day trip to Palm Beach County for this meeting.

Public Involvement—Public participation will include the release of information regarding the identification of archaeological resources. These efforts, if required, will be combined with public involvement requirements for historic architectural resources. If separate public involvement opportunities are not required, this information will be included with ongoing project initiatives for public involvement described in Task 7, including a Focus Group Meeting, Public Workshop, and posting on the EIS Website.

DEIS Materials—The CONSULTANT will summarize the results of the literature searches, field reconnaissance, and agency coordination within the DEIS.

Product: *Literature Search, Archaeological Survey Report, Agency Coordination, DEIS Summary.*
Responsibility: *FAA and URS Corporation.*

Task 4.10.2 Historic Architectural and Archaeological Resource Impact Assessment

The tasks associated with identifying and mitigating the environmental effects of the Proposed Project and its reasonable alternatives upon historic architectural and archaeological resources will be completed pursuant to

Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: Protection of Historic Properties. This Scope anticipates that the CONSULTANT's historic and archaeological efforts will consist of: documentation of resources; assisting FAA in its impact analysis; assisting FAA in its Section 106 coordination and consultation; and; assisting FAA develop Section 106 mitigation efforts, including the preparation of an assessment of effects report and a Memorandum of Agreement (MOA), agency coordination, public involvement, and the preparation of materials for inclusion in the DEIS.

TASK 4.10.2.1: Historic Architectural Resources

Assessment of Effects Report and Agency Coordination—The CONSULTANT will undertake an assessment of effects to determine if the proposed project or reasonable alternatives would result in adverse effects (36 CFR 800.5) on NRHP-listed or eligible resources within the project's APE for historic architectural resources. The assessment of effects will include a refinement and confirmation of the APE based upon the development of additional data in other environmental tasks. The assessment of effects will also include a preliminary analysis of other proposed project alternatives and mitigation measures, and the analysis of these measures for any potential to adversely affect historic properties within the APE.

The adverse effect criteria (36 CFR 800.5 a.1 and 2) will be applied to each NRHP-listed or eligible historic architectural resources within the APE. The effects assessment will be prepared in a draft narrative summary report, with appropriate graphic display, and provided to the FAA, the BHP, the PBC DOA, and interested parties. (It is anticipated that certain governmental organizations, individuals, and groups will be identified as having a defined interest in the undertaking, and will be further identified as consulting parties in the Section 106 process.) Following review of comments, the CONSULTANT will prepare a final assessment of effects report for NRHP-listed and eligible historic architectural resources for FAA use.

Public Involvement—Public participation will include the release of information regarding the effects of the proposed airport project and reasonable alternatives upon NRHP-listed and eligible historic architectural resources. These efforts, if required, will be combined with public involvement requirements for archaeological resources. If separate public involvement opportunities are not required, this information will be included with ongoing project initiatives for public involvement described in Task 7, including a Focus Group Meeting, Public Workshop, and posting on the EIS Website.

DEIS Materials—The CONSULTANT will summarize the results of the effects report and agency coordination and public involvement within the DEIS.

Product: *Assessment of Effects Report. Agency Coordination. Public Involvement. DEIS Summaries.*

Responsibility: *FAA and URS.*

TASK 4.10.2.2: Archaeological Resources

Assessment of Effects Report and Agency Coordination—The CONSULTANT will undertake an assessment of effects to determine if the proposed project or reasonable alternatives would result in adverse effects (36 CFR 800.5) on NRHP-listed or eligible resources within the project's APE for archaeological resources. The

assessment of effects will include a refinement and confirmation of the APE based upon the development of additional data in other environmental tasks. The assessment of effects will also include a preliminary analysis of the other reasonable alternatives and mitigation measures, and the analysis of these measures for any potential to adversely affect historic properties within the APE.

The adverse effect criteria (36 CFR 800.5 a.1 and 2) will be applied to each NRHP-listed or eligible archaeological resource within the APE. The effects assessment will be prepared in a draft narrative summary report, with appropriate graphic display, and provided to FAA, the BHP, the PBC DOA, and interested parties. (It is anticipated that certain governmental organizations, individuals, and groups will be identified as having a defined interest in the undertaking, and will be further identified as consulting parties in the development of an MOA.) Following review of comments, the CONSULTANT will prepare a final assessment of effects report for NRHP-listed and eligible archaeological resources.

Public Involvement—Public participation will include the release of information regarding the effects of the proposed airport project upon NRHP-listed and eligible archaeological resources (if any). These efforts, if required, will be combined with public involvement requirements for historic architectural resources. If separate public involvement opportunities are not required, this information will be included with ongoing project initiatives for public involvement described in Task 7 of this Scope, including a Focus Group Meeting, Public Workshop, and posting on the EIS Website.

DEIS Materials—The CONSULTANT will summarize the results of the effects report and agency coordination and public involvement within the DEIS.

Product: *Assessment of Archaeological Effects Report. Agency Coordination. Public Involvement. DEIS Summaries.*

Responsibility: *URS.*

Task 4.10.2.3: Section 106 Memorandum of Agreement (MOA) for Historic Architectural and Archaeological Resources and Section 4(f) Coordination

Working with FAA, the BHP, PBC DOA, the National Park Service (if needed) and the ACHP (if needed), the CONSULTANT, with FAA and the appropriate agencies will identify and examine measures that avoid, minimize, or mitigate identified adverse effects on NRHP-listed and eligible historic architectural and archaeological resources within the APEs for these resources. The CONSULTANT will assist with coordination efforts between FAA, PBC DOA, the BHP, NPS, and the ACHP in which they will negotiate appropriate mitigation measures.

Should the project be determined to have an adverse effect, the CONSULTANT will work with FAA to draft an MOA. The CONSULTANT will submit, and coordinate comments, from FAA, PBC DOA, the BHP, the NPS, the ACHP, and all other identified consulting parties as FAA directs it to do so. FAA will provide the CONSULTANT with written FAA uniform comments. The CONSULTANT assumes that it will prepare up to three drafts of the MOA, as well as the final MOA.

The CONSULTANT will provide two (2) professionals to attend four (4) one-day meetings between FAA, PBC DOA, the BHP, NPS, and the ACHP, and other consulting parties to develop the MOA.

The CONSULTANT assumes that FAA consultation with the BHP, the NPS, the ACHP, tribal representative (as needed), and other consulting parties (including the DOA or other organizations and individuals who may be concerned with the possible effects of the agency action on historic properties) will be conducted early in the integrated NEPA/Section 106 processes, when the Purpose and Need for the proposed project is developed as well as when the range of reasonable alternatives are under consideration. It is anticipated that involvement of consulting parties will be integrated with other DEIS public participation tasks, such as Focus Groups, Public Workshops and Web site updates per 36 CFR 800.8. In addition, the CONSULTANT will attend two (2) separate Focus Group Meetings with historic architectural and/or archaeological resources as the primary topic of each meeting. These meetings may precede the issuance of the DEIS but will not precede the drafting and finalization of a MOA.

The CONSULTANT also anticipates that this task will include additional interagency coordination to the extent necessary for the evaluation of effects and determination of constructive use to Section 4(f) properties within the APEs of the Proposed Project.

***Product:** Draft and Final MOA. Agency Coordination. Public Involvement. Section 4(f) Coordination for Historic Properties.*

***Responsibility:** FAA and URS Corporation.*

TASK 4.11: LIGHT EMISSIONS

The potential for the intrusion of additional light emissions in light-sensitive areas will be evaluated in this task per FAA Order 1050.1E, Appendix A, Section 12. The analysis will consider the effects of new airport lighting systems and light emissions from aircraft on the human and natural environment. If impacts are expected to occur, suitable mitigation measures will be evaluated and described.

***Product:** Description of light emission impacts.*

***Responsibility:** URS Corporation.*

TASK 4.12: ENERGY SUPPLY AND NATURAL RESOURCES

The effects of the proposed improvements to PBIA on energy supplies and energy-producing natural resources will be evaluated and documented under this task per Order 1050.1E, Appendix A, Section 13. This includes the quantification of fuel use by aircraft, the potential increase in electrical requirements and the involvement of any energy-producing resources that may be in limited supply. Energy conservation measures associated with the improvements will also be described. Finally, the analysis will discuss the impacts, if any, on known deposits of energy-bearing natural resources (i.e. oil, coal, natural gas, etc.) in the vicinity of the airport.

Product: Description of impacts to energy supply and natural resources.
Responsibility: URS Corporation

TASK 4.13: NOISE

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the inclusion of existing and future operating conditions other than the average annual day, the addition of operational alternatives, the addition of Supplemental Metrics analysis, and the addition of a literature review of existing airport-related vibration studies with an estimation of potential structural vibration effects associated with noise levels at PBIA.

This Task consists of modeling of airport-related noise levels associated with the existing conditions at PBIA, and the future conditions with and without the proposed Airport Improvement Program per FAA Order 1050.1E, Appendix A, Section 14. It also includes the evaluation of noise-related impacts, and evaluating and recommending mitigating measures for noise related significant impacts, should they occur. It may also include supplemental noise analyses.

For aviation noise analysis, the FAA has determined that the cumulative noise energy exposure of individuals to noise resulting from aviation activities must be established in terms of annual day/night average sound level (DNL) as FAA's primary metric for determining the intensity of noise impacts.

All detailed noise analyses will be performed using Version 7.0 of FAA's Integrated Noise Model (INM). All noise analyses will be performed using the INM's standard and default data, unless analysis of radar data indicates that stage length adjustments or customized user-defined profiles are warranted. This Scope does not anticipate any changes to the airspace surrounding PBIA as a result of the Proposed Project or reasonable alternatives. As a result, aircraft arrivals will be modeled from 7,000 feet Above Ground Level (AGL) to ground level, and departures will be modeled from the ground level to 10,000 ft. AGL.

FAA Orders 1050.1E, Appendix A, Section 14.3 establishes the Threshold of Significance for noise impacts to be a 1.5 DNL or greater increase in noise at any noise-sensitive areas within the 65 DNL contour when compared to the future No Action Alternative. (U.S. Department of Transportation [DOT], FAA, 2004).

