

WORK ASSIGNMENT NO. 401-2013-05
PURSUANT TO THE AGREEMENT BETWEEN THE CITY OF VENICE,
FLORIDA AND ATKINS NORTH AMERICA

WHEREAS, on June 6, 2013, the parties entered into an Agreement whereby the CONSULTANT, Atkins North America, Inc. (ATKINS), would perform professional consulting services for the OWNER, City of Venice, pursuant to an executed Work Assignment; and

WHEREAS, the City of Venice wishes to authorize the CONSULTANT, ATKINS, to perform professional services to perform a Focused Environmental Assessment for the Runway 13/31 Safety Enhancement project particularly described in the Scope of Services contained herein; and

WHEREAS, the CONSULTANT wishes to perform such professional services.

NOW THEREFORE, in consideration of the premises and mutual covenants contained in the agreement and in this Work Assignment, the parties agree as follows:

A. PROJECT DESCRIPTION

Background:

The Venice Municipal Airport (VNC) Airport Layout Plan (ALP) was approved by the Federal Aviation Administration (FAA) in July 2011. The ALP was prepared as part of a Master Plan Update for VNC. The main items that were reassessed during the update included defining VNC at the appropriate airport reference code (ARC) as defined in FAA Advisory Circular (AC) 150/5300-13, *Airport Design*; utilizing the aircraft counting system to properly document the total number of operations, establishing the appropriate design standards to the airfield based on the ARC; and providing a consensus building process of the selected plan with the City of Venice, the FAA, and the general public. The master plan, ALP and this Environmental Assessment (EA) all set out to resolve the conflicts and issues noted above. The official ARC designation is CII. The Runway 13 end FAA RPZ requirements will be met as noted on the ALP and in conjunction with the Runway 13/31 improvements. The focus of this EA is to address RPZ conflicts with the residential homes located near the Runway 13 end.

After a series of alternatives were identified and analyzed, the preferred concept included shifting Runway 13/31 to the southeast by adding 727 feet of pavement to the Runway 31 end and installing an engineered materials arresting system (EMAS) on the Runway 31 end to meet RSA standards for an ARC CII. Declared distances would be utilized to maintain 5,000 feet for takeoff and landing on Runway 13/31. The extension and rehabilitation of parallel Taxiway D is also associated with shifting Runway 13/31. Since an unconditional FAA ALP approval is required to implement the project and federal funding may be used for the project, the project is subject to National Environmental Policy Act (NEPA) review. The project could potentially qualify for a categorical exclusion under FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*, paragraph 310.e since it is not anticipated to create off airport impacts. However, because of public interest and the desire for transparency, an environmental

assessment is being pursued. Atkins and its team members (**American Infrastructure Development, Inc. and Environmental Science Associates**) were tasked with developing a scope of work for preparing an EA for the now named “Runway 13/31 Safety Enhancement Project.”

Scope of Services:

See Attachment A

B. GENERAL CONDITIONS AND UNDERSTANDINGS:

This agreement (consisting of Pages 1-2) inclusive and Attachment A constitutes a work assignment in accordance with the Engineering Contractor of Record Agreement, dated June 6, 2013. This agreement may only be amended, supplemented or canceled by a duly written instrument.

C. FEES

The scope of work shall be completed for a lump sum fee of \$125, 150.

See Attachment B

I HEREBY AUTHORIZE the performance of the services described herein and agree to pay the charges identified in this Agreement. I warrant and represent that I am authorized to enter into this Agreement on behalf of the City of Venice.

Offered by:

ATKINS NORTH AMERICA, INC.

