

EXHIBIT A

**FINAL
PHASE II
PLAN OF STUDY**

**FRIEDMAN MEMORIAL REPLACEMENT AIRPORT
ENVIRONMENTAL IMPACT STATEMENT**

**Study of a Replacement Airport for Friedman Memorial Airport in the
Wood River Region of South Central Idaho**

THE L&B TEAM

September 23, 2008

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INTRODUCTION OF THE PHASED APPROACH

This Plan of Study describes the tasks to be performed by L&B, Incorporated, and its subconsultants (Consultant Team), in preparation of an Environmental Impact Statement (EIS) for the proposed Friedman Memorial Replacement Airport (FMRA) in the Wood River Region of South Central Idaho. Multiple sites have been evaluated within a three-county area including Blaine County (home of the current Friedman Memorial Airport (SUN) in Hailey), and Lincoln and Camas counties to the south and west, respectively.

The Federal Aviation Administration (FAA) will serve as the lead Federal agency for preparation of the EIS and will do so in compliance with the *National Environmental Policy Act (NEPA) of 1969*, and the Council on Environmental Quality (CEQ) regulations implementing NEPA, found at 40 Code of Federal Regulations (CFR) Parts 1500-1508. The preparation of the EIS will follow FAA regulations and policies for implementing NEPA published in FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, Change 1, and FAA Order 5050.4B, *NEPA Implementing Instructions for Airport Actions*; as well as documentation necessary for all substantive environmental studies. The FAA will conduct an independent and unbiased review of the Proposed Action. The Friedman Memorial Airport Authority (FMAA) is the Airport Sponsor. The Bureau of Land Management (BLM) has agreed to be a cooperating agency due to the Proposed Action being located on land managed by BLM. As part of BLM's involvement there will be a Memorandum of Understanding (MOU) between BLM and the FAA and the BLM and the FMAA.

Because of the need to independently review and supplement the information contained in the *Wood River Regional Airport Site Selection and Feasibility Study*, completed in August 2006, and the need to conduct additional planning, forecasting, and scoping activities as an initial phase of work on the environmental document, the development and implementation of the Plan of Study for this EIS will occur over four (4) phases with a separate Plan of Study for each phase. A corresponding cost estimate will also be developed for each phase when the Plan of Study for that particular phase is developed. These project phases will be:

- **Phase I** – Scoping and Alternative Site Review
- **Phase II** – Development of the Draft EIS
- **Phase III** – Development of the Final EIS
- **Phase IV** – Assistance with Development of the Record of Decision (ROD)

The attached document provides a detailed **Phase II (Development of the Draft EIS) Plan of Study** and a general outline of the proposed Plans of Study for Phases III and IV. The detailed Plan of Study for each subsequent project phase will be developed by the Consultant Team and approved by the FAA pursuant to the MOU. All work under the contract will be conducted pursuant to the contract between L&B and FMAA, and the MOU between FAA and FMAA. This approach will provide the Consultant Team, the FAA, and the FMAA with a comprehensive phased

Plan of Study that will best satisfy the requirements of the NEPA process and will be responsive to the Sponsor's proposal.

The Phase II Plan of Study includes revisions to the Purpose and Need (as necessary), detailed evaluation of reasonable alternatives, data collection and documentation of the existing environment (Affected Environment), and determination and disclosure of the potential impacts and consequences resulting from implementation of the reasonable alternatives. Phase II will be brought to a close with completion of the Public Hearing on the Draft EIS.

Phase II will begin upon approval of the Phase II Plan of Study by the FAA and a Notice to Proceed from FMAA. The outline of the proposed Plans of Study for Phases III and IV is based upon the best available and known information at this time. The outlines for these Plans of Study will be revised, updated, and appended as the project evolves and each will be approved by the FAA after each preceding phase is completed and prior to beginning work on that phase. L&B will be issued a separate Notice to Proceed for each phase following approval of the plan of study for that phase by the FAA and approval of the contract for that phase by FMAA.

The detailed **Phase III (Development of the Final EIS) Plan of Study** will be prepared at the conclusion of the public comment period on the Draft EIS. This Phase will include development of responses to comments received on the Draft EIS and development of the Final EIS, including the refinement of analyses or additional studies required to respond to comments and to thoroughly evaluate the reasonable alternatives evaluated in the DEIS.

The detailed **Phase IV (Assistance with Development of the Record of Decision) Plan of Study** will be developed when the Final EIS is published. This Phase will provide assistance to the FAA and BLM in developing the Record of Decision (ROD) and final assembly and submittal of the project Administrative File (A/F). This Phase can also be amended to provide post-ROD litigation support to the BLM, FAA and the U.S. Department of Justice in the event that the ROD is challenged in court. At this time, the specific tasks and level of effort that will be required for Phase IV Post-ROD litigation support can only be estimated, but typically it includes assisting the FAA and BLM with organizing the EIS supporting documentation that is contained in the A/F and the Project File into an Administrative Record. The Administrative Record will then be used by the U.S. Department of Justice for any ensuing litigation.

Two tasks will be ongoing throughout the EIS process: (1) project management, and (2) maintaining the EIS A/F and the Project File. The level of effort required for these tasks under each project phase will be independently reflected in each separate Plan of Study.

PHASE II – DEVELOPMENT OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS)

Note: The analysis described below will be in accordance with FAA Order 1050.1E and FAA Order 5050.4B as well applicable BLM regulatory guidance.

TASK 15: PHASE II PROJECT MANAGEMENT

Objective: To initiate Phase II of the EIS process and Plan of Study. This task is a continuation of the ongoing efforts of Task 2 in Phase I.

Prerequisite: Approval of Phase II Plan of Study and Schedule by the FAA, and approval of the contract and fee by FMAA.

Task 15.1: General Project Management

L&B will continue to manage the EIS through close oversight of the Consultant Team. Frequent communication with the FAA will take place and the Consultant Team will be instructed on how to incorporate/respond to information provided by, and requests made from the FMAA. All subconsultant team members will submit progress reports to L&B on a monthly basis.

The Consultant Team consists of the following firms:

- Landrum & Brown Incorporated (L&B)
- North Wind, Inc. (North Wind)
- Carolyn Grisko & Associates, Inc. (Grisko)
- RED Inc., Communications (RED)
- TranSystems | Campbell-Hill (Campbell-Hill) (*Note: TranSystems is not involved in Phase II tasks*)

Responsibilities for project management will be as follows:

Project Manager/Project Officer – Mark Perryman, President, will serve as the Project Manager and Project Officer for this assignment and will be responsible for the day-to-day management of the overall project. Mr. Perryman will commit the Consultant Team's resources to fulfill this Plan of Study and implement the project per direction of Cayla Morgan, Project Manager for the FAA. He will also provide strategic NEPA guidance and oversee project quality, schedule, and administration.

Deputy Project Manager – Sarah Potter, Senior Consultant, will be responsible for the day-to-day management and coordination of the Consultant Team members, assuring technical sufficiency of all Tasks and Subtasks as they are completed.

L&B will submit monthly written reports to the FAA on the progress of the EIS work, with copies to FMAA along with the monthly invoice in a format agreed upon with FMAA. The monthly reports shall describe the status of each aspect of the work, any problems encountered, the amount of work accomplished, and a comparison of actual accomplishments to the goals established for the period. In the event that established goals have not been met, the monthly report shall describe the reasons for slippage. The monthly report shall also describe recommendations for modifications to the Plan of Study; changes in the methodology or schedules for completion, decisions, or conclusions, which could alter the course of the study; and dates of upcoming meetings. If any changes to the Plan of Study will affect the fee, L&B will separately coordinate with FMAA for review and approval of any fee changes.

Task 15.2: Project Management Team Meetings (FAA, BLM, & L&B)

Objective: To plan and manage the overall direction and major aspects of the EIS process and to avoid schedule slippage by maintaining tight control of the project's strategic direction and progress.

Description: The Project Management Team (PMT) will be comprised of the FAA Project Manager, Supervisor, and Legal Counsel; appropriate staff from BLM, and L&B's Project Manager and Deputy Project Manager during Phase II of the EIS. Membership in the PMT may change as the EIS progresses through subsequent phases. The PMT will meet at points during Phase II to discuss issues pertinent to the overall management of the planning and EIS tasks at hand, and to formulate strategies to address issues of agency and Tribal consultation, and public coordination. These meetings are in addition to other meetings held throughout the process and will be conducted to the extent possible and in conjunction with meetings associated with other tasks.

Cost Assumptions:

- **L&B:** Four separate (4) meetings (in Seattle), and twenty (20) telecons will be attended by the L&B Project Manager and Deputy Project Manager. All telecons will be attended by the Project Administrator.
- **North Wind:** No involvement.
- **Grisko:** Twenty four (24) telecons will be attended by a member of Grisko to assist with the coordination of key messaging points and to coordinate with the FAA public relations official.
- **RED:** No involvement.

Deliverables: Summary minutes of each meeting/telecom, focusing on action items, will be developed and transmitted to FAA. Copies of meeting minutes will be placed in the Project File.

Task 15.3: Project Team Meetings (FAA, L&B, and FMAA)

Objective: To avoid schedule slippage by maintaining tight control of the project's strategic direction and progress.

Description: The Project Team meetings will serve to protect the project's focus while maintaining a realistic schedule. Meeting topics will include a discussion of tasks at hand and their assumptions, progress, and direction. Key issues or anticipated substantive and procedural issues that have the potential to affect the schedule will also be discussed. The Project Team consists of the FAA Project Manager, Supervisor, and Legal Counsel; FMAA representative; and the L&B Project Manager and Deputy Project Manager. Key agency representatives may be invited to participate in portions of Project Team meetings, including the BLM (potential co-lead/cooperating agency), and the U.S. Forest Service (USFS), U.S. Fish and Wildlife Service (USFWS), National Park Service (NPS), U.S. Environmental Protection Agency (USEPA), Idaho Department of Fish and Game (IDFG), Bureau of Indian Affairs, and Idaho Transportation Department (ITD) to discuss specific project issues, as warranted. These meetings are in addition to other meetings held throughout the process and will be conducted to the extent possible and in conjunction with meetings associated with other tasks. Because the Proposed Action would occur on land managed by BLM, additional coordination among FAA, BLM, FMAA, and the Consultant Team may be required to determine the appropriate procedures and schedule in order to meet both FAA and BLM requirements.

Up to twelve (12) Project Team meetings will be scheduled as needed throughout Phase II of the EIS. Meetings may be held in person or via telecom.

Cost Assumptions:

- **L&B:** Eight (8) telecoms and four (4) meetings, two (2) in Seattle and two in Hailey, ID. L&B Project Manager and Deputy Project Manager at all meetings and telecoms. The Project Administrator will be on all telecoms. One (1) L&B consultant-level staff member joining all meetings by telephone.
- **North Wind:** Participate in up to six (6) telecoms.
- **Grisko:** Participate in twelve (12) telecoms.
- **RED:** Participate in two (2) telecoms.

Deliverables: Summary minutes of each meeting, focusing on action items, will be transmitted to the FAA for review and approval, prior to distribution to other Project Team members. Copies of meeting minutes will be placed in the Project File.

Task 15.4: Consultant Team Meetings

Objective: To keep all team members abreast of the progress and findings of the overall study, and to efficiently communicate with the entire team.

Description: Team meetings will be held to discuss, and if needed, resolve technical progress or "housekeeping" items. Information from the PMT meetings will be disseminated, and direction on the EIS or on meetings from FAA and the Project Manager will be discussed. Up to 16 team meetings will be held throughout Phase II of the EIS. These meetings will be held via telecom, or when practical, the Consultant Team meetings will be held as needed and arranged to coincide with project milestones or other key strategic study/process events.

Cost Assumptions:

- **L&B:** Participate in 16 telecons. Assume participation by Project Manager, Deputy Project Manager, and Project Administrator.
- **North Wind:** Participate in 16 telecons. Assume participation by North Wind Project Manager.
- **Grisko:** Participate in 16 telecons. Assume participation by Grisko Project Manager.
- **RED:** Participate in 16 telecons. Assume participation by RED Project Manager.

Deliverables: Meeting minutes (focus on action items), will be distributed to the Consultant Team and will be added to the Project File.

Task 15.5: Management/Maintenance of a Secure EIS Project Website

Objective: To continue to maintain a secure EIS project website for access and use by the FAA, BLM, and the Consultant Team during the study.

Description: A secure project website was established in Phase I, Task 2.6 for access and use by the FAA, BLM, and the Consultant Team to communicate with each other and to post data, documents, and studies for use in preparing the EIS. Appropriate access and security procedures will continue to be applied to the website to ensure that it is fully secure. This site will also be tied to the electronic document management system used to maintain the A/F and Project File described under **Task 16**.

Cost Assumptions:

- **L&B:** Maintain secure FTP site on L&B's server.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Continuing maintenance of the secure project website that was established for access and use by the FAA, BLM, and the Consultant Team during the EIS process.

TASK 16: MANAGEMENT OF THE ADMINISTRATIVE FILE/PROJECT FILE

Objective: To assemble, manage, and maintain the A/F, Project File, and Administrative Record for the EIS.

Description: This task provides for the assembly, management, and maintenance of the A/F for the EIS. This task is a continuation of the ongoing efforts of Task 3 in Phase I.

The **Administrative File (A/F)** provides a digital catalog and electronic and paper copy of all information used in developing the methodology, analysis, and the decision-making process for the EIS. The information contained in this file may be included in the Administrative Record. This file serves as a centrally located, organized library for use by the project staff.

In the event that legal action is filed against the FAA's or BLM's ROD, L&B may provide assistance to the FAA and the U.S. Department of Justice, as directed. This assistance is not included in this task, but is included in *Contingent Tasks, Task xx, Post-Decision Litigation Support*.

Task 16.1: Database to Organize the Administrative File

The records management team will maintain the *Friedman Memorial Replacement Airport EIS RMS*, which will include an Electronic Document Repository housing images of A/F and Project File documents, data-entry profiles, and other related information developed in Phase II. The electronic document repository and database will be housed on a records management server at L&B. An electronic document repository will be matched to the project electronic document repository for remote upload purposes. The database fields will include, but are not limited to:

- Document Number
- Document Title/Description
- Document Publication Date
- Document Author
- Document Recipient
- Document Number of Pages
- Document Category
- Document Sub-category
- Document revisions (by author name and date)

At the discretion of the FAA, additional information may be included in the database.

Task 16.2: Category and Sub-category List

A Category and Sub-Category List to categorize documents by subject matter for entry into the A/F database will be maintained by L&B. The initial Category/Sub-

Category List will be expanded as determined by the subject of the documents included in the A/F.

Task 16.3: Maintenance of the A/F and Project File

Pre-existing project-related documents will be imaged, using high-speed scanners. Documents to be imaged will be identified by L&B Project Management. Document imaging of project-related A/F documents will be provided, as determined by L&B (based on size of document), over the life of the project. All documents for possible inclusion in the A/F will be sent by all project team members to:

LANDRUM & BROWN
11279 Cornell Park Drive
Cincinnati, OH 45242
ATTN: Friedman Memorial Replacement Airport EIS Project Administrator

Or by email to: bcastro@landrum-brown.com

Hard-copy or electronic documents authorized to become a part of the A/F will be indexed, verified, prepped, imaged, and filed. Upon completion of the imaging process; all meta-data and images will be uploaded to the project repository for access.

The L&B Project Administrator will periodically review the documents entered into the A/F and Project File to ensure that: (a) documents are filed in numeric sequence; (b) database entry is consistent with style and format established; (c) documents are placed in the proper folders in the Project File; and (d) all additions or revisions to the Categories/Sub-categories are consistent with the direction given.

Task 16.4: A/F Project Coordination

Coordination meetings will be conducted with all staff responsible for the maintenance and integrity of the A/F. The purpose of these meetings will be to reinforce the purpose of file organization and maintenance, responsibility of project staff relating to project documents, and to answer questions or address database cataloging or filing issues.

Team records management coordination efforts will also be conducted via frequently emailed Records Management Updates to the Project Team. The updates will provide specific instructions, advisories, and changes or enhancements to the established records management procedures.

Task 16.5: Maintain A/F Access by the FAA

Maintain a password-protected FTP site to allow the FAA and BLM to access the A/F as the project requires.

Cost Assumptions:

- **L&B:** L&B maintains possession of A/F and Project File until issuance of the ROD. At that time, the file contents will be turned over to the FAA and BLM. Copies will be retained by L&B. The Project Administrator and an Administrative Assistant will be responsible for establishing, organizing, and maintaining the A/F and Project File.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: A complete A/F and Project File that reflects the EIS process.

TASK 17: PROJECT COMMUNICATIONS

Task 17.1: Maintain Contact Database

Objective: To maintain a contact database for use in agency and public outreach and involvement.

Description: L&B, supported by RED, will maintain a project contact database for use in contacting stakeholders, distributing newsletters, and distributing notices of public meetings and briefings developed in Phase II. This task is a continuation of the ongoing efforts of Task 4.1 in Phase I.

Cost Assumptions:

- **L&B:** The Deputy Project Manager and Project Administrator will oversee the contact list. Grisko/RED will provide updated copies of the list to L&B.
- **North Wind:** No involvement.
- **Grisko:** Assist RED with maintaining contact list.
- **RED:** Maintain and update contact database as directed by L&B. Distribute updated lists to L&B and Grisko.

Deliverables: Continually updated project contact database.

Task 17.2: Management of a Public EIS Website

Objective: To maintain the EIS website developed in Phase I for use by the general public for obtaining information about the EIS process and study.

Description: To provide a multi-faceted approach to public communications, a project website that is accessible to the public will be established and maintained. General information regarding the EIS, the NEPA process, and EIS Team contact information will be posted. The following information will be posted on the website upon approval and direction of the FAA.

- Public Workshop/Meeting/Hearing notices, handouts, and comment forms
- Copies of agency correspondence in response to scoping and continuing project coordination
- Draft and final environmental documents published for public review

The website will include links to other appropriate websites, such as those maintained by the cities of Hailey, Ketchum, and Sun Valley; Blaine, Camas, and Lincoln counties; and the FMAA, BLM, and FAA's websites for the convenience of site users.

Cost Assumptions: Due to the EIS website being created in Phase I the following effort is only for updates to the site. Updates will occur once a month.

- **L&B:** Provide oversight of material posted on website and coordinate with the FAA and FMAA.
- **North Wind:** No involvement.
- **Grisko:** Assist with maintenance and management of the website content.
- **RED:** Maintain and manage website content, graphic template, and frames; manage and maintain project website; and post information as directed by L&B.

Deliverables: Update and maintain the public website that was created in Phase I, Task 4.3, at the direction of FAA.

Task 17.3: Continued Maintenance of Community Information Kiosks

Objective: To update the display materials for interested people to review in public locations within the Wood River Region. This task updates the information already provided in the community information kiosks established under Task 4.4 in Phase I.

Description: The Consultant Team will coordinate with the FAA the preparation and posting of updated project information kiosks as necessary at eight (8) public locations: FMA (at general aviation and commercial service facilities), Hailey, Bellevue, Ketchum, Sun Valley, and Shoshone (in the Highway 75 corridor), and Fairfield (in the Highway 20 corridor). The materials will be used at the self-standing kiosks that have previously been established and will provide information about the study process, public workshops, the public hearing (when advertised), and the project website address. Other materials will be prepared to cover findings of the technical analyses that are likely to be of special public interest. The information will supplement or replace information already on the kiosks including materials describing the purpose and need and each alternative. Placement of the kiosks will be coordinated with the FMAA at the direction of the FAA.

It is anticipated that the Consultant Team will revise materials for presentation at the kiosks two (2) times during Phase II - (1) mid-way through the environmental analysis; and (2) prior to conducting the public hearing on the Draft EIS.

Cost Assumptions: No facility or equipment rental charges will be incurred for the placement of the kiosks. The costs include the development of the material presented, design, printing, shipping, and placement of the kiosks.

- **L&B:** Oversee development and content of information for the kiosks.
- **North Wind:** No involvement.
- **Grisko:** Oversee graphic and text message layout, and proof text component.
- **RED:** Co-produce text messages and graphic design; proof text and graphics; print; and set and maintain kiosks.

Deliverables: Updated information boards and graphics for eight (8) public information kiosks in the General Study Area (GSA), updated twice during Phase II of the EIS.

TASK 18: BASE MAPPING AND STUDY AREA REFINEMENT

Objective: Continued from Phase I, Subtask 6.3, to continue review of previously developed data and all non-aviation data needed to prepare the EIS, including existing land use and planning data, as well as new planning documentation that has been developed, along with information about cultural, physical, and natural systems.

