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# AGREEMENT FOR PROFESSIONAL SERVICES

**THIS AGREEMENT FOR PROFESSIONAL SERVICES** ("**Agreement**") is made and entered into as of the date stated on the City's signature page below (the "**Effective Date**") by and between the **CITY AND COUNTY OF DENVER**, a municipal corporation of the State of Colorado acting on behalf of its Department of Aviation (the "**City**"), and **HNTB CORPORATION**, a Delaware corporation authorized to do business in the State of Colorado ("**Consultant**") (collectively the "**Parties**").

**W I T N E S S E T H:**

**WHEREAS**, the City owns, operates, and maintains Denver International Airport ("**DEN**"); and

**WHEREAS**, the City desires to obtain professional services for the preparation of the National Environmental Policy Act ("**NEPA**") documentation related to the development of a new runway or runways at DEN; and

**WHEREAS**, the City has undertaken a competitive process to solicit and receive proposals for such services, and has selected the proposal submitted by Consultant; and

**WHEREAS**, Consultant's proposal was selected for award of the DEN 7th Runway NEPA work (the "**Project**"); and

**WHEREAS**, Consultant is qualified, willing, and able to perform the services, as set forth in this Agreement in a timely, efficient, and economical manner; and

**NOW, THEREFORE**, for and in consideration of the premises and other good and valuable consideration, the Parties agree as follows:

## ARTICLE I. LINE OF AUTHORITY

A. **City Line of Authority.** The Chief Executive Officer of the Department of Aviation (the "**CEO**"), his designee or successor in function, authorizes and directs all work performed under this Agreement. Until otherwise notified in writing by the CEO, the CEO has delegated the authority granted herein to the DEN Environmental Services Division. The relevant Senior Vice President (the "**SVP**"), or his/her designee (the "**Director**"), will designate a Project Manager to coordinate professional services under this Agreement. Reports, memoranda, correspondence, and other submittals required of Consultant hereunder shall be processed in accordance with the Project Manager direction.

B. **City and FAA MOU.** The Consultant is aware that the City and the Federal Aviation Administration (the "**FAA**") have entered into a May 4, 2021 Memorandum of Understanding regarding the Project (the "**MOU**"). The MOU is attached as **Exhibit A** and incorporated in this Agreement. Consultant has read and understands the MOU and acknowledges that the MOU establishes Consultant obligations to both the City and the FAA. Consultant shall

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include the MOU as an exhibit to any agreement between Consultant and any subcontractors to Consultant.

## ARTICLE II. SCOPE OF WORK AND CONSULTANT RESPONSIBILITIES

**A. Scope of Services.** Consultant shall provide professional services and provide deliverables for the City as designated by the CEO, or its designee, and the FAA from time to time and as described in the attached **Exhibit B** ("**Scope of Work**") in accordance with schedules and budgets set by the City. **Exhibit B** contains two parts, an **Exhibit B-1,** and an **Exhibit B-2**. **Exhibit B-1** consists of the Scope of Work for Consultant performing an Environmental Assessment ("**EA**"). **Exhibit B-1** has been approved by the FAA in accordance with the MOU. **Exhibit B-2** provides the expected Scope of Work in the event the Project is transitioned from an EA to an Environmental Impact Statement ("**EIS**") in accordance with the process set forth in the MOU. The Parties understand that **Exhibit B-2** has not been approved by the FAA; in the event the Project transitions to an EIS, the Parties will work with the FAA to update **Exhibit B-2** as necessary to obtain FAA approval of the updated **Exhibit B-2**. Upon FAA approval of such updated **Exhibit B-2**, the updated **Exhibit B-2** shall replace the **Exhibit B-2** attached to this Agreement, and the updated **Exhibit B-2** will govern Consultant's work and performance of an EIS under this Agreement.