To comply with FAA's guidance provided in 1050.1E and the recommendations of the 1992 Federal Interagency Committee on Noise (FICON), noise sensitive areas between 60 and 65 DNL will be evaluated with the INM for increases of 3.0 DNL or greater relative to the future No Action Alternative if an increase of 1.5 DNL occurs at any noise-sensitive area within the 65 DNL.

To comply with guidance provided in FAA Order 1050.1E, for proposed air traffic actions above 3,000 feet above ground level (AGL), potential noise impacts resulting from changes in airport arrivals and departures should be disclosed. If appropriate, and subject to FAA approval, noise sensitive areas between 45 and 60 DNL will be evaluated with the INM for increases of 5.0 DNL or greater.

Task 4.13.1: Define Existing Noise Conditions

The purpose of this task is to define the existing noise conditions at PBIA. Existing noise conditions refer to the noise associated primarily with aircraft operations. The assessment of aircraft noise levels will utilize aircraft operations and flight track data from PBIA's Airport Noise and Operations Management System (ANOMS). In addition, existing noise studies will be obtained from the PBC DOA, including the Annual Noise Reports from 2001-2005.

The tasks that are included in this Scope as part of the definition of existing conditions is described below.

4.13.1.1 Collect Aircraft Operational Information

The development of aircraft noise contours requires the collection of accurate, existing aircraft operational conditions at the airport. The types of operational data that will be collected for the EIS, with the assistance of FAA and the PBC DOA includes, but is not limited to:

- Total number of aircraft flight operations
- Aircraft flight and run up operations by type of aircraft type (e.g., passenger, cargo)
- Aircraft flight and run up operations by airline and type
- Aircraft flight and run up operations by time of day
- Aircraft flight operations by runway
- Aircraft flight operations by flight track
- Aircraft operational flight procedures
- Aircraft run-up locations and procedures (time of day, location, a/c type, power settings, etc.)

Sources that will be used to determine this information include: Airport Traffic Control (ATC) operational summaries, Official Airline Guide (OAG), analysis of calendar year 2006 ANOMS operations and radar data, coordination with PBC DOA staff and ATC personnel, and review of existing noise studies (Annual Noise Reports from 2001-2005).

A 3-day site visit by two (2) CONSULTANT personnel will be conducted in order to interview applicable airport users/operators and assemble any outstanding data needed for the noise analysis.

PBIA ANOMS data for calendar year 2006 will be provided directly by PBC DOA or from their vendor (Lochard), and processed by the CONSULTANT. This data will include: Track Operation Number, Noise Event ID, Date and Time, Airport ID, Aircraft ID, Owner Name, Aircraft Type, Aircraft Category, Beacon Code, Arrival/Departure Flag, Waypoint, Origin/Destination Airport, Runway Name, Minimum Altitude, Maximum Altitude, Minimum Range, Maximum Range, and Number of Track Points, Track Point Position (x,y,z,v,t). Data will be provided for each day of calendar year 2006, in both text file and GIS shapefile formats.

The existing aircraft and airport operations, developed from the sources listed above, will be compiled and analyzed to determine the operational characteristics for the average annual day for the year 2006. This information will be formatted for input into the INM.

As a result of Scoping, additional noise modeling scenarios will be conducted for and disclosed in the EIS. The additional aircraft operational information work efforts included in this Scope include: analysis of PBIA ANOMS operations data to determine operational characteristics for the peak month average day and average busy day for the year 2006. This information will be formatted for input into the INM.

4.13.1.2 Obtain and Process Aircraft Flight Track Data

The flight tracks and procedures used at PBIA will be determined from review of published flight procedures, review of the modeled flight tracks from PBIA's previous Annual Noise Reports (2001-2005), analysis of calendar year 2006 ANOMS radar data, interviews with FAA ATC and field observations. PBIA ANOMS data for calendar year 2006 will be provided directly by PBC DOA or from their vendor (Lochard), and processed by the CONSULTANT. From these sources, flight tracks representative of various existing conditions (e.g., average annual day, peak month average day, average busy day) will be estimated for noise modeling purposes.

The CONSULTANT will review the collected radar data and other available materials and prepare proposed flight tracks for departure and arrival operations. Each proposed flight track will represent a corridor that will consist of a primary flight track (or backbone track) and up to eight additional dispersion sub-tracks. This process will allow the CONSULTANT to better model each flight corridor by accounting for variability attributed to weather, traffic, pilot technique and other factors. The proposed flight tracks will be coordinated with FAA and PBC DOA and refined prior to modeling with the INM. Radar data will be analyzed to determine runway utilization and flight track utilization by aircraft type and time of day for the average annual day conditions.

The ANOMS radar data will also be used to refine the departure climb profile assumptions for noise modeling purposes. The departure profiles in the INM are assigned based on stage length, which is the distance between the origin and destination airport, and is intended to be a surrogate for aircraft weight. The departure profiles used in the INM will be compared to the departure climb profiles identified from the radar data. A comparison of INM profiles and radar climb profiles will be made for the ten most predominant aircraft types in the existing fleet mix. The CONSULTANT will determine if the INM departure profiles are reasonably representative of average conditions at PBIA. If necessary, the CONSULTANT will suggest refinements to the INM departure profiles by adjusting departure stage lengths in order to be more consistent with average departure climb profiles. The proposed profile adjustments will be coordinated with FAA and PBC DOA (in the event that profiles were modified for "Real Contour" purposes) and refined prior to modeling with the INM. Documentation of proposed departure profile adjustments will be prepared and submitted to FAA APP-400, which will forward them to FAA's Office of Environment and Energy (AEE) for review and approval.

The ANOMS radar data will also be used to refine the arrival profile assumptions for noise modeling purposes. The arrival profiles used in the INM assume a standard, continuous, 3-degree descent from 6,000 feet above field elevation (AFE). Because of the high volume of air traffic in the South Florida airspace, aircraft approaching PBIA are often assigned a long, level flight segment prior to initiating their final descent into PBIA. The arrival profiles used in the INM will be compared to the arrival profiles identified from the radar data. A comparison of INM profiles and radar profiles will be made for the ten most predominant aircraft types in the existing fleet mix. The CONSULTANT will determine if the INM arrival profiles are reasonably representative of

average conditions at PBIA. If necessary, the CONSULTANT will suggest refinements to the INM arrival profiles by including a level flight segment in order to be more consistent with average arrival profiles. The proposed profile adjustments will be coordinated with FAA APP-400 which will forward them to FAA AEE and refined prior to modeling with the INM. Documentation of proposed arrival profile adjustments will be prepared and submitted to FAA AEE for review and approval.

Any refinements to the profiles other than those described above are not included in this Scope.

As a result of Scoping, additional noise modeling will be conducted for the EIS. The additional noise modeling work efforts included in this Scope that were not included in the Preliminary Scope consist of: analysis of radar data and development of flight tracks for peak month average day and average busy day conditions, analysis of radar data for runway utilization and flight track utilization on the peak month average day and average busy day, analysis and adjustment of departure climb profiles (described above), analysis and adjustment of arrival profiles (described above), preparation of documentation for FAA review and approval.

4.13.1.3 Develop Existing Conditions Aircraft DNL Contours and Noise Exposure Estimates

DNL contours will be developed in increments of 65, 70, and 75 DNL for the average annual day for impact analyses. The noise contour compatibility analysis in terms of land use types, housing and population will be performed based on the 65 DNL and higher noise exposure contours. The DNL 65, 70 and 75 dBA contours will be incorporated by the CONSULTANT into the GIS mapping. The noise exposure in terms of population, housing units and area by land use type will be estimated within the DNL 65, 70 and 75 dBA contour ranges by the CONSULTANT as part of this task.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of: The development of noise contours noted above and noise exposure estimates for peak month average day and average busy day for disclosure purposes only to address scoping comments.

4.13.1.4 Conduct Existing Conditions Aircraft Noise Grid-Point Analysis

For this Scope, the Grid-Point analysis of noise-sensitive land uses is limited to up to eighty (80) specific noise-sensitive locations. This limit is based on past experience and is established for cost estimation purposes. Data points for the Grid-point analysis will be consistent with those used in previous PBIA studies (if available) including permanent noise monitoring locations, as well as noise sensitive locations identified by FAA and PBC DOA, as well as the public during the EIS Scoping process (i.e. schools, historic properties/districts), and noise sensitive areas defined by FAA Order 5050.4B Section 1.9.n. The INM grid analysis feature will be used to compute site-specific DNL for the existing condition average annual day, peak month average day, and average busy day.

If directed by FAA, supplemental noise metrics will be calculated using the INM grid analysis feature in order to compute noise exposure in metrics other than DNL for the various existing conditions. Possible supplemental metrics considered may include site specific Lmax (Maximum Sound Level), SEL (Sound Exposure Level), Leq (Equivalent Sound Level), and TA (Time-Above). Results will be developed for each of the 80 Grid-Point

locations using the same input data used to develop the noise contours, as described above. Tables of site-specific results will be prepared for the various existing conditions.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of: DNL Grid-Point Analysis for peak month average day and average busy day. Supplemental Metrics Grid-Point Analysis for existing condition average annual day, peak month average day, and average busy day, and the addition of a literature review of existing airport-related vibration studies with an estimation of potential structural vibration effects associated with existing noise levels at PBIA.

4.13.1.5 Prepare Existing Conditions Supplemental Noise Analysis

DNL is the primary noise metric for evaluating aircraft noise exposure in this EIS. However, supplemental noise metrics will be used to characterize specific noise effects. A Supplemental Noise Analysis Protocol will be developed in conjunction with PBC DOA and FAA, which will identify specific metrics, criterion levels, analysis methodology, and method of presenting results for each of the specific noise effects identified below. Metrics and criterion levels will be based on the most recent widely-accepted research. Results may be presented in tables of site-specific noise levels and/or as contours of the number of events above a specified threshold. The Supplemental Noise Analysis will be conducted for the existing condition average annual day, peak month average day, and/or average busy day. The Supplemental Noise Analysis Protocol will be submitted to the FAA APP-400 which will forward it to FAA AEE for review and approval prior to conducting any analysis.

