



CITY COUNCIL STAFF REPORT

DATE: October 6, 2010

CONSENT AGENDA

SUBJECT: AMENDMENT NO. 1 TO PROFESSIONAL SERVICES AGREEMENT
5720 WITH HNTB CORPORATION FOR ENVIRONMENTAL STUDY
PHASE OF AIRPORT MASTER PLAN IN THE AMOUNT OF \$666,820

FROM: David H. Ready, City Manager

BY: Department of Aviation

SUMMARY

This action will award a contract amendment to the HNTB Corporation for the completion of the Airport Master Plan Environmental Phase services.

RECOMMENDATION:

1. Approve Amendment No. 1 to Agreement 5720 with HNTB Corporation for the Environmental Phase of the Airport Master Plan in the amount of \$666,820 effective November 1, 2010 with the agreement term extended from September 22, 2011 to September 21, 2012.
2. Authorize City Manager to execute all necessary documents.

STAFF ANALYSIS

The Master Plan draft is complete and the next mandatory phase of the project, prior to full adoption of the plan, is to conduct the National Environmental Protection Act (NEPA) and California Environmental Quality Act (CEQA) studies.

HNTB Corporation is the consultant that conducted the Master Plan and now has been tasked to complete these related environmental phase services. A comprehensive scope of services has been developed, negotiated, reviewed by an Independent Estimator, and approved by the Federal Aviation Administration (FAA). The FAA has since issued a grant to fund the federal NEPA portion of this study. The CEQA elements are not eligible for funding by the Federal Aviation Administration. A copy of the professional services contract amendment is attached and it includes the full scope of the work.

ITEM NO. 2.H.

The Airport Commission at its July meeting voted in favor of accepting the FAA grant and then voted in favor of the HNTB Corporation contract amendment at the September meeting. City Council has also already taken action and approved the acceptance of the Federal Aviation Administration Grant. This action is for the contract award.

It is estimated that it could take as much as eighteen months to complete all elements of these studies.

FISCAL IMPACT

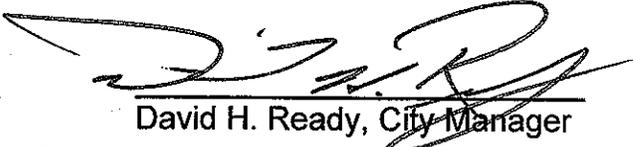
The Master Plan Update was awarded through a professional services agreement with HNTB Corporation and completed within the original \$585,000 budget which was funded in most part by an FAA Grant in the amount of \$500,000. This remaining environmental requirement phase work in the amount of \$666,820 will be funded via the new FAA Grant in the amount of \$515,596 and the remaining approximately \$150,000 to be paid from the airport fund which was anticipated and budgeted.

Funding for this Amendment is available in the following accounts:

\$515,596 (FAA 95% of NEPA portion)	416-6601-56102	AIP 46
\$ 27,137 (City 5% of NEPA portion)	416-6401-56102	AIP 46
\$124,087 (City CEQA portion)	416-6401-56110	Environ. Work / MP
<hr/>		
\$666,820 Total Amendment No. 1		



Thomas Nolan,
Executive Director, Airport



David H. Ready, City Manager

Attachment: HNTB Amendment No. 1 to Agreement 5720

AMENDMENT NO. 1
AGREEMENT NO. 5720 – PROFESSIONAL SERVICES AGREEMENT

THIS FIRST AMENDMENT to Agreement No. 5720 for Professional Services Agreement – Palm Springs International Airport Master Plan (herein “Amendment”) made and entered into this ____ day of _____, 2010, by and between the CITY OF PALM SPRINGS (herein “City”) and HNTB Corporation, a Delaware Corporation, (herein “Consultant”) is hereby amended effective November 1, 2010, as follows:

RECITALS

WHEREAS, City and Consultant entered into that certain Consulting Services Agreement No. 5720 for Professional Services (“Agreement”), as duly amended from time to time; and

WHEREAS, the parties wish to amend the Agreement to increase work assignments and agreement term.

NOW, THEREFORE, for good and sufficient consideration, the parties agree as follows:

1. Schedule of Performance Section 3.4 Term is hereby amended to add the following sentence:

The Term will be extended from September 22, 2011 until September 21, 2012.

1. Exhibit “A” Scope of Services is hereby amended to add the following project and elements. The deliverables, meetings and tasks are detailed on the attached Exhibit “A-1”.

Environmental Assessment and Initial Study for the Master Plan Update

Element 1: Task Management / Coordination / Communication

Element 2: Project Definition and Formulation

Element 3: Affected Environment

Element 4: Environmental Consequences

Element 5: Draft EA

Element 6: Draft IS

Element 7: Final EA and FONSI

Element 8: Final IS and ND/MND

2. Exhibit "D" Schedule of Compensation is hereby amended as follows and as detailed on the attached Exhibit "D-1".

Element 1:	\$ 61,650
Element 2:	54,980
Element 3:	19,520
Element 4:	349,160
Element 5:	97,710
Element 6:	15,130
Element 7:	23,550
Element 8:	13,970
Travel:	11,150
Reimbursables:	20,000

Total Amendment: \$666,820.00

Except as previously modified herein, all other provisions of the Agreement shall remain unmodified in full force and effect.

(SIGNATURES ON NEXT PAGE)

IN WITNESS WHEREOF, the parties have executed and entered into this Agreement as of the date first written above.

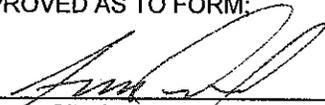
ATTEST:

CITY OF PALM SPRING
a municipal corporation

By: _____
City Clerk

By: _____
City Manager

APPROVED AS TO FORM:

By: 
City Attorney

CONTRACTOR: Check one: ___ Individual ___ Partnership ___ Corporation

Corporations require two notarized signatures: One from each of the following: A. Chairman of Board, President, or any Vice President: AND B. Secretary, Assistant Secretary, Treasurer, Assistant Treasurer, or Chief Financial Officer.

By: _____
Signature (notarized)

By: _____
Signature (notarized)

Name: _____

Name: _____

Title: _____

Title: _____

State of _____

State of _____

County of _____

County of _____

On _____ before me, _____

On _____ before me, _____

personally appeared _____
who proved to me on the basis of satisfactory
evidence to be the person(s) whose name(s)
is/are subscribed to the within instrument
and acknowledged to me that he/she/they
executed the same in his/her/their authorized
capacity(ies), and that by his/her/their
signature(s) on the instrument the person(s),
or the entity upon behalf of which the
person(s) acted, executed the instrument.

personally appeared _____
who proved to me on basis of satisfactory
evidence to be the person(s) whose name(s)
is/are subscribed to the within instrument
and acknowledged to me that he/she/they
executed the same in his/her/their authorized
capacity(ies), and that by his/her/their
signatures(s) on the instrument the person(s)
or the entity upon behalf of which the
person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY
under the laws of the State of California that
the foregoing paragraph is true and correct.

I certify under PENALTY OF PERJURY
under the laws of the State of California that
the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

WITNESS my hand and official seal.

Notary Signature: _____

Notary Signature: _____

Notary Seal:

Notary Seal:

EXHIBIT "A-1"

Scope of Professional Services

See Attached

**Palm Springs International Airport
Airport Master Plan**

**ENVIRONMENTAL ASSESSMENT AND INITIAL STUDY FOR THE
MASTER PLAN UPDATE**

Scope of Professional Services

By:

HNTB Corporation

SUMMER 2010

Preamble

Palm Springs International Airport (PSP) is a commercial service international airport located in Palm Springs, California. The Airport is owned and operated by the City of Palm Springs and serves the Coachella Valley region of California, an integral part of the Southern California region and economy. Both operations and enplanements at PSP are anticipated to increase as the Coachella Valley continues to grow in population and becomes more popular as a tourist destination. The Airport will be required to handle greater numbers of passengers, cargo, and operations. To accommodate this growth through 2030, a Master Plan Update process was undertaken between 2008 and 2010, resulting in the recommendation of several development projects.

Following the completion of the Master Plan Update, an environmental assessment will be conducted. As part of the assessment, environmental impacts will be analyzed and documented pursuant to the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) for the recommended projects from the PSP Airport Master Plan Update respectively in an Environmental Assessment (EA) and Initial Study (IS).

An EA will be written pursuant to NEPA in accordance with the requirements of the Federal Aviation Administration (FAA) Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Projects, and FAA Order 1050.1E, Environmental Impacts: Policies and Procedures. It is anticipated the EA will lead to a Finding of No Significant Impact (FONSI). The IS will be written pursuant to CEQA in accordance with the State CEQA Guidelines. It is anticipated the IS will lead to a Negative Declaration (ND) or Mitigated Negative Declaration (MND) and will be developed with analysis completed primarily for the EA.

7/22/2010

1 of 34

This document is a draft scope of work for an EA / IS for the PSP Airport Master Plan Update. The final deliverable will be separate NEPA and CEQA documents. However, to minimize duplication of efforts, some planning processes, research, technical studies, and public outreach will be jointly conducted. For ease of distributing funds and to the extent possible, all NEPA and CEQA related elements and tasks will be identified by a "(N)" for NEPA or "(C)" for CEQA, following each element or task heading. If an element or task pertains to both NEPA and CEQA, a "(NC)" designation will be used.

This scope of work is respectfully submitted by HNTB Corporation (HNTB). HNTB and its partners (Consultant Team) will complete the project from its inception through completion according to the scope, schedule, and budget agreed to with the City of Palm Springs, owner and operator of Palm Springs International Airport.

Element 1: Task Management / Coordination / Communication (NC)

Task 1.1 Scope, Schedule, Budget, Work Plan Development (NC)

The result of this task will be to develop an initial scope of work, including a project schedule, budget, and work plan. The scope of work, proposed schedule, and proposed budget will be reviewed by the Los Angeles Airports District Office (ADO) of the Federal Aviation Administration's (FAA's) Western Pacific Region (FAA ADO). The Consultant Team will assist in coordination with FAA's local staff at the direction of the City of Palm Springs.

Meetings:	1) Scope Refinement Meeting (teleconference call) 2) Schedule and Budget Refinement Meeting (teleconference call) Participants: City of Palm Springs, FAA ADO, HNTB
Deliverable:	An electronic copy (Word) of a scope, schedule, and budget will be submitted for the City of Palm Springs and FAA review.