Signature

Date

Printed Name / Title

Accepted by:

CITY OF VENICE, FLORIDA

Signature

Date

Printed Name / Title

**VENICE MUNICIPAL AIRPORT
FOCUSED ENVIRONMENTAL ASSESSMENT
RUNWAY 13/31 SAFETY ENHANCEMENT PROJECT
FINAL DRAFT SCOPE OF WORK**

I. BACKGROUND

The Venice Municipal Airport (VNC) Airport Layout Plan (ALP) was approved by the Federal Aviation Administration (FAA) in July 2011. The ALP was prepared as part of a Master Plan Update for VNC. The main items that were reassessed during the update included defining VNC at the appropriate airport reference code (ARC) as defined in FAA Advisory Circular (AC) 150/5300-13, *Airport Design*; utilizing the aircraft counting system to properly document the total number of operations, establishing the appropriate design standards to the airfield based on the ARC; and providing a consensus building process of the selected plan with the City of Venice, the FAA, and the general public. The conceptual goals and objectives of the City of Venice became evident early in the consensus building process and consisted specifically of the following:

- Define the Airport as an ARC B-II facility or C-II facility by utilizing the aircraft counting system as a basis of comparison against FAA's definition of each ARC category and the established 500 annual operations threshold.
- Resolve the conflict of the Runway 13 end by examining the FAA Runway Protection Zone (RPZ) requirements and the residential homes that exist within its limits.
- Resolve the FAA design standards and impacts of future Runway Safety Area (RSA) and Runway Object Free Area (ROFA) modifications to the golf course facilities.
- Resolve the FAA design standards and Taxiway C runway-to-taxiway separation distance.
- Define future aviation-related use areas for hangar development.

The master plan, ALP and this Environmental Assessment (EA) all set out to resolve the conflicts and issues noted above. The official ARC designation is CII. The Runway 13 end FAA RPZ requirements will be met as noted on the ALP and in conjunction with the Runway 13/31 improvements. The focus of this EA is to address RPZ conflicts with the residential homes located near the Runway 13 end.

After a series of alternatives were identified and analyzed, the preferred concept included shifting Runway 13/31 to the southeast by adding 727 feet of pavement to the Runway 31 end and installing an engineered materials arresting system (EMAS) on the Runway 31 end to meet RSA standards for an ARC CII. Declared distances would be utilized to maintain 5,000 feet for takeoff and landing on Runway 13/31. The extension and rehabilitation of parallel Taxiway D is also associated with shifting Runway 13/31. Since an unconditional FAA ALP approval is required to implement the project and federal funding may be used for the project, the project is subject to National Environmental Policy Act (NEPA) review. The project could potentially qualify for a categorical exclusion under FAA Order 1050.1E, Change 1, *Environmental Impacts: Policies and Procedures*, paragraph 310.e since it is not anticipated to create off airport impacts. However, because of public interest and the desire for transparency, an environmental assessment is being pursued. Atkins and its team members (American Infrastructure Development, Inc. and Environmental Science Associates) were tasked with developing a scope of work for preparing an EA for the now named "Runway 13/31 Safety Enhancement Project."

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II. DRAFT SCOPE

The scope of work for this EA is in accordance with FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* and 1050.1E, *Environmental Impacts: Policies and Procedures*. The EA scope will primarily address the need for the proposal, proposed actions, reasonable alternatives, and their potential impacts on affected environmental resources. Development of the scope will involve reviewing previously submitted documents and materials, identifying the purpose and need of the project and its consistency with FAA goals, identifying the alternatives to be analyzed, coordinating with the airport sponsor to establish a project schedule, and meeting with the appropriate regulatory staff to introduce them to the project and establish/review project goals.

A preliminary scope will be documented and submitted to the Airport Sponsor and FAA for comments. Copies of all documentation will be distributed to all project team members, the Airport Sponsor, and FAA for comments. Follow-up comments will be assembled, documented and distributed. A final scope will reflect input provided by the Airport Sponsor and FAA. The primary goal is to ensure a mutual understanding of the key issues, the appropriate levels of effort, and the responsibilities of all participants. The final scope will be subject to approval by the Airport Sponsor and the FAA. Once final, the scope will be distributed to the Airport Sponsor, project team and the FAA. Key assumptions, parameters and methodologies will be outlined in the scope and approved by the FAA.