For the Supplemental Noise Analysis, it is anticipated that the results of the acoustical testing from PBC DOA's Sound Insulation Program (if available) will be utilized to establish an outdoor-to-indoor noise level reduction for houses and/or schools in the vicinity of PBIA that have been sound insulated. For those structures that have not been sound insulated, the analysis will use the average, nation-wide value of 15 dBA with windows open and 20 dBA with windows closed.

The Supplemental Noise Analysis Protocol will address the following specific noise effects:

- Speech Interference,
- Sleep Disturbance,
- Effect on Children's Learning, and
- Noise-induced Vibration.

Speech Interference

Potential for speech interference will be evaluated based on a criterion established for indoor noise levels that will permit 100 percent sentence intelligibility. If feasible, outdoor-to-indoor noise level reduction will be established based on local conditions, or national average OILR will be utilized to calculate an outdoor noise level that will result in an indoor noise level that will permit 100 percent speech intelligibility. Daytime noise levels will be calculated at noise-sensitive receptors such as schools, churches, etc. Criteria will be specified as a maximum outdoor noise level. Analysis will be conducted utilizing the INM. Results will be presented for the average annual day, peak month average day, and average busy day, for the No-Action, Proposed Project,

and up to 2 additional Build Alternatives. Further details regarding specific methodology, criteria, and presentation of results, for the evaluation of speech interference will be addressed in the Supplemental Noise Analysis Protocol.

Sleep Disturbance

Potential for sleep disturbance will be evaluated based on criteria established for indoor noise levels that will result in less than 10 percent awakenings for a single nighttime aircraft noise event, per the latest FICAN curve (1997) and Fidell curve (2000). If feasible, outdoor-to-indoor noise level reduction will be established based on local conditions, or national average OILR will be utilized to calculate an outdoor noise level that will result in an indoor noise level that will result in less than 10 percent awakenings. Criteria will be specified as an outdoor noise level. Nighttime noise levels will be calculated for residential areas. Recent research that establishes a dose-response relationship to account for multiple aircraft during the night will be investigated, and incorporated, if directed by the FAA. Analysis will be conducted utilizing the INM's Single Event Limit function. Results will be presented for the average annual day, peak month average day, and average busy day, for the No-Action, Proposed Project, and 2 additional Build Alternatives. Further details regarding specific methodology, criteria, and presentation of results, for the evaluation of sleep disturbance will be addressed in the Supplemental Noise Analysis Protocol.

Effect on Children's Learning

The American National Standards Institute (ANSI) has developed a standard for classrooms that states that the sound level during the noisiest hour should not exceed a one-hour average Leq of 40 dBA for schools exposed to intermittent noise sources such as aircraft noise (ANSI, 2002). The standard further states that the hourly Leq should not be exceeded more than 10% of the noisiest hour (i.e., Leq should not exceed L10). The Supplemental Noise Analysis Protocol will investigate these criteria and determine whether they are consistent with FAA policy. If feasible, outdoor-to-indoor noise level reduction will be established based on local conditions, or national average OILR will be utilized to calculate an outdoor noise level that will result in an indoor noise level that will meet the established criteria. "School hours" noise levels will be calculated at all schools within the study area. Criteria will be specified as an outdoor noise level. Analysis will be conducted utilizing the INM. Results will be presented for the average annual day, peak month average day, and average busy day, for the No-Action, Proposed Project, and 2 additional Build Alternatives. Further details regarding specific methodology, criteria, and presentation of results, for the evaluation of effect on children's learning will be addressed in the Supplemental Noise Analysis Protocol.

Noise-induced Vibration (Rattle)

The American National Standards Institute (ANSI) has developed a standard for evaluation of human exposure to vibration in buildings (ANSI, 1983). The "Hubbard criteria" for assessing human annoyance from noise-induced vibration established criteria based on C-weighted noise levels. Criteria will be specified as an outdoor noise level. Noise levels will be calculated for residential areas. Analysis will be conducted utilizing the INM. Results will be presented for the average annual day, peak month average day, and average busy day, for the No-Action, Proposed Project, and 2 additional Build Alternatives. Further details regarding specific methodology, criteria, and presentation of results, for the evaluation of human annoyance resulting from noise-induced vibration will be addressed in the Supplemental Noise Analysis Protocol.

Noise-Induced Vibration Analysis to Assess the Potential for Structural/Architectural Effects

Comments received by FAA during Scoping have indicated that noise vibrations from aircraft and other noise sources are possible causes of structural damage to older structures in the vicinity of PBI. FAA's research indicates that there are a number of structures in the environs of PBI that are listed or potentially eligible for listing in the National Register of Historic Places, either individually or as contributing buildings to a potentially eligible historic district. To address these Scoping comments, this Scope of Work includes an analysis to assess the potential for structural/architectural effects to these older structures as a result of aircraft noise-induced building vibration.

Under this Scope, the CONSULTANT will compile and review existing relevant scientific literature regarding aircraft noise-induced building vibration and its potential to cause structural/architectural effects. Several of the existing studies suggest that there are predictable relationships between structural vibration (indicated by window, wall, and floor acceleration levels) and aircraft noise levels (indicated by outdoor sound pressure levels). This relationship will be identified from the available studies and the CONSULTANT will develop a vibration screening assessment (VSA) protocol for potential application of this relationship to structures in the vicinity of PBI. Historical outdoor sound pressure levels that have been recorded by PBI's ANOMS system combined with quantified data from the previous studies will be utilized for this analysis. No noise or vibration measurements will be conducted by the CONSULTANT as part of this Scope.

The protocol for conducting the VSA will be coordinated with FAA, the Advisory Council on Historic Preservation, the Florida State Historic Preservation Officer and the National Park Service (if needed). Upon approval of the protocol, the CONSULTANT will conduct the analysis and the results of the VSA will be coordinated with the appropriate agencies. If the analysis indicates no potential for structural/architectural effects, the study will be concluded and the results documented in the EIS. If the results of the VSA indicate a potential for significant effect, and it is deemed necessary by the reviewing agencies, a vibration measurement program and site specific analysis of effects will be developed and implemented at the direction of the FAA. The Scope and Cost for the vibration measurement program and site specific analysis will be addressed under Supplemental Agreement to this Scope of Services.

Task 4.13.2: Define Future Noise Conditions

Noise exposure contours and associated data for the 65, 70, and 75 DNL contours for the year 2013 conditions will be included in the EIS. This includes modeling of the year 2013 and 2018 No-Action Alternative using the airport's existing runway configuration and aviation activity forecasts. It also includes modeling of the year 2013 and 2018 Proposed Project alternative and reasonable alternatives using the same forecasts noted earlier. Appropriate changes in flight tracks, runway use percentages, day/night splits, and operational levels associated with each additional alternative scenario will be prepared for inclusion in the EIS. Also included in the INM analysis will be any engine run-up noise from maintenance facilities located at PBI.

4.13.2.1 Analyze Forecast of Future Aircraft Operations

Aviation related data will be obtained from various sources including:

- *Palm Beach County System Wide Master Plan Study* (Ricondo & Associates, October 2005),

- *Technical Report #3-PBIA - Palm Beach International Airport Forecast Study* (CH2M Hill, December 2005),
- *Palm Beach International Airport Airfield Improvement Project Modeling Assumptions* (Ricondo & Associates, November 2006),
- *PBI Average Annual Day Aircraft Operations – 2013 and 2018* (Ricondo & Associates, January 2007).

The future aircraft and airport operations, developed from the sources listed above, will be compiled and analyzed to determine the operational characteristics for the average annual day. In addition, due to seasonal operations at PBIA and comments received during Scoping, peak month average day, and average busy day for the years 2013 and 2018 will also be examined. This information will be formatted for input into the INM.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of development of future operational characteristics for peak month average day and average busy day.

4.13.2.2 Develop Future Build Alternative Flight Tracks

Development of the Build Alternative flight tracks, and runway/flight track utilizations will be based on the analysis performed in Task 4.13.1.2 of this Scope. The CONSULTANT will coordinate with the PBIA Airport Traffic Control Tower (ATCT) during the development of future flight track locations and runway/flight track utilizations. It is anticipated that two (2) meetings at PBIA with ATCT representatives and two (2) CONSULTANT team representatives will occur during Phase 2 for the development of the noise model inputs.

Flight tracks will be developed for the No Action Alternative and Proposed Project Alternative. Based on the Alternatives analysis conducted in Task 2 of this Scope, flight tracks will be developed for up to two (2) additional build alternatives, and up to two (2) additional operational alternatives. Flight tracks and runway/flight track utilization will be developed for the average annual day conditions. The No-Action flight tracks and runway/flight track utilization will be the similar to those in the Existing Condition, which were developed in Task 4.13.1.2.

As a result of Scoping, additional noise modeling will be conducted for the EIS. The additional noise modeling work efforts included in this Scope that were not included in the Preliminary Scope consist of: development of flight tracks and runway/flight track utilization for up to two (2) additional operational alternatives, and development of flight tracks and runway/flight track utilization for the peak month average day and average busy day.

4.13.2.3 Develop Future Conditions Aircraft DNL Contours and Noise Exposure Estimates

DNL contours will be developed in increments of 65, 70, and 75 DNL for the average annual day, peak month average day, and average busy day for each of the study years. The DNL 65, 70 and 75 dBA contours will be incorporated by the CONSULTANT into the GIS mapping. The noise exposure in terms of population, housing units and area by land use type will be estimated within the DNL 65, 70 and 75 dBA contour ranges by the CONSULTANT as part of this task.

Noise contours will be developed for the No-Action Alternative using the airport's existing runway configuration and the Proposed Project Alternative with the Airfield Improvement Project. Based on the Alternatives analysis conducted in Task 2 of this Scope, noise contours will be developed for up to two (2) additional build alternatives, and up to two (2) additional operational alternatives.

Each build alternative and operational alternative will be compared to the No-Action Alternative for the same time period, and the net increase or decrease in population, housing units, and area by land use type will be identified.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of: development of future noise contours and noise exposure estimates for peak month average day and average busy day, and development of future noise contours for the reasonable alternatives.