Task 1.2 Lead Agency and Client Coordination (NC)

This task includes any and all time (eight (8) quarterly project definition meetings) coordinating contractual issues, invoicing, project status reports, communication with the client on overall project related issues and communication / coordination with sub-consultants. Coordination for this project will include in-person meetings and teleconference calls with the FAA (Lead Agency) for the NEPA documentation and the City of Palm Springs (Sponsor and Lead Agency for CEQA documentation) to confirm and amend (as necessary and as specified in this Scope) the project scope, schedule, and fee. In addition, at least monthly, the Consultant Team will provide written project updates to the City of Palm Springs.

The fee for this task will be allocated specifically for any and all meetings and preparation of meetings directed by the City of Palm Springs for coordination on aspects related to the EA / IS. The Consultant Team will provide a back-up log of these meetings for labor which is invoiced on a monthly basis including attendees and purpose of the meeting.

Meetings:	Up to eight (8) meetings as necessary, but at least quarterly, with the City of Palm Springs, FAA ADO, and HNTB to discuss any project issues that may impact the scope and fee. This meeting will be attended by at least one senior planner and one planner from the Consultant Team. Participants: City of Palm Springs, FAA ADO, HNTB
Deliverable:	Agreed upon scope, schedule, and fee. Monthly status reports between City of Palm Springs and HNTB.

Task 1.3 Agency Scoping (NC)

Agency coordination in lieu of scoping is an effective means of identifying agency concerns prior to commencing technical work. To enhance EA / IS preparation and content, a scoping process will be conducted by the Consultant Team, City of Palm Springs, and the FAA to determine the extent of participation that is required of various environmental agencies and the public. This will include letters written to various agencies and the public. The scoping process will help determine the range of actions, alternatives, potential mitigation measures, and potential significant impacts to be analyzed in depth.

Meetings:	Scoped for up to two (2) meetings at the beginning of the project to identify scoping agencies / parties and discuss responses and determine next steps. If responses require scope, schedule, and fee amendments, the meetings will be addressed as necessary or at quarterly Lead Agency and Client Coordination meetings (Task 1.2). (teleconference calls) Participants: City of Palm Springs, FAA ADO, HNTB
Deliverable:	Written scoping letters or other correspondence documentation to agencies and their responses will be documented in the EA / IS.

Element 2: Project Definition and Formulation (NC)

The focus of Element 2 is to fully define the project, develop a purpose and need, and reasonable alternatives to meet the purpose and need.

Task 2.1 Project Definition and Description (NC)

A description of the project will be developed which includes 1) basic project information such as contact information for sponsor, 2) the precise location and boundaries of the project, and 3) statement of objectives sought by the Proposed Action, the solution the Airport Sponsor, the City of Palm Springs, wishes to implement to solve the problem(s) it is facing, with the underlying purpose. The City of Palm Springs and the FAA will review the project definition elements (Proposed Action and Project Description). For budgeting purposes, the Consultant Team will provide up to three revisions for the project definition based on comments received from the City of Palm Springs and the FAA. Following approval, it will be documented as the Sponsor's Preferred Alternative in the Purpose and Need Chapter of the EA and in the Project Description and Background section of the IS.

Meetings:	None.
Deliverable:	An electronic copy (Word) of the Project Definition Chapter will be submitted for City of Palm Springs and FAA review. Changes / comments will be incorporated up to three (3) times and an electronic copy (PDF) of the Purpose and Need Chapter of the EA and the Project Description and Background section of the IS will be delivered for distribution. Once the NEPA Purpose and Need Chapter is approved, the equivalent CEQA chapter, Project Description and Project Objectives will be developed for use in the IS.

Task 2.2 Purpose and Need Statement (N)

The purpose and need statement is critical to establishing the benefits of a Proposed Action and defining the range of reasonable alternatives. A purpose and need working paper will be prepared and submitted to the City of Palm Springs and the FAA for their review and approval. The purpose and need working paper will include the project definition. It will consolidate key information and will include summaries of applicable background information and graphics.

The Purpose and Need will consist of the following:

- Airport setting and background;
- Description of the Proposed Action;
- Purpose and need for the project;
- Requested federal action;
- State and location actions and required permits; and
- Time frame for project implementation.

Information for the purpose and need working paper will be supported by the Master Plan Update and other existing relevant data. The purpose and need working paper will be documented in a preliminary draft of the Purpose and Need Chapter of the EA. The City of Palm Springs and the FAA will review the purpose and need for the project, prior to the selection of viable alternatives, for inclusion in the EA. For budgeting purposes, the Consultant Team will provide up to three revisions for the purpose and need working paper based on comments received from the City of Palm Springs and the FAA. Following approval, it will be documented in a preliminary draft of the Purpose and Need Chapter of the EA.

Meetings:	None.
Deliverable:	An electronic copy (Word) of the Purpose and Need Chapter will be submitted for City of Palm Springs and FAA review. Changes / comments will be incorporated up to three (3) times and an electronic copy (PDF) of the Purpose and Need Chapter of the EA will be delivered for distribution.

Task 2.3 Alternatives (N)

Task 2.3.1 Refine and Screen Alternatives (N)

In accordance with NEPA, the EA will present a range of reasonable, feasible and prudent alternatives that satisfy the underlying needs defined during the Master Plan Update process. In general, the range of alternatives to be considered should be proportionate to the potential impacts. If a Proposed Action has the potential to generate significant environmental impact, it is necessary to examine a wide range of alternatives in an effort to avoid such impacts. On the other hand, if no significant impacts are anticipated, it is reasonable to examine a more narrow range of alternatives.

The alternatives carried forward in the Master Plan Update and in **Task 2.1: Project Definition and Description**, and **Task 2.2: Purpose and Need Statement** will be refined and considered for environmental analysis. From these sources of analysis, reasonable alternatives in addition to the No Action Alternative will be detailed for environmental analyses and presented in a working paper. Alternatives will be developed to accommodate passenger activity levels through 2015 and address the three following projects.

Compliant RSA Alternatives: The Consultant Team and the City of Palm Springs will work with the FAA and other relevant stakeholders to determine up to four (4) detailed alternatives (inclusive of the No Action and the Sponsor's Preferred Alternative) to address the non-standard RSA at the south end of Runway 13R-31L.

Terminal Expansion Alternatives: The Consultant Team and the City of Palm Springs will work with the FAA and other relevant stakeholders to determine up to three (3) refined terminal expansion alternatives (inclusive of the No Action and the Sponsor's Preferred Alternative), including two (2) renderings. These alternatives will take into account the need for facility improvements as well as the limitations imposed on any terminal modification by the City of Palm Springs' Historic Resources Ordinance and new California code requirements.

Refine Rental Car Alternatives: The Consultant Team and the City of Palm Springs will work with rental car service providers and other relevant stakeholders to determine up to three (3) refined rental car alternatives (inclusive of the No Action and the Sponsor's Preferred Alternative). Development of rental car alternatives will require up to three meetings with rental car providers and relevant stakeholders. The first meeting will involve presenting the recommended rental car alternative from the Master Plan and getting feedback from rental car providers and relevant stakeholders. The second meeting will involve presenting refined alternatives to rental car providers. A third meeting will be held if further refinement is necessary.

Task 2.3.2 Documentation (N)

The results of the alternatives analysis will be documented in an Alternatives Chapter and submitted to the City of Palm Springs and the FAA for review. The alternative descriptions will address the salient aspects of implementation phasing, construction and operation. This analysis will be reviewed and approved by the City of Palm Springs and the FAA prior to the examination of impacts. For budgeting purposes, the Consultant

Team will provide up to three revisions for the Alternatives Chapter on comments received from the City of Palm Springs and the FAA. Following approval, it will be documented in a preliminary draft of the Alternatives Chapter of the EA.

Meetings:	Up to three (3) meetings to develop and refine alternatives Participants: City of Palm Springs, FAA, and relevant stakeholders (e.g. airport tenants, rental car providers)
Deliverable:	The Consultant Team will develop a No-Action Alternative and up to three (3) refined alternatives for a standard RSA at the south end of Runway 13R-31L. The Consultant Team will develop a No-Action Alternative and up to two (2) refined alternatives for the expansion of the terminal building, including two (2) renderings. The Consultant Team will develop a No-Action Alternative and up to two (2) refined alternatives for the relocation of rental car facilities. An electronic copy (Word) of the Alternatives Chapter will be submitted for City of Palm Springs and FAA review. Changes / comments will be incorporated up to three (3) times and an electronic copy (PDF) of the Alternatives Chapter for the EA will be delivered for distribution.

Element 3: Affected Environment (N)

The focus of Element 3 is to document the existing conditions and any known environmental resources the Proposed Action and its reasonable alternatives are likely to affect.

As prescribed in FAA Order 1050.1E, the Affected Environment Chapter will include or describe the following:

- A location map, vicinity map, and airport layout plan.
- Existing and planned land uses and zoning in the affected airport vicinity, including affected residential areas, public parks, wildlife and waterfowl refuges, wetlands, floodplains, farmlands, recreation areas and historic facilities, and archeological sites.
- Nearby schools and places of public assembly, hospitals, shopping areas, and adjacent political jurisdiction affected by the proposed development.
- Population, industrial and commercial growth characteristics, and assumptions used to justify the project and determine secondary impacts only if these are relevant to the proposal.
- Any contemplated future actions, including facility installation and procedural actions, which have not been included in the Alternatives Chapter and which should be described to show their relationship to the proposal and to show the City's intentions regarding their environmental assessment and development.

The Affected Environment Chapter of the EA will present succinctly the existing conditions relative to each of the environmental disciplines for which there is potential for environmental impact. Impact categories that will not likely be affected will not be discussed in detail.

For each of the likely affected environmental impact categories, a brief narrative will be included to describe notable differences between existing conditions for the analytic base year and current conditions, where appropriate. The affected environment will reflect 2010 conditions. This section will also include discussion of past, present, and reasonably foreseeable future actions to show the cumulative effects of these actions on the affected environment whether they are Federal or non-Federal, including related or connected actions. Data will be obtained from past policy, planning, environmental or other existing and relevant documents available from and provided by the City of Palm Springs, including the EIR for the recently adopted Palm Springs General Plan, the Coachella Valley Multiple-Species Habitat Conservation Plan, and the Draft Agua Caliente Tribal Multiple Species Habitat Conservation Plan. For purposes of the historical resources analysis, the Consultant Team will assist the FAA in the determining an Area of Potential Effect (APE).