**B. Task Orders.** The Project Manager may issue one or more Task Orders (as that term is defined in **Exhibit C**) specifying the work to be completed, including but not limited to work under the Scope of Work set forth in **Exhibit B-1** or, if applicable, **Exhibit B-2** and changes to Rates under Article V.D. The Project Manager may reduce or increase the Scope of Work and/or staffing required by a Task Order and the time and cost of performance shall be adjusted to reflect the time and cost resulting from the reduction or increase. The process governing Task Orders is set forth in **Exhibit C**.

**C. Standard of Performance.**

1. Consultant shall faithfully perform the work required under this Agreement in accordance with the standard of care, skill, efficiency, knowledge, training, and judgment provided by competent professionals who perform work of a similar nature to the work described in this Agreement.

2. Consultant understands and acknowledges that it may create and/or assist in the creation or implementation of the reports and any other deliverables necessary to complete the work (collectively hereinafter referred to as the "**Deliverables**"), as required by the City or the FAA.

3. Consultant shall strictly conform to and be bound by written standards, criteria, budgetary considerations, and memoranda of policy furnished to it by the City or the FAA.

4. In performing all work under this Agreement, Consultant shall fully coordinate and integrate all services and Deliverables with related work being performed by other consultants, Consultant's sub-contractors, the City, the City's consultants, related

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suppliers and subcontractors of any tier, and, at the City's request, other adjacent projects at DEN.

5. Consultant shall be liable to the City and FAA for all acts and omissions of Consultant and its employees, subcontractors, agents, and any other party with whom Consultant contracts to perform any portion of the work under this Agreement.

**D. Time is of the Essence.** Consultant acknowledges that time is of the essence in its performance of all work and obligations under this Agreement. Consultant shall perform all work under this Agreement in a timely and diligent manner.

**E. Subcontractors.**

1. In order to retain, hire, and/or contract with an outside subcontractor, for work under this Agreement, that is not identified in **Exhibit D**, Consultant must obtain the prior written consent of the CEO, or the CEO's designee, or, as applicable under the MOU, and the FAA. Consultant shall request the CEO's and/or FAA's approval in writing and shall include a description of the nature and extent of the services to be provided, the name, address and professional experience of the proposed subcontractor, and any other information requested by the City.

2. The CEO or FAA shall have the right to reject any proposed outside subcontractor deemed to be unqualified or unsuitable for any reason to perform the proposed services. The CEO and FAA shall have the right to limit the number of outside subcontractors and/or to limit the percentage of work to be performed by them.

3. Any final agreement or contract with an approved subcontractor must contain a valid and binding provision whereby the subcontractor waives any and all rights to make any claim of payment against the City or FAA or to file or claim any lien or encumbrance against any City property arising out of the performance or non-performance of this Agreement and/or the subcontract.

4. Consultant is subject to Denver Revised Municipal Code ("**D.R.M.C.**") § 20-112, wherein Consultant shall pay its subcontractors in a timely fashion. A payment is timely if it is mailed to the subcontractor no later than seven (7) days after receipt of any payment from the City. Any late payments are subject to a late payment penalty as provided in the Denver Prompt Payment Ordinance (D.R.M.C. §§ 20-107 through 20-118).

5. This Section, or any other provision of this Agreement, shall not create any contractual relationship between the City, the FAA, and any subcontractor. The City's or FAA's approval of a subcontractor shall not create in that subcontractor a right to any subcontract. The City's or FAA's approval of a subcontractor does not relieve Consultant of its responsibilities under this Agreement, including the work to be performed by the subcontractor.

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**F. Personnel Assignments.**

1. Consultant or its subcontractor(s) shall assign all key personnel identified in this Agreement to perform work under this Agreement ("**Key Personnel**"). Key Personnel shall perform work under this Agreement, unless otherwise approved in writing by the SVP or his/her authorized representative. The Key Personnel are the persons identified in Section 3 of Consultant's response to the RFQ, which is attached as **Exhibit D**.