4.13.2.4 Develop Future Conditions Aircraft DNL Difference Contours

Difference contours will be generated to identify noise sensitive areas where there are increases in noise exposure of DNL 1.5 dBA within the DNL 65 dBA contour. If such areas occur, contours will be developed to depict noise sensitive areas located between the DNL 60 and 65 dBA contours that would experience increases in noise exposure of DNL 3.0 dBA. Contours for each Build Alternative, relative to the future No Action Alternative, for each of the study years will be developed.

The DNL 1.5, and 3.0 dBA difference contours will be incorporated by the CONSULTANT into the GIS mapping. Noise-sensitive land uses within the DNL 1.5 and 3.0 dBA difference contours will be identified. Significant noise impacts in terms of population, housing units and area by land use type will be estimated for noise sensitive areas within the DNL 65 dBA contour experiencing a DNL 1.5 increase. Information about the 3-dBA increases will be presented for disclosure purposes only.

As a result of Scoping, additional difference contour noise modeling will be conducted for the EIS. The additional difference noise contour modeling work efforts that were not included in the Preliminary Scope consist of: development of difference contours and noise exposure estimates for the reasonable alternatives.

4.13.2.5 Conduct Future Conditions Aircraft Noise Grid-Point Analysis

The 80 Grid-Point locations identified in Task 4.13.1.4 will be analyzed for the future condition No-Action and Build Alternatives for each of the study years. The INM grid analysis feature will be used to compute site-specific DNL for the average annual day, peak month average day, and average busy day.

If directed by FAA, supplemental noise metrics will be calculated using the INM grid analysis feature in order to compute noise exposure in metrics other than DNL for the various future conditions. Possible supplemental metrics considered may include site specific Lmax (Maximum Sound Level), SEL (Sound Exposure Level), Leq (Equivalent Sound Level), and TA (Time-Above). Results will be developed for each of the 80 Grid-Point locations using the same input data used to develop the noise contours, as described above. Tables of site-specific results will be prepared for the various future conditions.

As a result of Scoping, additional noise grid-point analysis will be conducted for the EIS. The additional grid-point analysis included in this Scope that was not included in the Preliminary Scope consists of: DNL Grid-Point Analysis for peak month average day and average busy day, and for up to two (2) additional operational alternatives. Supplemental Metrics Grid-Point Analysis for future condition average annual day, peak month average day, and average busy day, and for up to two (2) additional operational alternatives.

4.13.2.6 Prepare Future Conditions Supplemental Noise Analysis

DNL will be the primary noise metric for evaluating aircraft noise exposure in the EIS. However, supplemental noise metrics will be used to characterize specific noise effects and to help explain project-related noise impacts as needed. The Supplemental Noise Analysis Protocol developed in Task 4.13.1.5 will identify the specific metrics, criterion levels, analytical methodology, and method of presenting results for each of the specific noise effects identified below. Results may be presented in tables of site-specific noise levels and/or as contours of the number of events above a specified threshold. The Supplemental Noise Analysis will be conducted for the future conditions average annual day, peak month average day, and average busy day.

The Supplemental Noise Analysis Protocol, which FAA must review and approve before its use, will address the following specific noise effects:

- Speech Interference,
- Sleep Disturbance,
- Effect on Children's Learning, and
- Noise-induced Vibration.

Additional Services included in this Scope that were not included in the Preliminary Scope consist of: supplemental noise analyses for future conditions average annual day, peak month average day, and/or average busy day; and the addition of a literature review of existing airport-related vibration studies with an estimation of potential structural vibration effects associated with future noise levels at PBIA.

Task 4.13.3: Noise Abatement Measures

This Task will present an evaluation of potential aircraft operational measures that could be established to offset potential impacts identified in Task 4.13.2.5. The analysis will include a quantitative comparison of the potential noise reduction benefits associated with each noise abatement measure. Evaluation in this Task is limited to up to six (6) specific noise abatement operational measures. This limit is based on past experience and is established for cost estimation purposes. Each noise abatement measure will be evaluated for one of the build alternatives (not all three of the build alternatives), one of the average day conditions (not all three average day conditions), and one study year (not both study years). If additional build alternatives, average day conditions, or study years are needed, it will be counted as one of the six noise abatement measures. No more than six contour scenarios will be modeled. For each mitigation measure, noise contours, data tables and text descriptions will be included in the DEIS.

Task 4.13.4: Non-Aviation Related Noise

This Task will provide a qualitative overview of the effects of non-aviation noise upon the noise contour and grid analysis and the potential effects of non-aviation noise on noise sensitive sites. Non-aviation noise sources considered will be limited to roads, highways, and railroads (i.e., Interstate 95 and the Tri-Rail). This overview will be presented in general terms based on existing published information. No site-specific analysis will be conducted as part of this Scope. The discussion will be limited to the land area within the 65 DNL contour to help determine if the proposed action combined with existing noise levels would cause significant, cumulative noise impacts.

Product: Overview of aviation and non-aviation related noise impacts for disclosure in the DEIS
Responsibility: URS Corporation.

TASK 4.14: SECONDARY (INDUCED) IMPACTS

Task 4.14.1: Induced Impact Area Analysis

The CONSULTANT will use the results of the Affected Environment information compiled in Task 3 to determine the economic and population impacts for the Generalized Study Area (GSA).

The social and economic impacts resulting from the Proposed Project and reasonable alternatives will be determined in this task. The population and employment from 2006 through 2018 for the No Action Alternative and the reasonable alternatives will be documented based on existing and forecast data available from the state and Palm Beach County. The beneficial and adverse changes as the result of the Proposed Project with regard to neighborhoods, community cohesion, and social groups such as the elderly, handicapped, minority and ethnic groups will be analyzed. The discussion of secondary impacts will distinguish between anticipated trends that result from the Proposed Project and trends that would take place irrespective of the Proposed Project.

The potential for applicable induced socioeconomic impacts to the extent that they are influenced by the operation of the airport will be assessed. The analysis will concentrate on the effect of projected changes in internal delays at PBIA as a result of the proposed improvements and the cost savings that will result. The impacts of projected cost savings include those realized both by users as well as operators. The impact analysis will consider both beneficial as well as adverse induced economic impacts, changes in the economic structure of the area (including effects on the tax base from relocation of homes/businesses), economic opportunities and potential displacements resulting from shifts in economic demand. Issues regarding land use development, potential growth areas, and compatibility with existing, planned land use will be examined both with and without the Proposed Project. General overall impacts to population, employment, and regional growth patterns will be identified as appropriate.

Product: Description of induced socioeconomic impacts of the alternatives.
Responsibility: URS Corporation with assistance from Emerge Consulting

TASK 4.15: SOCIOECONOMIC, ENVIRONMENTAL JUSTICE, AND CHILDREN'S HEALTH AND SAFETY

Task 4.15.1: Relocations

The potential for residential and business relocations as a result of each of the Proposed Project and reasonable alternatives for the 2013 and 2018 study years will be evaluated in this task. Potential relocations will be discussed with regard to the guidelines established in the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (PL 91-646).

Product: Description of potential relocations as a result of the proposed alternatives.

Responsibility: URS Corporation with assistance from Emerge Consulting

Task 4.15.2: Community Disruption

The Proposed Project and reasonable alternatives will be evaluated with respect to those issues associated with the potential for community disruption, including the disruption of existing communities and/or community development plans, and alterations in surface transportation patterns. Of primary importance will be the effects of potential disruption in transportation patterns, social cohesiveness, local recreational opportunities and other issues identified by the public during the Scoping process.

Product: Description of social impacts of the proposed alternatives.

Responsibility: URS Corporation with assistance from Emerge Consulting

Task 4.15.3: Environmental Justice

Potential impacts of the Proposed Project and reasonable alternatives will be assessed with regard to compliance with Federal Environmental Justice guidelines (Executive Order 12898 and DOT Order 5610.2) to determine if there would be a disproportionate adverse impact to minority and low income communities as a result of implementation of the Proposed Project and the reasonable alternatives (including the No-Action Alternative), and to quantify these impacts, should they occur. The results of the air quality, land use and noise analyses conducted in Tasks 4.1, 4.3 and 4.13, respectively, as well as the analyses conducted for other applicable impact categories will be used as the basis for this determination.

Product: Description of environmental justice impacts.

Responsibility: URS Corporation with assistance from Emerge Consulting

Task 4.15.4: Children's Health and Safety

Potential impacts of the Proposed Project and reasonable alternatives will be assessed with regard to compliance with Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks." The location of schools and day care centers in the Generalized Study Area will be identified, and any specific health and/or safety concerns or issues for children from direct or indirect impacts associated with the Proposed Project and reasonable alternatives will be discussed.

Product: Description of Child Health issues.

Responsibility: URS Corporation with assistance from Emerge Consulting

TASK 4.16: WATER QUALITY

The effects of the Proposed Project and reasonable alternatives upon water quality and quantity in the PBIA area will be examined in this task. Efforts will include an estimation of runoff volumes, methods to control peak flow, and methods to mitigate water quality impacts. Measures to ensure compliance with FAA AC 150/5370-10A, *Standards for Specifying Construction at Airports*, as well as state or local water quality regulations and the current stormwater management and permitting requirements will be discussed. This Scope anticipates that PBIA's Stormwater Master Plan (SMP) and Stormwater Pollution Prevention Plan (SWPPP) will be made available to the CONSULTANT. The CONSULTANT will independently verify the data contained in these reports, and if it is found to be reasonable, this data will be utilized to the fullest extent for much of the evaluation and analysis contained in this section. The CONSULTANT will coordinate with Federal, state, and local agencies including the South Florida Water Management District (SFWMD) to determine permit requirements and mitigation measures needed to complete this work. Two members of the CONSULTANT Team will accomplish one (1), two-day trip to PBIA to obtain information and discuss the analysis with regulatory agency representatives. This task will include the identification of potential permits and approvals that would be required of the PBC DOA in order to implement the Proposed Project or the reasonable alternatives, as well as a description of the level of effort and timeframe required to obtain the permits/approvals. This Scope does not include any actions necessary to obtain a stormwater, NPDES, ERP or any other type of permit, nor does it include chemical or biological water quality sampling and analysis.