This Affected Environment Chapter will be reviewed and approved by the City of Palm Springs and the FAA prior to the examination of impacts. For budgeting purposes, the Consultant Team will provide up to three revisions for the Affected Environment Chapter on comments received from the City of Palm Springs and the FAA. Following approval, it will be documented in a preliminary draft of the Affected Environment Chapter of the EA.

Meetings:	One (1) meeting with City of Palm Springs for coordination of and retrieval of existing sources.
Deliverable:	An electronic copy (Word) of the Affected Environment Chapter will be submitted for City of Palm Springs and FAA review. Changes / comments will be incorporated up to three (3) times and an electronic copy (PDF) of the Affected Environment Chapter of the EA will be delivered for distribution.

Element 4: Environmental Consequences (NC)

This element will involve the technical analyses of the direct and indirect, beneficial and adverse environmental effects of the Proposed Action alternatives, including the No-Action Alternative for the specific impact categories defined in FAA Orders 5050.4B and 1050.1E and the State CEQA Guidelines. The analysis of environmental consequences will include the baseline conditions in 2010 the first full year of implementation (expected 2015), and an out-year analysis for the year 2020, in accordance with the Master Plan Update development sequence. Reasonable and feasible mitigation for each impacted environmental category will be described is needed. Potential mitigation measures will be linked to thresholds of significance as appropriate for the impact category.

The majority of impact categories are necessary for both NEPA and CEQA analysis although the comparative analysis may vary. The impact categories are listed in alphabetical order as prescribed in FAA Order 1050.1E. As with previous sections of this scope, after each heading, the task is designated with "N" for NEPA, "C" for CEQA and "NC" for NEPA / CEQA requirements.

Task 4.1 Air Quality (NC)

The City of Palm Springs is in non-attainment status for the U.S. EPA "criteria" pollutants ozone (O₃) and particulate matter (PM₁₀) (EPA Green Book, referenced 5/17/10) non-attainment for O₃ and PM₁₀. In addition to the non-attainment status, forecast enplanements and general aviation operations at PSP, factored together, are above the FAA screening thresholds for conducting an air quality assessment.

Task 4.1.1 Coordination and Air Quality Analysis Protocol (NC)

Agency coordination with the Air Quality Management District (AQMD), and the California Air Resources Board (CARB) and/or U.S. EPA will be conducted during the agency scoping task (Task 1.3). Early coordination with the regulatory agencies with jurisdiction over air quality impacts and airport operations is required to ensure timely agreement on matters to be addressed in NEPA and CEQA documents.

Task 4.1.2 Emission Inventories (NC)

The latest versions of the applicable FAA and EPA approved computer programs (see below) will be used to estimate project-related pollutant emissions in tons / year from the Airport and the major roadways in the vicinity of the airport for each of the scenarios to be analyzed. The pollutants to be inventoried are volatile organic compounds (VOCs), oxides of nitrogen (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), Lead (Pb), particulate matter of 10 microns and smaller (PM₁₀), and particulate matter of 2.5 microns and smaller (PM_{2.5}).

The sources to be evaluated in the emission inventories may include all aircraft sources; ground support service vehicles; motor vehicles at the airport (on the access and egress roads, at terminal curbsides, and in the public and employee parking facilities); motor vehicles on major arterials in the immediate vicinity of the Airport; fuel storage and handling facilities; and miscellaneous sources such as maintenance operations. Project-related construction emissions will also be computed.

To estimate the emissions, the latest approved version of the FAA's EDMS computer model (current Version 5.1.1, dated September 2009) will be used. The aircraft emission analysis will be based on the actual aircraft fleet mix and operations. For motor vehicle and construction equipment sources, the CARB's EMFAC2007 and OFFROAD programs will be used. Where necessary and appropriate, this information will be supplemented with the US EPA's AP-42 document and EPA's Procedures for Emission Inventory Preparation, Volume IV: Mobile Sources.

This scope assumes that dispersion and hot spot analysis will not be required. Additionally the scope assumes that a General Conformity Determination will not be necessary. Should either analysis or a General Conformity Determination be required additional scope and costs will necessarily be provided to the Airport and FAA for review and approval.

Task 4.1.3 OG/HAPs Emissions Inventory (NC)

For disclosure purposes, an emissions inventory of organic gases / hazardous air pollutants (OG / HAPs) will also be performed. The purpose of the inventory will be to identify, quantify and disclose the sources, types, and amounts of OGs / HAPs associated with construction / operation of the proposed project and any reasonable alternatives assessed in the EA. An OG / HAPs analysis will also be conducted for disclosure purposes only in accordance with the FAA's Guidance for Quantifying Speciated Organic Gas Emissions from Airport Sources.

For the OG / HAPs emissions inventory, the same operational sources (i.e., aircraft, GSE, on- and off-site airport-related motor vehicles, etc.) that will be evaluated for the EPA "criteria pollutants" will be included. For consistency, the same operational data (e.g., LTOs) and information used to conduct the criteria air pollutant emissions inventory will also be used. The current version of EDMS (Version 5.1.1) directly computes HAP emissions of aircraft-related and other non-aircraft sources at airports. EDMS 5.1.1 does not compute HAP emissions of construction activities. HAP emission estimates associated with construction will be prepared using other available methodologies.

EDMS 5.1.1 includes HAP speciation profiles for 19 individual HAPs for turbofan, turbojet, and turboprop engines for aircraft and 44 individual HAPs and 351 non-HAP (OG) compounds for airport-related emission sources. These individual HAPs include 1,3-butadiene, benzene, formaldehyde, acetaldehyde, toluene, and ethyl benzene. In addition, because of the emerging concerns about the effects of diesel particulate matter (diesel PM) on human health and because lead is both a criteria pollutant and classified as a HAP, these pollutants will also be included in the inventory.

Task 4.1.4 Greenhouse Gas Emissions (NC)

For disclosure purposes, this task will provide a semi-quantitative assessment of greenhouse gases associated with the proposed improvements to PSP following the current FAA convention of equating aircraft operations at PSP to the nation-wide total operations. Should FAA guidance on reporting GHGs change, this approach will be amended.

Task 4.1.5 Documentation (NC)

The results of the air quality analysis will be documented in an Air Quality Technical Report. All technical details, including the data used, the analysis methods, the modeling assumptions, and necessary discussions to substantiate the findings will be provided in a technical appendix to the Air Quality Impacts Technical Report.

The Air Quality Technical Report will be submitted to and reviewed by the City of Palm Springs and FAA. For budgeting purposes, the Consultant Team will provide up to three (3) revisions for the Air Quality Technical Report on comments received from the City of Palm Springs and the FAA. Following approval, it will be documented in appendices of a preliminary draft of the EA / IS.

In addition to the Air Quality Technical Report, an air quality section will be developed by the Consultant Team for inclusion into the environmental consequences chapter of the EA.

Meetings:	1) Data gathering meeting for necessary information 2) Discuss existing conditions, alternatives, and results. These meetings will be consolidated with other meetings. Participants: City of Palm Springs, FAA ADO, Consultant Team
Deliverable:	An Air Quality Technical Report will be submitted for City of Palm Springs and FAA review. Changes / comments will be incorporated up to three (3) times. The completed Air Quality Technical Report will be included in the appendices of the EA / IS. An air quality section will be developed for inclusion into the Environmental Consequences Chapter of the EA. The completed Air Quality Impacts Technical Report will be included in the appendices of EA. Adequate information to complete the IS checklist for consideration of water quality impacts. The completed Air Quality Impacts Technical Report will be included in the appendices of IS.

Task 4.2 Coastal Resources (N)

Federal projects affecting coastal resources are governed by the Coastal Zone Management Act (CZMA) and the Coastal Barrier Resources Act (CBRA). The CZMA and the National Oceanic and Atmospheric Administration (NOAA) implementing regulations (15 CFR Part 930) provide procedures for ensuring that the Proposed Action alternatives is consistent with approved coastal management programs. The Airport is not within lands included in the CBRA system nor is it in a coastal zone designated by the state of California; therefore coastal resources will not be impacted. The Consultant Team will prepare a brief statement to that effect.

Meetings:	None
Deliverable:	A coastal resource section will be developed for inclusion into the Environmental Consequences Chapter of the EA. Adequate information to complete the IS checklist for consideration of coastal resource impacts.

Task 4.3 Compatible Land Use (NC)

The evaluation of land use compatibility will consider two key elements: 1) the compatibility of the Proposed Action alternatives with adjacent land uses; and 2) the compatibility of the indirect impacts (i.e. noise) from the Proposed Action alternatives with land uses. Compatibility will be based on the FAA Part 150 Land Use Compatibility Guidelines, as well as a review of local relevant plans (provided by other documents), including the City of Palm Springs General Plan and Riverside County Airport Land Use Compatibility Plan.

No significant land use impacts are anticipated since the 1) terminal and landside improvements will occur on land already designated for terminal and landside functions,

2) no new land uses will be added that may be hazardous to safe aircraft operations exist around the airport, and 3) noise changes associated with the Proposed Action alternatives are not expected. A statement with supporting assurance documentation will be included in the EA that states the Proposed Action alternatives are consistent with land use plans existing at the time FAA approves the project. The City of Palm Springs will provide a land use assurance letter to be referenced in the document and included in within an appropriate appendix.

Meetings:	None
Deliverable:	A compatible land use section will be developed for inclusion into the Environmental Consequences Chapter of the EA. Adequate information to complete the IS checklist for consideration of compatible land use impacts.

Task 4.4 Construction Impacts (NC)

Construction impacts associated with the proposed development will be investigated. Temporary measures to mitigate construction impacts will be identified. These could include such items as erosion control, temporary detention basins, and construction material haul routes. The impact to water quality, noise, and air with construction activities will be addressed. Analysis of construction impacts related to air quality is included in **Task 4.1: Air Quality** and will be briefly summarized in this section. This will include the operational emissions for each year of analysis.

Meetings:	None
Deliverable:	A construction impacts section will be developed for inclusion into the Environmental Consequences Chapter of the EA. Adequate information to complete the IS checklist for consideration of construction impacts.