2. It is the intent of the Parties that all Key Personnel perform their specialty for all such services required by this Agreement. Consultant and its subcontractor(s) shall retain Key Personnel for the entire Term of this Agreement to the extent practicable and to the extent that such services maximize the quality of work performed.

3. If, during the Term of this Agreement, the Project Manager determines that the performance of any Key Personnel or other personnel, whether of Consultant or its subcontractor(s), is not acceptable or is no longer needed for performance of this Agreement, the Project Manager shall notify Consultant and may give Consultant notice of the period of time which the Project Manager considers reasonable to correct such performance or remove the personnel, as applicable.

4. If Consultant fails to correct such performance, then the City may revoke its approval of the Key Personnel or other personnel in question and notify Consultant that such Key Personnel or other personnel will not be retained on this project. Within a reasonable time, not to exceed 15 business days, of receiving this notice, Consultant shall use its best efforts to obtain adequate substitute personnel who must be approved in writing by the Project Manager. Consultant's failure to obtain the Project Manager's approval shall be grounds for Termination for Cause in accordance with Article IV.

## ARTICLE III. OWNERSHIP AND DELIVERABLES

Upon payment to Consultant, all records, data, deliverables, and any other work product prepared by Consultant or any custom development work performed by Consultant for the purpose of performing this Agreement on or before the day of payment shall become the sole property of the City and/or the FAA, as applicable under the MOU. Upon request by the City, or based on any schedule agreed to by Consultant, the City, and the FAA Consultant shall provide the City or the FAA with copies of the data/files that have been uploaded to any database maintained by or on behalf of Consultant or otherwise saved or maintained by Consultant as part of the services provided to the City and/or the FAA under this Agreement. All such data/files shall be provided to the City and/or the FAA electronically in a format agreed to by the Parties and the FAA. Consultant also agrees to allow the City and/or the FAA to review any of the procedures Consultant uses in performing any work or other obligations under this Agreement, and to make available for inspection any and all notes, documents, materials, and devices used in the preparation for or performance of any of the scope of work, for up to six (6) years after termination of this Agreement. Upon written request from the City, Consultant shall deliver any information requested pursuant to this Article within ten (10) business days in the event a schedule or otherwise agreed-upon timeframe does not exist. Consultant shall not be liable to the City for any damage which may

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result from any use of such documents for purposes other than those for which the documents were created.

## ARTICLE IV. TERM AND TERMINATION

**A. Term.** The Term of this Agreement shall be four (4) years and will commence on the Effective Date, unless terminated in accordance with the terms stated herein (the **"Expiration Date")**. The Term maybe extended by the City, at its sole discretion and by written notice from the CEO, for an additional one (1) year on the same terms and conditions stated herein. However, no extension of the Term shall increase the Maximum Contract Amount stated below.

**B.** If the Term expires prior to Consultant completing the work under this Agreement, subject to the prior written approval of the CEO or his/her authorized representative, this Agreement shall remain in full force and effect until the completion of any services commenced prior to the Expiration Date. Consultant has no right to compensation for services performed after the Expiration Date without such express approval from the CEO or his/her authorized representative.

**C. Suspension and Termination.**

1. Suspension. The City may suspend performance of this Agreement at any time with or without cause. Upon receipt of notice from the Director, Consultant shall stop work as directed in the notice and, as directed in the notice, shall submit an invoice for any work performed but not yet billed. Any milestones or other deadlines contained in this Agreement shall be extended by the period of suspension unless otherwise agreed to by the City and Consultant.

2. Termination for Convenience. The City may, upon written notice to Consultant, terminate this Agreement at any time during the Term without cause, and without payment of lost profits or other charges for work not performed.