A general discussion of the cumulative impacts of PBIA development and other development proposals in the vicinity of the airport will be addressed qualitatively.

Product: Description of water quality impacts of the proposed alternatives.

Responsibility: URS Corporation

TASK 4.17: WETLANDS (JURISDICTIONAL AND NON-JURISDICTIONAL)

Potential wetland habitats and Waters of the U.S. in the Detailed Study Area were identified in the field and delineated on aerial photographs during Phase 1 of the EIS. During Phase 2 of the EIS, coordination with the U.S. Army Corps of Engineers (USACE), South Florida Water Management District (SFWMD), and other appropriate agencies will take place to assess the jurisdictional status and functional value of the identified wetlands (jurisdictional and non-jurisdictional) and Waters of the U.S. within the DSA. A formal jurisdictional delineation of wetland boundaries is not included as part of this Scope due to the fact that permitting is being done separately by the PBC DOA, and because the Proposed Project impact area does not appear to contain wetlands, but rather an "upland cut ditch", for which mitigation may not be required.

The CONSULTANT will prepare appropriate documentation and scaled mapping of the wetland (jurisdictional and non-jurisdictional) and Waters of the U.S. boundaries, which will be included in the DEIS. The wetland

(jurisdictional and non-jurisdictional) and Waters of the U.S. functional value for each area identified within the DSA will be assessed utilizing the Uniform Mitigation Assessment Method (UMAM) (Chapter 62-345, Florida Administrative Code (F.A.C.)). This methodology provides a standardized procedure for assessing the functions provided by wetlands and other surface waters, the amount that those functions are reduced or benefited by a proposed activity, and the amount of mitigation necessary or provided by the activity.

Potential impacts to wetlands (jurisdictional and non-jurisdictional) and Waters of the U.S. as a result of the construction and operation of the Proposed Project and the reasonable alternatives will be quantified in the DEIS. Potential cumulative impacts to wetlands (jurisdictional and non-jurisdictional) and Waters of the U.S. as a result of other constructed or planned projects will be qualitatively evaluated in the DEIS. If quantitative data is available for these projects, it will be included in the DEIS.

Based on the information collected in Phase 1, no mitigation measures for impacts to jurisdictional or non-jurisdictional wetlands or Waters of the U.S. is anticipated to be required for the Proposed Project or reasonable alternatives. Therefore, this Scope does not include the development of mitigation measures. This Scope also does not include any actions necessary to obtain a state Environmental Resource Permit (ERP) or Federal Section 404 (Dredge and Fill) permit or any other type of permit, as it is the CONSULTANTS understanding that these activities will be carried out by the PBC DOA separately from the EIS process.

Product: Description of wetland (jurisdictional and non-jurisdictional) and Waters of the U.S. impacts of the proposed alternatives.

Responsibility: URS Corporation

TASK 4.18: WILD AND SCENIC RIVERS

Based on the data collected during Phase 1 of the EIS, there are no Wild and Scenic Rivers in the EIS Generalized Study Area, Therefore, neither the Proposed Project nor the reasonable alternatives at PBIA will result in impacts to Wild or Scenic Rivers. This will be documented in the EIS document.

Product: Description of no potential for impacts to wild and scenic rivers in the EIS.

Responsibility: URS Corporation.

TASK 4.19: SURFACE TRANSPORTATION

The Proposed Project will not have an affect on surface transportation in the EIS study area because: 1) there are no on-or off-airport roadway improvements included in the Sponsor's Proposed Project, 2) there are no terminal improvements included in the Sponsor's Proposed Project, and 3) the number of aircraft operations at PBIA will be the same in the EIS future study years for both the No-Action Alternative and the Proposed Project. Therefore, this section of the EIS will provide an overview of the existing roadway network within and around PBIA, and document the fact that the Proposed Project will not result in surface transportation impacts. This Scope does not include any efforts to prepare a detailed analysis of physical impacts associated with non-airport related roadway improvements, nor does it contain any provisions for modeling efforts, roadway

capacity analysis or agency coordination efforts. If these work efforts are required, or if an alternative that would have physical impacts on the roadways surrounding PBI A is carried through the alternatives screening process and is retained for detailed analysis, additional services may be required and will be coordinated with FAA and PBC DOA.

Product: Description and summary of surface transportation features in the DSA.

Responsibility: URS Corporation.

TASK 4.20: OTHER CONSIDERATIONS

Other environmental considerations that may be applicable or pertinent to the Proposed Project and reasonable alternatives will be addressed in this section of the DEIS as required in FAA Orders 5050.4B and 1050.1E. The Proposed Project's relationship to other plans, directives, and goals of the local community will be studied. The major elements of other proposed development actions will be discussed. In addition, a qualitative discussion of the potential positive and negative consequences of the proposed improvements upon other local communities will be provided.

Product: Description of other considerations/issues of the proposed action.

Responsibility: URS Corporation with assistance from Emerge Consulting.

TASK 4.21: CUMULATIVE IMPACTS

The cumulative impacts of the future PBI A AIP improvements, when coupled with the significant past, existing or , projects reasonably foreseeable (as defined in Order 5050.4B paragraph 9.q) will be discussed in this task. For the purposes of this Scope, cumulative projects discussed within the DEIS will be limited to the PBC DOA projects previously described in this Scope, that would affect the same resources the proposed action would affect. In addition, the cumulative analysis will examine impacts to those resources that the proposed project and non-airport projects would affect. These projects, which are not directly connected to or associated with the Proposed Project at PBI A, will be referred to as Cumulative projects. Cumulative actions or projects are projects which have independent utility from the EIS Proposed Project, that affect the same resources the proposed action would affect. Often these projects include those with the potential to be constructed within the same time frame as the study period established for the EIS which are not ripe for decision at this time but are reasonably foreseeable and which may or may not be exempt from the need to prepare a Federal environmental impact analysis. These projects will be examined in the DEIS and will be considered part of both the No-Action Alternative and the other reasonable alternatives. Inclusion of these projects in the DEIS will be for disclosure purposes only to fulfill the requirements of CEQ. These projects will be briefly described, and their potential impacts will be qualitatively disclosed for each impact category as applicable. If quantifiable data is available for these projects, it will be included in the DEIS analysis as appropriate. The DEIS will not provide sufficient documentation to fulfill the Airport Sponsor's, FAA's or other jurisdictional bodies' responsibilities for environmental review of their proposed development actions. If and when the appropriate agency/governmental entity determines that any of these projects are needed, they will have to undergo independent environmental review by the appropriate jurisdictional agency.

*Product: Description of cumulative projects and qualitative disclosure of potential impacts.
Responsibility: URS Corporation with assistance from Subconsultants.*

TASK 5: MITIGATION PROGRAM DEVELOPMENT

This task will involve the development of a Conceptual Mitigation Program to lessen the unavoidable environmental impacts resulting from the construction and operation of the Proposed Project and reasonable alternatives. Based on the impacts disclosed for each of the environmental categories listed in Task 4, a series of potential mitigation concept options will be developed and discussed in this section of the DEIS document. These mitigation measures will be developed such that they could be applied to all of the reasonable alternatives. The CONSULTANT, with the assistance of FAA and PBC DOA, will develop potential mitigation measures, and will coordinate with and obtain a conceptual consensus from Federal, state, and local agencies on the proposed mitigation measures for unavoidable impacts. With input from FAA and PBC DOA, these potential mitigation measures will be refined to a recommended mitigation program for FAA's preferred alternative, once a preferred alternative is identified by FAA in the FEIS. All EIS mitigation efforts will be closely coordinated with the PBC DOA and their other ongoing permitting efforts that will be occurring at the same time as the EIS.

*Product: Development of Preliminary Mitigation Measures, Coordination with Federal, state, and local agencies.
Responsibility: URS Corporation with assistance from Subcontractors.*

TASK 6: DRAFT EIS REPORT PREPARATION

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the inclusion of a Spanish Language Executive Summary in the Pre-Draft and Draft EIS documents and the development of Section 508 compliant versions of the DEIS and Executive Summary.

The CONSULTANT will be responsible for preparing, printing, and distributing the Preliminary Draft EIS (PDEIS) and Draft EIS (DEIS) documents.

Task 6.1: Preliminary Draft EIS

The CONSULTANT will document the results of the project coordination and analyses described above in Tasks 1 through 5 in a series of PDEIS documents to be submitted to the FAA for review and comment. The PDEIS documents will be provided in hard-copy format, as well as on electronic media (CD's) to the FAA. The documents will also be placed on the CONSULTANTS Document Locator system for review purposes. The PDEIS will be organized in a format consistent with FAA Orders 1050.1E and 5050.4B. To address FAA guidance to reduce document complexity, the PDEIS will be formatted in such a manner that detailed

information important to the document (e.g. complicated tables and figures) will be included in the appendices of the document, and not in the main volume of the EIS. Other relevant useful information not essential to the EIS document will be included in supplemental reference documents that will not be widely circulated. Reference materials will also be compiled in the Supplemental Reference Documents. Other environmental process documents, if needed (e.g. Draft Section 4(f) Statement, Draft Section 106 Report etc.) will be prepared concurrently with the PDEIS and will be included as Appendices in the PDEIS documents that are submitted for review to the FAA.

This Scope anticipates that up to three (3) versions of the PDEIS will be prepared by the CONSULTANT. The first version (PDEIS Version 1) will be a compilation of all work completed to date and will be submitted to FAA for review and comment. FAA's comments on PDEIS Version 1 will be incorporated by the CONSULTANT into a revised document (PDEIS Version 2), which will then undergo FAA legal sufficiency review. FAA comments on PDEIS Version 2 will be incorporated into PDEIS Version 3, which will be submitted to FAA as a "Check-Copy" to confirm that all edits from PDEIS Version 2 have been incorporated by the CONSULTANT. This Scope anticipates that up to ten (10) hard copies of Volume 1 (Documentation) and ten (10) CD-ROMS of each version (all Volumes) of the PDEIS will be produced and distributed via overnight shipment to the FAA by the CONSULTANT.