Description: The Study Area, established during Phase I, will be refined for Phase II and will enable development of the description of the Affected Environment included in the EIS (see Task 21). The Study Area will be refined based on the four alternative sites carried forward for detailed evaluation. The Study Area developed in Phase I included all 16 sites evaluated in the 2006 Site Selection and Feasibility Study. In Phase II there will be several study areas used:

- General Study Area (GSA) – The GSA will encompass all of the alternative sites carried forward for detailed evaluation. It will include an area large enough to take into account potential impacts to all categories assessed in the EIS.
- Site Specific Study Areas (SSSA) – There will be four (4) SSSAs. Each will include an area around the alternative site that will comprise an area where direct impacts could occur as a result of the alternative.
- Initial Area of Investigation (IAI) – The IAI will be developed for the noise analysis and is defined in Task 22.1.1.1.
- Section 106 of NHPA Areas of Potential Effect (APEs), – The APEs to be developed are further defined in Tasks and 21.9. and 22.9.

- ESA Section 7 Action Areas – The ESA Section 7 Study Areas will be defined in Task 21.10 and Task 21.13.

Finished graphics of digital maps and physical maps at the largest possible scale for report purposes will be developed to be used as base maps throughout the entire study and will show existing political jurisdictions, noise-sensitive land uses, compatible land uses, major and minor streets and roadways, and major physical, geographic, and natural features, along with selected place names, road names, and names of geographic features. The L&B Team will be responsible for the base maps and display board preparation. Digital mapping will be developed using a Geographic Information System (GIS).

Cost Assumptions:

- **L&B:** Refine the GSA map from Phase I and develop the SSSA maps for use in Phase II of the EIS.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Digital mapping for use in EIS and public presentations. All Study Area maps will be placed on secure and public website and a copy will be placed in the A/F and Project File.

TASK 19: REFINE PURPOSE AND NEED

Objective: To refine the Draft Purpose and Need from Phase I, Task 11 into the version that will be included in the Draft EIS. Due to the Proposed Action occurring on land managed by BLM, additional requirements are needed in order for the BLM to adopt the analysis contained in the EIS. The BLM will only need to adopt this EIS if the FAA's Preferred Alternative is the Proposed Action. This includes analysis of the No Action alternative and reasonable alternatives for the BLM NEPA process.

Description: The L&B Team will review comments received on the Purpose and Need Working Paper developed in Phase I. The Purpose and Need will then be revised and the Purpose and Need chapter of the EIS will be developed. Items specific to actions on public lands will be included within the Purpose and Need chapter. In addition, the Purpose and Need chapter will also include language indicating the need for a land transaction and land use plan amendment if the FAA's Preferred Alternative is located on lands managed by BLM. The final Purpose and Need chapter will be reviewed and approved by the FAA and BLM to assure all regulatory requirements are met.

Cost Assumptions:

- **L&B:** Review and refine Draft Purpose and Need/Alternatives Working Paper that was prepared in Task 11 of Phase I. Prepare a discussion of the BLM Purpose and Need in the EIS.

- **North Wind:** Assist with the discussion of the BLM Purpose and Need in the EIS.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Purpose and Need chapter for inclusion in Draft EIS.

TASK 20: EVALUATE REASONABLE ALTERNATIVES

Task 20.1: Development of Reasonable Range of Alternatives

Objective: To refine the Alternatives Working Paper prepared in Task 11 of Phase I, and review and discuss the range of reasonable and practical alternatives to fulfill the project's Purpose and Need. In accordance with NEPA Guidelines, all reasonable alternatives will be analyzed in the Draft EIS. Each alternative will be clearly and concisely compared, and will lead to the reasoning for the inclusion in (or elimination from) further evaluation. Due to the Proposed Action occurring on land managed by BLM, additional requirements are needed in order for the BLM to adopt the analysis contained in the EIS. The BLM will only need to adopt this EIS if the FAA's Preferred Alternative is the Proposed Action. This includes analysis of the No Action alternative and reasonable alternatives for the BLM NEPA process.

Description: The L&B Team will review comments received on the Alternatives Working Paper developed in Phase I, Task 11. The Alternatives Working Paper will then be revised into the Alternatives chapter of the EIS. The Consultant Team will include in the EIS a discussion of the No Action and reasonable alternatives for the disposal of the land managed by BLM, such as a land sale, airport grant or land exchange or lease. The final Alternatives chapter will be reviewed and approved by the FAA and BLM to assure all regulatory requirements are met.

Cost Assumptions:

- **L&B:** Review and refine Draft Purpose and Need/Alternatives Working Paper that was prepared in Task 11 of Phase I. Prepare a discussion of the BLM Alternatives in the EIS.
- **North Wind:** Assist with the discussion of the BLM Alternatives in the EIS.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: A draft version of the Alternatives chapter for inclusion in Draft EIS. The chapter will include the following:

- Description of the Sponsor's Proposed Action and the range of reasonable alternatives, including the No Action alternative.
- Description of the screening process through which alternatives for detailed environmental analysis are selected.

- Description of alternatives determined to require detailed environmental analysis.
- Description of alternatives determined not to meet the screening criterion and will not be carried forward for detailed environmental analysis.

Task 20.2: Prepare and Distribute Draft Alternatives Chapter for Comment

Description: The Consultant Team will distribute a draft version of the Alternatives chapter to the Project Management Team for review. If necessary, a telecom will be held with the Team to consolidate additional comments before the chapter is finalized for inclusion in the Draft EIS.

Cost Assumptions:

- **L&B:** Distribute a draft version of the Alternatives chapter to the Project Management Team for review. Participate in a telecom with the Team, as necessary, to consolidate additional comments before the chapter is finalized for inclusion in the Draft EIS. Prepare a discussion of the BLM alternatives in the EIS.
- **North Wind:** Assist with the discussion of the BLM alternatives in the EIS.
- **Grisko:** No Involvement.
- **RED:** No Involvement.

Deliverables: Draft version of the Alternatives chapter to the Project Team for review.

Note: Up to four (4) alternatives will be developed for consideration in the EIS, including the No Action alternative, the Proposed Action, and two alternatives will be studied for detailed environmental impacts in the Environmental Consequences chapter (Task 21).

TASK 21: DESCRIPTION OF THE AFFECTED ENVIRONMENT

Objective: To describe the existing conditions in the GSA, relative to each of the environmental resource impact categories to be evaluated in the Environmental Consequences chapter of the EIS (see Task 21).

Task 21.1: Aircraft Noise – Prepare Baseline, Current Year Noise Modeling Input and Contour

Objective: To develop all input data sets required for the running of the Integrated Noise Model (INM) v7.0a for the current conditions noise analysis and develop the current conditions contour.

Description: Using data collected in Phase I, the Consultant will develop data needed for input to the INM v7.0a to model baseline noise levels associated with the existing airport and overflights throughout the GSA. This will include the following:

- Runway layout and coordinates.
- Runway end utilization.
- Arrival, departure, touch-and-go, and overflight flight track locations.
- Aircraft arrival, departure, and overflight profiles. Flights that takeoff or land at the airport are arrivals and departures. Overflights are traffic that cuts through the GSA but does not takeoff or land at the existing or alternative airport sites. This is a required element of the "main noise analysis" as outlined in FAA's guidance memo, *Guidance on Procedures for Evaluating the Potential Noise Impacts of Airport Improvement Projects on National Parks and Other Sensitive Park Environments, version 1.0, June 2007*.
- Flight track utilization by aircraft type.
- Annual operations and aircraft fleet mix.
- The time of day when operations occur.

The data will be processed into an INM input file and a noise exposure contour will be developed using INM v7.0a.

Deliverable: Narrative and tabular summary of the input data for the existing airport and overflights. In addition, a graphical depiction of the current conditions noise exposure contour.

Task 21.2: Compatible Land Use

Objective: To describe the existing land use compatibility or incompatibility in the GSA for the baseline existing (2008) conditions. Land use compatibility will be reviewed using FAA guidelines and standards.

Description: An analysis of land use compatibility with the existing airport will be evaluated. The quantity of noise-sensitive land uses (schools, churches, nursing homes, libraries, and hospitals) affected by the 2008 existing condition will also be considered.

Cost Assumptions:

- **L&B:** Land Use data collection.
- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverable: GIS Database including existing land use and noise-sensitive facility information and a narrative and graphic description of the land use compatibility in the baseline existing (2008) conditions. Descriptions of the GIS database and mapping information developed to determine land use compatibility.

Task 21.3: Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

Objective: To characterize the existing social conditions in the GSA that may be affected by relocation or other community disruption that may be caused by the alternatives under consideration. In addition, determine the presence of low income and minority communities and any known environmental health and safety risks in the GSA.

Description: To qualitatively characterize existing socioeconomic conditions including recent trends, in terms of population movement and growth patterns, public service demands, and general business and economic conditions in the neighborhoods in the GSA. In addition, identify the presence of low income and minority communities and any known environmental health and safety risks in the GSA.

Cost Assumptions:

- **L&B:** Collection of socioeconomic conditions data.
- **North Wind:** Assist with collection of socioeconomic conditions data as it pertains to tribal interests
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: Narrative and exhibits describing socioeconomic conditions and changes that have occurred over the past years in the GSA.

Task 21.4: Secondary (Induced) Impacts

Objective: To characterize the existing economic and fiscal conditions in the GSA. This will include the data that was collected and assessed in Phase I. In addition, identify the location of emergency services.

Description: The potential secondary impacts of the alternatives under consideration may result from the need to: relocate residences and/or businesses; divide or disrupt established communities; disrupt orderly, planned development; or create an appreciable change in employment. Existing conditions relevant to these parameters will be quantified and described. This will include identification of any special groups or cultural affiliations as reported in Census data or through the public involvement process.

Cost Assumptions:

- **L&B:** Collection of potential secondary (induced) data.
- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: Narrative describing potential induced or secondary conditions.

Task 21.5: Air Quality

Objective: To determine the impact of air emissions from existing airport-related sources at SUN. In addition, any sources of emissions at the alternative sites will also be determined.

Note: The Idaho Department of Environmental Quality in Twin Falls, Idaho, which is responsible for air issues in Blaine County where SUN is located, reports good air quality in the county under conditions existing at the time of the commencement of this environmental review. The county is neither nonattainment nor maintenance for any criteria pollutant regulated under the National Ambient Air Quality Standards (NAAQS). As such, the alternatives would not meet the conditions necessary for the applicability of the Clean Air Act (CAA, as Amended in 1990) conformity regulations, including the General Conformity Rule. However, this does not relieve the FAA of the responsibility to evaluate the air quality impact of the alternatives pursuant to NEPA regulations and with regard to FAA guidelines. Further, regardless of whether a General Conformity evaluation is required, the air quality assessment must provide an analysis of a scope sufficient to demonstrate that the alternatives meet the requirements of CAA Section 176(c)(1), where the alternatives must conform to the State Implementation Plan (SIP) and must not:

- cause or contribute to any new violation of any standard in any area;
- increase the frequency or severity of any existing violation of any standard in any area; or
- delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The analyses will be conducted according to the guidelines published in the FAA *Air Quality Procedures for Civilian Airports & Air Force Bases*, which are consistent with the procedures published in FAA Order 1050.1E and FAA Order 5050.4B; and complies with requirements of NEPA and the Clean Air Act, as Amended in 1990 (CAA).

Description: The air quality assessment of existing conditions will require completion of the following subtasks:

- Task 21.5.1, conduct air quality agency coordination for existing conditions;

- Task 21.5.2, collect and develop existing conditions data for computer model input;
- Task 21.5.3, prepare the existing conditions emissions inventory of the relevant criteria and precursor pollutants; and,
- Task 21.5.4, prepare of the preliminary Air Quality Technical Report.

The emission inventory will include an evaluation of the relevant criteria pollutants, carbon monoxide (CO), nitrogen oxides (NO_x),³ sulfur oxides (SO_x), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). The inventory will also include an evaluation of emissions of volatile organic compounds (VOC), a precursor pollutant of ozone development.

Cost Assumptions:

- **L&B:** Oversee evaluation of potential air quality impacts under existing conditions and provide associated documentation.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: The emission inventory of existing conditions will be presented in tabular form in the Draft EIS. The narrative and documentation to support the analysis will comprise a portion of the Draft EIS.

TASK 21.5.1: AIR QUALITY AGENCY COORDINATION – EXISTING CONDITIONS

Objective: Coordination with the Federal, state, and local air agencies and individuals appropriate for obtaining adequate data for the air quality analysis of existing conditions and developing a consensus with regard to the modeling approach.

Description: Many different agencies and individuals must be involved when assessing the air quality impact of an airport project since Federal, state, and local requirements must all be considered. This coordination, and subsequent analyses, are time consuming and need to be addressed early in the assessment process.

The Consultant Team will conduct up to two Air Quality Scoping meetings with the appropriate air quality agencies and individuals, which may include, but will not be limited to: FAA; FMAA; USEPA Region 10; State of Idaho Department of Environmental Quality, including the Twin Falls Regional Office; Idaho Transportation Department; the Idaho Division of Federal Highway Administration; and BLM. Coordination may also be necessary with the Shoshone-Bannock Tribes, the Shoshone-Paiute Tribe of the Duck Valley Reservation, the Shoshone Tribe of

³ NO_x is also a precursor pollutant, along with VOC, that contributes to the formation of ozone.

the Wind River Reservation, the Northwestern Band of the Shoshone Tribe, and Bureau of Indian Affairs. The Consultant Team's air quality program manager will be present at the proposed scoping meetings and will be responsible for the preparation of meeting notes, production of agendas, handouts, and other materials.

Cost Assumptions:

- **L&B:** Facilitate air quality agency coordination for assessment of air quality under existing conditions.
- **North Wind:** Assist with the coordination with the Tribes.
- **Grisko:** No Involvement.
- **RED:** No involvement.

Deliverable: Details of the existing conditions analysis and will be appended to the Draft EIS as documentation of coordination. All coordination materials will be included in the Air Quality Technical Report prepared under Task 21.5.4.

**TASK 21.5.2: DATA COLLECTION AND DEVELOPMENT OF DATA FOR
MODEL INPUT – EXISTING CONDITIONS**

Objective: Obtain sufficient and reliable data upon which the existing conditions emission inventory of the relevant criteria and precursor pollutants will be based.

Description: The use of computer models will be required to estimate airport-related air emissions, particularly from aircraft and motor vehicles. These will include the latest version of the FAA Emissions and Dispersion Modeling System (EDMS v5.1) and the USEPA MOBILE6 motor vehicle emissions factor model. The "raw" data obtained under this task will be developed for direct input into the models and spreadsheets for evaluation. Initially, the Consultant Team will review existing studies to obtain whatever data may already be available and also to maximize the technical understanding of existing and past conditions. Included in this review will be the following:

- Current Planning documents
- State Implementation Plan (SIP)
- Transportation Improvement Plan (TIP)
- Regional Air Quality Studies
- Regional Transportation Studies

The air quality analysis of existing conditions will then rely on data collected through the Air Quality Agency Coordination process under Task 21.5.1 and possibly through the use of on-site surveys. The required data needs are summarized in the following paragraphs.

Aircraft-Related Data

A table summarizing the characteristics of the aircraft fleet at SUN under existing conditions will be required. Aircraft operations data will be obtained through efforts coordinated with the noise analysis under Task 21.1, and Task 22.1, *Aircraft Noise*.

Airport Operational Statistics

Airport operational statistics are used in computer air quality modeling to reflect the most realistic representation of airport emissions. The following data will be required for the existing conditions analysis:

- Average airport taxi-in and taxi-out time; and,
- Average airport departure queue time.

Ground Support Equipment

Information relating to ground support equipment (GSE) use will be provided by FMAA. The following data will be required for the existing conditions analysis:

- GSE assignments by aircraft type;
- GSE use for other than aircraft service, i.e. snow removal equipment;
- Fuel type powering each GSE type; and,
- Operating time of each GSE unit, either in minutes per aircraft operation or in hours per year.

Otherwise, GSE use will be determined through an on-site survey. This Plan of Study, Phase II, will not include an on-site survey for the collection of data relating to GSE use at SUN.

Mobile Sources

Traffic (roadway and parking) volume information will be required for computer modeling of motor vehicle emissions. The traffic information should be provided for vehicles traversing on-airport roadways, and navigating parking lots and parking garages. The following data will be provided by FMAA or obtained as a result of air quality scoping coordination for the existing conditions analysis:

- USEPA MOBILE6 estimated vehicle emission factors as used for local surface transportation modeling in Blaine County. This Plan of Study, Phase II, will not include the development of MOBILE6 input files for mobile emission factors. Otherwise, national average default values will be used for the analysis.
- Peak-hour traffic counts for the airport entrance and exit roadways, which may be located off airport property. This data should account for rental car vehicles, hotel shuttles, security vehicles, and taxicabs, as well as passenger, employee, and vendor vehicles.

- Peak-hour traffic counts for ingress and egress to the major on-airport parking lots and parking garages used by passengers, employees, vendors, taxicabs, rental companies, security vehicles, and hotels.
- Peak-hour traffic counts for the on-airport roadway system, particularly any area where vehicles queue for passenger loading and unloading. This data should account for rental car vehicles, hotel shuttles, security vehicles, and taxicabs, as well as passenger, employee, and vendor vehicles.
- Peak-hour traffic counts for the off-airport roadway system, only when considering airport traffic to and from off-airport passenger and employee parking lots/garages.
- If available, estimates of the distance of passenger and employee trips to the airport, on an annual basis.
- Posted traffic speeds on all roadways, parking lots, and garages where traffic information is provided.

This Plan of Study, Phase II, will not include the development of traffic volume data by the Consultant Team.

Stationary Sources

A complete collection of data detailing the characteristics of stationary emission sources will be required; particularly those sources that may be modified in the future project development alternatives. The types of stationary sources will include:

- Heating plants (boilers);
- Incinerators;
- Fuel storage tanks;
- Solvent degreasing operations;
- Surface coating operations; and,
- Emergency generators.

The following data will be provided by FMAA for each separate individual stationary source of emissions for the existing conditions analysis:

- Source type;
- Fuel type, solvent type, paint type, etc., however applicable;
- Associated equipment required (fire trucks, generators for paint application);
- Annual fuel throughput, annual paint or solvent use, etc., however applicable; and,
- Capacity, size, or other operational characteristics of the source.

Otherwise, stationary source information will be obtained through an on-site survey. This Plan of Study, Phase II, will not include an on-site survey for the collection of data relating to stationary sources.

Meteorology

Computer modeling for air quality depends upon the area's meteorology as well as the characteristics of the emission sources. Therefore, meteorological parameters for the existing conditions must be determined for the emission inventory. The weather data appropriate for air quality computer modeling in Blaine County, Idaho, will be determined through air quality scoping and coordination under Task, 21.5.1, *Air Quality Agency Coordination – Existing Conditions*. The following data will be required for the existing conditions analysis:

- Average annual temperature; and,
- Average annual mixing height.

Cost Assumptions:

- **L & B:** Oversee collection of data required for computer modeling of air quality impacts for existing conditions.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: A copy of all input data used for the preparation of the existing conditions emission inventory will be appended to the narrative as supporting documentation of the air quality assessment. The input data will be included in the Draft EIS.

TASK 21.5.3: EMISSION INVENTORY - EXISTING CONDITIONS

Objective: To estimate the annual rate (tons per year) of air emissions attributable to airport sources under existing conditions.

Description The emission inventory will be conducted utilizing the FAA-required EDMS v5.1 to estimate the annual quantity of emissions at the airport under existing conditions. The emission inventory will use data collected and developed under Task 21.5.2, *Data Collection and Development of Data for Model Input – Existing Conditions*.

Cost Assumptions:

- **L&B:** Oversee computer modeling of air quality impacts for existing conditions.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: The emission inventory of existing conditions will be presented in tabular form along with a narrative describing the methodology for the analysis.

TASK 21.5.4 AIR QUALITY TECHNICAL REPORT - PRELIMINARY

Objective: To disclose the procedures and methodology used to complete the air quality analysis of existing conditions, including documentation of coordination and details of the results of the analysis.

Description: The details of the analysis will be documented in a draft technical report. The report will include:

- Discussion of applicable laws and guidelines;
- Discussion of the air quality status and the SIP;
- Procedures and methodology used to prepare the analysis;
- Presentation of the results of the analysis; and,
- Appendices containing documentation of agency coordination and computer modeling input and output.

Cost Assumptions:

- **L&B:** Prepare the Preliminary Air Quality Technical Report.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: The Draft Air Quality Technical Report relating to the existing conditions analysis will be included in the Air Quality Appendix of the Draft EIS.

Task 21.6: Water Quality

Objective: To describe existing water quality conditions in surface and subsurface water resources.