III. FOCUSED EA CONTENT and FORMAT

The Document will use the FAA's Orlando Airport District Office focused EA format (latest date is 11/2012). It is anticipated that this format will reduce the documentation requirements associated with the EA, particularly as they relate to background information about the process.

A. EA Cover Sheet

Will be developed per Focused EA directions. Project location, airport sponsor information and the preparer information will be provided.

B. Proposed Project

This section will concisely describe the solution the airport sponsor wishes to implement to solve the problems it is facing. It will also describe how the project, including the sponsor's proposed conceptual mitigation, fits into the ALP. The proposed project is shown on the approved ALP dated June 28, 2011, and includes shifting Runway 13/31 to the southeast by the adding 727 feet of pavement to Runway 31 end; installing EMAS; utilizing declared distances to maintain 5,000 feet for takeoff and landing; and extending as well as rehabilitating parallel Taxiway D. Any potential project impacts falling under special purpose laws will be summarized and a list of Federal, state and local permits will be included. Rough order of magnitude costs, project funding and a project schedule will also be included.

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C. Purpose and Need

This element includes the development of the required statement of purpose to clearly define and describe the project, the requested Federal action, and the timeframe for the action consistent with the requirements of FAA Order 5050.4B and NEPA guidelines. Existing data will be utilized to the extent feasible in developing an action's Purpose and Need statement along with input from the airport sponsor's planners and the responsible FAA Official. The *Venice Municipal Airport Volume I: Report of Findings – Supplemental Master Plan New Opportunities July 2011 Final Report*, prepared by DY Consultants will be the basis for the development of the purpose and need for the proposed project.

D. Alternatives

The analysis of alternatives is key to the NEPA process. The analysis must consider reasonable alternatives that have the potential to minimize adverse impacts. Whether a proposed alternative is reasonable depends upon the extent that it meets the purpose and need for the proposed action. The EA briefly presents the environmental impacts of the proposed action and the reasonable alternatives in comparative form to assist the responsible FAA official in making a selection. The *Venice Municipal Airport Volume I: Report of Findings – Supplemental Master Plan New Opportunities July 2011 Final Report*, identified alternatives and prepared the final recommendation. The alternatives identified in the Master Plan were:

- Relocate Runway 13-31
- Re-orient Runway 13-31
- Alternative 1A – Shift Runway 13-31 800 feet Southeast and use Declared Distances
- Alternative 1B – Shift Runway 13-31 400 feet Southeast, Construct EMAS, No Declared Distances
- Alternative 1C – Shift Runway 13-31 727 feet Southeast, Construct EMAS, Use Declared Distances
- Alternative 1D – Shift Runway 13-31 725 feet Southeast, Construct EMAS on Both Runway Ends, Use Declared Distances
- Alternative 1E – Hybrid – Primary Runway 13-31 and Secondary Runway 4-22 as B-II
- Alternative 2A – Primary Runway 4-22 Standard RSA
- Alternative 2B – Shift Runway 4-22 491 feet to the West, Install EMAS, Use Declared Distances
- Alternative 2C – Primary Runway 4-22 and Secondary Runway 13-31 (B-II)
- Alternative 2D – Primary Runway 4-22 and Secondary Runway 13-31 (C-II)

All the Master Plan alternatives will be summarized and briefly explained. The final recommendation from the Master Plan and carried forth as the Proposed Action is Alternative 1C noted above which is to add 727 feet of additional pavement to the end of Runway 31, add EMAS to the end of Runway 31, and use declared distances. The consequences of the No Action alternative will be identified and described.

E. Affected Environment

The EA will describe the existing conditions in the project area and vicinity (land use and cover, terrain features, level of urbanization, biotic resources, sensitive populations and receptors, etc.). Any actions

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taken or proposed by the community or citizen groups pertinent to the Proposed Project will be discussed. A graphic and recent aerial of the area with the location(s) of the proposed action(s) identified will be provided.