Task 4.5 Department of Transportation Act: Section 4(f) and Land and Water Conservation Fund Act Section 6(f) (N)

Section 4(f) resources include public parks, recreation areas, and wildlife / waterfowl refuges of national, state or local significance, as well as historic sites of national, state or local significance. A windshield survey, document research and prior environmental analysis found no publicly-owned parks, recreation areas, or wildlife or waterfowl refuges in the project area. Therefore, impacts to Section 4(f) resources are not anticipated. Section 6(f) applies to public use recreational lands for which grants to local and state governments have been provided. Coordination will be undertaken to determine if any lands subject to Section 6(f) will be impacted by the Proposed Action alternatives, although it is not expected that these resources will be impacted. A statement to this effect will be included in the EA.

Meetings:	None
Deliverable:	A Section 4(f) / Section 6(f) section will be developed for inclusion into the Environmental Consequences Chapter of the EA.

Task 4.6 Farmlands (NC)

The Farmland Protection Policy Act (FPPA) of 1981 authorizes the U.S. Department of Agriculture (USDA) to develop criteria for identifying the effects of federal programs on the conversion of farmland to nonagricultural uses. The prime and unique farmland regulations require that the USDA determine whether land affected by any Proposed Action alternative is prime or unique farmland. No farmlands are involved in the Proposed Action alternatives. The Consultant Team will prepare a brief statement to that effect for inclusion in the EA.

Meetings:	None.
Deliverable:	A farmlands section will be developed for inclusion into the Environmental Consequences Chapter of the EA. Adequate information to complete the IS checklist for consideration of farmland impacts.

Task 4.7 Fish, Wildlife, and Plants (NC)

Fish, wildlife, plants, and particularly endangered species that may be impacted by the Proposed Action alternatives will be identified and documented. If necessary, mitigation measures will be recommended.

Coordination efforts in this task include submitting letters to the U.S. Fish and Wildlife Service (USFWS) and, as necessary, the California Department of Fish and Game (CDFG). In the event endangered species are present, additional correspondence and meetings will be required to handle the Endangered Species Act Section 7 Consultation process for a total of up to four (2) meetings attended by a biologist; this work is included as an optional task.

Task 4.7.1 Biotic Communities Inventory (NC)

The Consultant Team will conduct a literature review to assist in determining the existence or potential occurrence of sensitive plant and animal species on the project site or in the vicinity. Federal and State lists of sensitive species and current database records, including the *California Natural Diversity Data Base* (California Department of Fish and Game, 2004) and the California Native Plant Society's *Electronic Inventory of Rare and Endangered Vascular Plants of California* (Skinner, et al., 2004), will be examined. The EIR for the City of Palm Springs General Plan Update will also be reviewed and both the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) and the Draft Agua Caliente Tribal Multiple Species Habitat Conservation Plan (MSHCP) will be reviewed for its applicability to the project. In accordance with City and FAA guidelines, the Consultant Team will submit a letter to the U.S. Fish and Wildlife Service requesting a list of threatened and endangered species known from the project vicinity. The results of the records search will be summarized in a table and

included in the Assessment. The Biological Study Area (BSA) will be determined through coordination with any dedicated project or site Biologist.

The fieldwork will be conducted by qualified Consultant Team biologists in order to document the general presence / absence of sensitive biological resources (e.g., species or habitats), or to determine the potential for occurrence of such resources that may not be detectable when the fieldwork is conducted. The location of any sensitive biological resources present on site, including plants and plant communities, will be mapped. For optimal results, the Consultant Team recommends conducting the fieldwork in the springtime (i.e., April or May), if possible. This will maximize Consultant Team's ability to effectively detect and positively identify sensitive species, particularly plants. In addition, a discussion of any areas that may be considered wetlands or jurisdictional waters (both State and federal) will be conducted.

Based on the research conducted for the 1994 Master Plan Update, there may be sensitive fauna (fringe-toed lizard) and habitat for sensitive flora such as the Coachella Valley milkvetch. Both the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP) (September 2007) (Conservation Plan) and the Draft Agua Caliente Tribal MSHCP developed conservation plans for the fringe-toed lizard and the Coachella Valley milkvetch. These two plans each cover part of the Airport with respect to the non-standard RSA issue only. The EA / IS will consider how the Conservation Plan pertains to the identified species on airport property.

The EA / IS will review the status of the fringe-toed lizard and milkvetch species and other potential conservation requirements as a result of the non-standard RSA issue, as well as associated construction activities. However, since the improvements in the Proposed Action alternatives affect areas already used for terminal and landside functions, it is not anticipated that any biotic communities will be adversely affected. However, if there are any significant impacts, mitigation measures will be recommended.

Additionally, a brief narrative will be prepared to explain that bird-aircraft safety hazards are also not anticipated with the Proposed Action alternatives since it is not anticipated to change the pattern of aircraft activity at the Airport in relationship to off-airport bird habitat or feeding areas.

This scope assumes that no Section 7 Endangered Species Act consultation is necessary. If the general biological field survey reveals that suitable habitat is present for federally or state listed species, or any other species identified during the preparation of the report, then additional surveys may be required in order to determine the presence or absence of such species, additional scope and costs will be provide to the Airport and FAA for review and comment.

Task 4.7.2 Documentation (NC)

The Consultant Team will prepare a Fish, Wildlife, and Plants Technical Report that will include a description of the field methods used and the results of the biological assessment of the project area. The Technical Report will include a list of plant and animal species present within the project area and a general description of the plant communities occurring. If any sensitive resources are found on the site, the Consultant Team will prepare and include in the document a graphic displaying the location of the sensitive plant communities on site and any sensitive biological resources observed.

Tables describing sensitive species and their habitats that are present or potentially present will also be provided in the report. The Technical Report will also identify and assess project impacts on the existing biological resources, including any sensitive species. Potential mitigation measures will also be included as necessary for use by the FAA in coordinating with USFWS and CDFG. These mitigation measures may be conceptual (i.e., specific restoration plans are not included in this scope). All technical details, assumptions, and necessary discussions to substantiate the findings will be provided in a technical appendix to the Technical Report.

The Fish, Wildlife, and Plants Technical Report will be submitted to and reviewed by the City of Palm Springs and FAA. For budgeting purposes, the Consultant Team will provide up to three (3) revisions for the Technical Report on comments received from the City of Palm Springs and the FAA. Following approval, it will be documented in appendices of a preliminary draft of the EA / IS.

In addition to the Fish, Wildlife, and Plants Technical Report, a fish, wildlife, and plant impacts working paper will be developed by the Consultant Team for inclusion into the EA / IS.

Meetings:	<p>One (1) meeting throughout study to collect data One (1) meeting to discuss existing conditions, alternatives, conformity, and results. These meetings will be consolidated with other meetings. Participants: City of Palm Springs, FAA ADO, Consultant Team.</p>
Deliverable:	<p>A Fish, Wildlife, and Plants Technical Report will be submitted for City of Palm Springs and FAA review. Changes / comments will be incorporated up to three (3) times. The completed Fish, Wildlife, and Plants Technical Report will be included in the appendices of the EA / IS.</p> <p>A fish, wildlife, and plants section will be developed for inclusion into the Environmental Consequences Chapter of the EA. The completed Fish, Wildlife, and Plants Technical Report will be included in the appendices of the EA.</p> <p>Adequate information to complete the IS checklist for consideration of threatened and endangered species and biotic communities impacts. The completed Fish, Wildlife, and Plant Technical Report will be included in the appendices of the IS.</p>

Task 4.8 Floodplains (NC)

The 2007 Palm Springs General Plan flood zone map indicates a limited area of floodplain near the airport, with only small areas between the limits of 100-year and 500-year or 100-year with-flood depths of less than a foot at the southeast and northeast corners of the airport. The Proposed Action alternatives do not impact these areas and no further analysis would be expected. A statement to this effect will be included in the EA.

Meetings:	None
Deliverable:	A floodplains section will be developed for inclusion into the Environmental Consequences Chapter of the EA.

Adequate information to complete the IS checklist for consideration of floodplains.

Task 4.9 Hazardous Materials, Pollution Prevention, and Solid Waste (NC)

Potential sources of hazardous materials, pollution, and solid waste that may be impacted by the Proposed Action alternatives will be identified and documented. If necessary, mitigation measures will be recommended.

Coordination efforts in this task include coordinating with City of Palm Springs, relevant airport tenants, local water supply agencies, and other local and regional agencies to determine the presence of hazardous materials and solid waste that may be impacted by the Proposed Action alternatives. If hazardous materials are present, consultation with the appropriate State other relevant agencies will occur. Any correspondence will be completed via email, phone, or by a written letter.

Task 4.9.1 Hazardous Materials and Pollution Prevention (NC)

Hazardous materials impacts associated with the Proposed Action alternatives will be investigated, including operation and fuel supply. This analysis will include the potential effects of existing contamination and the possible effects of on-site activities / uses on adjacent / nearby uses and rely extensively on the City of Palm Springs-supplied data and previous studies. Research will be completed for recorded contaminated sites within PSP and for parcels considered for acquisition included within any alternative analyzed. A database search will be conducted by property address to identify nearby or former landfills, remediation work, state or Federal environmental enforcement actions, impacted sites on state or national registry, hazardous waste generators (businesses) nearby within one-quarter mile of the property that might have an adverse impact on the property itself. No additional field work or testing is included in this scope of work.

Should the existence of hazardous wastes affect phasing of project construction, analysis of alternatives and consideration of means for compliance with applicable regulations will be discussed. The analysis will include an analysis of the approximate cost and feasibility of alternatives regarding the avoidance or use of hazardous materials, hazardous wastes, recycled materials, recyclable products, and any related need for permits, remediation, storage, transport, or disposal. Applicable regulatory controls will be described and additional mitigation measures will be identified, as appropriate. The documentation will reflect that consultation with the appropriate State or EPA has been initiated.

Task 4.9.2 Solid Waste (NC)

Potential impacts on infrastructure will be evaluated, including solid waste impacts. An estimate of potential project related demands will be based upon regional standards of facility and service requirements. Requirements for additional capacity and potential mitigation measures, including planning / regulatory controls, will be identified. The analysis will consider water supply and distribution, wastewater conveyance and treatment, regional waste water capacity and solid waste. A water supply assessment,

based on forecast water supply and demand, will be coordinated with the local water supply agency.