Description: Surface water and groundwater data available will be compiled into a master database. The water quality database will be evaluated for consistency in historical data collection to determine if a general water quality characterization can be made. Surface water and groundwater resources will be described in physical terms, and, if sufficient data is available, the existing physical, chemical and biological water quality characteristics.

The narrative and graphic description of existing water quality conditions will be reviewed, revised, and integrated into the EIS.

Cost Assumptions:

- **L&B:** Oversee collection of water quality conditions.

- **North Wind:** Collect water quality data for the existing conditions.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables:

- Narratives and exhibits describing surface water and groundwater resources and quality in the GSA. Description of applicable Federal and/or state water quality standards.

Task 21.7: Section 4(f) Resources

Objective: To confirm the presence of Section 4(f) resources within the GSA and to describe such resources (public lands such as parks, historic/cultural sites, recreation areas, wilderness/wilderness study areas, and wildlife refuges and sanctuaries).

Description: Determine presence and significance of 4(f) resources through agency coordination (SHPO, local repositories, official with jurisdiction over any 4(f) properties); field reconnaissance and verification and GIS mapping. Research significance sufficiently to describe resources to the extent required by FAA Order 5050.4B.

Cost Assumptions:

- **L&B:** Collect and describe Section 4(f) lands in the GSA.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narratives and exhibits describing Section 4(f) coordination, resources, and significance.

Task 21.8: Census Data Collection

Objective: Secure data on the local population in the GSA, including numbers of people, by jurisdiction and census tract and block, socioeconomic data, and racial and ethnic makeup.

Description: Census data will be obtained from the U.S. Census to determine the population and population characteristics within the GSA. This data will be used for determining the impacts in Task 22.

Cost Assumptions:

- **L&B:** Secure data from U.S. Census and secure local population reports. Review and write-up population information for Affected Environment.

- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: This task is a collection of data and will not have a deliverable. This data will assist in determining the impacts several of the environmental categories.

Task 21.9: Conduct Preliminary Cultural Resources and Historic Surveys

Objective: To identify any known cultural and historic resources in the General Study Area and to initiate Section 106 consultation.

Description: Archaeological and historic surveys will be performed by the Consultant Team. For each of the alternative sites, a separate Area of Potential Effects (APE) will be defined. According to 36 CFR 800.16(d), the APE is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist. The APE is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking. Consensus on the APE(s) for cultural resources between the FAA, State Historic Preservation Office (SHPO), and the Consultant Team will occur prior to the identification of any archaeological or historical resources that may occur within the GSA.

After defining the APE, a file search (equivalent to a Class I survey) will be conducted by the Consultant Team to identify any previously known studies or sites that may occur within any of the APEs. Identifying the location and eligibility determination of these sites for the National Register of Historic Places (NRHP) will aid in consultation with the Idaho SHPO. Initial consultation with the SHPO will include one meeting at the SHPO office to be attended by the FAA and the Consultant Team. At this meeting, the project and its potential impacts to known cultural and historic resources will be discussed. In accordance with FAA policy, Section 106 consultation will also include as necessary other interested parties including:

- Native Americans with interest in the APEs (e.g., Shoshone-Bannock Tribes);
- The airport sponsor;
- Representatives of local governments having jurisdiction over the APEs;
- Representatives of Federal land managers having jurisdiction over the APEs (e.g., BLM, NPS);
- Individuals and organizations having legal or economic interests in the historic properties in the APEs; and
- The public in the APE having an interest in historic properties.

In accordance with 36 CFR Part 800 and as required by SHPO, the Consultant Team will perform additional field surveys (Class III surveys) of the alternative sites to identify any prehistoric or historic properties located within the APEs that could adversely be impacted by the alternatives. Surveys will be carried out in compliance with Archaeological Survey of Idaho (ASI) survey methods and procedures (and if the site is on public land will also be in compliance with BLM standards). All fieldwork will be conducted by or supervised in the field by a person meeting the Secretary of Interior's qualifications (48 FR 44738-44739). In general, surveys will be carried out by on-the-ground pedestrian inventories spaced 30 meters apart. All four alternative site locations will be surveyed and if any historical or archaeological sites are located (those sites 50 years old or older), then they will be evaluated for the NRHP following the criteria specified in 36 CFR 60.4. Unless directed by SHPO, the surveys will be limited to non-collection surveys (that is, all archaeological or historic artifacts that are found in the project area will be appropriately recorded, but will not be removed from their location unless otherwise directed by SHPO). Per 36 CFR Part 800 (b)(2) the identification of historic properties will be phased. Phasing normally occurs when a project includes reasonable alternatives encompassing large areas or where property access is restricted. The FAA may also phase identification of historic properties if it does not have adequate information to evaluate the potential effects of project alternatives on historic properties.

An ASI report will be prepared detailing the pre-field results, the results of the field survey, site eligibility for the NRHP, and further recommendations for each historic property. A draft copy of the cultural resources report will be provided to the FAA and BLM for comment and review. After incorporating FAA and BLM comments into the report, a revised copy will be sent to the FAA and BLM for submission to SHPO. Further Section 106 consultation requirements will be carried out as part of Task 22.9.

Cost Assumptions:

- ***L&B:*** Oversee preparation of Historical, Architectural, Archeological, and Cultural Resources report.
- ***North Wind:*** Conduct preliminary screening and field work for Historical, Architectural, Archeological and Cultural Resources in the GSA.
- ***Grisko:*** No Involvement
- ***RED:*** No involvement

Deliverables: A report will be prepared per Section 106 of the NHPA that identifies the results of the file search and field survey, identifies and formally records any potentially eligible cultural/archaeological sites, and provides preliminary recommendations for NRHP eligibility. Appropriate GIS shape files, photographic logs, field site forms, area maps, boundary maps, inventory forms, and other relevant data will be included in the report. Results from this task will also be used in completing the environmental consequences sections for Section 4(f) described in Task 22.8 and for cultural resources described in Task 22.9.

Task 21.10: Conduct Biotic Resources Data Collection

Objective: To describe biotic resources in the project area that may be impacted by the alternatives.

Description: Information on the general biotic resources of each of the four alternative sites under consideration will be collected for analysis in the EIS. Biotic resources include flora (plants) and fauna (fish, birds, reptiles, amphibians, mammals, etc.) that may occur either permanently or seasonally in a particular area and also includes habitat types, such as rivers, lakes, wetlands, forests, upland communities, and other habitat types that support the floral and faunal communities. This task will include a review, and update as necessary, of the information collected as part of the 2006 Site Selection Study, meetings with agencies and individuals knowledgeable of the natural resources in the project area, and the acquisition of updated information, if necessary. This information may be supplemented with data collected during the field surveys that will be conducted for various other resources (e.g., wetlands, threatened and endangered species, etc.) or specifically for this task (see Task 21.11 and Task 21.13).

This task will include a discussion of general wildlife populations and plant communities at each of the alternative sites, migratory routes and use throughout each of the alternative sites, and habitat distribution throughout each site. This task will also include collection of information on species not covered by the Endangered Species Act (that is, not listed as threatened, endangered, or candidate) that may occur in the General Study Area. This will include migratory birds, BLM-listed special status species, state or county rare species, rare or unique habitats, etc. Federally-listed threatened or endangered species that are protected under the Endangered Species Act (ESA) are considered as part of Task 21.13.

The results of this assessment will be documented in a Biological Evaluation and will include the following:

- A description and mapping of vegetation communities;
- A discussion of wildlife habitats on the project site and in the immediate area (within 500 feet of the project boundaries);
- A listing of all wildlife, birds and plant species observed; and
- An assessment of the wildlife habitats on the property and in the immediate area in relation to potential sensitive species that could be affected by the alternatives.

It is anticipated that the baseline data needed for issues identified above, will be contained in the 2006 Site Selection Study. Additional and updated information will be obtained from several other sources including other environmental documents prepared for other projects in the surrounding area, the IDFG Natural Diversity Database, the BLM, and the North Magic Valley Sage-Grouse Local Working Group.

Based on preliminary research, the wildlife species recorded in the GSA that are most likely to be of concern include sagebrush obligate species (including sage grouse and pygmy rabbit), large game species, and migratory birds. If suitable habitats or sign of any of these or other important species are found on the site, it may be necessary and advisable to conduct a series of follow-up field surveys. The results of these surveys will be presented in species-specific reports along with potential impacts and proposed mitigation measures.

Potential habitat changes, acres of disturbance, and other direct and indirect impacts to plant and animal communities that could result from implementation of the alternatives will be included in the analysis for this task. A draft Biological Evaluation will be provided to the FAA and BLM for comment and review. Subsequently a revised Biological Evaluation will be provided to the USFWS, IDFG, BLM, and other appropriate agencies for concurrence and to identify any best management practices or avoidance measures that may be necessary. The EIS will address whether the suggested mitigations will reduce the level of impact below a significance threshold.

Cost Assumptions:

- **L&B:** Oversee preparation of a Biological Evaluation.
- **North Wind:** Conduct preliminary screening for biotic resources in the GSA. Prepare Biological Evaluation for inclusion in the biotic resources section of the EIS.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Biological inventory that discusses the biotic resources in the GSA. This narrative will be a NEPA-level inventory that will be included as a chapter in the EIS and will discuss ESA and non-ESA listed species.

Task 21.11: Delineation of Wetlands and Other Jurisdictional Waters

Objective: To identify wetlands and other jurisdictional waters that may be impacted by the alternatives.

Description: In accordance with Executive Order 11990, *Protection of Wetlands*; Section 404 of the Clean Water Act; DOT Order 5660.1A, *Preservation of Wetlands*; and other guidance documents, a Wetland and Other Jurisdictional Waters Delineation Report will be prepared for the alternatives, including jurisdictional waters of the U.S. and non-jurisdictional wetland features. Wetland delineations will be performed on the alternatives that are taken forward for full consideration in the EIS. A site-specific investigation of vegetation, soils, and hydrology will be conducted by qualified wetland delineation specialists to determine if the proposed airport development actions will affect the alternative site's wetland characteristics.

Both jurisdictional and non-jurisdictional wetlands will be identified and delineated by use of the routine onsite inspection method in accordance with the 1987 "Corps of Engineers Wetlands Delineation Manual" and the 2006 "Corps of Engineers Interim Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region" as appropriate. All alternative locations will be thoroughly investigated through pedestrian surveys and formal surveying of the extent of all wetlands (using GPS) within the site boundaries. A GIS map (shape file) of the wetland boundaries that fall within the boundaries of each alternative site will be created. Each wetland sampling area will be fully described (e.g., plant lists, wetland indicator status, soil characteristics, hydrology), classified, photographed, and mapped. Corresponding field data sheets will also be incorporated into the document, as will any background data relevant to the project (e.g., National Wetlands Inventory Maps; Natural Resources Conservation Service (NRCS) Soil Survey data, Flood Insurance Rate Map (FIRM), existing canals, ditches, or streams in the project vicinity, etc.).

The Consultant Team will prepare and submit a Wetland and Other Jurisdictional Waters Delineation Report to the FAA for comment and review. After incorporating FAA comments into the report, a revised copy will be sent for determination to the U.S. Army Corps of Engineers (USACE). The Consultant Team will assist the FAA with agency consultation with the USACE.

Cost Assumptions:

- **L&B:** Oversee delineation and USACE determination of wetlands, floodplains, and other jurisdictional waters; and produce associated graphics.
- **North Wind:** Prepare Wetland and Other Jurisdictional Waters Delineation Report.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Wetland and Other Jurisdictional Waters Delineation Report.

Task 21.12: Delineation of Floodplains

Objective: To identify floodplains that may be impacted by the alternatives

Description: As part of this task, floodplains, especially the 100-year floodplain, will be mapped within each alternative site. This will be accomplished by superimposing the floodplain boundaries identified on the FIRMs (or other sources) on topographic base maps of each of the alternative locations and field-verifying floodplain boundaries by comparing the FIRMs with field-verified floodplain locations. Field crews will identify and map floodplain boundaries using a combination of digital elevation topographic maps and GPS. This information will be used as part of the environmental consequences section for floodplains described in Task 22.12 below.

Cost Assumptions:

- **L&B:** Oversee delineation and USACE determination of floodplains; produce associated graphics
- **North Wind:** Prepare report on delineation of floodplains
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: Floodplains Delineation Report

Task 21.13: Conduct Preliminary Endangered Species Biological Habitat Surveys

Objective: To satisfy the Endangered Species Act of 1973 (ESA), the FAA must determine if the alternatives under its purview would affect Federally-listed species or designated habitat critical to that species (critical habitat).

Description: The No Action, Proposed Action, and two alternative sites are being carried forward for detailed analysis in the EIS. There are three Federally-listed endangered species (Utah valvata snail, Gray wolf, and sockeye salmon), four threatened species (Canada lynx, bull trout, spring/summer chinook salmon, and steelhead), one candidate species (yellow-billed cuckoo), and designated critical habitat for three fish species (sockeye salmon, spring/summer chinook salmon, and steelhead) that occur in the three county region in the vicinity of the GSA. Several of these species are associated with rivers or riparian habitat, and preliminary analyses suggest that such habitat may not be present in the GSA. Attention will be paid to the sage grouse and pygmy rabbit which are both state and BLM species of concern.

All of the ESA-listed species or their habitat that are potentially in the GSA will be examined by the Consultant Team. This may include field examinations by qualified biologists.

Cost Assumptions:

- **L&B:** Oversee the summary of ESA-listed species in the General Study Area
- **North Wind:** Conduct field surveys and document findings in the summary of ESA-listed species in the GSA.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: A summary of all of the ESA-listed species or their habitat that are potentially in the GSA.

Task 21.14: Farmlands

Objective: To determine whether prime and unique farmlands occur in the GSA.

Description: The presence of prime and unique farmlands in the GSA will be determined through coordination with the Natural Resource Conservation Service (NRCS) and the state agricultural agency. Any prime and unique farmlands that qualify for protection under the Farmland Protection Act will be mapped, described, and integrated with the GIS database.

Cost Assumptions:

- **L & B:** Collect data on prime and unique farmlands in the GSA
- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: Narratives and exhibits describing any prime and unique farmlands in the GSA.

Task 21.15: Energy Supply and Natural Resources

Objective: To estimate current energy consumption in the GSA.

Description: The existing energy consumption at the airport will be evaluated and documented. This will include the energy consumed due to flight operations, including ground support equipment, and natural gas and electrical energy utilization at the existing site.

Cost Assumptions:

- **L&B:** Collect data on current energy consumption in the GSA.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narratives and exhibits describing the energy consumption for the existing conditions.

Task 21.16: Light Emissions and Visual Impacts

Objectives: To characterize existing light emissions in the GSA.

Description: Existing light emissions in the GSA will be qualitatively described. Major sources of light emission in the vicinity will be identified to help characterize the setting of the airport.

Cost Assumptions:

- **L&B:** Collect data to characterize the existing light emissions in the GSA.
- **North Wind:** No involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverable: Narratives and exhibits describing the existing light emissions.

Task 21.17: Hazardous Material, Pollution Prevention, and Solid Waste

Objective: To identify the location and nature of existing hazardous materials sites which could be affected by development with the GSA.

Description: The Consultant Team will identify the presence of any sites within the GSA listed or under consideration for listing on the Comprehensive Environmental Response Compensation, and Liability Act - National Priorities List.

This will include obtaining information from the following sources:

- Environmental agency database survey
- Review of historical aerial photos
- Interviews with knowledgeable parties
- Visual survey of the area

Using this information, the absence or presence of areas containing hazardous substances and/or environmental contamination will be identified. In this way, the concerns over potential costs, conflicts, and delays associated with hazardous materials and contaminated sites can be addressed to the level currently required by the FAA.

An Environmental Due Diligence Audit (EDDA) investigation of the alternative sites will occur to determine if activities involving hazardous materials have occurred at those sites in the past or resulted in environmental contamination. Field surveys will occur at the same time as the cultural resource surveys and will be accomplished by cross-trained investigators. Any suspected sites will be further examined by personnel specializing in performing EDDAs. A Phase I EDDA report will be completed indicating that the land is, was, or has the potential for such activities or occurrences. If potential hazardous material sites are found on an alternative site, a Phase II investigation may be necessary to verify and identify the existence of the materials found during the Phase I investigation. This Scope of Work, however, does not provide for the preparation of a detailed Phase II or Phase III EDDA.

Cost Assumptions:

- **L&B:** Oversee identification of potential solid and hazardous waste sites
- **North Wind:** Conduct identification of potential solid and hazardous waste sites
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverable: Narrative and exhibits describing the effects of each alternative on solid and hazardous waste in the study area.

TASK 22: ENVIRONMENTAL CONSEQUENCES

Objective: To analyze and evaluate the potential environmental impacts of the reasonable alternatives identified in the Alternatives Analysis (see Task 19). This detailed evaluation provides a comparison in the future years (2016 and 2021) of the impacts of the alternatives identified in Task 19. According to FAA Order 1050.1E Paragraph 14(g)(1)&(2), comparisons should be done for appropriate timeframes. Timeframes usually selected are the year of anticipated project implementation and five to ten years after implementation. The year 2016 is the anticipated opening year of the replacement airport and 2021 is five years after the opening.

Description: This task will involve the technical analyses and concise description of the direct, indirect, and cumulative environmental effects of the Proposed Action and reasonable alternatives for the specific impact categories listed in FAA Orders 1050.1E and 5050.4B. Where applicable, this section will also address any mitigation measures that may be required to avoid and/or minimize adverse effects. The EIS will clearly and distinctly document the FAA NEPA significance criteria and any project environmental impacts. The following is a list of the impact categories listed in FAA Orders 1050.1E and 5050.4B that will be analyzed. The scope of work for each category is presented below in no specific order.

- Air Quality
- Coastal Resources
- Compatible Land Uses
- Construction Impacts
- Department of Transportation Act: Section 4(f)
- Farmlands
- Fish, Wildlife, and Plants
- Floodplains
- Hazardous Materials, Pollution Prevention, and Solid Waste
- Historical, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supply
- Noise
- Secondary (Induced) Impacts
- Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks
- Water Quality
- Wetlands
- Wild and Scenic Rivers

Task 22.1 Aircraft Noise

Task 22.1.1 NOISE SCREENING FOR 4(f) AND NOISE-SENSITIVE LOCATIONS

Objective: To determine the need for a detailed supplemental noise analysis of project related noise changes at 4(f) locations in the vicinity of the alternatives.

Description: A noise screening analysis will be developed following the method and process outlined in the FAA Office of Airport Planning and Programming (APP-400) June, 2007 Memo: "Guidance on Procedures for Evaluating the Potential Noise Impacts of Airport Improvement Projects on National Parks and Other Sensitive Park Environments." The following sub-tasks outline the expected effort.

Task 22.1.1.1 Noise Screening – Develop the Initial Area of Investigation (IAI)

Objective: To identify the extent of the IAI based on the FAA noise screening guidance.

Description: The INM departure climb characteristics of key aircraft identified in the future forecast fleet mix will be evaluated in conjunction with the terrain in the GSA. Generally, the worst case ground track distance combined with the worst case terrain variation will be combined to identify a maximum radius from a given site for the boundary of the IAI. This radius will be applied to each of the alternative sites to be evaluated and a composite IAI boundary will be identified. This boundary will assist in the identification of specific 4(f) properties and other noise-sensitive locations to be included in the screening, as well as the extent of the necessary flight route development. It is anticipated that the development of the IAI will also be coordinated with regional 4(f) property management agencies as needed in this task.

Deliverables: Definition and mapping of the IAI boundary for coordination and input into the subsequent noise screening modeling tasks.

Task 22.1.1.2 Noise Screening – Develop Flight Routes for Alternative Sites

Objective: To develop and identify specific anticipated arrival and departure flight routes and procedures for each alternative airport site sufficient for use in the noise screening modeling.

Description: The primary arrival and departure flight routes will be developed for each of the alternative airport sites carried forward for the noise screening analysis. Routes will be developed for each alternative airport site to a point beyond the boundary of the IAI to ensure adequate modeling coverage. The routes developed for the existing airport from the radar data in Phase I will be used as a starting point for the future airport route development. Coordination with local SUN Air Traffic Control (ATC) staff and ZLC staff who currently handle approach and

departure control for SUN will be conducted to identify the proper local traffic patterns and enroute transitions for each alternative site. Any procedures that would affect typical climb or descent performance on the routes will be identified and documented. Flight track dispersions will not be defined in this effort as they are not a part of the noise screening procedures. Concurrence from ATO will be sought for the route definitions and procedures for each alternative.