The EA will provide a general and succinct description of the existing social and natural environmental features within and near the subject area. The amount of information on a potentially affected resource is based on the extent of the expected impact and is commensurate with the impact's importance. The purpose of this task is to document the environment potentially affected by the proposed action and/or all reasonable, predefined alternatives in accordance with FAA Order 5050.4B. This includes descriptions of the affected environment within the area of potential effect (APE) for each required impact category. This section will include documentation such as a vicinity map and maps illustrating existing and planned land uses, the locations of residential developments, parks, schools, churches, historic and archaeological sites, water resource boundaries and potentially affected wetlands as appropriate, and locations of protected species habitat and occurrences. Known future actions within the APE will be considered to the extent that they may produce cumulative impacts. Issues addressed in this task include geographic area(s) to be investigated, data sources, and methodologies to be used.

F. Environmental Consequences-Impact Categories

The EA will provide concise analyses restricted to the potential environmental impacts that the no action and proposed action may cause. The EA must show that FAA took the required "hard look" at these impacts to support an FAA decision to prepare a FONSI. This element of the EA will examine the potential impact in specific impact categories as identified in FAA Order 1050.1E, Appendix A, and will document determinations of significant impact, if any. Documentation to be referenced into the analysis may include but is not limited to:

- *Venice Municipal Airport Volume I: Report of Findings – Supplemental Master Plan New Opportunities July 2011 Final Report*
- *Venice Municipal Airport Volume II: Aircraft Counting Program Data (March 2009-June 2011) – Supplemental Master Plan New Opportunities July 2011 Final Report*
- *Venice Municipal Airport Volume III: Public Consensus Process – Supplemental Master Plan New Opportunities July 2011 Final Report*
- *City of Venice Comprehensive Plan, adopted October 26, 2010 and any Amendments*
- *Sarasota County Native Habitat Mapping and Risk Assessment, September 2008*
- *Venice Municipal Airport noise complaint logs*
- *Master Drainage Plan modeling information*
- *FEMA's updated floodmaps*

For each impact category, the no action will be compared to the proposed action.

1. Air Quality

The Air Quality implications of the proposed project will be discussed; however no separate air quality analysis will be provided given that the annual operations of the airport do not exceed the 180,000 operations which trigger more detailed air quality analysis.

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2. Coastal Resources

Atkins will review the implications of the proposed project on area coastal resources and discuss any impacts on the environment. This task includes the review of maps available from the U.S. Fish and Wildlife Service (USFWS) that identify lands and coastal resources included in the Coastal Barriers Resources Act system. A review of Florida Coastal Monitoring Program (FCMP) policies and procedures regarding coastal zone management will be conducted. A coastal zone consistency determination will be made by the FCMP during clearinghouse review of the draft EA document.

3. Compatible Land Use

Atkins will document existing land use and future development information for areas within noise contours and the area of potential effect. The analysis of potential environmental impacts will include the identification of current and/or projected non-compatible land uses as identified in FAA AC 150/5050-6, "Airport Land Use Compatibility". Existing and available information will be used to the extent feasible to identify the locations of residential areas, public lands, sensitive land uses and recreational facilities within the 65 DNL noise contour area. Other compatible land use considerations will be identified including the potential to create wildlife hazards.

4. Construction Impacts

Atkins will document the impacts of construction such as noise, dust, borrow and disposal areas, transportation of fill, air pollution and water pollution, and others.

5. DOT Act: Section 4(f) Lands and Land and Water Conservation Fund Section 6(f) Resources

Section 4(f) of the U.S. Department of Transportation Act of 1966 (23 U.S.C. 138) prohibits use of land from a significant park, recreation area, or any significant historic site unless it can be demonstrated that there are no feasible and prudent alternatives to avoid the property and that the proposed project included all possible planning to minimize impacts. This task includes the identification of any such lands within the area of potential effect and the documentation of significant impacts, should they exist.

6. Prime, Unique or State-Significant Farmland

Coordination is not anticipated with the U.S. Department of Agriculture (USDA) regarding impacts on prime or unique farmland based on current land-uses on-site and nearby. However, the USDA may be contacted for informal notification, coordination and comment on the project.

