

Crawford, Murphy & Tilly (CMT) is pleased to submit this proposal to provide Airport Regulatory Compliance Audit, Stormwater Runoff Sampling Program Implementation, and Air Quality Support Services for Venice Municipal Airport (VNC).

## Airport Regulatory Compliance Audit

CMT will conduct a comprehensive Regulatory Compliance Audit of VNC to assess compliance with applicable federal, state, local, and FAA regulatory requirements. The audit will evaluate environmental permits, operational practices, planning documents, policies, and recordkeeping systems to identify potential compliance gaps, regulatory risks, and opportunities for improvement.

The review will include compliance obligations associated with the National Environmental Policy Act (NEPA), Clean Air Act, Clean Water Act, Endangered Species Act, National Historic Preservation Act, Resource Conservation and Recovery Act (RCRA), Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), Coastal Zone Management Act, Florida environmental regulations, FAA Orders, Advisory Circulars, Executive Orders, and other applicable environmental and airport related requirements.

Specific areas of review will include:

- Environmental permits, reporting requirements, and regulatory commitments
- Stormwater management, water quality, wetlands, and environmental resource permitting
- Hazardous materials, fuel storage systems, spill prevention, and waste management practices
- Wildlife hazard management, protected species, and habitat considerations
- Noise compatibility, land use compatibility, and environmental planning requirements
- Airport development projects and associated environmental documentation
- FAA environmental policies, grant-related environmental commitments, and applicable Sponsor Assurances
- Local, state, and federal regulatory compliance obligations

Upon completion of the audit, CMT will prepare a Regulatory Compliance Audit Report summarizing findings, identifying potential deficiencies and areas of regulatory risk, and providing prioritized recommendations for corrective actions and ongoing compliance management.

This effort will provide VNC with a comprehensive understanding of its regulatory obligations, identify potential compliance risks before they become enforcement issues, improve organizational readiness for agency inspections, and establish a roadmap for maintaining compliance while supporting future airport development initiatives.

### **Total Estimated Cost**

***Not to Exceed \$15,000***

## Stormwater Runoff Sampling Program Implementation

Upon completion and acceptance of the Stormwater Runoff Sampling Plan, CMT will assist the Airport with implementation of the recommended monitoring program. Services will include coordination with the selected Florida certified environmental laboratory, scheduling and oversight of sampling activities, review of laboratory analytical results, and maintenance of monitoring records.

CMT will provide technical support to ensure samples are collected in accordance with the approved monitoring plan and applicable industry standards. Following each sampling event, CMT will review analytical results, identify trends

or notable observations, and prepare a concise summary memorandum documenting findings and comparing results to established baseline conditions.

A program summary shall be prepared to evaluate long-term water quality trends and support the Airport's commitment to environmental stewardship and public transparency.

### **Total Estimated Cost**

**Not to Exceed \$35,000** (fee does not include testing costs from certified 3<sup>rd</sup> party laboratory)

## **VNC Air Quality Analysis**

It is CMT's understanding that the Airport seeks to better comprehend its contributions to local air quality. To achieve these objectives, CMT recommends the following two tasks: 1) preparation of an emissions inventory for tracking and benchmarking purposes, and 2) an air dispersion modeling analysis to compare predicted pollutant concentrations to the Environmental Protection Agency (EPA) National Ambient Air Quality Standards (NAAQS).

### **Task 1: Airport Emissions Inventory**

CMT will prepare a baseline year emissions inventory for the criteria air pollutants in accordance to the Federal Aviation Administration (FAA) *Aviation Emissions and Air Quality Handbook*. The inventory will include the following pollutants: carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter (PM), and sulfur dioxide (SO<sub>2</sub>). Particulate matter will be evaluated as both PM<sub>2.5</sub> which are particles with a diameter of 2.5 microns or less and PM<sub>10</sub> which are particles with a diameter of 10 microns or less. Ozone, a secondary pollutant, will be addressed through its precursor emissions, primarily nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs). The inventory will include emissions from the following airport-related sources: aircraft, auxiliary power units (APUs), ground support equipment (GSE), airport-related motor vehicles, and stationary sources.

The primary tools used for the analysis will include:

- The latest version of FAA's *Aviation Environmental Design Tool (AEDT)* for aircraft-related and other airport activity sources (e.g., GSE, APUs, and certain stationary sources),
- The latest version of EPA's *Motor Vehicle Emissions Simulator (MOVES)* model for on-road vehicle emissions, and
- EPA's *AP-42 Compilation of Emission Factors* for stationary and other sources not represented in AEDT or MOVES.

Results will be summarized by source category and pollutant and presented in units of tons per year.

*Estimated standalone cost for Task 1: \$30,000 to \$45,000.*

### **Task 2: Emissions Dispersion Modeling**

CMT will perform a baseline year air dispersion modeling analysis to evaluate the potential air quality impacts associated with aircraft, APUs, GSE, airport-related motor vehicles, and stationary sources at VNC. The analysis will estimate ambient (outdoor) concentrations of select criteria air pollutants at locations on and in the vicinity of the airport. Modeling will be conducted in accordance with FAA and EPA-approved protocols and methodologies.

Pollutants evaluated will include CO, NO<sub>x</sub>, VOCs, PM<sub>10</sub>, PM<sub>2.5</sub>, and SO<sub>2</sub>. Concentrations will be predicted at a network of receptor locations established across the study area using a grid-based approach. Receptors will include publicly accessible locations where exposure may occur, such as residential areas, schools, parks, and healthcare or daycare facilities, based on current land use information.

Consistent with FAA guidance, the most recent version of AEDT will be used to conduct the dispersion analysis. AEDT incorporates EPA's AERMOD dispersion model to simulate pollutant transport and dispersion. Modeling results will be expressed in concentration units (e.g., parts per million [ppm] or micrograms per cubic meter [ $\mu\text{g}/\text{m}^3$ ]) and compared to the applicable NAAQS.

*Estimated standalone cost for Task 2: \$65,000 to \$85,000.*

### **Total Estimated Cost**

If Tasks 1 and 2 are completed concurrently, the total cost is estimated to range from **\$90,000 to \$100,000**.