Deliverables: A series of arrival and departure route definitions and procedures sufficient for noise screening modeling for each alternative. Documentation related to the coordination with SUN ATC and ZLC staff and Air Traffic Organization (ATO) concurrence on the future alternative airport route definitions.

Task 22.1.1.3 Noise Screening – Conduct Noise Screening Modeling

Objective: To analyze noise levels at the 4(f) properties identified in the previous tasks using the INM's grid point analysis feature and to identify if and where noise screening thresholds may be exceeded, based on FAA's guidance criteria.

Description: INM noise modeling will be conducted using the flight routes from the previous tasks along with the fleet mix and forecasts completed in Phase I. The modeling will be conducted for a single selected future year for the existing airport site (No Action) as well as each of the alternative airport sites. The analysis will focus on grid points identified within the 4(f) properties selected through the coordination process in previous tasks. The noise modeling will compute the noise metrics outlined in the FAA guidance procedures (DNL, Leq, Lmax, and TAA). As appropriate, additional analysis may be considered. However, the Time Above Ambient, and any other thresholds based on ambient, will be limited to the surrogate Existing Ambient level as coordinated and identified in previous tasks. The results of the INM modeling for each alternative site will be compared to the values found for the existing airport site. The comparisons will be evaluated for degree of change based on the guidance provided in the FAA screening procedure.

Deliverables: A summary report of the INM screening analysis including mapping of noise results and documentation of the findings related to FAA's guidance on degree of change between the No Action and each of the alternative airport sites.

Task 22.1.1.4 Noise Screening – Conduct Ambient Noise Measurement Survey (Optional Task)

Objective: To gather a small sample of actual ambient measurement data at significant locations within the key 4(f) properties identified through the coordination process.

Description: If it is determined through the coordination with the various 4(f) property management agencies that previous ambient measurement data is not acceptable for use as a surrogate in the noise screening analysis, a short noise measurement program will be conducted to gather a small sample of data in order to estimate local ambient conditions. This program will be limited in duration to

approximately one work week with no more than two noise monitors in the field simultaneously. Measurements will be conducted for 4 to 6 hours at each identified location with staff attending each site and logging noise sources and times. The monitors will record 1-second samples in A-weighted decibels. The measurements will not record 1/3 octave band data and will not be sufficient for the development of any type of audibility analysis. The number of sites will be limited to what can reasonably be achieved with two field units over a single work week (five days). This task includes all pre-measurement efforts to identify and coordinate access to each measurement site, as well as a summarization of its results.

Deliverables: A summary report of the noise measurement program along with estimated Existing Ambient levels for each site measured.

TASK 22.1.2 NOISE ANALYSIS PROTOCOL

Objective: To develop a noise analysis protocol for the noise analysis to be conducted for the EIS. If necessary, this will include a protocol for the supplemental noise analysis to be included in the EIS.

Description: A noise analysis and modeling protocol will be developed that outlines the detailed analysis that is intended to be conducted for the EIS. This protocol will identify the specific noise metrics that will be analyzed, the method of analysis for each (contours, grid points, etc.) and the thresholds to be considered for each metric. If the results of the noise screening analysis in the previous tasks indicate that supplemental noise analysis is needed, the protocol will specify the scope and depth of that analysis. This task assumes that the protocol developed will sufficiently cover the requirements outlined in the FAA noise screening guidance. If supplemental analysis is included, the protocol will be submitted to FAA AEE for approval as stipulated in the FAA noise screening guidance. This task also incorporates an effort to coordinate with the managing agencies of the 4(f) properties evaluated in the noise screening analysis. This coordination effort will include sharing the results of the noise screening analysis as well as the noise analysis protocol. If possible, written concurrence on the protocol will be sought with each agency. This task includes 1 meeting by two team members as well as up to 2 teleconferences by two team members.

Deliverables: A written noise analysis protocol including any supplemental noise analysis deemed necessary. Meeting notes, minutes, e-mails, and correspondence documenting the coordination process and outcome. Written concurrence on the noise protocol, if possible.

TASK 22.1.3 MAIN NOISE ANALYSIS – DEFINE SUPPLEMENTAL REGIONAL (SR) GRID ASSESSMENT PARAMETERS (OPTIONAL TASK)

Objective: To identify specific SR grid point locations in the immediate vicinity of the existing and proposed airport locations for specific supplemental noise analysis computations.

Description: If called for in the final Noise Analysis Protocol developed in Task 22.1.2, the Consultant Team will define a network of grid points in the immediate vicinity of the environs of the existing airport and the airport site alternatives. As indicated in Section V of FAA's noise screening guidance, these SR grid points can be used for an extended community-based evaluation of the area surrounding the airport if appropriate. The specific size of these SR grid assessment areas will be determined with the development of the Noise Analysis Protocol; however, past studies have used areas that extend from five to eight nautical miles in each direction from the airport. It should be noted that this task focuses specifically on the immediate airport area and is not related to the identification of locations or points of analysis covering the areas identified and evaluated in the previous noise screening tasks. In subsequent tasks, noise modeling data will be computed at and reported for the designated SR grid points. The Consultant's proposed SR grid point designations shall be reviewed by the FAA and the final selection of points shall be approved by the FAA.

Deliverables: Selected grid points displayed on SSSA maps.

TASK 22.1.4 MAIN NOISE ANALYSIS - PREPARE FUTURE BASELINE NOISE MODELING INPUT

Objective: To develop all input data sets required for the running of the INM 7.0a for the future No Action conditions noise analysis.

Description: Using data presented in the forecasts developed in Phase I, the Consultant will modify the INM input file for the existing airport, developed in Task 22.21.1, to reflect the projected activity levels and fleet mix in future years 2016 and 2021 under the No Action alternative.

Deliverable: Narrative and tabular summary of the input data for future years for the existing airport and overflights.

TASK 22.1.5 MAIN NOISE ANALYSIS - PREPARE FUTURE NOISE MODELING INPUT FOR AIRPORT SITE ALTERNATIVES

Objective: To develop all input data sets required for the running of the INM 7.0a for the future conditions alternatives noise analysis.

Description: Using data collected, and the forecasts developed, in Phase I, the Consultant Team will develop data needed for input to the INM to model noise levels attributable to each of the five alternatives in the future years 2016 and 2021. This will include the following:

- Runway layout and coordinates.
- Runway end utilization.
- Arrival, departure, and touch-and-go flight track locations.
- Aircraft arrival and departure profiles.

- Flight track utilization by aircraft type.
- Annual operations and aircraft fleet mix.
- The time of day when operations occur.

The data will be processed into INM input files.

Deliverable: Narrative and tabular summary of the future input data for each of the proposed alternatives.

TASK 22.1.6 MAIN NOISE ANALYSIS - ASSESS NOISE IMPACTS FROM EACH ALTERNATIVE SITE

Objective: To run the INM for all scenarios and evaluate the results.

Description: For the Proposed Action, No Action and the two alternative sites, DNL noise contours of 60, 65, 70, and 75 dBA will be produced and mapped for 2016 and 2021. In addition, areas of differential noise exposure will be mapped, indicating areas exposed to increases of 1.5 dBA of DNL within 65 DNL contour, and where appropriate, areas exposed to increases of 3 dBA of DNL within the 60-65 DNL contour interval and areas exposed to increases of 5 dBA of DNL within the 45-60 DNL contour interval. The numbers of dwellings, noise-sensitive institutions, and the estimated population within each 5 DNL contour range will be computed down to the 60 DNL level along with tallies for each of the areas of change found. Comparisons between the No-Action and the alternatives will be prepared. Cumulative noise analysis will also be developed by including the overflight noise into each alternative scenario. Noise contour maps and summary tables will be prepared.

Noise levels will also be computed at the grid points designated in Task 22.1.3 around the environs of the existing airport and the alternative sites. Tables comparing the data at each grid point will be prepared for all scenarios.

Deliverables: Maps of noise contours, grid points, and tables of noise impact data for all noise runs involving the existing airport and the alternative sites.

Task 22.1.6.1 Main Noise Analysis - Noise Analysis for the Supplemental Regional (SR) Grids (OPTIONAL TASK)

Objective: To evaluate supplemental noise metrics for the specific SR grid points as defined in Optional Task 22.1.3.

Description: This optional task covers the potential need, at FAA's discretion, for INM analysis using supplemental noise metrics beyond DNL for the grid point locations identified in Task 22.1.3. As noted in that task, the analysis will not focus on the points evaluated in the noise screening analysis. This task covers the

evaluation of up to six noise metric/threshold combinations such as Lmax, SEL, TA60, Number of Events Above 60, 65, etc. Comparisons between the No-Action and the alternatives will be prepared. Grid point maps and summary tables will be prepared.

Deliverables: Maps of noise levels at grid points, and tables of noise impact data for all noise runs involving the existing airport and the proposed relocated airport sites for each supplemental metric.

Task 22.1.6.2 Main Noise Analysis - Noise Analysis for Supplemental Parks (SP) Grids in the Region (OPTIONAL TASK)

Objective: To evaluate readily available supplemental noise metrics for the specific 4(f) properties and locations previously identified in the noise screening process.

Description: This optional task provides, at FAA's discretion, INM analysis using supplemental noise metrics for the grid point locations at some or all of the 4(f) points identified in the noise screening analysis. The areas in need of this analysis will be identified in the Noise Analysis protocol developed in Task 22.1.2 based on the results of the noise screening analysis. The task uses the detailed noise modeling input prepared subsequent to the noise screening effort (Task 22.1.4 and Task 22.1.5). Supplemental metrics that are readily available are those that will not require a field noise measurement effort. These may include Lmax, Leq, SEL, Number of Events above one or more decibel thresholds, Time Above a fixed decibel threshold etc. The readily available metrics might also include the limited surrogate ambient levels used as thresholds in the noise screening analysis. This task does include any detailed variable ambient analysis or any audibility analysis.

Comparisons between the No Action and the alternatives will be prepared. Grid point maps and summary tables will be prepared.

Deliverables: Maps of noise levels at grid points, and tables of noise impact data for all noise runs involving the existing airport and the proposed relocated airport alternative sites for each supplemental metric.

Task 22.1.6.3a Conduct Formal Ambient/Audibility Noise Measurement Program for National Properties in the Region (OPTIONAL TASK)

Objective: To acquire detailed noise measurements sufficient for the development of Existing Ambient noise mapping and Audibility noise mapping for use in the INM.

Description: The optional task covers the effort necessary to develop and coordinate a noise measurement protocol and to conduct field noise measurements sufficient for the development of Ambient and Audibility noise mapping. First, a noise measurement protocol will be developed in conjunction with FAA AEE and FAA APP-400. The draft protocol will then be coordinated with the managing agencies of

the key national properties identified in the noise screening analysis effort. Various sites will be identified through the coordination process within each property. It is expected that the site selection will attempt to cover a variety of front-country and back-country locations based on land cover, use, and accessibility. For the purposes of cost estimating, this task assumes that up to 15 sites will be measured for one week (seven 24-hr periods) per site during at least three separate seasons. Each measurement site will be partially attended (several hours each day) and observed sound activity will be logged during each attended period. The measurement program will collect 1/3 octave band data at one-second intervals to allow for a full analysis of data for audibility mapping.

Deliverables: A noise measurement protocol report and associated documentation related to the coordination and approval of the protocol. Field noise measurements and resulting data sufficient for further analysis and compilation into INM compatible Ambient and/or Audibility mapping.

Task 22.1.6.3b Conduct Formal Ambient/Audibility Supplemental Noise Analysis for National Properties in the Region (OPTIONAL TASK)

Objective: To evaluate Detailed Ambient and/or Audibility supplemental noise metrics for the specific 4(f) properties and locations previously identified in the noise screening process.

Description: This optional task covers the effort necessary to analyze the field noise measurement data and develop an Ambient and/or Audibility map for use in the INM analysis. The task covers a full noise analysis using the detailed noise modeling input prepared subsequent to the noise screening effort. Detailed Ambient and/or Audibility metrics will be evaluated in this task. Comparisons between the No Action and the alternatives will be prepared. Grid point maps and summary tables will be prepared. The task also covers the development of a noise measurement and measurement data analysis report.

Deliverables: Maps of noise levels at grid points, and tables of noise impact data for all noise runs involving the existing airport and the proposed relocated airport sites for each supplemental metric. Documentation of the supplemental metric analysis and a noise measurement report.

Cost Assumptions: *(The following assumptions are for all of the 22.1 tasks)*

- **L&B:** Noise Impact analysis and preparation of narrative and graphic documentation of potential impacts.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Task 22.2: Roadway Noise Impact

Objective: To analyze the potential noise impact associated with access roads to the alternative sites.

Description: The location of noise-sensitive land uses in the GSA will be examined to determine if any are located along the access routes to the alternative sites. If noise-sensitive land uses are along those routes, a screening-level noise analysis will be undertaken to determine if adverse noise impacts may occur with the alternative sites. That analysis will involve the approximation of noise levels based on existing and anticipated traffic volumes on the access roads using the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) Look-Up Tables. Data regarding existing and anticipated traffic volumes will be acquired from local jurisdictions and/or IDOT as appropriate. The screening analysis will use FHWA criteria to determine the potential for impact.

If the screening analysis reveals that significant roadway noise impacts are possible, a detailed noise modeling evaluation may be necessary. This Scope of Work does not provide for such detailed modeling.

Deliverables: Text and graphics describing analysis for incorporation into the EIS.

Cost Assumptions:

- **L&B:** Roadway Noise Impact analysis.
- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Task 22.3: Compatible Land Use

Objective: To determine potential land use impacts in areas expected to be affected by the alternatives.

Description: This analysis will consider the potential impact of the considered alternatives on existing and planned future land use. It will also consider whether the considered alternatives may potentially conflict with the objectives of Federal, regional, tribal, state, and local land use plans, policies, and controls for the affected areas. Existing land uses, future land use plans, and zoning regulations will be reviewed to determine the potential for land use impacts associated with the alternatives. This will include an assessment of the potential for land use incompatibilities. If the preferred alternative is located on lands managed by BLM a plan amendment will be required. The analysis will consider the following:

- Anticipated general compatibility of each alternative with neighboring areas based on existing land use and planned future land use.

- Anticipated induced development near each alternative and the compatibility of that development with an airport and with neighboring areas.
- Potential traffic volumes on access roads for each alternative and the potential for adverse impacts on existing and planned land uses along those roads.
- Development permitted in the environs of each alternative, based on existing zoning regulations, and a determination of whether potentially permissible development may conflict with safe and efficient use of the airport (e.g. by allowing tall structures).
- Existing and planned future development in the vicinity of the existing airport and a determination of potential adverse land use impacts that could be caused by closure of the airport and redevelopment of the property.

The land in the GSA is a mix of private and public land. Most of the private land is zoned agricultural. The public lands, also referred to as BLM or Idaho Department of Lands property, are managed for various purposes. The purposes include grazing and plant and animal habitat. In addition there are a number of 4(f) lands within the GSA. Land use mitigation actions will be identified, as necessary, for each alternative.

Cost Assumptions:

- ***L&B:*** Land Use Impact analysis.
- ***North Wind:*** No Involvement
- ***Grisko:*** No Involvement
- ***RED:*** No involvement

Deliverable: Narrative and graphic description of the potential land use impacts of each considered alternative.

Task 22.4: Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

Objective: To describe the effects of each alternative under consideration on the social environment. Socioeconomic, environmental justice, and children's environmental health and safety issues will be analyzed with respect to each alternative's potential for community disruption, including the disruption of existing communities and community development plans.

TASK 22.4.1: SOCIOECONOMIC IMPACTS

Description: The socioeconomic impacts of each alternative on the social environment will be considered. This will include the following:

- Number of residences and families, if any, which will require relocation due to physical displacement or exposure to noise above 65 dB DNL.

- Number of businesses, if any, that will require relocation due to physical displacement.
- Disruption of the tourism industry that may be affected by the relocation of the airport.
- Changes in local school enrollment resulting from relocation of residences.
- Disruption of existing communities and community development planning.
- Disruption of community infrastructure and cohesion that may be affected by physical development or noise impacts.
- Disruption or displacement of informal recreational activities at the alternative sites.
- Potential health effects, if any, which may be attributable to the alternatives (referencing accessible and directly relevant studies).
- Potential economic impacts to the removal of livestock grazing will be assessed where applicable.

If significant social impacts are anticipated, preliminary mitigation concepts will be developed by the Consultant Team and coordinated with the FAA, FMAA, and local officials. (Relocation Assistance Plans, if necessary, are typically developed by the airport sponsor and, therefore, are not included in this task. If relocation is needed, the Consultant Team will undertake only preliminary relocation planning as part of its definition of mitigation needs and concepts.)

Cost Assumptions:

- **L&B:** Analysis of potential socioeconomic impacts
- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: Narratives and exhibits describing impacts to the social environment and potential mitigation concepts.

TASK 22.4.2: ENVIRONMENTAL JUSTICE CONSIDERATIONS

Objective: To analyze the potential for disproportionately high and adverse impacts resulting from the alternatives. This will include analysis of impacts to the Shoshone-Bannock Tribes, the Shoshone-Paiute Tribe of the Duck Valley Reservation, the Shoshone Tribe of the Wind River Reservation, and the Northwestern Band of the Shoshone Tribe.

Description: The analysis will be completed in accordance with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the accompanying Presidential Memorandum, and Department of Transportation Order 5610.2, *Environmental Justice*.

Cost Assumptions:

- **L&B:** Analysis of potential environmental justice impacts.
- **North Wind:** Assist with analysis of potential environmental justice impacts
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: Narratives and exhibits describing the effects of each alternative on low income and minority populations and the Tribes listed above in the GSA. This narrative will comprise a portion of the EIS and will conform to Executive Order 12898.

TASK 22.4.3: CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Objective: To identify and analyze the potential environmental health risks and safety risks that may disproportionately affect children resulting from the alternatives.

Description: Pursuant to Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks, analysis will be completed to determine if risks to environmental health and safety are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, drinking water, recreational waters, soil, or products that they might use or be exposed to.

Cost Assumptions:

- **L&B:** Analysis of potential children's environmental health and safety risks.
- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: Narratives and exhibits describing the effects of each alternative on children's environmental health and safety risks in the General Study Area. This narrative will comprise a portion of the EIS and will conform to Executive Order 13045.

Task 22.5: Secondary (Induced) Impacts

Objective: To assess the potential for secondary (induced) socioeconomic impacts, to the extent that they are influenced by the alternatives. The economic and fiscal impacts assessed in Phase I will be used as a base to qualitatively determine the secondary impacts associated with each alternative.

Description: Induced or secondary impacts may result on surrounding communities from each alternative. These potential impacts will be described in general terms including:

- Shifts in patterns of population movement and growth.
- Changes in public service demands such as roadway capacity, water supply, wastewater capacity, school, and other elements of community infrastructure.
- Changes in business and economic activity and patterns, including business development in various sectors (service, construction, recreation, manufacturing, etc.), employment, and income.
- Changes in visitation rates attributable to adverse impacts, if any, on Section 4(f) properties.
- Changes in sales tax revenues.
- Changes in the tourism industry.
- Changes in real estate value and property tax bases.

This task assumes that only qualitative analyses will be done and that no economic or econometric modeling will be undertaken.

Cost Assumptions:

- **L&B:** Analysis of potential secondary (induced) impacts.
- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: Narrative describing potential induced or secondary impacts resulting from each alternative.

Task 22.6: Air Quality

Objective: To evaluate the net emissions that may occur as a result of development of a replacement airport at one of three possible relocation sites. Impacts will be summarized in an emission inventory characterized as emission rates in tons per year for each relevant¹ criteria and precursor pollutant. Aircraft and passenger levels at SUN do not equal or exceed, nor are expected to equal or

¹ Levels of ozone and lead emissions are included as criteria pollutants under the Clean Air Act. However, ozone is not evaluated on a project-level basis because ozone is a regional phenomenon that is transported by the wind and affects emission levels on the ground several miles away from the source. Lead emissions at airports are detected only when using unleaded aviation fuel for piston-engine aircraft, and the fuel is rated as "low lead." Therefore, neither of these pollutants is relevant to airport projects. Precursor pollutants are NO_x and VOC, which, in the presence of sunlight and heat, contribute to the formation of ozone.

exceed, the FAA screening levels requiring dispersion analysis.² Therefore, this Plan of Study, Phase II, will not include dispersion analysis of the relevant criteria pollutants otherwise required for a comparative evaluation with the NAAQS. Similarly, a dispersion analysis of roadway intersections is not clearly indicated at the time this Plan of Study, Phase II, was prepared. Therefore, this Plan of Study, Phase II, will not include a dispersion analysis of carbon monoxide at roadway intersections. Air quality agency scoping under Task 21.5.1 and Task 22.6.1 will determine the need for an inventory of hazardous air pollutant (HAP) emissions or an analysis of soot deposition at the airport. Therefore, this Plan of Study, Phase II, will not include a HAP emissions inventory or a soot deposition analysis.