3. Termination for Cause. In the event Consultant fails to perform any provision of this Agreement, the City may either:

a. Terminate this Agreement for cause with ten (10) days prior written notice to Consultant; or

b. Provide Consultant with written notice of the breach and allow Consultant an Opportunity to Cure.

c. In the event this Agreement is terminated pursuant to either Article IV, Section C.3.a or C.3.b, DEN may terminate this agreement for cause, at any time during the Term of this Agreement, without payment of lost profits or other charges for work not performed as further provided in this Article IV.C.

4. Opportunity to Cure. Upon receiving the City's notice of breach pursuant to Section C.3.b of this Article, Consultant shall have five (5) days to commence remedying its defective performance. If Consultant diligently cures its defective

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performance to the City's satisfaction within a reasonable time as determined by the City, then this Agreement shall not terminate and shall remain in full force and effect. If Consultant fails to cure the breach to the City's satisfaction, then the City may terminate this Agreement pursuant to Article IV, Section C.3.a.

5. Compensation for Services Performed Prior to Suspension or Termination Notice. If this Agreement is suspended or terminated, the City shall pay Consultant the reasonable cost of only those services performed to the satisfaction of the CEO or his/her authorized representative prior to the notice of suspension or termination. Consultant shall submit a final invoice for those costs within thirty (30) days of the date of the notice. Consultant has no right to compensation for services performed after the notice unless directed to perform those services by the City as part of the suspension or termination process or as provided in Section 6 of this Article.

6. Reimbursement for Cost of Orderly Termination. In the event of Termination for Convenience pursuant to Article IV, Section C.2, and as limited in Section C.2, Consultant may request reimbursement from the City of the reasonable costs of orderly termination associated with the Termination for Convenience as part of its submittal of costs pursuant to Section C.5 of this Article. In no event shall the total sums paid by the City pursuant to this Agreement, including Sections C.5 and C.6, exceed the Maximum Contract Amount.

7. No Claims. Upon termination of this Agreement, Consultant shall have no claim of any kind against the City by reason of such termination or by reason of any act incidental thereto. Consultant shall not be entitled to loss of anticipated profits or any other consequential damages as a result of termination.

**D. Remedies.** In the event Consultant performs services under this Agreement in violation of any provision herein, Consultant shall be liable to the City for all costs of correcting the work without additional compensation, including but not limited to:

1. All costs of correcting and replacing any affected NEPA documents or related work product; and

2. Additional costs incurred by the City, its tenants, or its other consultants arising out of Consultant's defective work.

3. These remedies are in addition to, and do not limit, the remedies available to the City in law or in equity, or as otherwise provided for in this Agreement. These remedies do not amend or limit the requirements of this Agreement.

## ARTICLE V. COMPENSATION AND PAYMENT

**A. Maximum Contract Amount.** Notwithstanding any other provision of this Agreement, the City shall not be liable under any theory for payment for services rendered and expenses incurred by Consultant under the terms of this Agreement for any amount in excess of the sum of **Fifteen Million Dollars** (**$15,000,000.00**) ("**Maximum Contract Amount**"). Included within the Maximum Contract Amount is **$3,273,630.00** of "Owner Controlled Contingency" for

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services directed and approved by DEN. The basis for the Contract Amount is set forth in **Exhibit E** ("**Rates and Fees**").

**B. Limited Obligation of City.** The obligations of the City under this Agreement shall extend only to monies encumbered for the purposes of this Agreement. Consultant acknowledges and understands the City does not by this Agreement irrevocably pledge present cash reserves for payments in future fiscal years, and this Agreement is not intended to create a multiple-fiscal year direct or indirect debt or financial obligation of the City. The City is not under any obligation to make any future encumbrances or appropriations for this Agreement nor is the City under any obligation to amend this Agreement to increase the Maximum Contract Amount above.

**C. Payment Source.** For payments required under this Agreement, the City shall make payments to Consultant solely from funds of the City and County of Denver Airport System Fund and from no other fund or source. The City has no obligation to make payments from any other source.