7. Fish, Wildlife and Plants (biotic communities)

The potential presence of wildlife species (protected and unprotected) will also be identified by consulting multiple databases administered by Florida Fish and Wildlife Conservation commission (FWC), U.S. fish and Wildlife Service (USFWS), and Florida Natural Areas Inventory (FNAI). The presence of Essential Fish Habitat (EFH) will also be assessed by consulting available data.

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The USFWS will be contacted (by letter) to inquire as to the existence of federally listed, endangered, or threatened species in the project vicinity. In addition, the FWC will be contacted (by letter) to inquire as to the existence of state listed, endangered, or threatened species in the project vicinity. This correspondence will be included in the EA as well as any reply received from USFWS or FWC.

Field surveys for documenting presence of protected species will be conducted. Florida scrub jay (*Aphelocoma coerulescens*), Florida burrowing owl (*Athene cunicularia floridana*), bald eagle (*Haliaeetus leucocephalus*) and gopher tortoise (*Gopherus polyphemus*) will be conducted within the assessment area. The results of these surveys will be fully documented in the EA. Permitting requirements and associated mitigation plans to offset impacts to state and/or federally listed species will also be included in the EA if necessary. No FWC or USFWS permitting activities, other than identification of these permit requirements (if necessary) are included under this Scope of Services and would be accomplished, if required, as an additional service to this project or under a subsequent project.

8. Floodplains

Floodplains adjacent to and within the Airport boundary and in particular in the area of the proposed project will be identified based upon a review of current Federal Emergency Management Agency (FEMA) maps. If the project will require construction in a floodplain, alternative construction strategies to minimize impacts will be developed, along with mitigation techniques, and documented. Appropriate graphics and illustrations will be included if necessary. A list of any state or local permits required for construction in the floodplain will be identified.

9. Hazardous Materials, Pollution Prevention, and Solid Waste

Atkins will identify hazardous materials and solid wastes that may be generated from construction (temporary) or from increased aircraft traffic (permanent). Impacts on waste handling facilities will be identified and documented in addition to the airports current disposal and handling system and practices. Solid waste handling facilities will be located and illustrated on the appropriate maps if required. Pollution prevention considerations will also be documented.

10. Historical, Architectural, Archeological, and Cultural Resources

Evidence of coordination with the State Historic Preservation Officer (SHPO) and Tribal Historic Preservation Officer (THPO) requesting a review to determine if the project will impact any historic sites of significance or archaeological artifacts will be provided. If a field reconnaissance survey is requested by SHPO and/or if an artifact recovery plan and implementation plan are necessary, then additional services would be required and covered under a supplemental scope of services and budget.

11. Light Emissions and Visual Impacts

Potential adverse impacts from light emissions as a result of the proposed project will be identified, reviewed and documented in accordance with 1050.1E Appendix A, section 12.

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12. Natural Resources, Energy Supply, and Sustainable Design

Changes in energy requirements as a result of the proposed project, for stationary facilities and vehicles, aircraft and ground equipment will be identified, reviewed and documented. Potential impacts to the recovery of energy or mineral resources will be identified, reviewed and documented. If it is estimated that future demand exceeds supply, or that the proposed action will greatly increase consumption of natural resources in short supply, these findings will be documented. Whether the Proposed Project would incorporate sustainable design features such as conservation of resources, use of pollution prevention measures, minimization of aesthetic effects, and public (local and traveling) sensitivity to these concerns will be identified. However any requirement or recommendation for further analysis will be authorized under a supplemental scope and budget.

13. Noise

Noise impacts of the proposed project and no action alternatives will be documented. The FAA's Integrated Noise Model (INM) will be utilized for this analysis. DNL noise contours reflecting current activity levels (most recent 12 months of data) and the year of opening (as per the most recent FAA Terminal Area Forecast) will be developed and overlaid on maps illustrating existing and proposed land use. This task assumes the development of flight tracks and other necessary inputs to reflect the proposed action and reasonable alternatives. The 65, 70 and 75 DNL levels will be included (as per Appendix A, page 62 of 1050.1E). Counts of population and dwelling units within each DNL contour will be completed. Parcel counts will identify residential (single and multi-family) parcels as well as, commercial/industrial, schools, places of worship and nursing homes parcel types. Census population density data will be applied to parcel types to determine population within the contours.