Description:

The air quality assessment of future conditions will require completion of the following subtasks:

- Task 22.6.1, conduct air quality agency coordination for future conditions at each alternative site;
- Task 22.6.2, collect and develop data for computer model input for each alternative;
- Task 22.6.3, prepare the emissions inventory of the relevant criteria and precursor pollutants for each alternative;
- Task 22.6.4, prepare the construction equipment emissions inventory of the relevant criteria and precursor pollutants for each alternative;
- Task 22.6.5, prepare the comparative evaluation of emission impacts for each alternative; and,
- Task 22.6.6, prepare the final Air Quality Technical Report.

The Idaho Department of Environmental Quality in Twin Falls, Idaho, which is responsible for air issues in Blaine County where SUNt is located, reports good air quality in the county under conditions existing at the time of the commencement of this environmental review. The county is neither nonattainment nor maintenance for any criteria pollutant regulated under the NAAQS. As such, the alternatives would not meet the conditions necessary for the applicability of the Clean Air Act (CAA, as Amended in 1990) conformity regulations, including the General Conformity Rule. However, this does not relieve the FAA of the responsibility to evaluate the air quality impact of the alternatives pursuant to NEPA regulations and with regard to FAA guidelines. Further, regardless of whether a General Conformity

² Aircraft and passenger screening levels are 2.6 million annual passengers and/or 180,000 combined general aviation and air taxi aircraft operations. Statistics at SUN indicate aircraft and passenger levels are far below these thresholds. Therefore, dispersion modeling for comparison of project emission concentrations to the NAAQS is not required.

evaluation is required, the air quality assessment must provide an analysis of a scope sufficient to demonstrate that the alternatives meet the requirements of CAA Section 176(c)(1), where the alternatives must conform to the SIP and must not:

- cause or contribute to any new violation of any standard in any area;
- increase the frequency or severity of any existing violation of any standard in any area; or
- delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

The analyses will be conducted according to the guidelines published in the FAA *Air Quality Procedures for Civilian Airports & Air Force Bases*, which are consistent with the procedures published in FAA Order 1050.1E and FAA Order 5050.4B; and complies with requirements of NEPA and the Clean Air Act, as Amended in 1990 (CAA).

The emission inventory will include an evaluation of the relevant criteria pollutants, carbon monoxide (CO), nitrogen oxides (NO_x)³, sulfur oxides (SO_x), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). The inventory will also include an evaluation of emissions of volatile organic compounds (VOC), a precursor pollutant of ozone development.

Cost Assumptions:

- **L&B:** Oversee evaluation of potential air quality impacts under future conditions and provide associated documentation.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: The emission inventory of future conditions will be presented in tabular form in the Draft EIS. The narrative and documentation to support the analysis will comprise a portion of the Draft EIS.

TASK 22.6.1: AIR QUALITY AGENCY COORDINATION – FUTURE CONDITIONS

Objective: Coordination with the Federal, state, and local air agencies and individuals appropriate for obtaining adequate data for the air quality analysis of future conditions and developing a consensus with regard to the modeling approach.

³ NO_x is also a precursor pollutant, along with VOC, that contributes to the formation of ozone.

Description: Many different agencies and individuals must be involved when assessing the air quality impact of an airport project since Federal, state, and local requirements must all be considered. This coordination, and subsequent analyses, are time consuming and need to be addressed early in the assessment process.

The Consultant Team will conduct up to two additional Air Quality Scoping meetings with the appropriate air quality agencies and individuals, which may include, but will not be limited to: FAA; FMAA; USEPA Region 10; State of Idaho Department of Environmental Quality, including the Twin Falls Regional Office; Idaho Transportation Department; the Idaho Division of Federal Highway Administration; and U.S. BLM. Coordination may also be necessary with the the Shoshone-Bannock Tribes, the Shoshone-Paiute Tribe of the Duck Valley Reservation, the Shoshone Tribe of the Wind River Reservation, the Northwestern Band of the Shoshone Tribe, and Bureau of Indian Affairs. The Consultant Team's air quality program manager will be present at the proposed scoping meetings and will be responsible for the preparation of meeting notes, and production of agendas, handouts, and other materials. The purpose for the additional scoping meetings scoped in Task 22.6 is to present the data obtained for the existing conditions, and gain concurrence on the data and with the next steps for modeling the future conditions.

Cost Assumptions:

- **L&B:** Facilitate air quality agency coordination for assessment of air quality under future conditions.
- **North Wind:** No Involvement.
- **Grisko:** No Involvement.
- **RED:** No involvement.

Deliverable: Details of the future conditions analysis and will be appended to the Draft EIS as documentation of coordination, as specified in FAA guidance. All coordination materials will be included in the final Air Quality Technical Report prepared under Task 22.6.6.

TASK 22.6.2: DATA COLLECTION AND DEVELOPMENT OF DATA FOR MODEL INPUT

Objective: Obtain sufficient and reliable data upon which the emission inventories of the relevant criteria and precursor pollutants prepared for the alternatives (includes two future baseline years for each alternative site) will be based.

Description: The use of computer models will be required to estimate airport-related air emissions, particularly from aircraft and motor vehicles. These will include the latest version of the FAA EDMS v5.1 and the USEPA MOBILE6 motor vehicle emissions factor model. The "raw" data obtained under this task will be developed for direct input into the models and spreadsheets for evaluation.

The air quality analyses of the alternatives will then rely on data collected through the Air Quality Agency Coordination process under Task 22.6.1. The required data needs are the same as what is described in Task 21.5.2, with the addition of an inventory of construction emissions, which is summarized below.

Construction

An inventory of construction emissions will be required for each of the alternative sites for each of the two future years of analysis. The Consultant Team will require a phased project-specific estimate of the type of construction equipment to be used and the frequency of each unit's operation for each proposed replacement airport site. The data should include information regarding routes for hauling soil for airport development at each of the alternative sites in both future years.

Cost Assumptions:

- **L&B:** Oversee collection of data required for computer modeling of air quality impacts for future conditions.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: A copy of all input data used for the preparation of the future conditions emission inventory will be appended to the narrative as supporting documentation of the air quality assessment. The input data will be included in the Draft EIS.

TASK 22.6.3: EMISSION INVENTORY - FUTURE CONDITIONS

Objective: To estimate the annual rate (tons per year) of air emissions attributable to airport sources under each of the alternatives.

Description The emission inventories will be conducted utilizing the FAA-required EDMS v5.1 to estimate the annual quantity of emissions at each alternative site for each of the two future years. The emission inventories will use data collected and developed under Task 22.6.2, *Data Collection and Development of Data for Model Input*.

Cost Assumptions:

- **L&B:** Oversee computer modeling of air quality impacts for future conditions.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: The emission inventory for each of the alternatives will be presented in tabular form along with a narrative describing the methodology for the analysis.

TASK 22.6.4 CONSTRUCTION EMISSIONS INVENTORY

Objective: To determine the annual rate of air emissions attributable to construction of the landside and airside development projects proposed for the alternatives.

Description: A construction equipment emissions inventory is required for each of the alternatives for the purpose of determining air quality impacts during construction years. The emission inventories will be conducted utilizing USEPA-approved methodology and data with regard to construction equipment type, horsepower, and load factor. The estimation of annual construction emissions will be limited to the use of construction equipment on-site, utilizing data obtained under Task 22.6.2, *Data Collection and Development of Data for Model Input*. Completion of the construction equipment emission inventory will depend on the provision of a qualitative phased project-specific estimate of the type of construction equipment to be used and the frequency of each unit's operation. The data should include information regarding routes for hauling soil for airport development at each of the alternative sites in 2016 and 2021.

Cost Assumptions:

- **L&B:** Conduct the construction emissions inventory for each of the alternatives.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: The construction equipment emission inventory for each of the alternatives will be presented in tabular form along with a narrative describing the methodology for the analysis.

TASK 22.6.5 COMPARATIVE EVALUATION OF EMISSIONS IMPACT

Objective: To disclose the net change in emissions under each of the alternatives, for each of the two future years. The change in emissions, or net emissions, will be compared to the CAA *de minimis* thresholds applicable for each of the relevant criteria and precursor pollutants to determine the need for further analysis.

Description: Each of the emission inventories for the alternative sites will be compared to the emission inventory prepared for the associated future no action conditions. The result of the comparative analysis will determine the relative increase or decrease in net emissions under the project alternatives. Where an increase in net emissions occurs, the increase will be compared to the associated threshold levels established under the CAA, referred to as the *de minimis*

thresholds. Where any alternative equals or exceeds any of the *de minimis* thresholds, further agency coordination will be required to determine whether additional analysis, such as dispersion analysis for comparison to the NAAQS, will be required. This Plan of Study, Phase II, will not include the additional analysis, such as dispersion analysis, for comparison of project emissions to the NAAQS.

Cost Assumptions:

- **L&B:** Determine whether emissions resulting from development of a replacement airport at any of the alternative sites will cause significant adverse air quality impacts at the various project sites.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: The results of the comparative evaluation will be provided in the Draft EIS.

TASK 22.6.6 AIR QUALITY TECHNICAL REPORT - FINAL

Objective: To disclose the procedures and methodology used to complete the air quality analysis of future conditions, including documentation of coordination and details of the results of the analysis.

Description: Additional information will be included in the technical report to disclose details of the future conditions analysis. The report will include:

- Procedures and methodology used to prepare the future conditions analysis;
- Presentation of the results of the future conditions analysis; and,
- Appendices containing documentation of agency coordination and computer modeling input and output for the future conditions analysis.

Cost Assumptions:

- **L&B:** Prepare the Air Quality Technical Report.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: The revised Draft Air Quality Technical Report relating to the future conditions analysis will be included in the Air Quality Appendix of the Draft EIS.

Task 22.7: Water Quality

Objective: To describe the effects of each alternative on surface water and groundwater quality.

Description: Impacts to surface water quality attributable to development and operation of the project will be evaluated in terms of stormwater management, authorized discharges, and current and future operational water quality impacts in accordance with applicable water quality standards. The impact analysis will include a description of the stormwater management system for each alternative that will control runoff volumes and benefit water quality. Impacts to surface water quality resulting from roadway construction will be evaluated.

Potential impacts to groundwater quality will be assessed. This will consider the potential for spills of petroleum products and hazardous materials to reach aquifers in the area.

The Consultant Team will obtain a Governor's Air and Water Quality Certificate pursuant to 49 USC 47106(c)(1)(B). Airport Improvement Program applications for airport projects involving the location of a new airport, new runway, or major runway extension may not be approved unless the Chief Executive Officer of the state in which the project is located certifies in writing that there is "reasonable assurance" that the project will be located, designed, constructed, and operated in compliance with applicable water quality standards. The Consultant Team will obtain certification from the Idaho Governor's Office indicating that the proposed project alternatives will comply with all applicable water quality standards. Certification will be issued in the form of a Governor's Air and Water Quality Certificate.

Cost Assumptions:

- **L&B:** Oversee analysis of potential water quality impacts.
- **North Wind:** Conduct analysis of potential water quality impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables:

- Narrative and graphic description of impacts to water quality from the alternatives being evaluated. This will be incorporated into the EIS.
- This task does not include development of a master drainage study, any water quality modeling, or other physical data collection.

Task 22.8: Section 4(f) Resources

Objective: To analyze the potential impacts on public parks, recreation areas, wilderness/wilderness study area, or wildlife and waterfowl refuge of national, state, or local significance or land of a historic site of national, state, or local significance. Consideration will be given to all potential impacts on such properties, including direct use and constructive use (anticipated to be indirect effects from air quality, water quality, and surface traffic impacts). Indirect effects from noise will be analyzed in Task 22.1.

Description: Primary and secondary impacts to Section 4(f) resources will be evaluated for each alternative. Primary impacts to Section 4(f) resources may result from physical disturbance of a portion or an entire resource. Secondary impacts may result from increased noise, overflights, ground traffic, or other effects related to operation at the alternative sites. Impact avoidance, minimization, and mitigation strategies will be coordinated with the Idaho SHPO, NPS, BLM, IDFG, the Shoshone-Bannock Tribes, the Shoshone-Paiute Tribe of the Duck Valley Reservation, the Shoshone Tribe of the Wind River Reservation, and the Northwestern Band of the Shoshone Tribe, and other relevant state and local land management agencies.

Cost Assumptions:

- **L&B:** Conduct analysis of potential impacts to Section 4(f) lands, including direct use and constructive use.
- **North Wind:** Assist with analysis of potential impacts to Section 4(f) lands.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphic description of impacts to Section 4(f) resources from each alternative will be reviewed, revised, and integrated into the EIS.

Task 22.9: Historic, Architectural, Archaeological and Cultural Resources

Objective: To evaluate the potential impacts of the alternatives on historical, architectural, archeological, and cultural resources located within the GSA.

Description: The evaluation will be completed in a manner that complies with the National Historic Preservation Act of 1966 (NHPA), as amended. The scope of work for the EIS includes assisting the FAA with evaluation of the APE for each of the alternatives, and coordination with the SHPO to complete compliance with Section 106 of the NHPA. The potential impacts on historic resources of local significance shall also be addressed.

For any potentially eligible properties found during the surveys, a determination of effect will be made. An effect occurs when an action alters the characteristics of a property that may qualify it for the NRHP or alters features of a property's location, setting, or use that contribute to its significance. At that point the SHPO and Advisory Council on Historic Preservation (ACHP) consultation process generally begins. Section 106 requires the FAA to afford the ACHP a reasonable opportunity to comment on undertakings (36 CFR 800.1). If no adverse effect is found and the SHPO concurs, the report is forwarded to the ACHP for their comment. The FAA must take into account ACHP's opinions in reaching a final decision. If no effect is found and the SHPO does not object, then the FAA takes no further steps in the Section 106 process.

If an effect is found, then a determination of adverse or no adverse effect is recommended to the SHPO following the criteria of adverse effect:

- Destruction or alteration,
- Isolation from or alteration of environment,
- Intrusive elements (visual, audible, or atmospheric),
- Neglect, and
- Transfer, lease, or sale of property.

The SHPO or ACHP may stipulate conditions for concurrence. If an adverse effect is found, it must be avoided or mitigated. Avoidance measures can include altering the undertaking to avoid the adverse effect, using an alternative design, pursuing an alternative undertaking, or no action. Mitigation measures can include alternative design; altering the location of the undertaking; limiting the magnitude of the undertaking; rehabilitating (rather than demolishing) some historic properties; adopting a planned program of preservation and maintenance; moving historic properties; donating, selling, or leasing historic properties; or documenting a historic property before destroying it (including architectural, engineering, historical, and archaeological documentation).

Once the means of resolving adverse effects are agreed upon by the consulting parties, they may be formalized in a Memorandum of Agreement (MOA). The MOA serves four purposes: (1) specifies the mitigation or alternatives agreed to by the consulting parties, (2) identifies who is responsible for carrying out the specified measures, (3) renders ACHP comment, and (4) serves as an acknowledgement by the signatories that, in their collective view, the FAA has taken into account the effects of the undertaking on historic properties.

Cost Assumptions:

- ***L&B:*** Oversee analysis of potential impacts to Historical, Architectural, Archeological, and Cultural Resources and produce associated graphics.
- ***North Wind:*** Conduct analysis of potential impacts to Historical, Architectural, Archeological and Cultural Resources, and assist the FAA with the Section 106 consultation.
- ***Grisko:*** No involvement.
- ***RED:*** No involvement.

Deliverable: Narrative and graphic descriptions of the results of the analysis of potential impacts to Historical, Architectural, Archeological, and Cultural Resources for inclusion in the Draft EIS. In essence, this will be the cultural resources report prepared under Task 21.9.

Task 22.10: Fish, Wildlife, Plants, and Endangered Species

Objectives: To conduct an evaluation of the impacts of each alternative on biotic communities (both flora and fauna) and to endangered and threatened species and their habitats located within the GSA.

Description: The Draft EIS will evaluate the impacts of each alternative on biotic communities. The analysis will also be evaluated in terms of compliance and consistency with state wildlife conservation plans, Fish and Wildlife Coordination Act, the Migratory Bird Treaty Act, Invasive Species – Executive Order 13112 and the Endangered Species Act. Additionally, FAA Advisory Circular 150/5200-33, Hazardous Wildlife Attractants on or near Public Use Airports, will be considered in the evaluation. The effects of each alternative will be evaluated for direct and secondary impacts on endangered and threatened species or critical habitats. This task will include document review, field observations, and agency and Tribal coordination necessary to ascertain the level of impacts to protected classes of species in accordance with the ESA and relevant state laws. Attention will be paid to the sage grouse and pygmy rabbit which are both state and BLM species of concern. In addition, potential impacts to endangered and threatened species that may be caused by changes in flight routes through migratory bird flyways or increased noise over sensitive habitats will be considered. BLM sensitive species, and Fish and Wildlife Service candidate species will also be included in the analysis.

A Biological Assessment and briefing materials will be written describing the proposed undertaking, the Federally-listed species within the GSA, and potential impacts of the proposed action and alternatives. The draft Biological Assessment and briefing materials will be provided to the FAA and BLM for review and comment prior to distribution to the USFWS and/or National Oceanic and Atmospheric Agency's (NOAA) National Marine Fisheries Service (NMFS) for concurrence.

If the updated field surveys and agency coordination undertaken for this EIS provide a basis for finding that a Federally-listed species uses or inhabits all or part of the GSA, that the species will be adversely impacted by any of the alternatives, and that those adverse impacts are unavoidable, formal consultations with the USFWS under Section 7 of the ESA will be required. The Consultant Team will assist the FAA, BLM, and airport sponsor in conducting the required agency coordination and Section 7 consultation with the USFWS and NMFS for the Federally-listed sensitive species (threatened, endangered, candidate species) that may be affected by the alternatives. Additionally, if the selected site is on public land, the Consultant Team will coordinate with the BLM to address any agency-specific species of concern, including but not limited to the Gray wolf, Snake River Physa Snail, Bliss Rapids Snail, Sage Grouse, and the Banbury Springs Lanx.

Following consultation and concurrence, a Biological Opinion will be sought from the USFWS and/or NMFS that documents their findings regarding the severity of project-induced impacts on a Federally-listed species or critical habitat. A No Jeopardy Opinion or a Jeopardy Opinion will be sought within 45 days after the 90-day formal consultation period ends. Section 7 consultation guidance is provided in the ESA, 16 USC Section 1531-1544 and 50 CFR Part 402, *Interagency Cooperation*.

Cost Assumptions:

- **L&B:** Oversee analysis of potential impacts to biotic communities and endangered and threatened species; produce associated graphics.
- **North Wind:** Conduct analysis of potential impacts to biotic communities, and endangered and threatened species; participate and document Section 7 consultation.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narratives and exhibits describing the effects of each alternative on biotic communities.

Task 22.11: Impacts to Wetlands and Waters of the U.S.

Objective: To evaluate and identify wetlands that may be impacted by each alternative.

Description: The evaluation will identify and consider both jurisdictional and non-jurisdictional wetland features in each of the alternative sites that are identified as part of Task 20.1 above. The Consultant Team will assist the FAA with conducting the required agency consultation with the USACE. The Draft EIS will address Executive Order 11990, DOT Order 5660.1A, the River and Harbors Act of 1899, and Section 404 of the Clean Water Act as they relate to activities in wetlands.

Primary and secondary impacts to wetlands (i.e., non-isolated) and watercourses (i.e., streams, washes) resulting from implementation of each alternative (including roadway corridors) will be quantified by laying the disturbance footprint (edge of grading, fill, cuts, etc., associated with development of the project site) over mapped wetlands (wetland boundaries as defined under this EIS). Wetland impacts will be quantified by wetland type, area of fill, and volume of fill placed within the delineated boundaries.

Impacts to the functions and values of the wetlands affected by each alternative will be evaluated following the USACE guidelines. Data gathered under previous tasks will be used to estimate the functions and values of the affected wetlands through a descriptive and qualitative approach, in consultation with the USACE and other resource agencies. Any mitigation actions required by the USACE will be negotiated between the Consultant Team and the FAA and BLM.

The results of this assessment will also be incorporated into the cumulative impact assessment conducted under Task 22.21. Techniques for wetland impact avoidance, minimization, and mitigation will likewise be evaluated consistent with USACE requirements. Mitigation options will be determined in consultation with USACE, USFWS, Idaho Department of Water Resources (IDWR), and other resource agencies as necessary. This Scope of Work, however, does not provide for the preparation of a detailed mitigation plan.