The potential impacts of the Proposed Action alternatives upon the City / County's solid waste disposal system will be determined as required by NEPA and CEQA. In addition, any regional solid waste disposal concerns will be considered. This will include an analysis of distance from proposed development to existing or potential landfill / disposal areas. The potential for existing landfills to accept solid waste from the project site will be determined based on the land uses proposed; a comparison will be made between solid waste generated by the existing Airport operations and the generation of waste estimated for the Proposed Action alternatives.

The Proposed Action alternatives are not expected to change solid waste generation at the Airport because the type, quantity, collection and method of disposal of solid waste are not expected to significantly change. Accordingly, a brief statement to that effect will be prepared.

Meetings:	None
Deliverable:	A hazardous materials, pollution prevention and solid waste section will be developed for inclusion into the Environmental Consequences Chapter of the EA. Adequate information to complete the IS checklist for consideration of hazardous material, pollution prevention and solid waste.

Task 4.10 Historical, Architectural, Archaeological, and Cultural Resources (NC)

All research and analysis efforts will comply with Section 106 of the National Historic Preservation Act (NHPA). Coordination efforts for this task with the City of Palm Springs, City of Palm Springs Historic Site Preservation Board (HSPB), FAA, State Historic Preservation Office (SHPO), Native American Heritage Commission (NAHC), and other relevant stakeholders will require up to three (3) meetings. It is understood that any consultation / coordination with Federally recognized Native American tribes and the State Historic Preservation Office (SHPO) will be completed by the FAA.

Task 4.10.1 Archival and Historic Research (NC)

At the outset, the Environmental Impact Report (EIR) for the City of Palm Springs General Plan Update will be reviewed. Furthermore, the Consultant Team will obtain a resource records search from the Eastern Information Center, located at the University of California, Riverside. The Information Center is the state-designated repository for records concerning cultural resources in Riverside County. The records search will provide information on known cultural resources and on previous cultural resources investigations within a one-mile radius of the project area. Data sources that will be consulted at the Information Center include archaeological site and artifact records, historic maps, reports from previous studies, and the Historic State Resources Information System for the project area, which contains listings for National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI).

In addition, the Consultant Team will conduct a title search for the properties within the Area of Potential Effects (APE) to determine built dates for any structures. As it is generally assumed that at least one potentially historic structure will be within the APE, the additional tasks of consultation and research with local historical societies and preservation groups will be required for compliance with local and federal guidelines. This includes the western façade of the terminal building at Palm Springs International Airport, which was designated on April 15, 2009 in a City Ordinance as a Class 1 historic site. Discussions will be held with the City Planning Department to more clearly define the limits of the façade subject to the preservation ordinance.

For cultural resources, multiple documents are required. As identified in Element 3, the first is preparation of the APE map which shows the direct and indirect effects of the project on a suitably scaled map, preferably a 1:400 scale. This map will be prepared by the cultural resource team for the City of Palm Springs to submit to the FAA. FAA will submit the map to SHPO for approval of the APE and to initiate the Section 106 consultation process.

Task 4.10.2 Native American Consultation (NC)

Although the FAA will coordinate correspondence with Federally recognized Native American tribes, the Consultant Team will assist the FAA in preparing a list of the federal or non-federal status of relevant tribes. In addition, the Consultant Team will correspond with the Native American Heritage Commission (NAHC). Native American consultation will be coordinated to determine the consistency with conclusions made during consultation for the 1994 Master Plan Update, which indicated that tribal resources have a low likelihood of presence in the project area because it was not regarded as a settlement site or location for overnight stays. No additional analysis will be conducted.

Task 4.10.3 Field Survey (NC)

The Consultant Team will conduct a systematic field survey of portions of the APE that are not obscured by impervious surface. This scope is based on the assumption that the APE will extend 100 feet from the edge of the project area. The survey will include transects spaced approximately 30-45 feet (10-15 meters) apart as feasible given the already disturbed and developed status of most of the project grounds. The ground surface will be visually examined by an archaeologist for evidence of prehistoric (Native American) or historic (non-Native American) archaeological materials and other potential historic resources (e.g., structures or aviation infrastructure). Any previously unrecorded resources identified during the survey will be recorded on State of California DPR 523 forms to meet state standards. It is assumed that no archaeological resources will be discovered on the project site.

Task 4.10.4 Determination of Potential Effect (NC)

Historic resources are examined in accordance with the National Historic Preservation Act of 1966, as amended, and the Archaeological and Historic Preservation Act of 1974. Historic resources will be impacted by the terminal expansion portion of the Proposed Action alternatives, particularly the west façade. This will be addressed in detail, including the ramifications of the Class 1 historical designation of the west façade of the

airport terminal on April 15, 2009 by the Palm Springs City Council. An assessment will be conducted of what portions of the existing terminal are covered by the ordinance pertaining to the Class 1 historical designation of the west façade of the Palm Springs International Airport.

With regards to archaeological and cultural resources, prior environmental analysis determined that archaeological resources within the project area are minimal. However, the presence of unknown buried resources cannot be ruled out. An in-depth resource inventory will be conducted in the EA to address potential mitigation measures to unknown buried resources.

Task 4.10.5 Documentation (NC)

The Consultant Team will prepare a Historical, Architectural, Archaeological, and Cultural Resources Technical Report that describes: 1) the results of Native American Consultation where appropriate; 2) research and field methods used in identifying cultural resources; 3) the archaeological and historic resources identified in the project vicinity; and 4) the potential of the project to adversely impact any archaeological or historic resources. All buildings, structures, and resources that can be eliminated by Categorical Exemption will be exempted from evaluation. If recommendations for further studies are warranted, these will be presented in a cover letter to the City and FAA. All technical details, including the data used, the analysis methods, the modeling assumptions, and necessary discussions to substantiate the findings will be provided in a technical appendix to the Historical, Architectural, Archaeological, and Cultural Resources Technical Report.

The Historical, Architectural, Archaeological, and Cultural Resources Technical Report will be submitted to and reviewed by the City of Palm Springs and FAA. For budgeting purposes, the Consultant Team will provide up to three (3) revisions for the Historical, Architectural, Archaeological, and Cultural Resource Impacts Technical Report on comments received from the City of Palm Springs and the FAA. Following approval, it will be documented in appendices of a preliminary draft of the EA / IS.

In addition to the Historical, Architectural, Archaeological, and Cultural Resource Technical Report, a category section will be developed by the Consultant Team for inclusion into the EA / IS.

Meetings:	Up to three (3) meetings to discuss historical, archaeological, and cultural resource findings and issues. Participants: Various stakeholders and agencies, City of Palm Springs, FAA ADO, Consultant Team
Deliverable:	A Historical, Architectural, Archaeological, and Cultural Resources Technical Report will be submitted for City of Palm Springs and FAA review. Changes / comments will be incorporated up to three (3) times. The completed Historical, Architectural, Archaeological, and Cultural Resource Impacts Technical Report will be included in the appendices of the EA / IS. A historical, architectural, archaeological, and cultural resources section will be developed for inclusion into the Environmental Consequences Chapter of the EA. The completed Historical, Architectural, Archaeological, and Cultural Resources Technical Report will be

	included in the appendices of EA.
	Adequate information to complete the IS checklist for consideration of water quality impacts. The completed Historical, Architectural, Archaeological, and Cultural Resources Technical Report will be included in the appendices of IS.

Task 4.11 Light Emissions and Visual Impacts (N)

The assessment of light emissions is intended to evaluate the potential annoyance of residents in the vicinity of lighting systems associated with the Proposed Action alternatives. Specifically, the potential for the intrusion of additional light emission and glare in sensitive areas will be evaluated.

The analysis will consider the effects of new lighting systems and navigational systems compared to the existing Airport operations lighting as well as the lighting and visual impacts of proposed new facilities including the rental car facility and parking lots. The project impacts will also be assessed under the City and County's night-sky ordinances designed to protect the Mount Palomar Observatory from night-time light pollution. Mitigation measures will be recommended as necessary to include minor changes in lighting but those changes are not expected to be significant.

A narrative explaining design, art, architectural, and visual impacts will be included in the EA. The Proposed Action alternatives indicate a change to the existing design, art, architectural and visual elements of the terminal building, particularly to the west façade of the terminal processor. Visual impacts will be analyzed and documented in a working paper.

Meetings:	None.
Deliverable:	A light emissions and visual impacts section will be developed for inclusion into the Environmental Consequences Chapter of the EA. Adequate information to complete the IS checklist for consideration of light emissions and visual impacts.

Task 4.12 Natural Resources and Energy Supply (NC)

The effects of airport development on energy and natural resources are generally related to the amount of energy required for aircraft, ground support vehicles, airport lighting, and terminal and other facilities. The Proposed Action alternatives, which involve expansion of existing terminal facilities and relocation of landside facilities, are not expected to significantly increase aircraft fuel consumption and would materially affect the other types of energy uses identified above. No scarce or unusual materials or changes to existing aircraft fuel use are proposed and will therefore not be discussed in the EA. It is not anticipated that there will be significant impact to this impact category and limited research and analysis is expected. A brief statement to that effect will be included in the EA.

Meetings:	None.
Deliverable:	A natural resources and energy supply section will be developed for inclusion into the Environmental Consequences Chapter of the EA. Adequate information to complete the IS checklist for consideration of natural resources and energy supply impacts.

Task 4.13 Noise (NC)

This section will evaluate the potential impact of aircraft noise for NEPA purposes and highway and stationary noise for CEQA purposes and construction noise for both NEPA and CEQA purposes. Mitigation measures will be recommended as necessary. Coordination efforts pertaining to the aircraft and vehicular noise analysis will include coordinating with the City of Palm Springs, FAA, and Air Traffic Control personnel. A total of up to three (3) meetings will be required.

Task 4.13.1 Aircraft Operations (NC)

A noise impact analysis will be required to determine current and projected CNEL noise levels at sensitive receptor locations within the project area, along with any need for additional mitigation measures. This would pertain specifically to the south end of Runway 13R-31L with the implementation of an EMAS system or reduction of runway length to meet standard RSA requirements. The most recent noise analysis was conducted for the 1994 Master Plan, which identified extensive mitigation measures that have been implemented. In addition, the current aircraft fleet is substantially quieter than the 1994 fleet. With the completed phase-out of Stage 2 aircraft, and the general trend toward quieter Stage 3 aircraft, CNEL noise levels likely have declined. A noise exposure map will be updated in the EA. The most current approved Part 150 Study Noise Compatibility Program and City of Palm Springs General Plan (Adopted in October 2007) will be considered when developing the contours. The developed noise contours will be intended to replace the Noise Exposure Maps. In addition, one public meeting (1) will be held to address noise contour concerns, see Task 5.5.