14. Secondary (Induced) Impacts

Atkins will address secondary impacts in this EA document defined as those that are "caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable" (40 CFR 1508.8). When such potential exists, the EA shall describe in general terms such factors. Examples include: shifts in patterns of population movement and growth; public service demands; and changes in business and economic activity to the extent influenced by the airport development. Induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use, or direct social impacts. This section will discuss any potential secondary impacts expected as a result of the proposed project and determine the significance of those prospective impacts. Based on the scope of the proposed actions, secondary impacts are expected to be minimal and very localized.

15. Socioeconomic Impacts, Environmental Justice and Children's Environmental Health and Safety Risks (Social Impacts/Environmental Justice)

Atkins will identify and document potential impacts associated with relocation or other community disruption caused by the proposed project as outlined in 1050.1E Appendix A, section 16. In addition this

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element of the EA will evaluate the environmental effects on minority and low-income communities and outline mitigation measures if necessary, in addition to identifying potential health and safety risks that may have a disproportionate effect on children.

16. Water Quality

Atkins will identify, evaluate and document the potential impacts to surface and ground-water quality associated with the proposed project and to identify the projects permitting feasibility. This task includes an evaluation of regulatory needs, data compilation and review, and a description of Best Management Practices and Construction Controls. This evaluation and documentation will be consistent with the requirements of 1050.1E Appendix A, section 17.

17. Wetlands

A qualified wetlands biologist will survey the proposed project areas and an opinion as to the existence of jurisdictional wetlands.. The US Army Corps of Engineers (USCE) and the Southwest Florida Water Management District (SWFWMD) will be contacted and the data from the wetlands survey presented. If it is determined that the project will require construction in jurisdictional wetlands, alternatives for construction and possible mitigation strategies will be developed. Finally, other state and Federal agencies, as appropriate, will be contacted for comment. The results of the wetlands survey will be fully documented in the EA, including the preparation of supporting graphics, photographs, and maps. No USCE Section 404 or SWFWMD permitting activities, other than identification of these permit requirements (if necessary) are included under this Scope of Services and would be accomplished, if required, as an additional service to this project or under a subsequent project.

18. Wild and Scenic Rivers

Atkins will include a review of the US Department of Interior (DOI) National Inventory of river segments in the National Wild and Scenic Rivers System to determine the extent, if any, of impacts associated with the proposed projects. If impacts are identified, the federal or state agency having jurisdiction over the river will be contacted for verification and further consultation. Anticipate no involvement with this resource category.

G. Other Considerations

The Other Considerations section identifies whether the proposed project is likely to be controversial on environmental grounds (meaning it has environmental impacts); whether the project is likely to be inconsistent with any federal, state, or local law or administrative determination relating to the environment; and whether the project is reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located.

H. Permits

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All required permits for the proposed project will be listed. Coordination with local, state, and federal agencies will be discussed.

I. Mitigation

All mitigation measures ad discussed in Environmental Impact Categories 1 through 18 of the EA Focused Form will be summarized. Any impacts that cannot be mitigated will also be discussed.

J. Cumulative Impact Analysis

A cumulative impact analysis will be conducted to determine if any significant impacts would occur when the proposed action's effects are added to those other actions. For those environmental resource categories where there is effect, projects within the past 3 years and future 5 years both on and off airport will be identified. Potential for significant impact in each evaluated category will also be identified.

K. Public Involvement

The planning efforts conducted during the City's Supplemental Airport Master Plan (Venice Municipal Airport Volumes I, II and II: Report of Findings – Supplemental Master Plan New Opportunities July 2011 Final Report) indicate that the existing RPZ contains 24 single family residences within its limits. The City does not wish to purchase and remove the homes through an acquisition program. Relocating the RPZ to the extent practicable would remove all but two residential properties from within the RPZ limits.