**D. Basis for Consultant's Fee.** Consultant shall be compensated for performance of the Work based on a time and material basis as further provided for in Exhibit E. The Project Manager, in his or her sole discretion, may annually adjust the hourly rates on the anniversary of the Effective Date through a Task Order applicable to future work as further provided in the Task Order. Hourly rate adjustments shall not exceed the Denver-Aurora-Lakewood Consumer Price Index ("**CPI**") issued by the U.S. Department of Labor, Bureau of Labor Statistics unless approved by the Project Manager, which the Consultant shall submit sufficient and appropriate justification for requesting hourly rates that may exceed the CPI. The Parties acknowledge that Consultant's subcontractor Communication Infrastructure Group ("**CIG**") will obtain an audit or complete the **Exhibit E** Overhead/Multiplier Factor Calculation Worksheet to obtain their rates and overhead as required by the City. **Exhibit E** will be updated to reflect updated information that will be provided by CIG. Upon receipt of the additional information from CIG, the Parties will mutually agree, in writing, to an updated **Exhibit E**, which will replace the current **Exhibit E**. If Consultant makes invoice payments to CIG prior to receiving the mutually agreed upon **Exhibit E**, the City and Consultant mutually agree to make adjustments to payments for differences in the rates and charges for reconciliation relating to CIG.

**E. Payment Schedule.** Subject to the Maximum Contract Amount, for payments required under this Agreement, the City shall pay Consultant's fees and expenses in accordance with this Agreement. Unless otherwise agreed to in writing, Consultant shall invoice the City on a regular basis in arrears and the City shall pay each invoice in accordance with Denver's Prompt Payment Ordinance, D.R.M.C. § 20-107, et seq., subject to the Maximum Contract Amount.

1. Late Fees. Consultant understands and agrees interest and late fees shall be payable by the City only to the extent authorized and provided for in the City's Prompt Payment Ordinance.

2. Travel/Mileage Expenses. Travel and any other expenses are not reimbursable unless such expenses are related to and in furtherance of the purposes of Consultant's engagement and Consultant receives prior written approval of the SVP or

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his/her authorized representative. The City will provide a form for advance travel authorization and mileage reimbursement which Consultant must utilize.

3. Expenses Greater than $500. Expenses of greater than $500 are not reimbursable unless such expenses are related to and in furtherance of the purposes of Consultant's engagement and Consultant receives prior written approval of the SVP or his/her authorized representative. The City will provide a form for approval of expenses greater than $500.

**F. Invoices.** On or before the fifteenth (15th) day of each month, Consultant shall submit to the City a monthly progress invoice containing reimbursable costs and receipts from the previous month for professional services rendered under this Agreement to be audited and approved by the City ("**Invoice**") and including the information specified below. Each Invoice shall provide the basis for payments to Consultant under this Agreement. In submitting an Invoice, Consultant shall comply with **Exhibit F** and any other requirements of this Agreement and any written direction received from the City regarding the contents, format, and submission of the Invoice. The City will provide a Monthly Invoice Checklist for Consultant's use, if necessary

**G. Timesheets.** Consultant shall maintain all timesheets kept or created in relation to the services performed under this Agreement. The City may examine such timesheets upon the City's request.

**H. Disputed Invoices.** The City reserves the right to reject and not pay any Invoice or part thereof, including any final invoice resulting from a Suspension or Termination of this Agreement, where the SVP or his/her authorized representative determines the amount invoiced exceeds the amount owed based upon the work satisfactorily performed. The City shall pay any undisputed items contained in an Invoice. Disputes concerning payments under this provision shall be resolved in accordance with procedures set forth in Article IX.