The study team will use the latest version of the Integrated Noise Model with default INM aircraft profiles. Terrain data will be used in the noise modeling. Aircraft-induced CNEL contours of 65, 70, and 75 dB will be developed for up to four alternatives (inclusive of the No Action Alternative) for first full year after implementation of the Proposed Action alternatives and five years beyond (i.e., 2015 and 2020). These contours will be developed using airport provided radar data and information taken from Air Traffic Control to define runway use and flight track location and use. Fleet mix projections will be developed using the approved Master Plan Update forecast. Note this forecast will necessarily be coordinated with the ADO to determine agreement for use in the EA. FAA's standards for determining significant impact will be used (i.e. 1.5 DNL or greater increase over a noise sensitive area exposed to 65 CNEL). Increases of 3 dB or greater will be included as necessary, in accordance with FAA Order 1050.1E. Determination of noise sensitive uses will be based on FAA Part 150 Land Use Compatibility guidelines and local land use guidelines (i.e., ALUC and CLUP). The noise contours will be developed to meet the review requirements of Part 150 and will include a completed Noise Exposure Map check list from Part 150 with the noise technical appendix.

Using GIS, the contours will be overlaid onto existing and future land uses. In addition, locations of noise sensitive uses and the number of people and dwellings within the aircraft induced CNEL contours will be estimated using the latest available U.S. Census data that is constrained to existing and future land uses.

Noise standards regulating noise impacts in the City of Palm Springs and affected environs will be discussed for on-site and off-site uses. A discussion of existing noise sensitive uses in the areas affected will be included.

Task 4.13.2 Vehicular Noise (C)

Existing roadway traffic noise will be included as part of this noise analysis to provide a consistent baseline for comparison. Additional vehicular traffic noise, if requested, will be calculated based on existing traffic data provided. Short-term noise measurements will be conducted at up to 15 locations along selected roadway segments. Noise levels for surface traffic will be presented in measurements that can be compared to standards contained within the City of Palm Springs General Plan, as well as applicable Federal Highway Administration (FHWA) and Caltrans noise criteria.

Noise impacts from project-related vehicular traffic will be evaluated in accordance with FHWA, Caltrans, and CEQA noise criteria. Future Leq and CNEL traffic noise levels along selected roadway segments will be determined at noise sensitive locations. Traffic parameters such as ADT, peak hour traffic volumes disaggregated into automobiles, medium trucks (with two axles and six wheels), and heavy trucks (with three or more axles), and associated travel speeds will be obtained from the project's traffic study to conduct the traffic noise analysis. The noise levels due to the project-related traffic volumes will be calculated using the Caltrans Sound 2000 noise model.

The Consultant Team will conduct a noise impact study that will be consistent with applicable procedures and requirements. The Consultant Team will review the applicable noise and land use compatibility criteria by the federal, State, or City of Palm Springs for the Proposed Action alternatives, evaluate the existing noise environment, assess the noise impacts from construction activities, and determine if any operational noise impacts would occur as a result of the proposed relocation of the rental car and vehicle maintenance facilities. The EIR for the City of Palm Springs General Plan Update will also be reviewed. Noise impacts on noise sensitive uses adjacent to the project site and along the off-site truck route will be assessed. Noise mitigation measures will be identified in the noise impact study, if required.

Mitigation measures intended to reduce short-term and long-term impacts to acceptable noise levels in the vicinity of the project site for each alternative will be determined where reasonable and feasible. Both an evaluation of the potential mitigation measures and a discussion of their effectiveness will be provided. Potential mitigation measures will be linked to thresholds of significance as appropriate. This analysis does not include the development of aircraft operational noise abatement measures that would normally be conducted in an FAA Part 150 Study.

The noise evaluation will summarize future conditions relative to aircraft and surface transportation sources. Project related impacts will then be identified based on

comparing the aviation and non-aviation noise from all sources for the alternatives to the No Action Alternative.

Task 4.13.3 Documentation (NC)

The results of the noise analysis will be documented in a Noise Technical Report. All technical details, including the data used, the analysis methods, the modeling assumptions, and necessary discussions to substantiate the findings will be provided in a technical appendix to the Noise Technical Report.

The Noise Technical Report will be submitted to and reviewed by the City of Palm Springs and FAA. For budgeting purposes, the Consultant Team will provide up to three (3) revisions for the Noise Technical Report on comments received from the City of Palm Springs and the FAA. Following approval, it will be documented in appendices of a preliminary draft of the EA / IS.

In addition to the Noise Technical Report, an air quality section will be developed by the Consultant Team for inclusion into the EA / IS.

Meetings:	<p>One (1) meeting to collect noise data. This meeting will be consolidated with the meeting to gather all data. Participants: City of Palm Springs, Consultant Team</p> <p>Up to two (2) meetings to discuss noise analysis with City of Palm Springs. This meeting can be consolidated with other meetings. Participants: City of Palm Springs, FAA ADO, Consultant Team</p>
Deliverable:	<p>A Noise Technical Report will be submitted for City of Palm Springs and FAA review. Changes / comments will be incorporated up to three (3) times. The completed Noise Technical Report will be included in the appendices of the EA / IS.</p> <p>A noise section will be developed for inclusion into the Environmental Consequences Chapter of the EA. The completed Noise Technical Report will be included in the appendices of EA.</p> <p>Adequate information to complete the IS checklist for consideration of water quality impacts. The completed Noise Technical Report will be included in the appendices of IS.</p>

Task 4.14 Secondary (Induced) Impacts (NC)

Major development proposals may involve the potential for induced or secondary impacts on surrounding communities. These proposals may induce 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. The Proposed Action alternatives at PSP are not anticipated to have secondary impacts. A brief narrative to that effect will be included in the EA / IS.

Meetings:	None.
Deliverable:	A secondary (induced) impacts section will be developed for inclusion into the Environmental Consequences Chapter of the EA.

Adequate information to complete the IS checklist for consideration of secondary (induced) impacts.

Task 4.15 Socioeconomic Impacts / Environmental Justice / Children's Environmental Health and Safety Risks (N)

Socioeconomic impacts, environmental justice concerns, and children's environmental health and safety risks that may potentially be impacted by the Proposed Action alternatives will be determined. As necessary, mitigation measures will be recommended.

Task 4.15.1 Socioeconomic Impacts (N)

The principal socioeconomic impacts to be considered in an EA include: (1) the relocation of residences and/or businesses; (2) alteration of surface traffic patterns, (3) disruption of established communities; (4) diversion of orderly, planned development; or, (5) creation of an appreciable change in employment.

The Proposed Action alternatives will not include relocation of residences and / or businesses, disruption to the community, conflict with planned development, or an appreciable change in employment. In the absence of significant impacts to noise (yet to be determined but assumed by this scope), compatible land use or social impact categories, potentially significant socioeconomic impacts are not anticipated. Since the premise for this scope is that the Proposed Action alternatives would not change local or regional development patterns, little if any socioeconomic impacts are expected. Accordingly, a statement to at effect will be included in the EA.

Changes in surface traffic patterns are scoped in **Task 4.19: Transportation and Traffic**. However, for NEPA purposes, the discussion about traffic will be documented in the Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks Section of the Environmental Consequences Chapter of the EA.

Task 4.15.2 Environmental Justice (N)

Pursuant to Executive Order 12898 and Title VI of the Civil Rights Act (42 U.S.C. 2000 d), all federal agencies are required to identify and address disproportionately high and adverse human health or environmental effects of their policies, program, and activities on minority and low income populations. The EA will include a discussion of the project's conformity with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," using EPA guidance.

Environmental justice analysis considers the potential of the Proposed Action alternatives to cause disproportionate and adverse effects on low-income or minority populations. It is not anticipated that there will be significant impact to this impact category. However, research and analysis will be necessary to determine this.

Task 4.15.3 Children's Environmental Health and Safety Risks (N)

Pursuant to Executive Order 13045, "Protection of Children from Environmental Health Risks and Safety Risks," federal agencies are required to identify and address environmental health risks and safety risks that may disproportionately affect children. A

discussion of the Proposed Action alternatives' potential for subjecting children to disproportionately adverse health and environmental effects will be provided using information prepared for the analysis of air quality, noise, and hazardous materials.

Meetings:	None.
Deliverable:	<p>A socioeconomic impacts, environmental justice, and children's environmental health risks section will be developed for inclusion into the Environmental Consequences Chapter of the EA. The socioeconomic impacts section will include a narrative regarding traffic impacts, with the Traffic Impacts Technical Report attached in the appendices.</p> <p>Adequate information to complete the IS checklist for consideration of socioeconomic impacts, environmental justice, and children's environmental health risk.</p>

Task 4.16 Water Quality (NC)

A preliminary water resources technical report will be developed to: (1) describe existing surface and groundwater hydrology and water quality characteristics at, and near, PSP including identification of receiving water bodies; (2) provide preliminary estimates of surface water pollutant loads associated with the potential airport development alternatives; (3) evaluate potential sources of groundwater contamination relative to the potential airport development alternatives; (4) discuss the hydrology and water quality management measures that are included in the design(s) of the airport development alternatives; (5) discuss if, and how, the alternatives are responsive to current regulatory programs such as the National Pollution Discharge Elimination Systems (NPDES), Stormwater Pollution Prevention Plan (SWPPP), and Standard Urban Stormwater Management Plan (SUSMP); and (6) provide recommendations for additional measures, if necessary, to reduce or avoid impacts related to hydrology and water quality.

The environmental consequences of the Proposed Action alternatives on water resources will be determined. The effects of the proposed airport facilities and other project land uses upon water resources will be identified, and runoff volumes will be documented. Methods to control peak flow and mitigate water quality impacts will be presented in this section.

Surface and groundwater resources in the vicinity of the sites will be identified and described. Baseline water quality information will be collected from available sources and an analysis of water quality impacts from dry weather flows will be completed. An analysis of the quantity of surface water flows and how such flows may affect local drainage and flood control infrastructure will be completed. No water quality sampling or underground tracings will be completed. The Consultant Team will coordinate with Federal, State, and local agencies to determine permit requirements and potential mitigation plans. An assessment of potential impacts will be documented in the EA / IS and proposed mitigation measures will be described. This scope includes preparation of a list of the necessary water quality related permits (e.g., NPDES modifications, etc.) including those associated with construction. This scope does not include completion of permit applications or other tasks required to obtain said permits.