During the master planning process many of the citizens that live within the RPZ as well as other areas within the community had a strong interest in the alternatives that were being evaluated for the future of the airport. As such ten public meetings were conducted to help inform and educate the public as well as receive community input and understand various concerns.

It is anticipated that this EA will generate interest within the community. Therefore the public information program for this EA is intended to inform and involve many people in the study process and ensure that any potentially affected parties are not overlooked or excluded from participating during the study process.

The public information program will provide the City of Venice, its citizens and those in the surrounding community with an understanding of the project and any environmental consequences that could result from its implementation. It will also offer the community an opportunity to provide comments and input at key points in the study process.

The public involvement program has the following objectives:

- Provide timely and easily understood information to citizens, other interested parties, and segments of the community that may or may not be affected by the project;
- Develop partnerships with City leaders, to provide a technically integrated and environmentally aware approach to the project;

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- Ensure adequate public input is obtained;
- Integrate citizen concerns and document them for the record; and
- Build credibility and trust between the City and project stakeholders.

Briefings with City Council will be used as an opportunity to introduce the project, provide project updates, and receive public input on the project. Such meetings would help to maintain a continuous line of communication between city officials and other stakeholders. It is anticipated that briefings to City Council will occur during the following stages of the EA:

- Project Kickoff (introduce team, project purpose and need, environmental categories being addressed and schedule)
- Alternatives Considered and Being Evaluated
- Environmental Consequences

Briefings will be recorded by the City's audio system and summarized as part of the Public Involvement documentation. Any written comments provided by the public will also be incorporated.

IV. DRAFT ENVIRONMENTAL ASSESSMENT

In accordance with FAA Orders 5050.4B and 1050.1E, Atkins will document the environmental analysis in a Draft Focused EA. Once a preliminary report is reviewed and approved by the Airport Sponsor and the FAA, the final Draft Focused EA will be published. The Draft EA will be provided to the appropriate Federal, state and local agencies and made available public review for a period of at least 30 days. A notice of the Draft EA's availability will be published in the local newspaper as to the locations where the review can take place.

Notice of Availability of Environmental Assessment

A notice of availability of the Final Draft Focused EA document will be published locally and on the City's website. The notice would identify where the Final Draft Focused EA would be available for public review, how the public can provide input, and who to contact with comments or for additional information. Copies will be made available for inspection at the nearest public library, the airport, and city hall. It may also be available in electronic format on the City's website.

Copies of the Draft will be sent to the Florida State Clearinghouse, and appropriate Federal and State agencies for review. Agencies will be contacted for the appropriate number of hard copies and electronic copies needed for their review purposes.

EA Public Workshop

Once FAA approves the Draft EA document for public and agency review, the City will hold a Workshop that is open to the public to hear and receive comments from the public on the findings presented in the EA and on the project. Although this will not be a formal "hearing" the input will be incorporated into the overall study prior to the completion of the EA and the FAA's Finding/Record of Decision.

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The Workshop will be conducted a minimum of 2 weeks after the notice has been issued for the 30 day review period. The meeting will be recorded by the City's audio system and summarized for the official record.

Responding to Public Comments

All comments received on the Draft EA document will be reviewed and those relative to the proposed action will be considered part of the NEPA process. All comments from agencies will be addressed. Similar comments will be grouped and become part of a general issue or question. These general issues or questions will be answered with the most thorough, logical and knowledgeable answers possible. All responses to comments will be forwarded to the FAA for review and approval. Any supplemental information used to respond to comments will be included in the Final EA.

Supplemental Scope Item - Unanticipated Meetings

Two additional meetings will be programmed in the EA for unknown circumstances at this time.