Cost Assumptions:

- **L&B:** Oversee analysis of potential impacts to wetlands and waters of the U.S.; produce associated graphics.
- **North Wind:** Conduct analysis of potential impacts to wetlands and Waters of the U.S.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable:

- Narratives and exhibits describing primary and secondary impacts to wetlands and watercourses in the GSA from each alternative.
- This task does not include development of detailed wetland mitigation plans.

Task 22.12: Floodplains, Groundwater and Related Water Issues

Objective: To determine the potential effect of each alternative upon designated floodplains and floodways located within the GSA.

Description: The effect of each alternative on floodplains and floodways will be evaluated in accordance with Executive Order 11988, *Floodplains*, and the U.S. Department of Transportation (DOT) Order 5650.2, *Floodplain Management and Protection*. The Consultant Team will use the applicable FEMA-developed Flood Insurance Rate Map (FIRM) as the primary information source to determine if any of the alternative site locations encroach on a floodplain. If a FIRM is not available, other Federal, state, or local agencies and information sources will be used to help determine floodplain involvement. Floodplain and floodway impacts will be quantified in terms of volume of fill placed or removed and in changes in floodplain surface area including potential increase in upstream flood elevations, increase in downstream peak flood flow volumes, or increase in flood flow velocities that may occur at any of the sites under consideration. Other potential impacts to surface or groundwater hydrology will also be analyzed as part of this task and be used to support the impact analysis to water quality (see Task 22.7 above). The work performed under this task will provide additional information on the potential for floodplain or floodway impacts caused by the proposed airport alternative access roads.

Other potential impacts to surface waters in the GSA will be identified at that time by noting or mapping ephemeral or perennial drainages that cross each of the alternative sites. Impacts to surface water are important primarily because of potential impacts to water quality (see Task 22.7 above) or wetlands (see Task 22.11 above). Because water for the replacement airport is likely to come from groundwater wells, and because surface contaminants from operating an airport can impact groundwater, a number of groundwater related issues will be examined. These include area extent, thickness, porosities, and hydraulic conductivity of underlying aquifers; existing and known future groundwater rights (including Native American rights); and a description of existing and known future off-site and/or on-site wells (including water needs, flow rates, completion depths, etc.).

Cost Assumptions:

- **L&B:** Oversee analysis of potential impacts to floodplains, hydrology, and drainage; produce associated graphics.
- **North Wind:** Conduct analysis of potential impacts to floodplains, hydrology, drainage, and groundwater.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narratives and exhibits describing the effects of each alternative on floodplains, floodways, drainage and groundwater in the GSA.

Task 22.13: Coastal Resources

Objective: To establish the consistency of each alternative with existing Coastal Zone Management and Coastal Barrier Programs.

Description: Due to the geographic location of the GSA, a statement will be developed for inclusion in the EIS noting that no Coastal Zone or Coastal Barrier resource, management areas, or programs exist within the GSA.

Cost Assumptions:

- **L&B:** Prepare statement that there are no potential impacts to Coastal Zone Management Act resources and coastal barriers.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Statement for the EIS.

Task 22.14: Wild and Scenic Rivers

Objective: To describe the effects of each alternative on any segments of the National Wild and Scenic Rivers System or any segments listed or have been identified as eligible in the Nationwide Rivers Inventory (NRI) that occur in the GSA.

Description: There are six designated Wild and Scenic Rivers in Idaho: Middle Fork of the Clearwater; Rapid; Hells Canyon portion of the Snake; Saint Joe; Salmon; Middle Fork of the Salmon; and over 30 eligible Wild and Scenic Rivers in Idaho. Due to the fact that none of these rivers are near the GSA (the nearest segment is more than 50 miles away), a statement will be developed for inclusion in the EIS noting that the project will have no impact on Wild and Scenic Rivers.

The NRI is a listing of more than 3,400 free-flowing river segments in the U.S. that are believed to possess one or more "outstandingly remarkable" natural or cultural values judged to be of more than local or regional significance. Under a 1979 Presidential directive, and related CEQ procedures, all Federal agencies must seek to avoid or mitigate actions that would adversely affect one or more NRI segments while agencies are considering the segment for designation to the Wild and Scenic River System. No NRI-listed river segments occur within the GSA. Therefore a statement will be developed for inclusion in the EIS noting that the project will have no impact on NRI-listed rivers for each alternative

Cost Assumptions:

- **L&B:** Prepare statement that there are no potential impacts to Wild and Scenic Rivers
- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverable: Statement for inclusion in EIS

Task 22.15: Farmlands

Objective: To conduct an analysis of the potential impacts on prime and unique farmland is required for each alternative.

Description: Impacts to Prime and Unique Farmlands from each alternative will be evaluated. Farmland values will be identified based upon the criteria of the Farmland Protection Act. Within the GSA, prime farmlands will be identified and delineated with data and information from the Natural Resource Conservation Service (NRCS). Coordination with the NRCS will take place to identify prime farmland impacts. The NRCS's National Agricultural Land Evaluation and Site Assessment (LESA) methodology and Form AD-1006, Farmland Conversion Rating, will be used to determine impacts on farmlands.

Cost Assumptions:

- **L&B:** Conduct analysis of potential impacts to Prime and Unique Farmlands; produce associated graphics.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narratives and exhibits describing the effects of each alternative on prime and unique farmlands, if any occur in the GSA.

Task 22.16: Energy Supply and Natural Resources

Objective: To evaluate the effects of each alternative on energy supply and natural resources.

Description: The effects of each alternative on existing energy supplies and natural resources will be evaluated in terms of increased draw upon utilities, consumption of combustible fuels, consumption of construction materials, and impacts to harvestable and commercially marketable mineral deposits.

A mineral report will be necessary for any alternative sites located on public land. Currently the only site on public land that is being carried forward for full analysis in the EIS is Site 10a which is located on land administered by the Bureau of Land Management (BLM). For that site, a mineral report shall be prepared by a registered professional geologist according to the format and technical standards for quality and detail as mandated by the BLM policy manual and relevant laws and regulations. Technical approval of the mineral report by the BLM authorized officer shall document that these standards are satisfied.

All existing geological and mineral resource literature and maps relevant to the subject lands will be reviewed and used if relevant. All field stations will be documented with global positioning system (GPS). The site will be verified by taking GPS stations on all survey monuments including Cadastral survey monuments. Geology and mineral resources will be characterized by mapping geologic structures, geologic and topographic features, geologic contacts, evidence of historical or present prospecting or mining, and evidence of any mineral occurrence including locatable minerals (metallic or industrial minerals, leasable minerals (oil and gas, geothermal resources, etc.), and salable minerals (construction minerals, sand and gravel, industrial minerals).

A report will be prepared that includes maps and cross sections, interpretive figures, photographs and plates, and the narrative report. The potential for all mineral resources, including locatable, leasable, and salable minerals will be classified for Site 10a and included in the report.

Cost Assumptions:

- **L&B:** Conduct analysis of potential impacts to energy supply and natural resources.
- **North Wind:** Conduct surface and subsurface minerals reporting for sites on public land.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative describing the effects of each alternative on energy supply and natural resources. Minerals report for Site 10a that conforms to the format and technical standards mandated by the BLM policy manual and relevant laws and regulations.

Task 22.17: Light Emissions and Visual Impacts

Objectives: To conduct an evaluation of the potential for the alternatives to create light emissions impacts and to evaluate the aesthetic impacts of the alternatives on the existing visual character of surrounding areas.

Description: The light emission impact evaluation will consider the extent to which any lighting associated with each alternative would create an annoyance or interfere with normal activities of people in the vicinity of the project. The potential impacts of existing light and glare sources from adjacent properties on landing and take-off routes will also be addressed. This analysis will also include the disclosure of potential light emission impacts to public parks and wildlife, including Craters of the Moon National Monument. Potential light emission impacts to all 4(f) properties will be conducted in this task and the findings will be addressed in both this task and Task 22.8. The analysis will determine if the light levels at the perimeter of the airfield are deemed appropriate, based on adjacent human activity and whether any measures to lessen annoyance, such as shielding or angular adjustments is necessary. Appropriate design, art, architecture, and landscaping will be incorporated in the design.

Cost Assumptions:

- **L&B:** Conduct analysis of potential light emissions, visual impacts, photo simulations and aesthetics.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and exhibits describing light emissions and visual impacts from each alternative will be evaluated.

Task 22.18: Hazardous Material, Pollution Prevention, and Solid Waste

Objective: To assess the effects of each alternative on solid and hazardous waste in the GSA.

Description: The Consultant Team will complete an analysis that describes and considers whether hazardous wastes, as defined in 40 CFR Part 261 (Resource, Conservation, and Recovery Act), will be generated, disturbed, transported or treated, stored, or disposed of by each alternative.

- This section will focus on whether alternative layouts would physically disturb sites where evidence of soil or groundwater contamination had been identified. Information will be collected and reviewed for the access roadways for each alternative.

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

Cost Assumptions:

- **L&B:** Oversee analysis of potential solid and hazardous waste impacts.
- **North Wind:** Conduct analysis of potential solid and hazardous waste impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable:

- Narrative and exhibits describing the effects of each alternative on solid and hazardous waste in the GSA.

Task 22.19: Construction Impacts

Objective: To assess the temporary construction impacts of building each alternative.

Description: Potential construction impacts from implementation of each alternative may result in the following categories:

- Construction equipment noise
- Air and water pollution
- Hazardous waste
- Solid waste removal

Construction impacts from the proposed action will be determined based on the following design and construction-related assumptions developed by the Consultant Team in consultation with the FAA, FMAA, IDOT, and FHWA:

- Location of a centralized construction staging area
- Conceptual sedimentation, erosion control, and general volumes of water flows
- Disturbance of drainage systems (water quality)
- Volumes of fill
- Location of borrow pits and estimated transportation route to construction

In addition, necessary FAA construction guidelines and required permits will be outlined. The Consultant Team will assess the potential impacts related to the construction of each alternative. Many of the potential impacts will have been covered under previous portions of the environmental analysis (i.e. noise, air quality analysis). Where potential construction impacts are not covered under other portions of the assessment, they will be analyzed here. This assessment will include a general description of the type and nature of each construction activity and the nature of the impact and its associated mitigation method.

Temporary measures that will need to be taken to mitigate construction impacts will be identified. These could include erosion control, temporary detention basins, and construction material haul routes. Mitigation methods will include avoidance and minimization, due to the construction impacts being temporary. Reference shall be made to Advisory Circular 150/5370-10, *Standards for Specifying Construction of Airports*, and Item P-156, *Temporary Air and Water Pollution, Soil Erosion and Siltation Control*.

Cost Assumptions:

- **L&B:** Conduct analysis of potential construction impacts; conduct analysis of potential noise and air quality impacts.
- **North Wind:** Assist with analysis of potential construction impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative description of temporary construction impacts that may result from each alternative.

Task 22.20 BLM Supplemental Directive Impacts

Description: Due to the Proposed Action being located on BLM lands, additional analysis is required in order to satisfy BLM regulations. The following supplemental directive categories are required to be analyzed for impacts. Each supplemental

directive will be evaluated for each of the alternatives. Because many of the directives will not apply to non public land alternatives, a statement will be included in the EIS to indicate that the category is not applicable.

- Areas of Critical Environmental Concern
- Invasive, Non-native Species
- Migratory Birds
- Rangeland Health
- Livestock Grazing
- Woodland/Forestry
- Vegetation
- Soils
- Recreation
- Visual Resources
- Geology/Mineral Resources
- Paleontology
- Lands/Access
- Fuels/Fire Management
- Water Rights
- Wilderness Characteristics

TASK 22.20.1 AREAS OF CRITICAL ENVIRONMENTAL CONCERN

Description: Areas of Critical Environmental Concern (ACECs) are defined as areas where special management attention is required to protect and prevent irreparable damage to important historic, cultural, or scenic values, fish and wildlife resources or other natural systems or processes, or to protect human life and safety from natural hazards. Additionally, ACECs or portions of ACECs may be designated as Research Natural Areas (RNAs) in order to study natural, pristine, or unique characteristics of the area. ACEC/RNAs are established and managed to protect ecological processes, conserve their biological diversity, and provide opportunities for observational activities associated with research and education. Because activities may only be allowed if they do not interfere with natural processes, treatment within these areas is strictly limited to protect the value for which it was designated. The EIS will address if the alternatives would affect ACEC/RNAs.

Cost Assumptions:

- **L&B:** Oversee analysis of potential ACEC/RNA impacts
- **North Wind:** Conduct analysis of potential ACEC/RNA impacts
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverable: Narrative and graphics describing ACEC/RNA impacts attributable to the alternatives.

TASK 22.20.2 INVASIVE/NON-NATIVE SPECIES

Description: Noxious weeds are non-native plant species with the potential to displace native vegetation at the watershed and local scale. A noxious weed is any plant designated by a Federal, state, or county government to be injurious to public health, agriculture, recreation, wildlife, or any public or private property. Noxious

weeds and their continued expansion have been recognized as the single greatest threat to the integrity of native plant communities. As noxious weeds and other invasive non-native species become established, the number and cover of native species can be reduced; erosion rates can increase; wildlife, fisheries, and bird habitat is reduced; ecological processes may be altered; and rare plants and their habitats can be threatened.

Idaho has 57 different species of weeds which are designated noxious by state law. These weeds are designated into three levels of concern: Early Detection/Rapid Response (EDRR), Statewide Control, and Statewide Containment. The intent of the law's designation of certain weeds into the EDRR category is that reaction to their discovery within the state will be swift and aggressive. The goal would be to eliminate them from the state before they have a chance to spread. Most noxious weed species known to be present in the GSA are designated into the containment category.

According to state law, control is defined as any or all of the following: prevention, rehabilitation, eradication, or modified treatments. Prevention means any action that reduces the potential for the introduction or establishment of a plant species in areas not currently infested with that species; or any action that deters the spread of noxious weeds. Rehabilitation means the process of reconditioning formerly weed-infested land to a productive or desirable condition. Eradication means the elimination of a noxious weed based on absence, as determined by a visual inspection by the control authority during the current growing season. Modified treatment means treatment specified in an integrated weed management plan. Containment is defined as halting the spread of a weed infestation beyond specified boundaries.

Noxious weed control has been recognized through land use planning and the NEPA process, with decisions to take appropriate action for control and eradication. Analysis and evaluation of invasive plants in this EIS will be based on direction contained in the following Law and Executive Order: *Final Vegetation Treatments Using Herbicides on Bureau of Land Management Lands in 17 Western States*, ROD dated September 29, 2007. The EIS will assess the potential of the alternatives to cause or promote the introduction or spread of invasive species.

Cost Assumptions:

- **L&B:** Oversee analysis for the potential introduction or spread of invasive/non-native species for each of the alternatives.
- **North Wind:** Conduct analysis for the potential introduction or spread of invasive/non-native species for each of the alternatives.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing potential introduction or spread of invasive/non-native species for each of the alternatives.

TASK 22.20.3 MIGRATORY BIRDS

Description: Idaho Partners in Flight (IPIF), an organization formed to promote the conservation of land birds, has identified 243 species of birds that breed in the State of Idaho. Of these species, 119 are considered neotropical migrants. Executive Order 13186, *Responsibilities of Federal Agencies to Protect Migratory Birds*, issued in 2001, requires the BLM and other Federal agencies to work with the USFWS to improve protection for migratory birds. Migratory bird species are protected by legislation and it is important to maintain habitat for these species so migratory patterns are not disrupted. All migratory birds are protected under the 1918 Migratory Bird Treaty Act (16 USC 703), as well as the Neotropical Migratory Bird Conservation Act (16 USC Chapter 80) passed in 2000. The EIS will address if the alternatives would affect migratory birds.

Cost Assumptions:

- **L&B:** Oversee analysis of potential impacts to migratory birds.
- **North Wind:** Conduct analysis of potential impacts to migratory birds.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing potential impacts to migratory birds attributable to the alternatives.

TASK 22.20.4 RANGELAND HEALTH

Description: The EIS will address how the alternatives would affect the grazing allotment while meeting the eight Standards for Rangeland Health.

Cost Assumptions:

- **L&B:** Oversee analysis of potential rangeland health impacts.
- **North Wind:** Conduct analysis of potential rangeland health impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing rangeland health impacts attributable to the alternatives.

TASK 22.20.5 LIVESTOCK GRAZING

Description: Livestock grazing is a primary use of BLM-administered public lands within the area. A number of Animal Unit Months (AUMs) of forage are available for livestock use on the allotments within the GSA. One AUM is equal to the amount of forage used to support one cow and calf for one month (approximately 800 pounds of forage). Seasons of use vary on each allotment as specified in the grazing permit. Each allotment may have a number of pastures that are grazed in a

rotation system, which may include periodic rest depending upon specific management concerns and needs for that allotment. Grazing systems are designed based on the requirements of key forage species in the allotment, the resources of concern, and the needs of the permit holder and their livestock. Public land allotments also contain varied rangeland improvements, such as fencing, corrals, and water development projects, which also provide water for wildlife. The EIS will address how the alternatives would affect (1) the grazing allotment in regard to acreage and AUM modifications, and (2) permittee(s) and BLM in regard to socioeconomic, range improvements within the area.

Cost Assumptions:

- **L&B:** Oversee analysis of potential livestock grazing impacts.
- **North Wind:** Conduct analysis of potential livestock grazing impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing livestock grazing impacts attributable to the alternatives.

TASK 22.20.6 WOODLAND AND FORESTRY

Description: The EIS will address how the alternatives would affect the woodland and forestry resources, if any, either on the parcel or directly adjacent to the parcel.

Cost Assumptions:

- **L&B:** Oversee analysis of potential woodland and forestry impacts.
- **North Wind:** Conduct analysis of potential woodland and forestry impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing woodland and forestry resource impacts attributable to the alternatives.

TASK 22.20.7 VEGETATION

Description: The EIS will address how the alternatives would affect the vegetation levels in the GSA, including, any crucial or critical habitat that has been identified by the BLM or IDFG as particularly important for game and non-game species that are not considered to be "special status species." In addition, address how the alternatives would contribute to the introduction, continued existence, or spread of noxious weeds or non-native invasive species known to occur in the area; or actions that may promote the introduction, growth, or expansion of the range of such species (Federal Noxious Weed Control Act and Executive Order 13112).

Cost Assumptions:

- **L&B:** Oversee analysis of potential vegetation impacts.
- **North Wind:** Conduct analysis of potential vegetation impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing vegetation impacts attributable to the alternatives.

TASK 22.20.8 SOILS

Description: The EIS will address how the alternatives would affect the soils in the area (drainage, watershed, soil movement). The EIS will identify if the soils are appropriate for the type of development, or would additional materials need to be brought in and how that would affect the soils adjacent to the development. The impacts to areas where the soil is being brought in from (if public land) will be assessed if necessary.

Cost Assumptions:

- **L&B:** Oversee analysis of potential soil impacts.
- **North Wind:** Conduct analysis of potential soil impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing soil impacts attributable to the alternatives.

TASK 22.20.9 RECREATION

Description: The EIS will address how the alternatives would affect the recreational activities that occur within the SSSA for the Proposed Action. This would include assessing if the recreation is forced to occur elsewhere or occur jointly with development in the area, what type of recreational activities occur in the area, and the health and safety of the recreationists in or adjacent to the area. In addition, the EIS will address, how the alternative would affect the recreational opportunity spectrum (ROS) within the area. (BLM) provides a framework for integrating recreation opportunities and non-recreation activities on public lands so that managers can make sound land use decisions.

The BLM approach to ROS applies criteria to a land area's physical, social, and managerial parameters to describe the existing conditions that define a land area's capability and suitability for providing a particular range of recreational experience opportunities. For example, some recreationists seek an undeveloped setting emphasizing solitude and self-reliance while others seek an experience with more comfort, security, and social opportunities. The ROS framework helps provide

managers guidance to ensure that recreational opportunities are provided for a wide range of users. Typically, ROS is divided into six major classes: 1.) Urban/developed, 2.) Rural, 3.) Roded natural, 4.) Semi-primitive motorized, 5.) Semi-primitive non-motorized, and 6.) Primitive. These six classes describe conditions that range from high-density urban environments to primitive settings. Along this continuum physical, social, and managerial conditions will vary. Physical conditions for the urban classification include areas with relatively easy access and a high degree of human alteration, such as buildings, roads, and powerlines. In contrast, the physical environment classification is remote and relatively free of human alteration. The social environment varies from settings with abundant opportunities for solitude to areas where other people are nearly always within sight and sound. The managerial environment is the degree and type of management actions taken to control visitation. Urban/developed sites may have more on-site aids such as interpretive and directional signing whereas at primitive sites, less interpretation is desired or necessary.