Each of the three versions of Volume 1, Documentation, of the PDEIS will be electronically formatted such that they meet the intent of FAA's guidance on the preparation of NEPA documentation for purposes of compliance with Section 508 of the Americans with Disabilities Act (ADA). A copy of the Section 508 compliant electronic Volume 1 of Versions 2 and 3 of the PDEIS will be forwarded to FAA's ADA Compliance Officer for review and comment, such that the electronic files are deemed fully compliant when it is time to produce the DEIS. The technical appendices of the PDEIS will not be formatted for Section 508 compliance..

Task 6.2: Draft EIS

Final FAA comments received from review of PDEIS Version 3 will be incorporated by the CONSULTANT into a DEIS document, which will be provided to the FAA, government and local agencies and the general public in both hardcopy and digital format. An Executive Summary will be prepared and included in the DEIS and will also serve as a stand-alone document for broad distribution and posting on the project web-site. Both the DEIS and the Executive Summary will be Section 508 compliant.

The CONSULTANT will provide FAA with a draft distribution list for the DEIS. The FAA will review the draft distribution list and provide the CONSULTANT with an approved final distribution list and a signed distribution letter on FAA letterhead. The CONSULTANT will be responsible for reproduction and distribution of the letter and DEIS. The CONSULTANT will prepare and publish the newspaper notice of availability (NOA) of the DEIS in the Palm Beach Post and La Palma Newspapers. This Scope anticipates that up to one-hundred fifty (150) hard copies of Volume 1 (Documentation) of the DEIS, one-hundred fifty (150) CD-ROMS of the DEIS (all volumes), one-hundred (150) hard copies of the stand-alone English Language Executive Summary will be produced and distributed by the CONSULTANT.

Products: PDEIS (Versions 1, 2, and 3, DEIS, Supplemental Technical documents, Executive Summary and Reference Material, shipping and distribution of the PDEIS and DEIS, Newspaper NOA.

Responsibility: URS with assistance from subcontractors

Task 6.3: Spanish Language Summaries for PDEIS and DEIS

A Spanish-language version of the Executive Summary will be prepared by the CONSULTANT and submitted to FAA for review and comment along with PDEIS Versions 1, 2 and 3. For the DEIS, this Scope anticipates that up to one-hundred fifty (150) hard copies of the stand-alone Spanish Language Executive Summary will be produced and distributed by the CONSULTANT. The Spanish Language Executive Summary will also be prepared such that it is Section 508 compliant.

Products: Spanish Language Executive Summary for PDEIS and DEIS.
Responsibility: URS.

TASK 7: PUBLIC INVOLVEMENT

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the inclusion of County Commissioner Briefings, Focus Group Meetings, an Alternatives Workshop, and a Hispanic Minority Outreach Workshop in the Refined Phase 2 Scope.

The public involvement program that was started in Phase 1 of the EIS process will be continued to allow interested agencies, groups, and individuals an opportunity to review project related information and comment on study. During the course of the EIS, all comments on the EIS process and the proposed project will be carefully reviewed and considered by the FAA.

A program to provide EIS information to area residents and interested parties that includes workshops, focus group meetings, a minority outreach meeting, local government official briefings, web-based information posting and a combination Public Workshop / Public Hearing is outlined below.

Task 7.1: Mailing List

The CONSULTANT will assemble and maintained a mailing list initially based on the Scoping Meeting notification and the Scoping Meeting attendance lists. The list will be updated for each public involvement event. The list will include Federal, state, and local regulatory agencies and elected officials, organizations, interest groups, and public attendees of the meetings. The list will be expanded through the course of the study as necessary.

Task 7.2: Project Web Site

The CONSULTANT will develop web ready materials for posting on the public EIS web-site and will administer and maintain the World-Wide-Web site that was created by the CONSULTANT in Phase 1 of the study. The web-site will be updated on a regular basis by the CONSULTANT to provide project-related information to the interested public and agencies. Content of the site will be 508 compliant and will primarily consist of an explanation of the EIS process, updates on the current status of the EIS and announcements of upcoming opportunities for public involvement and comment on the EIS. Also posted on the web-site will be the Executive Summary of the DEIS (in English and Spanish), Volume 1 of the DEIS and an overview of issues raised during the course of the EIS process.

Task 7.3: Palm Beach County Board of County Commissioners and Municipal Government Briefings

This Task is an Additional Service that was not included in the Preliminary Scope. The CONSULTANT will arrange and participate in up to three (3) briefings with County Commissioners, and local government representatives to provide project related information and status updates. These briefings will occur at the following milestones in Phase 2:

- At the start of Phase 2 of the EIS;
- Approximately one week prior to the Alternatives Public Workshop, and
- After the release of the DEIS and before the DEIS Public Workshop / Public Hearing

The CONSULTANT will prepare briefing materials, agendas and other informational materials as needed for each of the briefings. This Scope anticipates that each briefing will take up to two days to accomplish and that up to three (3) members of the CONSULTANT Team (2 URS, 1 LB Limited) will participate in each briefing.

Task 7.4: Facilitated Focus Group Meetings

This Task is an Additional Service that was not included in the Preliminary Scope. The CONSULTANT will make arrangements for and participate in up to six (6) FAA-controlled and scheduled sets of Facilitated Focus Group Meetings over the course of Phase 2 of the EIS for a total of twelve (12) FAA-controlled and scheduled Facilitated Focus Group Meetings. The goal of the Facilitated Focus Group Meetings will be to allow the public an opportunity to gain an understanding of the EIS process, the Proposed Project objectives and for the FAA to identify public sensitivities and issues relative to the Proposed Project. All of the Facilitated Focus Group Meetings will be lead by a professional Facilitator.

This Scope anticipates that two (2) Focus Groups will be formed. One group will generally be representative of communities to the east and south of PBIA, and the other will be representative of communities to the west and north of PBIA. The six Facilitated Focus Group Meetings discussed in the following paragraphs will be conducted for each of the two Focus Groups.

The CONSULTANT will coordinate with FAA to develop a draft and final Mission Statement identifying the purpose and function of the Focus Groups, will help identify key stakeholders from the community to participate in the Focus Groups, and will help establish an on-going communication plan for Focus Group participants. The CONSULTANT will prepare draft and final Invitation Letters to the prospective Focus Group

participants requesting their participation in the Focus Groups and outlining their responsibilities and authority. The Invitation Letters will be printed on FAA letterhead and signed by an FAA official.

The CONSULTANT will work with FAA to establish a schedule for all related Focus Group activities. It is anticipated in this Scope of Work that the Facilitated Focus Group Meetings will be held at the following milestones and/or address the following issues during Phase 2 of the EIS process:

- Summary of Scoping and Overview of Phase 2 of the EIS;
- Overview of the EIS Alternatives Analysis;
- Proposed Project-Related Noise Issues;
- Proposed Project-Related Air Quality Issues;
- Proposed Project-Related Historic Resources Issues, and
- Overview of the DEIS

The CONSULTANT will maintain a data base of all Facilitated Focus Group participants including contact information for mailings, sign-in sheets for each meeting, comment cards, written and email comments, etc., which will become part of the Administrative File for the EIS.

The CONSULTANT will be responsible for all cost associated with the Facilitated Focus Group Meetings including mailings, presentation materials, venue rental, audio-visual aids, refreshments and advertisements.

This Scope anticipates that up to five (5) members of the CONSULTANT Team (not counting FAA or PBC DOA representatives) will participate in each Facilitated Focus Group Meeting. It is also anticipated that the meetings on the six individual topics discussed above will be conducted for a period of up to four (4) hours each, on two consecutive evenings.

The CONSULTANT will conduct de-briefing EIS Team meetings immediately following the Facilitated Focus Group Meetings and will prepare meeting summary reports after each Focus Group Meeting for inclusion in the EIS documentation and Administrative File.

Task 7.5: Alternatives Analysis Public Workshop

This Task is an Additional Service that was not included in the Preliminary Scope. The CONSULTANT will be responsible for arranging an appropriate location, time, and other facilities and materials needed to conduct a Public Workshop that will be held after completion of the EIS alternatives analysis. The objective of the Alternatives Public Workshop will be to provide a brief summary of the Purpose and Need and Alternatives Analysis chapters of the DEIS and to obtain input into the analysis from the public and representatives of Federal, state and local government agencies.

The Public Workshop will be held in an open-house format late in the afternoon to early in the evening for a period of three (3) hours, between 5 p.m. and 8 p.m. Representatives of the FAA and the CONSULTANT will staff the meeting during the entire period to talk individually with citizens and obtain their input. The CONSULTANT will work closely with FAA, its public relations officer, and PBC DOA press liaison personnel

and will involve FAA and DOA press liaison personnel in any media briefing held prior to, or during the Public Workshop. The media briefing will be led by a designated FAA representative. During the Public Workshop, information presented will include the results of the purpose and need analyses and the evaluation of alternatives. Written comments or private oral comments (to a court reporter) will be accepted during the Public Workshop. Originals of all transcripts and comment letters will be directed to the FAA then copied by the FAA and forwarded to the CONSULTANT for inventory and processing.

Up to fifteen (15) members of the CONSULTANT Team will participate in the Alternatives Public Workshop. The CONSULTANT will cover all costs associated with the workshop including newspaper advertisements (two display ads in the Palm Beach Post and two Spanish language display ads in La Palma), meeting room facilities (same facilities as those used for Scoping), audio-visual aids and informational materials (25 presentation boards, video presentation, audio/visual equipment). The CONSULTANT will also have one (1) Spanish language translator available for the entire workshop.

Task 7.6: Other Facilitated Focus Group Meeting

This Task is an Additional Service that was not included in the Preliminary Scope. The CONSULTANT will make arrangements for and participate in up to one (1) Facilitated Focus Group Meeting during Phase 2 of the EIS. This meeting will be in addition to those discussed in Task 7.4. The topic(s) to be discussed and the participants invited to this meeting will be determined by FAA over the course of Phase 2 of the EIS. The purpose of the meeting will be to allow FAA the opportunity to address issues of concern to the established Focus Groups that were unresolved during the individual meetings, or to address issues that required extensive follow-up activities either by FAA or the Focus Group members.