Meetings:	One (1) meeting to consider previous and on-going evaluations. Meeting may be consolidated with other meetings. Participants: City of Palm Springs, FAA ADO, Consultant Team
Deliverable:	A water quality section will be developed for inclusion into the Environmental Consequences Chapter of the EA. Adequate information to complete the IS checklist for consideration of water quality.

Task 4.17 Wetlands and Waters (NC)

No potential jurisdictional waters or wetlands are anticipated to be discovered on the project site. The EA and IS will include a brief statement to that effect.

Task 4.17.1 Wetland Identification and Impact Analysis (Optional) (NC)

Should the general biological assessment find the presence of wetlands and / or waters of the U. S. the consultant will conduct a jurisdictional delineation in accordance with the U.S. Environmental Protection Agency (EPA), U.S. Army Corps of Engineers (USACE) and California Department of Fish and Game (CDFG) guidelines. To identify USACE jurisdictional wetlands, a three parameter delineation will be conducted according to the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Regional Supplement 2008) and the 1987 Corps Wetland Delineation Manual. The consultant will also delineate the jurisdictional limit of non-wetland waters of the U.S. following the procedures set forth in 33 Code of Federal Regulations (CFR) 328.3(e). It is anticipated that a routine delineation (as defined by USACE), tailored to the site characteristics, will be adequate. Further, the extent of any streambed and associated riparian habitat subject to review by the CDFG under Section 1602 of the Fish and Game Code will also be delineated. The results of the draft jurisdictional delineation will require verification and approval by the EPA, USACE and CDFG.

A technical report will be prepared presenting the results of the jurisdictional delineation. The report will be suitable for submittal to the applicable agencies for purposes of permit application. Accordingly, the report will identify and quantify jurisdictional areas and features, including a breakdown of wetlands, non-wetland waters of the U.S., streambeds, and any associated riparian habitat.

Meetings:	None.
Deliverable:	A wetlands section will be developed for inclusion into the Environmental Consequences Chapter of the EA. Adequate information to complete the IS checklist for consideration of wetland impacts.

Task 4.18 Wild and Scenic Rivers (N)

There are no wild and scenic rivers on or near the Airport and therefore no significant impact to wild and scenic rivers is expected. The Consultant Team will prepare a brief statement to that effect. No further analysis is included in this scope.

Meetings:	None.
Deliverable:	A wild and scenic river section will be developed for inclusion into the Environmental Consequences Chapter of the EA.

Task 4.19 Transportation / Traffic (C)

Transportation and traffic is identified under CEQA as an environmental impact category. Ground transportation or surface transportation activities, both on and off-airport property, and other potential traffic-generating activities, such as from the relocation of landside facilities or terminal construction, will be addressed for development of the IS. Analysis efforts for the EA (as necessary to describe under socioeconomic impacts) / IS will pertain to determining level of service changes. Coordination efforts for this task include correspondence with the City of Palm Springs.

Task 4.19.1 Traffic Analysis (C)

Three projects have the potential of altering traffic patterns on and off airport roadways. The first project is the terminal expansion to accommodate future increase in airport activity level and specifically an increase in airport traffic. However, airport passenger activity levels forecast for the project are not anticipated to exceed the 2030 forecast in the City of Palm Springs General Plan. Accordingly, a brief statement will be prepared to that effect. The second project that may potentially alter traffic patterns is the relocation of the rental car facilities, shifting rental car related traffic away from utilizing off-airport roadways to on-airport roadways. The last project that may alter surface traffic is the proposed closure of the airport entrance at the intersection of East Baristo Road and South El Cielo Road. The closure, aimed at reducing bypass traffic at the airport, may change traffic patterns on public roadways. All potentially traffic altering projects from the perspective of a level of service change will be analyzed. The Consultant Team will determine existing daily volume-to-capacity ratios and corresponding LOS for all study roadway sections. AM, midday and PM peak hour LOS for the study intersections will also be calculated.

The Consultant Team will conduct a preliminary LOS analysis of intersections in the vicinity of the airport under existing and 2015 conditions. For this preliminary analysis, 2015 intersection traffic volumes will be derived by projecting existing counts using a growth factor approved by the City of Palm Springs, and adding the incremental airport-related traffic. A letter report will be submitted to the City of Palm Springs presenting the inputs, methodology and results of the preliminary analysis.

LOS calculations for roadways and intersections will be conducted in accordance with appropriate guidelines from Caltrans, City of Palm Springs and other agencies. LOS analysis will be based on the HCM methodology using parameters adopted by the jurisdictional agencies.

The Consultant Team will identify project-related traffic impacts based on a comparison of the results of LOS analysis between scenarios with and without the Proposed Action alternatives. Traffic impacts will be determined based on criteria adopted by jurisdictional agencies. If a significant change in LOS is found, the Consultant Team will identify potential mitigation measures.

Task 4.19.2 Documentation (C)

The results of the traffic analysis will be documented in a Transportation / Traffic Technical Report. All technical details, including the data used, the analysis methods, the modeling assumptions, and necessary discussions to substantiate the findings will be provided in a technical appendix to the Transportation / Traffic Technical Report.

The Transportation / Traffic Technical Report will be submitted to and reviewed by the City of Palm Springs and FAA. For budgeting purposes, the Consultant Team will provide up to three (3) revisions for the Technical Report on comments received from the City of Palm Springs and the FAA. Following approval, it will be documented in appendices of a preliminary draft of the EA / IS.

In addition to the Transportation / Traffic Technical Report, a roadway service level section will be developed by the Consultant Team for inclusion into the EA / IS. For the EA, the section will appear in the Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks section of the Environmental Consequences Chapter.

Meetings:	One (1) meeting to gather and discuss traffic conditions with the City of Palm Springs. Meeting may be consolidated with other meetings. Participants: City of Palm Springs, FAA ADO, Consultant Team
Deliverable:	A Transportation / Traffic Technical Report will be submitted for City of Palm Springs and FAA review. Changes / comments will be incorporated up to three (3) times. The completed Technical Report will be included in the appendices of the EA / IS. A roadway service level section will be developed for inclusion into the Environmental Consequences Chapter of the EA, within the Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks section (see Task 4.15). The completed Transportation / Traffic Impacts Technical Report will be included in the appendices of EA. Adequate information to complete the IS checklist for consideration of traffic impacts. The completed Transportation / Traffic Impacts Technical Report will be included in the appendices of IS.

Task 4.20 Aesthetics (C)

For development of the IS a review of potential aesthetic impacts associated with the proposed improvements will be undertaken. The assessment will consider the potential for creating a substantial adverse effect on a scenic vista and historic building(s). Substantial light or glare effects will also be considered.

Meetings:	None
Deliverable:	Adequate information to complete the IS checklist for consideration of aesthetics.

Task 4.21 Paleontological Resources (C)

The paleontological resource literature review will be conducted with available maps and references, including the EIR for the City of Palm Springs General Plan Update, to determine if significant nonrenewable fossil specimens are known from sediments on or around the project parcels. Based on this review, the Consultant Team will determine whether a field survey will be advisable.

A paleontological working paper will be developed to provide a project-specific paleontological resource impact mitigation program (PRIMP) conforming to the recommendations of the Society of Vertebrate Paleontology and the guidelines of the County of Riverside, with measures to mitigate impacts if any impacts are determined.

Meetings:	None.
Deliverable:	Adequate information to complete the IS checklist for consideration of paleontological resources.

Task 4.22 Utilities and Service Systems (C)

The data gathered and working paper developed in **Task 4.16: Water Quality** will be used to complete some of this task. It is not expected that the Sponsor's Preferred Alternative will significantly increase wastewater treatment requirements and that sufficient water supply is available to serve the projects. These statements will be verified in order to complete the IS checklist.

Meetings:	None.
Deliverable:	Adequate information to complete the IS checklist for consideration of utilities and service systems.

Task 4.23 Geology and Soils (C)

Using available mapping, a determination would be made as to whether or not the project site contains valuable mineral resources. If so, an analysis would be completed to determine the extent to which the development of such resources might be compromised by the implementation of the Sponsor's Preferred Alternative. Additionally, earth and geology resources areas that may be impacted, including an analysis of earthquake and soils hazards will be completed.

Meetings:	None.
Deliverable:	Adequate information to complete the IS checklist for consideration of geology and soils.

Task 4.24 Mineral Resources (C)

Task 4.12: Natural Resources and Energy Supply will be used to complete some of this task. The City of Palm Springs General Plan will be reviewed for locally important mineral resource recover sites.

Meetings:	None.
Deliverable:	Adequate information to complete the IS checklist for consideration of mineral resources.

Task 4.25 Agricultural and Forestry Resources (C)

Task 4.6: Farmlands will be used to complete some of this task. Review of zoning and Williamson Act contracts will be undertaken in order to complete the remaining review.

Meetings:	None.
Deliverable:	Adequate information to complete the IS checklist for consideration of agricultural and forestry resources.

Task 4.26 Population and Housing (C)

The Sponsor's Preferred Alternative is not expected to induce population growth and will not displace existing housing. A statement to this effect will be included in the IS.

Meetings:	None.
Deliverable:	Adequate information to complete the IS checklist for consideration of population and housing.

Task 4.27 Public Services (C)

The Consultant Team will evaluate the Sponsor's Preferred Alternative impacts to schools (such as overcrowding due to the Sponsor's Preferred Alternative), fire protection, law enforcement, parks and libraries.

Meetings:	None.
Deliverable:	Adequate information to complete the IS checklist for consideration of public services.

Task 4.28 Recreation (C)

The Sponsor's Preferred Alternative are not expected to increase the use of recreational facilities. A statement to this effect will be included in the IS.

Meetings:	None.
Deliverable:	Adequate information to complete the IS checklist for consideration of recreation.

Task 4.29 Greenhouse Gas Emissions (C)

The presence of greenhouse gas impacts from the Sponsor's Preferred Alternative will be determined and documented, see **Task 4.1.6, Greenhouse Gas Emissions.**

Meetings:	None.
Deliverable:	Adequate information to complete the IS checklist for consideration of greenhouse gas emissions.