Cost Assumptions:

- **L&B:** Oversee analysis of recreation impacts.
- **North Wind:** Conduct analysis of recreation impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing recreation impacts attributable to the alternatives.

TASK 22.20.10 VISUAL RESOURCES

Description: The EIS will address how the alternatives would affect the visual resources of the project area. This will include assessing if the Proposed Action will or may not be compatible with BLM or other agency visual resource management objectives; or will or may affect viewsheds that are of high interest to the public such as along back country byways, the viewsheds of a National Park, or Scenic Byways. In addition, the EIS will address how the alternatives would affect the Visual Resource Management (VRM) designation/class of the SSSA.

Visual resource classes are categories assigned to public lands which serves two purposes: (1) an inventory tool that portrays the relative value of the visual resources, and (2) a management tool that portrays the visual management objectives. There are four classes (I, II, III, and IV). Visual resource inventory classes are assigned through the inventory process. Class I is assigned to those areas where a management decision has been made previously to maintain a natural landscape. This includes areas such as national wilderness areas, the wild section of national wild and scenic rivers, and other congressionally and administratively designated areas where decisions have been made to preserve a

natural landscape. Classes II, III, and IV are assigned based on a combination of scenic quality, sensitivity level, and distance zones. This is accomplished by combining the three overlays for scenic quality, sensitivity levels, and distance zones.

Cost Assumptions:

- **L&B:** Oversee analysis of potential visual resource impacts.
- **North Wind:** Conduct analysis of potential visual resource impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing visual resource impacts attributable to the alternatives.

TASK 22.20.11 GEOLOGY AND MINERAL RESOURCES

Description: The EIS will address how the alternatives would affect the geology/mineral resources, if any, of the project area. and if there are any mining claims within the project area.

Cost Assumptions:

- **L&B:** Oversee analysis of potential geology/mineral resource impacts.
- **North Wind:** Conduct analysis of potential geology/mineral resource impacts. A mineral report will be provided by the BLM and, if additional information is needed, a geologist from North Wind will assist.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing geology/mineral resource impacts attributable to the alternatives.

TASK 22.20.12 PALEONTOLOGY

Description: The EIS will address how the alternatives would affect the paleontology resources, if any, either on the parcel or directly adjacent to the parcel. This would include the evaluation of caves and lava tubes to assure compliance with the Cave Resources Protection Act of 1988.

Cost Assumptions:

- **L&B:** Oversee analysis of potential paleontology impacts.
- **North Wind:** Conduct analysis of potential paleontology impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing paleontology impacts attributable to the alternatives.

TASK 22.20.13 LANDS AND ACCESS

Description: The EIS will address how the alternatives would affect the valid existing rights either on or across the parcel(s) or directly adjacent to the parcel(s). This includes rights-of-way for access roads, powerlines, and pipelines. In addition, the EIS will address how the disposal and development of a parcel would affect access on or across the parcel(s) or directly adjacent to the parcel(s). This would include public access, administrative access, recreational access, and grazing permittee access.

Cost Assumptions:

- **L&B:** Oversee analysis of potential land and access impacts.
- **North Wind:** Conduct analysis of potential land and access impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing land and access impacts attributable to the alternatives.

TASK 22.20.14 FUELS AND FIRE MANAGEMENT

Description: Fire management in Idaho, BLM has four major components:

- Wildland fire suppression
- Hazardous fuels treatment
- Fire rehabilitation
- Community assistance and protection

The overarching goals for these components are established in national policy. More specific objectives, priorities, and strategies are developed by BLM's district and field offices in land use plans and Fire Management Plans (FMPs). Each FMP refines and applies these priorities to its geographic region.

BLM has two basic priorities in suppressing wildland fires:

- Protect firefighter and public safety
- Protect property and valuable resources

The EIS will address how the alternatives would affect the fuel levels either on or across the parcel(s), or directly adjacent to the parcel(s). This would include any planned fuels reduction projects. In addition, the EIS will address how the disposal and development of a parcel would affect the ability for fire management of the parcel and public land adjacent to. This includes response capabilities; fire

suppression immediately adjacent or elsewhere in the area that might be affected by the proposed project; opportunity for cooperative agreements; temporary flight restriction limitations or capabilities; and other impacts to suppression efforts. This task also includes the evaluation and consideration of the fire history of the area.

Cost Assumptions:

- ***L&B:*** Oversee analysis of potential fuels and fire management impacts.
- ***North Wind:*** Conduct analysis of potential fuels and fire management impacts.
- ***Grisko:*** No involvement.
- ***RED:*** No involvement.

Deliverable: Narrative and graphics describing fuels and fire management impacts attributable to the alternatives.

TASK 22.20.15 WATER RIGHTS

Description: The EIS will address how the alternatives would affect the water rights for the area. This includes assessing if any Federally-held water rights would be disposed of, or acquired by the project; affect on any grazing use water rights; or provide the need for additional water rights out of the GSA.

Cost Assumptions:

- ***L&B:*** Oversee analysis of potential water rights impacts.
- ***North Wind:*** Conduct analysis of potential water rights impacts.
- ***Grisko:*** No involvement.
- ***RED:*** No involvement.

Deliverable: Narrative and graphics describing water rights impacts attributable to the Proposed Action alternative.

TASK 22.20.16 WILDERNESS CHARACTERISTICS

Description: The EIS will address how the alternatives would affect wilderness characteristics, if any, within the project area.

Cost Assumptions:

- ***L&B:*** Oversee analysis of potential wilderness characteristic impacts.
- ***North Wind:*** Conduct analysis of potential wilderness characteristic impacts.
- ***Grisko:*** No involvement.
- ***RED:*** No involvement.

Deliverable: Narrative and graphics describing wilderness characteristic impacts attributable to the alternatives.

Task 22.21: Cumulative Impacts

Objective: To analyze the potential cumulative impacts on resources of concern that could result from implementation of the alternatives in relation to other past, present, and reasonably foreseeable actions within the region.

Description: The cumulative impact analysis will consider impacts that are due to past, present, and reasonably foreseeable actions on resources of concern. The analysis will include other actions occurring in proximity to the alternative sites that may be outside the jurisdiction of the Sponsor and are affecting the same resources being affected by the alternatives.

State and local Department of Transportation officials and the local county building and planning department will be contacted to identify the other projects that could potentially result in cumulative impacts. In addition, local, state, and Federal agencies will be contacted to determine other projects resulting in cumulative impacts.

Cost Assumptions:

- **L&B:** Oversee analysis of potential cumulative impacts.
- **North Wind:** Assist with analysis of potential cumulative impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative description of the cumulative impacts on resources from each alternative and other development projects and activities in the GSA.

Task 22.22: Unavoidable Adverse Impacts

Description: Any unavoidable adverse impacts will be identified and discussed in the section of the Environmental Consequences chapter where the affected resource or impact category is evaluated. The analysis of unavoidable adverse impacts will be conducted under this task, but will be identified and discussed in the appropriate section of the Environmental Consequences chapter.

Cost Assumptions:

- **L&B:** Oversee analysis of unavoidable adverse impacts.
- **North Wind:** Assist with analysis of unavoidable adverse impacts.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverable: Narrative and graphics describing unavoidable adverse impacts attributable to the alternatives.

Task 22.23: Short-Term Uses and Long-Term Productivity, Irreversible and Irretrievable Commitments of Resources

Description: The Consultant Team will prepare an evaluation and discussion, as applicable, of tradeoffs between short-term environmental losses versus long-term environmental gains and short-term environmental gains versus long-term losses. The Consultant Team will also discuss the extent to which the alternatives foreclose or broaden future options. The Consultant Team will also prepare a discussion of the extent to which the alternatives would irreversibly and irretrievably curtail the range of beneficial uses of the environment. The Consultant Team will also identify whether the alternatives will involve the significant depletion of any materials in short supply.

Cost Assumptions:

- **L&B:** Conduct analysis on short-term and long-term productivity, irreversible, and irretrievable commitments of resources.
- **North Wind:** Assist with analysis on short-term and long-term productivity, irreversible, and irretrievable commitments of resources.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Discussion, as applicable, of the relationship of short-term uses of the environment to long-term productivity and discussion of the irreversible and irretrievable commitment of resources attributable to the alternatives.

Task 22.24 Climate Change Impacts

Objective: Assess the effect of increases in greenhouse gas emissions on climate changes. Effects on climate change may include changes in hydrology, sea level, weather patterns, precipitation rates, and chemical reaction rates.

Description: The Consultant Team will prepare an analysis that will consider how resources affected by climate change could potentially influence each of the alternatives. FAA Guidance issued in April 2008 will be used to address climate change impacts.

Cost Assumptions:

- **L&B:** Conduct analysis on climate change impacts in accordance with FAA guidance
- **North Wind:** No Involvement
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverable: Discussion, as applicable, of the climate change impacts from the alternatives will be included in the Draft EIS.

Task 22.25 Summary Matrix of Comparative Impacts

Description: A matrix will be prepared listing the impacts, by environmental impact/resource category, of each alternative. This will be designed to summarize the key environmental consequences of the alternatives and to facilitate a comparison of the alternatives.

Cost Assumptions:

- **L&B:** Prepare summary matrix of comparative impacts
- **North Wind:** Assist with preparation of summary matrix of comparative impacts
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverable: A summary matrix comparing the environmental impacts of the alternatives for incorporation into the text of the EIS.

TASK 23: DEVELOP MITIGATION STRATEGIES

Objective: To identify and develop preliminary mitigation plans for unavoidable environmental impacts.

Cost Assumptions:

- **L&B:** Oversee identification and development of preliminary mitigation plans for unavoidable environmental impacts
- **North Wind:** Assist with identification and development of preliminary mitigation plans for unavoidable environmental impacts, as necessary
- **Grisko:** No Involvement
- **RED:** No involvement

Deliverables: Narrative and graphic descriptions of opportunities for impact mitigation, which will be the basis of regulatory discussions with agencies requiring mitigation for impacts.

TASK 24: DRAFT ENVIRONMENTAL IMPACT STATEMENT

Objective: To compile the narratives and exhibits developed in the preceding tasks into a comprehensive Draft EIS that fulfills the requirements of FAA Orders 5050.4B and 1050.1E as well as the NEPA. Because the Proposed Action alternative is located on public land, BLM is a co-operating agency on the EIS. Therefore, analysis for the Proposed Action alternative will also comply with BLM NEPA Handbook H-1790-1.

Task 24.1: Development of Administrative Draft Environmental Impact Statement

Description: An administrative (review) Draft EIS will be prepared under this task. Up to twenty hard copies (20) of the first administrative draft document will be distributed to the Consultant Team, FMAA, BLM, and the FAA for review and editing, as will electronic copies of the document. Following incorporation of the first round of comments, up to twenty (20) hard copies and electronic copies of the second administrative Draft EIS will be distributed to the Project Management Team, FMAA, the FAA and the BLM for additional review and final editing.

The administrative Draft EIS shall include all components required for a complete EIS document, including the following:

1. Purpose and Need
2. Alternatives
3. Affected Environment
4. Environmental Consequences
5. Proposed Mitigation Actions
6. List of Preparers
7. List of parties to whom the Draft EIS was sent. (The administrative Draft EIS will include a list of agencies and individuals proposed to receive the official DEIS.)
8. Index
9. Appendices, as appropriate

Cost Assumptions:

- **L&B:** Assembly, production, of up to twenty (20) hard copies for distribution to the FAA, the FMAA, and other parties as directed by the FAA and FMAA. In addition, an electronic version in Microsoft Word will be prepared and made available via CD to FAA and FMAA.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Up to twenty (20) hard copies and ten (10) electronic copies of the administrative Draft EIS pursuant to the requirements of FAA Order 5050.4B, 1050.1E, and NEPA.

Task 24.2: Project Management Team Review of Administrative Draft Environmental Impact Statement

Description: Project Management Team members shall review both the first administrative Draft EIS and the second administrative Draft EIS. Review comments and revisions shall be prepared under this task. Project Management Team members shall participate in at least one internal conference call per respective administrative review of the Draft EIS.

Deliverables: Notes and comments on the administrative review drafts of the EIS.

Task 24.3: Development of Draft Environmental Impact Statement

After the two rounds of editorial review and revision of the administrative Draft EIS, the document will be finalized for submission to FMAA for review and comment, and to the FAA for review, comment, approval for publication. The Consultant Team will distribute the documents to all agencies, organizations, and individuals on the document distribution list.

Cost Assumptions:

- **L&B:** Assembly, production, and distribution of fifty (50) hard copies and two hundred (200) electronic copies (on CD) of the Draft EIS for agency and public review and comment.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables:

- Fifty (50) bound hard copies of the approved Draft EIS for agency and public distribution.
- Two Hundred (200) electronic copies (CD) of the Draft EIS for distribution to FMAA and the FAA.
- Production of additional copies requested by FAA/FMAA will be billed on a time and materials basis.

Task 24.4: Notice of Availability of the Draft Environmental Impact Statement

Description: The Consultant Team will prepare and submit to the FAA and BLM a draft electronic version of the Notice of Intent to Hold a Public Information Meeting and Notice of Availability of the Draft EIS for review and comment. Upon receipt of comments, the Consultant will finalize the Notice and send an electronic copy back to the FAA and BLM. This task further includes the preparation and placement of a display ad in the local newspaper and the direct mail-out of the Notices to the project distribution mailing list.

The Notice of Intent will include the following:

- A brief description of the Proposed Action, alternatives, and their locations
- The starting and ending dates for the review period
- The date, time, and place for the public hearing
- A list of the places where the document can be obtained and/or reviewed
- The name and address to which written comments can be submitted

Cost Assumptions:

- **L&B:** Preparation of draft and final Notices
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** Assist with distribution of final Notices and place display ad in local newspapers.

Deliverables:

- An electronic version of the draft and final Notices for review by the FAA and BLM.
- Copying and mailing of the Notices to all applicable agencies on Distribution List.
- Placement of the Notices in local newspapers as a display ad.
- Placement of Notices on Public website and copy to the Administrative File and Project File.

TASK 25: PUBLIC HEARING/WORKSHOP ON THE DRAFT EIS

Objective: To conduct a public hearing/workshop to receive comments from the public, review agencies, and other interested parties on the findings of the Draft EIS.

Description: This task will consist of the preparation, advertisement, and facilitation of a public hearing to receive comments on the Draft EIS. The public comment period on the Draft EIS will be initiated through publication and distribution by the FAA of a Notice of Availability of the Draft EIS and Intent to Hold a Public Hearing at least 30 days before the scheduled public hearing date. The Notice will specify that comments should be addressed to the FAA. Following conclusion of the comment period, all comments received by FAA will be forwarded to L&B for development of the Final EIS.

Deliverables:

- Notice of Intent to Hold a Public Hearing and Notice of Availability of the Draft EIS, for publication by the FAA in the Federal Register.

- Display advertisements and radio announcement of the availability of the Draft EIS. The display ads will be available in at least three publications and advertised three different dates.
- News release that will be submitted to media outlets that are not used for legal and display ads. The news release will be coordinated with the FAA and BLM Public Affairs staff.
- Publication of a legal notice in a local newspaper announcing the public hearing.
- Presentation materials, including display boards or a PowerPoint presentation.
- Information handouts. These are anticipated to be black and white copies, of no more than ten (10) pages, up to one hundred and fifty (150) copies.
- Identify and secure a meeting room.
- Two public hearings/workshops on the Draft EIS. One will be conducted during the day and the other will be conducted during the evening.
- Official transcript of the verbal comments received at the public hearing.
- Written responses to comments received during the Draft EIS comment period for incorporation into the Final EIS.

Cost Assumptions:

- ***L&B:*** Provide staff at Public Hearing/Workshop and prepare presentation materials, information handouts, and secure meeting room.
- ***North Wind:*** Provide staff at Public Hearing/Workshop.
- ***Grisko:*** Prepare information support materials, especially the updated Fact Sheet/FAQs summarizing key EIS findings for use at the Public Hearing.
- ***RED:*** Provide staff for sign-in sheet at Public Hearing and arrange for a court reporter to provide a legal transcript of the hearing. In addition, coordinate the legal ad, display ads, and the radio announcement.

TASK 26: TRIBAL CONSULTATION

Consultation has been initiated with the following Tribes in Phase I of the EIS: Shoshone-Bannock Tribes, the Shoshone-Paiute Tribe of the Duck Valley Reservation, the Shoshone Tribe of the Wind River Reservation, and the Northwestern Band of the Shoshone Tribe. This consultation will continue through the entire EIS process. As part of the initial consultation, the FAA acknowledges the Tribes are not members of the general public; the Tribes are sovereign nations, with their own governing system and cannot be equated with the local state municipalities or governments. The FAA has obtained and reviewed for consideration throughout the EIS, the Fort Bridger Treaty of 1868 (Treaty). The Treaty rights will be addressed throughout the EIS in the appropriate environmental

category rather than in one section on the Tribes. This will include a general history of the Tribal uses in this area in the historical, architectural, archeological, and cultural resources section and/or appendix.

Task 26.1: Tribal Consultation Meetings

Objective: To continue ongoing effective communications with the Tribes in the GSA and to continue positive agency relationships with them.

Description: Continue ongoing communication with the Tribes consulted with in Phase I, Task 7. L&B and North Wind will support the FAA and BLM in consultation, as directed by the FAA and BLM.

Cost Assumptions:

- **L&B:** Support FAA with Tribal consultation. One person from L&B will attend three meetings at the direction of the FAA. The meetings will take place at the location of the Tribe's business council.
- **North Wind:** Support FAA with Tribal consultation. One person from North Wind will attend up to three meetings at the direction of the FAA. The meetings will take place at the location of the Tribe's business council.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Notes from each tribal meeting.

Task 26.2: Tribal Consultation Documentation

Objective: To document the coordination and communications with the Tribal Nations within the GSA.

Description: This task records the government-to-government methods used, materials shared, and the information received from the Tribal contacts made by the FAA.

Cost Assumptions:

- **L&B:** The Project Manager and Deputy Project Manager will prepare and update the Tribal Consultation documentation, in coordination with FAA.
- **North Wind:** Prepare notes from each meeting conducted with the Tribal Nations.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Notes from each Tribal meeting, including any copies of any documentation or correspondence shared.

Task 26.3: Field Visit for the Tribal Staff

Objective: To schedule and conduct a field visit for the Tribal staff to view the alternative sites.

Description: This task will provide for the Tribal staff to view the locations of the alternative site locations. This will include the existing airport site.

Cost Assumptions:

- **L&B:** Assist with scheduling and conducting the field visit per FAA instructions.
- **North Wind:** Assist with scheduling and conducting the field visit per FAA instructions.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Provide the necessary maps and background information for the field visit.

TASK 27: DEVELOP PLAN OF STUDY FOR PHASE III OF THE EIS

Objective: To develop a Plan of Study, Fee Estimate, and Schedule for Phase III of the FMRA EIS.

Description: L&B and the other members of the Consultant Team will develop the full, detailed Plan of Study for Phase III including a fee estimate and tentative schedule for Phase III, as directed by the FAA. The Plan of Study will be developed to correspond to a phased approach in preparing the EIS. The detailed fee estimate for Phase III will be developed once the content of the Phase III Plan of Study is approved by FAA. L&B will provide a blank cost estimate matrix for use with development of the independent fee estimate by the FMAA.

Cost Assumptions:

- **L&B:** Develop three (3) draft and one (1) final iteration of the Plan of Study, Fee Estimate Matrix, and Schedule for Phase III of the FMRA EIS. L&B will conduct telecoms and in-person meetings with the FAA and FMAA (as directed) to discuss the developing Plan of Study, Fee Estimate Matrix, and Schedule. Provide paper and electronic copies of each draft and final iteration for review and comment, and electronic files of the Phase III Plan of Study, Schedule, and Fee Estimate Matrix for use by the Independent Fee Estimators (2) selected by the FMAA.
- **North Wind:** Assist L&B with development of the Phase III Plan of Study and Fee Estimate for applicable tasks.
- **Grisko:** Assist L&B with development of the Phase III Plan of Study and Fee Estimate for applicable tasks.

- **RED:** Assist L&B with development of the Phase III Plan of Study and Fee Estimate for applicable tasks

Deliverables: Three (3) drafts of the Phase III Plan of Study, one (1) Final version of the Phase III Plan of Study, a Fee Estimate Matrix, a Final Fee Estimate for Phase III, and a draft and final version of the Phase III Schedule. Electronic files of the Plan of Study, Schedule, and Fee Estimate Matrix for use in developing the Independent Fee Estimate.