The CONSULTANT will be responsible for all cost associated with the meeting including mailings, presentation materials, venue rental, audio-visual aids, refreshments and advertisements. This Scope anticipates that up to five (5) members of the CONSULTANT Team (not counting FAA representatives) will participate in the meeting. It is also anticipated that the meeting will be conducted for a period of up to four (4) hours.

The CONSULTANT will conduct an EIS Team de-briefing meeting immediately following this Focus Group Meeting and will prepare a meeting summary report for inclusion in the EIS documentation and Administrative File.

Task 7.7: Combined DEIS Public Workshop/Public Hearing

The CONSULTANT will be responsible for arranging an appropriate location, time, facilities, presentation materials, hearing officer, and verbatim transcription for a combined Public Workshop/Public Hearing to be held approximately 30 to 45 days after the release of the DEIS. The objective of the Public Workshop/Public Hearing will be to provide a summary of the information contained in the DEIS and to obtain input from the public and representatives of Federal, state and local government agencies.

The Public Workshop portion of the meeting will be held in an open-house format late in the afternoon to early in the evening for a period of three (3) hours, between 4 p.m. and 7 p.m. Representatives of the FAA, PBC

DOA and the CONSULTANT will staff the meeting during the entire period to talk individually with citizens and to obtain their input and comments on the DEIS.

The Public Hearing portion of the meeting, if one is requested after the DOA issues a Notice of Opportunity for Public Hearing (as per FAA 5050.4B, paragraphs. 402-406) will be held concurrently with the final hour of the Public Workshop, starting at 6 pm and ending after the last speaker has had an opportunity to present their comments to the Hearing Officer, FAA and PBC DOA. The CONSULTANT will make arrangements for and bear the costs for identifying and retaining the services of a designated Hearing Officer, who will oversee the orderly hearing of comments during the Public Hearing. The Hearing Officer will be approved in advance by both FAA and PBC DOA.

Written comments or private oral comments (to a court reporter) will be accepted during the Public Workshop/Public Hearing. All statements made by the Hearing Officer and comments from the public will be documented by a court reporter. Originals of all transcripts and comment letters will be directed to the FAA then copied by the FAA and forwarded to the CONSULTANT for inventory and processing. Up to fifteen (15) members of the CONSULTANT Team will participate in the combined Public Workshop/Public Hearing. The CONSULTANT will cover all costs associated with the Public Workshop/Public Hearing including newspaper advertisements (two display ads in the Palm Beach Post and two Spanish language display ads in La Palma), meeting room facilities, and informational materials (25 presentation boards, video presentation, audio/visual equipment). The CONSULTANT will also have a Spanish language translator available for the entire Workshop/Hearing.

Products: Implementation of Phase 2 Public Involvement Program

Responsibility: URS with assistance from subcontractors

TASK 8: DEIS AND PUBLIC COMMENT ANALYSIS

This Task contains Additional Services that were not included in the Preliminary Scope. These services are based on the processing of additional comment letters (1,500) from increased opportunities for public comments throughout the Phase 2 process.

The CONSULTANT will compile and conduct a preliminary review of comments received during the course of Phase 2, including comments from the Focus Group Meetings, Alternatives Workshop, County Commissioner Briefings, the Hispanic Outreach Workshop, those submitted to the EIS web-site and those received on the DEIS, including letters, e-mails, comment forms, petitions and court reporter transcripts. Comments directed to the FAA will be forwarded to the CONSULTANT for processing. Comment submittals will be inventoried through a computerized database system. All comments will be reviewed, summarized, and cross referenced to the commentor. The comments will be organized into a format to be included within an appendix to the FEIS in Phase 3 of the study. The CONSULTANT will prepare a list of issues based on comments received, including a summary statement of each issue. The CONSULTANT will identify comments on the DEIS and make recommendations to the FAA as to whether additional technical studies need to be performed as part of the FEIS or whether the analyses and conclusions contained in the DEIS are sufficient to allow the preparation of technical responses to the comments received. In the former case, the CONSULTANT will recommend, and perform if so directed by the FAA, necessary additional investigations or studies and / or prepare additional or modified material for inclusion in the FEIS in response to the comment. If required, these

additional studies or analyses will be conducted as part of Phase 3 of this EIS. The cost projected for this task assumes that a maximum of 1,500 comment letters, e-mails, forms or statements (from verbal commentors) will be received for processing by the CONSULTANT during Phase 2. Should more than 1,500 comment letters/statements be received, then the CONSULTANT will review the remaining budget to determine if adequate funds remain within the original budget to re-allocate between tasks to cover the costs. If adequate funds are not available, the CONSULTANT will process the unanticipated comment letters at the direction of the FAA under a Supplemental Agreement with the PBC DOA.

Products: Compilation and initial review of comments received during Phase 2 including those from Public Involvement activities and those on the DEIS; Preliminary Comment Database

Responsibility: URS with assistance from subcontractors

TASK 9: ASSISTANCE WITH ADMINISTRATIVE RECORD

The CONSULTANT will continue the activities initiated in Phase 1 to assist in the preparation and management of the FAA's Administrative Record (AR) for Phase 2. This will consist of ongoing assistance in the maintenance of the Administrative Record files for the project. It includes inventory, filing and indexing of the comments received between Scoping and the combined Public Workshop / Public Hearing, as well as any initial comments received as a result of the Public Workshop / Public Hearing. The AR will also be expanded to include reference materials that were used in the development of the PDEIS and DEIS documents. The AR will continue to be maintained at the CONSULTANTS office in Tampa, Florida.

This scope includes two Administrative Record Specialists making up to five (5) trips to Tampa, for a total of twenty (20) working days to maintain the AR over the course of Phase 2 of the EIS.

Products: Phase 2 Administrative Record assistance.

Responsibility: URS with assistance from CAS

TASK 10: REFINEMENT OF THE PHASE 3 SCOPE

The CONSULTANT will use the preliminary review of comments received during Phase 2 and particularly those received on the DEIS to refine the conceptual Scope of Work for Phase 3 of the EIS. The conceptual Scope provided at the beginning of Phase 1 will be expanded, if needed, to cover unanticipated work efforts needed to review and respond to comments on the DEIS, accomplish any necessary additional technical studies, publish the FEIS and to complete the study. The CONSULTANT will make the appropriate revisions to the Scope and Cost Estimate and submit the refined Phase 3 Scope of Work, Cost Estimate and Schedule for Phase 3 of the EIS to FAA for review. One (1) meeting will be held in Orlando, FL between the FAA, the PBC DOA and the CONSULTANT to discuss the refined Phase 3 Scope, Cost, and Schedule. Up to three (3) representatives of the CONSULTANT team will participate in the one-day meeting.

Products: Refined Scope of Work, Cost Estimates and Schedule for Phase 3 of the EIS.

Responsibility: URS with assistance from subcontractors

TASK 11: DOCUMENT MANAGEMENT

The document management system using the URS Document Locator (DL) initiated in Phase 1 will be continued throughout Phase 2 of the EIS process. It is anticipated that during Phase 2, the system will be used extensively in the review of the Alternatives Chapter of the PDEIS as well as for the reviews of PDEIS Version 1, 2 and 3, and reviews of all materials developed for the Public Involvement program.

All draft documents will be posted on a secure website for review, with accessibility limited to specific members, or groups of members, of the EIS Team (FAA, CONSULTANT). This task includes the refinement of the protocol for the use of the system developed in Phase 1 to ensure that all parties' needs are continued to be met, monthly maintenance throughout the duration of Phase 2, and additional training on the use of the system. This Scope includes one (1) half-day meeting in the CONSULTANT'S office with representatives of the FAA to discuss any revised system parameters, access and training, and up to two (2) two-hour conference calls to discuss modifications/improvements to the system that will be uncovered as a result of its use throughout Phase 2.

Products: Continued use of the system, Process Revisions, Monthly Maintenance, Training and Modification of the Document Locator System.

Responsibility: URS.

TASK 12: PHASE 2 PROJECT MANAGEMENT

This task involves the routine coordination and management of Phase 2 of the EIS project. The CONSULTANT will continue the activities initiated for project management in Phase 1 of the study. It includes monthly invoicing and Project Progress Report preparation, updating and maintaining the EIS Schedule (as practicable), meeting minutes preparation, subcontractor coordination, FAA and PBC DOA coordination, work plan updates, and project management-related meetings with the FAA and the PBC DOA. The CONSULTANT proposes to submit monthly written reports on the progress of work to FAA with concurrent copies to the PBC DOA. The CONSULTANT will also continue the weekly telecoms with FAA to discuss the status of the EIS. This Scope anticipates that during Phase 2, the CONSULTANT will participate in up to fifteen (15) project management-related meetings with the FAA and PBC DOA, with up to three (3) representatives of the CONSULTANT Team in attendance. These meetings are anticipated to occur in Orlando (five meetings), West Palm Beach (five meetings) and Tampa (five meetings).

Products: Monthly Invoices and Progress Reports, Weekly Telecoms, Schedule maintenance and Project Management Meetings

Responsibility: URS

TASK 13: ADDITIONAL ENVIRONMENTAL ANALYSES

This task includes additional environmental analyses to be performed on an as-needed basis during the

course of Phase 2 of the EIS process. This task could include additional analyses required after additional agency coordination and consultation. If additional environmental analyses are required for the EIS, the CONSULTANT will provide a detailed scope of services and cost estimate for review and approval by FAA and PBC DOA. No additional analyses will be initiated without prior written approval from FAA and PBC DOA.

Products: Additional environmental analyses provided as needed.