V. FINAL EA

A preliminary Final Focused EA will be prepared for Airport Sponsor and FAA review. Appended materials will be included. The preliminary document will be circulated to the project team, the Airport Sponsor and the FAA for final comment. Atkins will incorporate all agreed upon revisions into the Final EA. The Final Focused EA will be submitted to the FAA for formal review and comment.

Venice Municipal Airport

Focused Environemental Assesement Runway 13/31 Safety Enhancement Project

Final Draft Fee dated May 6, 2013

Task Description	Project Principal	Project Manager	Sr. Planner	Senior Scientist I	Scientist II	Scientist I	GIS Analyst	Administrative	TOTAL HOURS	Atkins Total Labor	Atkins Reimbursables	TOTAL
ATKINS	\$175.00	\$160.00	\$130.00	\$106.00	\$75.00	\$68.00	\$80.00	\$75.00				
Draft scope (includes meeting with FAA)	0	16	0	16	0	0	0	0	32	\$4,256.00		\$4,256.00
Proposed Project	0	0	8	0	0	0	0	0	8	\$1,040.00		
Purpose and Need	0	0	8	0	0	0	0	0	8	\$1,040.00		
Alternatives	0	0	16	0	0	0	0	0	16	\$2,080.00		
Affected Environment	0	0	16	16	0	0	4	0	36	\$4,096.00		\$4,096.00
Environmental Consequences - Air Quality	0	0	1	0	0	0	0	0	1	\$130.00		
Environmental Consequences- Coastal Resources	0	0	0	3	0	0	0	0	3	\$318.00		\$318.00
Environmental Consequences - Compatible Land Use	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences - Construction Impacts	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences - DOT Section 4(f)	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences - Prime and Unique Farmland	0	0	0	1	0	0	0	0	1	\$106.00		\$106.00
Environmental Consequences- Fish, Wildlife, and Plants	0	0	0	80	24	0	4	0	108	\$10,600.00	\$800.00	\$11,400.00
Environmental Consequences- Floodplain	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences- Hazardous materials, Pollution and Solid Waste	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences- Historical, architectural, archeological and cultural resources	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences - Light Emisisions and Visual Impacts	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences - Natural Resoruces, Engery Supply, and Sustainable Design	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences - Noise	0	0	0	0	0	0	0	0	0	\$0.00		
Environmental Consequences - Secondary Induced impacts	0	0	0	8	0	0	0	0	8	\$848.00		\$848.00
Environmental Consequences - Socioeconomic Impacts, engironemtnal justice and childrens health and safety risks	0	0	8	0	0	0	0	0	8	\$1,040.00		\$848.00
Environmental Consequences - Water Quality	0	0	0	8	0	0	0	0	8	\$848.00		
Environmental Consequences - Wetlands	0	0	0	24	8	0	4	0	36	\$3,464.00	\$200.00	\$3,664.00
Environmental Consequences - Wild and Scenic Rivers	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences - Other	0	0	8	0	0	0	0	0	8	\$1,040.00		
Environmental Consequences - Permits	0	0	8	0	0	0	0	0	8	\$1,040.00		
Mitigation (Listed species, assumes no wetland mitigation required)	0	0	8	8	0	0	0	0	16	\$1,888.00		\$1,888.00
Cumulative Impacts	0	0	8	8	0	0	0	0	16	\$1,888.00		\$1,888.00
Public Meetings / City Council Briefings	8	40	8	10	0	0	0	0	66	\$9,900.00	\$1,300.00	\$11,200.00
Other meetings	8	24	8	10	0	0	0	0	50	\$7,340.00	\$150.00	\$7,490.00
Documentation/Communication/Project Management	8	40	16	24	0	0	0	32	120	\$14,824.00	\$227.70	\$15,051.70
Newspaper Announcement	0	0	0	0	0	0	0	0	0	\$0.00	\$150.00	\$150.00
SUBCONSULTANTS												
AID												\$18,515.30
ESA												\$43,431.00
TOTAL	24	120	193	216	32	0	12	32	629	\$77,146.00	\$2,677.70	\$125,150.00