TASK 28: Conceptual Redevelopment Plan for the Existing Airport Site

Objective: The existing airport site property is made up of 130 acres that was deeded over to Blaine County and the City of Hailey by the Friedman family in the 1930s for sole use as an airport facility. As part of the agreement between the city, county, and Friedman family, if at anytime the 130 acres is to no longer be used as an airport facility, the land reverts back to the Friedman Family Trust. To assist with the funding of the proposed replacement airport, the remaining non-Trust airport property (approximately 90 acres) would be sold.

The goal of this redevelopment plan is to develop an conceptual plan (for NEPA purposes only) for the existing airport property that identifies a series of redevelopment scenarios that are environmentally compatible with the surrounding land uses and utilizes the land in the most economically feasible manner possible. This analysis is intended to aid in the understanding of the potential environmental impacts from potential redevelopment scenarios of the existing airport site and is not intended to be a final comprehensive reuse plan or rezoning effort. Those tasks would be completed after an FAA decision is rendered and would be subject to appropriate city, county, and state regulatory processes. However, it is the intent of this task to work closely with the FMAA and County and City staff so that these conceptual redevelopment plans can be used by the FMAA and others when it initiates its own planning efforts once an FAA decision is made.

L&B expects to communicate closely and directly with FMAA Board and staff on this task since the results of this task will not only be folded in the EIS but will also set the foundation for the FMAA's future planning efforts for the new airport.

Task 28.1: Review of Existing Property

Description: The Consultant Team will review the most recent Blaine County and City of Hailey Comprehensive Plans. An overview of the existing property will be obtained taking into account the boundary and size of the property, the access to the property, and the utilities serving the airport. In addition, development constraints such as topography and water access will be reviewed.

Cost Assumptions:

- **L&B:** Conduct a review of the existing property and summarize the existing property in a report.

- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: A memo report on the existing conditions at the existing airport site.

Task 28.2: Market Analysis

Description: A broad market analysis of the area will be conducted to determine the economic and demographic characteristics of potential users and uses of the site. The survey area for this analysis will be determined through an assessment of local economic factors and population distribution. Recommendations for the highest and best uses at the site will be made based on the market analysis along with the justification for each recommendation.

Cost Assumptions:

- **L&B:** Conduct the market analysis to assist in defining potential uses and users of the existing airport site.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: A report describing the market analysis conducted.

Task 28.3: Conceptual Redevelopment Scenarios

Description: The Consultant Team will draft three alternative conceptual redevelopment scenarios for the existing airport vicinity. The scenarios will take into consideration the market analysis conducted in the previous task. The scenarios will be presented to the city and county officials in a report and also in a presentation.

Cost Assumptions:

- **L&B:** Develop the conceptual redevelopment scenarios and the final report and presentation. This will include one trip to Hailey by up to three (3) members of the Consultant Team.
- **North Wind:** No Involvement.
- **Grisko:** No Involvement.
- **RED:** No Involvement.

Deliverables: Twenty (20) copies of a report describing the conceptual redevelopment scenarios. Preparation of a briefing paper for presentation to the FMAA Board and posting on the FMAA website, if FMAA so decides.

Task 28.4: Environmental Analysis

Description: The environmental consequences and sources of potential impacts associated with the redevelopment concept scenarios will be assessed in the cumulative impact section of the EIS. A screening level of analysis will be conducted to determine if significant impacts are likely to occur. The results will be included in the cumulative impacts section and in the redevelopment report.

Cost Assumptions:

- **L&B:** Assess the environmental impacts of the redevelopment scenarios.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: The environmental impacts for each redevelopment concept scenario will be included in the report delivered in Task 28.3.

TASK 29: AIRPORT VICINITY LAND USE PLAN

Objective: To prepare a land use plan for the vicinity of the proposed new airport alternative sites that will incorporate any necessary land use mitigation actions while providing for long-term land use compatibility in the airport development. This will include all utility access for each of the potential airport sites.

L&B expects to communicate closely and directly with FMAA Board and staff on this task since the results of this task will not only be folded in the EIS but will also set the foundation for the FMAA's future planning efforts for the new airport.

Task 29.1: Issue Identification

Description: The Consultant Team will confer with city and/or county staff to identify key issues of importance to the city and/or county and to refine the process for developing the airport vicinity land use plan. This is anticipated to involve telephone discussions and face-to-face meetings with city and county staff as well as limited discussions with local property owners in the vicinity of each alternative site.

Cost Assumptions:

- **L&B:** Conduct meetings/telephone conversations with the city and/or county staff to identify issues. It is assumed that there will be one trip to meet with key staff by two team members. Any additional discussions will be conducted via telephone. After the preferred alternative site has been

selected, more meetings will be held with the affected local governments, regional planning agencies, and local property owners. These meetings will be scoped at that time.

- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: A list of key issues to be addressed in the land use planning process.

Task 29.2: Conceptual Development Scenarios

Description: The Consultant Team will draft a typical development scenario for each of the shortlisted alternatives' airport vicinity. The scenarios will express potential scenarios for achieving the goals and objectives obtained from the local governments, regional planning agencies, and local property owners for each alternative site. This task will include easement interest.

Cost Assumptions:

- **L&B:** Develop the conceptual development scenario for each alternative site. It is assumed that there will be one trip to meet with key staff by two team members to present the conceptual development scenario.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: A report describing a conceptual scenario for each alternative site.

Task 30: CONCEPTUAL AIRPORT LAYOUT PLAN DEVELOPMENT AND AFFILIATED ANALYSES – SITE 4, SITE 10A AND SITE 12

Objective: To prepare a conceptual airport layout plans (ALPs) for each of the proposed new airport alternative sites. These ALPs will include the necessary technical data as prescribed by FAA guidance for ALPs, a common coordinate system, and topographic data (to the extent available) so that the ALPs are useful for future planning needs once a final alternative is selected and approved. It is not intended that these conceptual ALPs will be developed to a final engineering-level ALP sufficient for final FAA approval.

L&B expects to communicate closely and directly with FMAA Board and staff on this task since the results of this task will not only be folded in the EIS but will also set the foundation for the FMAA's future planning efforts for the new airport.

Description: This task is to provide for the development a more detailed configuration plan for each of the remaining alternative sites to a conceptual level of ALP preparation. These plans will be used for subsequent environmental impact analysis and for the preparation of cost estimates for the development of each alternative site. It is the intent of this effort to assess the various planning, engineering and development factors affecting each of the three sites in order to gain a thorough understanding of the construction requirements, development costs, infrastructure requirements, and site conditions that will dictate the location and configuration of airside, landside, support and access facilities.

Additionally, this task will include a series of consultations with the FMAA staff and potentially airport users to determine potential facility needs and placement. The consultations will include a discussion of potential policy implications regarding the development of each of the airport sites (e.g., how intensive the development will be; relative importance and space commitment for commercial versus GA operations; interest in development of collateral lands for airport-related industries, etc.).

A conceptual airport layout plan along with selected other drawing sheets will be prepared with airport sponsor input for each of the three sites defining the layout and physical interrelationships of anticipated facilities. The drawing sheets will be prepared to the extent practical to conform with FAA's Airport Layout Plan (ALP) guidance and criteria.

Task 30.1: Finalize Property Boundary Configuration

The Phase I analysis defined the airport property envelop for all of the sites evaluated using a variety of factors. With the identification of three preferred sites to carry forward into Phase II of the EIS, and considering the need to refine to some degree the three sites to provide a more detailed basis for EIS investigations, the boundaries that were identified will be re-validated and if necessary revised. With input from the FMAA staff, the proposed airport boundaries as developed under the Phase I analysis will be reviewed and where it is reasonable, the boundary will be adjusted to reflect conditions in the vicinity of each of the sites based on local knowledge and available property records. Care will be taken to avoid creating uneconomic remnants of larger parcels to the extent that this can be determined using the base of knowledge from local sources. The output of this task will be a property boundary that will be used for subsequent Phase II analyses that address the anticipated facility needs identified under Phase 1 as well as taking into consideration operational and facility issues that are noted by the airport sponsor and considered by the planning team.

Cost Assumptions:

- **L&B:** Meet with FMAA staff and develop the conceptual property boundaries for each alternative site. It is assumed that there will be one trip to meet with key staff by two team members.

- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Property boundary maps that will be used for Phase II analyses.

Task 30.2: Develop Runway Longitudinal Gradients/Site Development Factors

Under the Phase I analysis several of the sites that advanced to the Tier Two analysis having notable topographic variations were reviewed and cursory longitudinal grades for the primary and, if required, the crosswind runway were developed. This was done to obtain an indication of feasibility of the site's ability to meet longitudinal grade requirements as specified by FAA standards and to determine the potential extent of site preparation that would likely be needed to provide for the appropriate grade. These Phase I analyses were conceptual and cursory in nature. As part of this scope, the FAA has indicated the need to establish runway end elevations for airspace/approach surface protection purposes. As such, it is necessary to define much more accurately what the ultimate runway gradients and resultant runway end elevations will be at each of the three sites.

Further, as a part of this task a more in depth engineering evaluation of site preparation requirements associated with not only runway alignments, but also taxiway alignments and airside and landside development areas will be necessary. The result of this analysis will be to define the extent to which each of the sites would require excavation of soils and their replacement with material providing the structural capability to support airport facilities. Additionally, this analysis is intended to also identify the challenges that may exist relative to construction and development given the shallow soil depth to the water table. If possible, access to the site will be requested to allow for a site visit. Additional information will be gained from aerial photography and the Blaine County soil survey and discussions with local agency personnel.

Cost Assumptions:

- **L&B:** Perform necessary planning and engineering analyses to determine the longitudinal grades of the runways for each of the alternative sites. Identification of potential development factors including soil conditions, hydrological conditions and other factors that would impact site development.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Conceptual engineering analyses, identification of development factors, and longitudinal grade plans for each of the alternative sites that will be used for Phase II analyses.

Task 30.3: Refine Runway Orientations and Placement on Each Site

In discussions with the FAA, a request was made to determine if the alignment of the runway for Site 12 and the overall configuration of the alternative could be adjusted to avoid impacts to US 20. This task will assess the possible refinements of the configuration for Site 12 to avoid US 20. Additionally, this task will assess all three alternative sites to determine whether the conceptual configurations identified in the Phase I analysis can or should be refined to address potential adverse impacts associated with each of the alternatives. In the case of Site 10A this may involve a limited shift of the runway placement to mitigate potential cut and fill quantities or to orient the primary runway in a slightly more east/west orientation. It is not anticipated that the adjustments/refinements will adversely affect the recommendations of the Phase I analysis, but rather are intended to ensure that each site is configured in its optimal configuration to address known concerns to the extent reasonable and possible. It is anticipated that the input provided by participants in the Task 30.4 activities will also be valuable in the refinement process as will other information generated by the other tasks.

Cost Assumptions:

- **L&B:** Develop refined runway layouts for each of the alternative sites based on information collected in previous tasks.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Refined runway layouts for each alternative site that will be used for development of the conceptual ALP drawings.

Task 30.4: Site Layout Work Session with Airport Sponsor

A two-day working session with the participation of representatives of the FMAA Board and staff will be conducted to allow for direction and input into the site refinement and facility layout process. Materials developed from previous tasks will be provided to the FMAA Board and staff (and if requested, to other participants in the site refinement process) prior to the meeting to allow participants to be prepared for the discussions and issues that need to be considered for each of the three sites that were recommended to be carried forward from the Phase One site evaluation.

Cost Assumptions:

- **L&B:** Participation by three L&B staff in the preparation and conduct of a two day planning work session with members of the FMAA Board and staff.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Materials and participation in the two day planning work session.

Task 30.5: Develop Unit Costs and Development Costs

Order of magnitude unit costs for key elements of the potential airport construction will be identified. This will likely include but may not be limited to costs by cubic yard of fill material, earthmoving, excavation, sub-base, base and pavement costs, square footage costs for various building types, wastewater treatment systems, cost per linear foot of roadway, land costs, water system improvements including on site wells and storage and nav aids costs to name some of the more significant components. With these costs identified, and the definition/layout of both airside and landside facilities, a more detailed understanding of development costs for each site will be generated.

Cost Assumptions:

- **L&B:** Development of order of magnitude development costs for each of the alternative sites.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Development of order of magnitude development costs for each of the alternative sites.

Task 30.6: Airport Layout Plans for Sites 4, 10A and 12

An Airport Layout Plan (ALP) drawing sheet will be developed for each of the alternative sites updated to reflect the conceptual site layout and configuration as developed in the previous tasks. Information on this portion of the ALP set will include, but not be limited to:

- the layout of the runways and taxiways and supporting infrastructure
- the airport facilities including the terminal
- terminal support areas and uses
- FBO and general aviation areas

- potential ATCT areas
- access roads and utility easements
- other facilities that are identified during the analysis

Also to be incorporated on the ALP sheet will be the runway protection zones, taxiway systems, NAVAID critical areas, runway and taxiway object free and runway and taxiway safety areas building elevation restriction lines, topography, access and other on-airport roads and parking areas, and the airport boundary. Those elements of the ALP sheet that can be prepared at this stage of the process will be checked for conformity with the requirements of FAA advisory guidance and checklists. Some elements can not be addressed at this time such as the specification of building elevations as typically required under ALP guidance as structures can only be generally quantified and plans do not as of yet exist.

Cost Assumptions:

- ***L&B:*** Preparation of ALP plan sheets for each of the alternative sites.
- ***North Wind:*** No involvement.
- ***Grisko:*** No involvement.
- ***RED:*** No involvement.

Deliverables: ALP plan sheets for each of the alternative sites.

Note: Since this task is intended to prepare a 'conceptual' level analysis and conceptual ALP for each of the alternative sites, it should be noted that more detailed master planning will follow later and be prepared by the sponsor when appropriate.

TASK 30.6.1: PART 77 APPROACH PROFILES

A Part 77 approach profile drawing will be developed for each runway end at the three alternative sites using existing topographic data and other readily available information. No surveys of surrounding areas adjacent to the sites are anticipated as a part of this task. This effort will utilize existing topographic information consolidated under the Phase I analysis for each of the three airport sites and will take into consideration adjustments to the runway orientation, grade and runway end elevations that may occur as a result of this refinement process. With adjustment to the runway end elevations, the approach profile to both the various runway ends will need to be redefined and compared to topography and other potential penetrations (roadways, structures or towers, etc) along their extents.

Cost Assumptions:

- ***L&B:*** Preparation of Part 77 approach profile sheets for each runway end for each of the alternative sites.
- ***North Wind:*** No involvement.

- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Part 77 approach profile sheets for each of the alternative sites.

TASK 30.6.2 PLAN AND PROFILE

The Plan and Profile sheet for each runway will be revised to reflect the more detailed information on topography and the final runway grade and runway end elevation at the existing and ultimate end of each runway. New site mapping will be used to update the site topography data used in the previous ALP process. This drawing will include the location of site fencing and initial and ultimate service roadways for each of the proposed airport sites. The drawing will also depict the location of the initial and future RPZ, RSA and ROFA and have clearly delineated horizontal and vertical scales.

Cost Assumptions:

- **L&B:** Preparation of plan and profile sheets for each runway end for each of the alternative sites.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Plan and profile sheets for each of the alternative sites.

TASK 30.6.3: TERMINAL AREA PLAN

To the extent feasible terminal area plan drawings will be developed for each of the airport sites that will provide the basis of defining the location, limits and interrelationships between the various components of the airside/landside development that is anticipated at each of the three airport alternative sites. The process of developing the concepts will utilize other benchmark airports along with the knowledge and input from the FMAA Board and staff. This effort is intended to ensure that all three sites are configured as closely to how they may be developed if the site were to be selected for development, so that the environmental evaluation will address as accurately as possible the potential impacts associated with each site and its developed facilities. Potential development configurations at each site will be defined in the working session with the FMAA Board and staff.

A terminal area plan sheet for each of the three sites will be prepared to reflect the most likely and logical development of future general aviation, commercial passenger/cargo and support uses at each of the three sites. As identified in the refined facility planning analyses conducted as a part of this study. Depending upon the level of detail obtained from the working sessions the final facility layout recommendations for each site may delineate the future terminal and terminal area

facilities, approximate buildings, conventional and T-hangars, support facilities that may include fuel farm(s) ATCT, and ARFF facility, airport maintenance facilities, FBO facilities, roads, and automobile parking, as well as necessary security access to the airfield. To define the facilities to be accommodated on each site a conceptual facilities requirements analysis will need to be developed based on the replacement of facilities at the existing airport and the demand delineated in the unconstrained forecasts.

Cost Assumptions:

- **L&B:** Preparation of a detail terminal area plan for each of the alternative sites.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Detailed terminal area plans for each of the alternative sites.

TASK 30.6.4: AIRPORT PROPERTY MAP

An airport property map will be prepared for the three sites identifying the proposed airport boundary and all parcels or portions thereof along with supporting data relative to ownership and size of each that will be acquired for each alternative site. The data table on the property map will identify the current owners of the property, acreage involved by each parcel and the anticipated manner in which the property will be controlled (fee simple purchase vs. easements). Existing data sources including Blaine County appraiser records and parcel maps will be used to generate the base of data for the map and supporting tabular documentation on the drawing.

Cost Assumptions:

- **L&B:** Preparation of an airport property map for each of the alternative sites.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Airport property map sheets for each of the alternative sites.

Task 30.7: Coordination with FAA and FMAA

One meeting in Seattle with the FAA to review and make final changes to the site layouts and affiliated drawings will be conducted. The consultant will attend this one day session and provide supporting documentation and revisions to the layout plans and supporting drawings as directed by representatives of the FAA Northwest Mountain Region.

Coordination conference calls with the FAA Project Manager and FMAA Manager will be conducted on a bi-weekly basis throughout the course of this effort.

Cost Assumptions:

- **L&B:** Prepare for and attend a one day meeting in Seattle to review the ALP plan set drawings for each of the alternative sites by three L&B staff. Participation in bi-weekly conference calls specifically for the conduct of Task 30 by three L&B team members.
- **North Wind:** No involvement.
- **Grisko:** No involvement.
- **RED:** No involvement.

Deliverables: Preparation for and attendance by three L&B staff at a one day meeting in Seattle to review the ALP plan set drawings for each of the alternative sites. Participation in bi-weekly conference calls specifically for the conduct of Task 30 by three L&B team members..

OUTLINE OF FUTURE PLAN OF STUDY TASKS

PHASE III - DEVELOPMENT OF THE FINAL EIS

TASK X: PHASE III PROJECT MANAGEMENT

Task x.1: General Project Management

Task x.2: Project Control Team Meetings With FAA

Task x.3: Consultant Team Meetings

Task x.4: Management/Maintenance of a Secure EIS Project Website

TASK X: PHASE III MANAGEMENT OF THE ADMINISTRATIVE FILE/PROJECT FILE

Task x.1: Maintenance of the Administrative File and Project File

Task x.2: A/F Project Coordination

Task x.3: Maintain A/F Access by the FAA

TASK X: PHASE III PROJECT COMMUNICATIONS

Task x.1: Management/Maintenance of a Public EIS Website

Task x.2: Maintenance of Community Information Kiosks

TASK X: DEVELOPMENT OF RESPONSES TO COMMENTS RECEIVED ON THE DRAFT EIS

Task x.1: Analysis of Comments Received on the Draft EIS

Task x.2: Preparation of Responses to Comments

TASK X: FINAL ENVIRONMENTAL IMPACT STATEMENT

**Task x.1: Development of a Preliminary Final Environmental Impact
Statement**

Task x.2: Development of the Final Environmental Impact Statement

**Task x.3: Analysis of Comments Received on the Final EIS for
Incorporation into the FAA Record of Decision**

TASK X: DEVELOP PLAN OF STUDY FOR PHASE IV OF THE EIS

**PHASE IV - ASSIST WITH DEVELOPMENT OF THE RECORD
OF DECISION**

TASK X: PHASE IV PROJECT MANAGEMENT

Task x.1: General Project Management

Task x.2: Project Control Team Meetings With FAA

Task x.3: Consultant Team Meetings

Task x.4: Management/Maintenance of a Secure EIS Project Website

**TASK X: PHASE IV MANAGEMENT OF THE ADMINISTRATIVE
FILE/PROJECT FILE**

Task x.1: Maintenance of the Administrative File and Project File

Task x.2: A/F Project Coordination

Task x.3: Maintain A/F Access by the FAA

TASK X: PHASE IV PROJECT COMMUNICATIONS

Task x.1: Management/Maintenance of a Public EIS Website

Task x.2: Maintenance of Community Information Kiosks

TASK X: ASSISTANCE WITH FINAL FEDERAL FINDING