Responsibility: URS

Airport: Palm Beach International Airport

Estimate: EIS - Phase 2 **Summary**
Project #: 12006681 **by Team**
Date: July 26, 2007 **Member**

Team Member	Original Tasks			Additional Tasks			GRAND TOTAL	Percent
	Labor	Expense	Total	Labor	Expense	Total		
URS	\$1,138,828	\$81,175	\$1,220,003	\$890,906	\$145,889	\$1,036,795	\$2,256,798	79.3%
CAS	\$28,640	\$11,180	\$39,820	\$0	\$0	\$0	\$39,820	1.4%
DCG	\$0	\$0	\$0	\$112,800	\$6,752	\$119,552	\$119,552	4.2%
Emerge	\$90,600	\$303	\$90,903	\$7,440	\$82	\$7,522	\$98,425	3.5%
LB Limited	\$55,132	\$13,690	\$68,822	\$123,298	\$30,186	\$153,484	\$222,306	7.8%
TransSolutions	\$83,860	\$5,552	\$89,412	\$19,072	\$1,616	\$20,688	\$110,100	3.9%
TOTAL	\$1,397,060	\$111,900	\$1,508,960	\$1,153,516	\$184,525	\$1,338,041	\$2,847,001	100.0%

Airport: Palm Beach International Airport

Estimate: EIS - Phase 2

URS TAMPA LABOR DETAIL

Project #: 12006681

Date: July 26, 2007

Original Phase 2 Tasks

Table with columns: Task, Description, Principal, Project Director, Project Manager / Task Manager, Sr. Env. Planner / Sr. Engineer, Environmental Planner, Jr. Environmental Planner, GIS/ Graphics Specialist, Document Technical Editor, Admin/ WP, Total Labor, Expense, Grand Total. Rows include tasks like ALTERNATIVES DEVELOPMENT AND EVALUATION, ENVIRONMENTAL CONSEQUENCES, and PUBLIC INVOLVEMENT.

Additional Phase 2 Tasks Identified During EIS Scoping

Table with columns: Task, Description, Principal, Project Director, Project Manager / Task Manager, Sr. Env. Planner / Sr. Engineer, Environmental Planner, Jr. Environmental Planner, GIS/ Graphics Specialist, Document Technical Editor, Admin/ WP, Total Labor, Expense, Grand Total. Rows include tasks like ENVIRONMENTAL CONSEQUENCES, PUBLIC INVOLVEMENT, and DEIS AND PUBLIC COMMENT ANALYSIS.

TOTALS

Summary table with columns: Task, Description, Principal, Project Director, Project Manager / Task Manager, Sr. Environmental Planner, Environmental Planner, Jr. Environmental Planner, GIS/ Graphics Specialist, Document Technical Editor, Admin/ WP, Total Labor, Expense, Grand Total. Rows include TOTAL - ORIGINAL TASKS, TOTAL - ADDITIONAL TASKS, and GRAND TOTAL - Phase 2.

* Does not include Additional Phase 2 Tasks Identified during EIS Scoping

Airport:
Estimate:
Project #:
Date:

Palm Beach International Airport
EIS - Phase 2
12006681
July 26, 2007

Table with 29 columns (Expense, Quantity, Unit Cost, Total) and 10 rows (Task 2 to Task 4.9).

Table with 29 columns (Expense, Quantity, Unit Cost, Total) and 12 rows (Task 4.10 to Task 4.20).

Table with 29 columns (Expense, Quantity, Unit Cost, Total) and 11 rows (Task 4.21 to Task 11).

Airport: Palm Beach International Airport
 Estimate: EIS - Phase 2
 Project #: 12006681
 Date: July 26, 2007

Expense (Unit Measurement)	TASK 12			Additional Task 4.1.4			Additional Task 4.1.7			Additional Task 4.10			Additional Task 4.13.1			Additional Task 4.13.1.2			Additional Task 4.13.1.5			Additional Task 4.13.2			Additional Task 4.13.2.2			Additional Task 4.13.2.6			Additional Task 6.3		
	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total
Airfare (Roundtrip)	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
TOTAL	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0

Expense (Unit Measurement)	Additional Task 7.3			Additional Task 7.4			Additional Task 7.5			Additional Task 7.6			Additional Task 8			GRAND TOTAL		
	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total			
Airfare (Roundtrip)	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0			
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0			
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0			
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0			
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0			
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0			
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0			
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0			
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0			
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0			
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0			
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0			
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0			
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0			
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
TOTAL	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
																TOTAL - Original Tasks	TOTAL - Additional Tasks	GRAND TOTAL
																\$11,180	\$0	\$11,180

Emerge Expenses

Airport: Palm Beach International Airport
 Estimate: EIS - Phase 2
 Project #: 12006681
 Date: July 26, 2007

Expense (Unit Measurement)	TASK 12			Additional Task 4.1.4			Additional Task 4.1.7			Additional Task 4.1.0			Additional Task 4.13.1			Additional Task 4.13.1.2			Additional Task 4.13.1.5			Additional Task 4.13.2			Additional Task 4.13.2.2			Additional Task 4.13.2.6			Additional Task 6.3		
	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total			
Airfare (Roundtrip)	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0			
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0			
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0			
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0			
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0			
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0			
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0			
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0			
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0			
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0			
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0			
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0			
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0			
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0			
Mileage - Local	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
TOTAL	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			

Expense (Unit Measurement)	Additional Task 7.3			Additional Task 7.4			Additional Task 7.5			Additional Task 7.6			Additional Task 8			GRAND TOTAL		
	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total
Airfare (Roundtrip)	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0	0	\$200.00	\$0			
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0			
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	2	\$36.00	\$72	0	\$36.00	\$0	0	\$36.00	\$0			
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0			
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0			
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0			
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0			
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0			
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0			
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0			
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0			
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0			
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0			
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0			
Mileage - Local	0	\$0.00	\$0	0	\$0.00	\$0	20	\$0.49	\$10	0	\$0.00	\$0	0	\$0.00	\$0	TOTAL - Original Tasks	TOTAL - Additions / Tasks	GRAND TOTAL
TOTAL	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	\$303	\$82	\$385

Airport: Palm Beach International Airport
 Estimate: EIS - Phase 2
 Project #: 12006681
 Date: July 26, 2007

Expense (Unit Measurement)	TASK 12			Additional Task 4.1.4			Additional Task 4.1.7			Additional Task 4.10			Additional Task 4.13.1			Additional Task 4.13.1.2			Additional Task 4.13.1.5			Additional Task 4.13.2			Additional Task 4.13.2.2			Additional Task 4.13.2.8			Additional Task 6.3		
	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total			
Airfare (Roundtrip)	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0	0	\$450.00	\$0
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0	0	\$180.00	\$0
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0	0	\$36.00	\$0
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0	0	\$70.00	\$0
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0	0	\$18.00	\$0
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0
TOTAL		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0		\$0	\$0

Expense (Unit Measurement)	Additional Task 7.3			Additional Task 7.4			Additional Task 7.5			Additional Task 7.6			Additional Task 8			GRAND TOTAL		
	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total	Quantity	Unit Cost	Total			
Airfare (Roundtrip)	0	\$450.00	\$0	0	\$450.00	\$0	2	\$450.00	\$900	0	\$450.00	\$0	0	\$450.00	\$0			
Hotel (nights)	0	\$180.00	\$0	0	\$180.00	\$0	2	\$180.00	\$360	0	\$180.00	\$0	0	\$180.00	\$0			
Meals (Days)	0	\$36.00	\$0	0	\$36.00	\$0	4	\$36.00	\$144	0	\$36.00	\$0	0	\$36.00	\$0			
Car Rental (Days)	0	\$70.00	\$0	0	\$70.00	\$0	2	\$70.00	\$140	0	\$70.00	\$0	0	\$70.00	\$0			
Parking (Days)	0	\$18.00	\$0	0	\$18.00	\$0	4	\$18.00	\$72	0	\$18.00	\$0	0	\$18.00	\$0			
Miscellaneous Reproduction (Copies)	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0	0	\$0.07	\$0			
Supplies - CDs (Quantity)	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0	0	\$0.50	\$0			
Presentation Boards - 30"x40" color boards (Quantity)	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0	0	\$50.00	\$0			
Document Production - binding (Quantity)	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0	0	\$0.25	\$0			
Overnight Shipping (Packages)	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0	0	\$15.00	\$0			
Transcripts (Pages)	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0	0	\$3.00	\$0			
Postage - Letters (Quantity)	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0	0	\$0.75	\$0			
Postage - Postcards (Quantity)	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0	0	\$0.19	\$0			
Newspaper Advertisements (Quantity)	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
Mileage - Tampa-Orlando-Tampa (Miles)	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0	0	\$0.49	\$0			
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0	0	\$0.00	\$0			
TOTAL		\$0	\$0		\$0	\$0		\$1,616	\$0		\$0	\$0		\$0	\$0	TOTAL - Original Tasks	TOTAL - Additional Tasks	GRAND TOTAL

07 -


BUDGET AMENDMENT
BOARD OF COUNTY COMMISSIONERS
PALM BEACH COUNTY, FLORIDA

Fund 4111 Airport Improvement and Development Fund

Advantage Document Numbers:
BGEX
BGRV

Use this form to provide budget for items not anticipated in the budget.

ACCT.NUMBER	ACCOUNT NAME	ADOPTED BUDGET	CURRENT BUDGET	INCREASE	DECREASE	ADJUSTED BUDGET	EXPENDED/ ENCUMBERED AS OF 07/25/2007	REMAINING BALANCE
Revenues								
4111-121-A259-3104	PBIA EIS	0	2,827,967	1,003,531	0	3,831,498	0	3,831,498
Total Receipts and Balances		<u>83,113,597</u>	<u>97,219,166</u>	<u>1,003,531</u>	<u>0</u>	<u>98,222,697</u>		
Expenditures								
4111-121-A259-6505	PBIA EIS	152,139	4,736,535	1,003,531	0	5,740,066	4,072,557	1,667,509
Total Appropriations & Expenditures		<u>83,113,597</u>	<u>97,219,166</u>	<u>1,003,531</u>	<u>0</u>	<u>98,222,697</u>		

	Signatures	Date	By Board of County Commissioners
OFMB		<u>7/27/07</u>	At Meeting of
INITIATING DEPARTMENT/DIVISION	_____	_____	_____
Administration/Budget Department Approval	_____	_____	Deputy Clerk to the Board of County Commissioners
OFMB Department - Posted	_____	_____	