Task 4.30 Cumulative Impacts (N)

"Cumulative impact" is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Accordingly, the potential impacts of the Proposed Action alternatives will be considered in combination with the Airport and non-Airport actions. Impact categories potentially impacted by the other projects in the region will be discussed. It is not likely that the Sponsor's Preferred Alternative will cause a significant environmental impact. Also, it is not expected that the effects of the Sponsor's Preferred Alternative, when added to the effects of other projects in the region will cause otherwise insignificant impacts to exceed thresholds of significance. Therefore, limited analysis is anticipated.

The Consultant Team will prepare (1) a list of past, present and probable future projects producing related, or cumulative impacts and (2) a summary of projections contained in an adopted general plan or other related planning document, or in a prior environmental documents which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. The Consultant Team will conduct a cumulative impacts analysis for each type of environmental impact considered in the EA based on the list of related projects or on a relevant regional plan or documents, as appropriate.

Meetings:	None.
Deliverable:	A brief cumulative Impacts section will be developed for inclusion into the Environmental Consequences Chapter of the EA.

Element 5: Draft EA (N)

A Draft EA will be written and include the results of all tasks and subtasks addressed in this Scope. The Preliminary Draft EA will be organized in a format acceptable by FAA standards. This document will include all previously approved sections of text (i.e., Purpose and Need, Alternatives, etc.). Copies will be prepared for internal distribution to the City of Palm Springs and the FAA.

Task 5.1 Preliminary Draft EA (N)

A preliminary Draft EA will be prepared for City and FAA review. Appended materials will be included as necessary for meaningful review. A word document (in tracked changes mode) and PDF will be submitted to the assigned Environmental Specialist at the FAA ADO. This word document will be reviewed by the Environmental Specialist and comments will be addressed.

Meetings:	None.
Deliverable:	An electronic copy (Word) of the Preliminary Draft EA and one hard copy will be submitted for City of Palm Springs and FAA review.

Task 5.2 Revise Preliminary Draft EA (N)

The comments provided by the FAA ADO environmental specialist on the preliminary Draft EA will be incorporated. The revised preliminary Draft EA (word document (in tracked changes), clean PDF) will be resubmitted (8-10 copies) to the Environmental Specialist for distribution and review by other Lines of Business within the FAA. An electronic copy (on CD) will also accompany the submission for ease of reference. The Consultant Team will incorporate up to two rounds of revisions identified through discussions with the City and FAA staffs. Comments and suggestions will be provided to the Consultant Team by annotated copies of the preliminary document.

Meetings:	None.
Deliverable:	Draft EA revisions to incorporate changes / comments made by the City of Palm Springs and FAA. Subsequent drafts will be submitted for review in electronic and eight to ten (8-10) hard copies for each round of review.

Task 5.3 Publish / Distribute Draft EA (N)

The Consultant Team will print thirty copies (five copies for City, ten copies for FAA, and the remaining copies will be for agencies, libraries, and interested public) of the Draft EA using color reproduction as appropriate. The Consultant Team will develop an electronic copy of document on CD for public distribution and potential upload for the City of Palm Springs website. The Consultant Team assumes that the City of Palm Springs will distribute copies of the Draft EA. The Consultant Team will prepare a Notice of Availability (NOA) to be published in local newspaper. It is assumed that FAA and the City will review and provide one set of comments on the NOA.

Meetings:	None.
Deliverable:	Thirty (30) copies of the Draft EA for public distribution. NOA for use in local newspapers and Airport Web site.

Task 5.4 Public Workshop and Hearing (N)

After publication of the Draft EA, at a time determined by the City, a public workshop and hearing will be held to accept comments on the Draft EA. This scope assumes that a major emphasis of the public workshop and hearing will focus on the noise analysis and noise exposure maps developed for the Draft EA. The workshop will take place just prior the public hearing to allow interested public to talk with the EA team about specific concerns. The public hearing will follow the public workshop. The public hearing will be recorded by a court reporter and formal transcripts will be provided. All comments recorded during the hearing and comments provide in writing will be addressed in the EA. The Consultant Team will provide up to four staff for the public workshop and hearing.

Meetings:	One (1) public meeting / hearing to present and gather comments regarding the Draft EA.
Deliverable:	Meeting minutes

Task 5.5 Respond to Comments (N)

In consultation with the City and the FAA, the Consultant Team will respond to all comments received regarding the Draft EA. The Consultant Team will develop preliminary responses to comments related to technical analyses contained in the EA, and will assist the City in developing responses on other topics. The Consultant Team will consolidate comments and preliminary responses for review. Responses to comments will be drawn from existing materials developed in this Scope, it is assumed that no additional analysis is required. The Consultant Team will incorporate the City and FAA revisions to the preliminary response to comments. Two rounds of review are expected.

Meetings:	None.
Deliverable:	Summary of comments received and draft responses will be delivered electronically in Word format. Revisions made to reflect comments will be delivered electronically in Word format.

Element 6: Draft IS (C)

A Draft IS will be written and include the results of all tasks and subtasks addressed in this Scope. The Preliminary IS will be organized in a format acceptable to the City of Palm Springs per CEQA standards. Necessary technical support documents will be appended to the IS. Copies will be prepared for internal distribution to the City of Palm Springs as the Lead Agency. The Consultant will advise the City as to the suitability of issuing a Negative Declaration or if the potential impacts require mitigation so that a Mitigated Negative Declaration may be issued. The consultant will also advise the City relative to the need to complete an Environmental Impact Report (EIR) if impacts are such that mitigation is not readily viable to reduce impacts to less than significant. If requested, one meeting will be held to discuss potential impacts and mitigation in order to make a determination regarding Mitigated Negative Declaration or EIR. This will include attending up to one (1) meeting.

Meetings:	One meeting (1) to discuss determination status of the IS. Participants: City of Palm Springs, FAA ADO, Consultant Team.
Deliverable:	An electronic copy (Word) of the Draft IS will be submitted for the City of Palm Springs review.

Element 7: Final EA and FONSI (N)

The Consultant Team will revise the Draft EA (using the tracking function) as necessary in response to comments provided on the Draft EA. It is expected that this will be an iterative process to ensure that the public and FAA concerns are addressed, two rounds of review are included. The FAA will make a determination as to whether a Finding of No Significant Impact (FONSI) will be issued.

Meetings:	None
Deliverable:	Final EA and FONSI. Eight to ten (8-10) copies of the preliminary final will be provided to the FAA for review for each round of review. Three (3) hard copies and five (5) electronic files of the Final EA with FONSI.

Element 8: Final IS and ND/MND (C)

The Consultant Team will revise the Draft IS (using the tracking function) as necessary in response to the City of Palm Springs comments on the Draft IS. It is expected that this will be an iterative process to ensure that the City's concerns are addressed. The City will make the final determination as to whether a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) will be issued. Assuming that the City determines that a ND or MND is applicable, the Consultant Team will assist the City with producing and distributing the ND / MND. The Consulting Team will assist the City in responding to comments received on the MND should an MND be issued.

If an MND will be issued, the Consultant Team will prepare a draft Notice of Intent using the City's preferred format. The Notice of Intent will indicate that the Mitigated Negative Declaration is available for review and will request input from each public agency and members of the general public regarding the scope and content of the environmental information included in the IS / MND. The 20-day public review period will commence the day after delivery. Comments from public agencies and concerned citizens will be addressed to the City.

Meetings:	None
Deliverable:	Final IS / ND (or MND). Thirty (30) hard copies and five (5) electronic files of the Final IS /ND (or MND) for appropriate distribution.

Anticipated Meetings (Identified by Task in the Scope)

A summary of all meetings identified in this Scope is provided. Most meetings can be either conducted via teleconference capabilities or in person.

Meeting (Frequency)	Purpose	Participants	Associated Elements / Tasks
Scope Refinement Meeting (1 teleconference call)	Discuss and refine Scope	City of Palm Springs, FAA ADO, HNTB	Task 1.1: Scope, Schedule, Budget, Work Plan Development (NC)
Schedule and Budget Refinement Meetings (2 teleconference calls)	Discuss and refine scope, and budget	HNTB, City of Palm Springs, FAA ADO	Task 1.1: Scope, Schedule, Budget, Work Plan Development (NC)
Project Definition Meetings (8)	Quarterly meetings to discuss project updates and any project issues	City of Palm Springs, HNTB	Task 1.2: Lead Agency and Client Coordination (NC)

	that may require scope, schedule, and fee amendments (as identified in the Scope)		
Agency Scoping Meetings (up to 2 teleconference calls)	Identify scoping agencies; Discuss responses and determine next steps	City of Palm Springs, FAA ADO, HNTB	Task 1.3: Scoping (NC)
Alternatives Refinement (up to 3)	Define No-Action Alternatives and refine project alternatives for rental car facility	City of Palm Springs, FAA, and relevant stakeholders	Task 2.3: Alternatives (N)
Data Gathering Meeting (1)	Gather data from City of Palm Springs (e.g. air quality, fish, wildlife, plants, historical resources, water quality, noise, transportation / traffic)	City of Palm Springs, Consultant Team	Element 3: Affected Environment (N) Task 4.1: Air Quality (NC) Task 4.7: Fish, Wildlife, and Plants (NC) Task 4.10: Historical, Architectural, Archaeological, and Cultural Resources (NC) Task 4.13: Noise (NC) Task 4.16: Water Quality (NC) Task 4.19: Transportation / Traffic (C)
Environmental Consequences Meetings (up to 8)	Discuss environmental consequences in detail and next steps (air quality (1), fish, wildlife, and plants (1), historical resources (up to 3), and noise analysis (up to 3)). These meetings may be consolidated with project definition meetings.	City of Palm Springs, FAA ADO, Consultant Team, various agencies and stakeholders	Task 4.1: Air Quality (NC) Task 4.7: Fish, Wildlife, and Plants (NC) Task 4.10: Historical, Architectural, Archaeological, and Cultural Resources (NC) Task 4.13: Noise (NC)
Public Workshop and Hearing (1)	Public meeting to present Draft EA and specifically noise analysis results to public and relevant stakeholders	City of Palm Springs, FAA, Consultant Team, relevant agencies, public	Task 4.13: Noise (NC)
IS Draft Meeting (1)	Discuss draft IS and determination status of IS	City of Palm Springs, FAA ADO, Consultant Team	Element 6: Draft IS (C)

Exhibit "D-1"

Schedule of Compensation

See Attached