**I. Owner Controlled Contingency.** The Maximum Contract Amount includes funds for the City's sole use as an "**Owner Controlled Contingency**." The Owner Controlled Contingency will be used at the sole discretion and approval of the City or, as appropriate under the MOU, the FAA, for items such as changes to or included within the Scope of Work (Exhibits B-1 or B-2) that are initiated and requested by the City or FAA, unforeseen conditions, or for overruns in allowances due to choices made by the City or FAA related to the allowance. The Owner Controlled Contingency shall not be used for any other purpose other than changes initiated by the City or FAA. Any unused portion of the Owner Controlled Contingency shall be returned to the City upon completion and/or expiration of this Agreement.

**J. Carry Over.** If Consultant's total fees for any of the services provided under this Agreement are less than the amount budgeted for, the amount remaining in the budget may be used for additional and related services rendered by Consultant if the CEO or his/her authorized representative determines such fees are reasonable and appropriate and provides written approval of the expenditure.

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## ARTICLE VI. DBE, WAGES AND PROMPT PAYMENT

**A. Minority/Women Business Enterprises.** Department of Transportation ("**DOT**") 49 C.F.R. Part 26 ("**Part 26**") applies to this Project and is incorporated into this agreement entered into by the City. It is the policy of DOT and the City and County of Denver to ensure non-discrimination in the award and administration of DOT-assisted contracts financed in whole or in part with Federal funds. Consequently, the Bidders must fully comply with the DBE requirements of Part 26 in bidding and performing hereunder.

1. Part 26 provides for the adoption of a good faith goals program, to be administered by the Division of Small Business Opportunity ("**DSBO**"). As such, each bidder must comply with the terms and conditions of the Part 26 in making its bid and, if awarded the Contract, in performing all Work thereunder. A bidder's failure to comply with Part 26, any Rules or Regulations promulgated pursuant thereto, or any additional requirements contained herein may render a bid non-responsive and may constitute cause for rejection.

2. In accordance with the requirements of the Part 26, Consultant is committed to, at a minimum, meet the participation goal of fifteen percent (15%) established for this Project utilizing properly certified DBE subcontractors and suppliers. In meeting this participation goal, Consultant shall comply with the DBE Utilization Plan set forth at **Exhibit G**. Note that the DBE Utilization Plan at Exhibit G supersedes the plan included with the Consultants original plan included within Exhibit D.

**B. Prevailing Wage.** Consultant shall comply with the Davis-Bacon Act as more fully provided for in Appendix 1. To the extent the Davis Bacon Act does not apply and the City's Prevailing Wage Ordinance, D.R.M.C. §§ 20-76 through 20-79, does apply, Consultant agrees to be bound by, all requirements, conditions, and City determinations regarding the payment of prevailing wages pursuant to the Prevailing Wage Ordinance.

**C. City Minimum Wage.** To the extent required by law, Consultant shall comply with and agrees to be bound by all requirements, conditions, and the City determinations regarding the City's Minimum Wage Ordinance, D.R.M.C. §§ 20-82 through 20-84, including, but not limited to, the requirement that every covered worker shall be paid no less than the City Minimum Wage in accordance with the City's Minimum Wage Ordinance. By executing this Agreement, Consultant expressly acknowledges that Consultant is aware of the requirements of the City's Minimum Wage Ordinance and that any failure by Consultant, or any other individual or entity acting subject to this Agreement, to strictly comply with the foregoing D.R.M.C. Sections shall result in the penalties and other remedies authorized therein.

**D. Prompt Pay.**

1. The City will make monthly progress payments to Consultant for all services performed under this Agreement based upon Consultant's invoices provided in accordance with **Exhibit F**. Such invoices shall be in a form acceptable to the City and shall include detail of the time worked by Consultant's own personnel, billings from

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subcontractors, and all other information necessary to assess Consultant's progress. Invoices shall be accompanied by documentation of expenses for which reimbursement is sought, and all other supporting documentation required by the City. The City's Prompt Payment Ordinance, §§ 20-107 to 20-118, D.R.M.C., applies to invoicing and payment under this Agreement.

2. Final Payment to Consultant shall not be made until after the Project is accepted, and all certificates of completion, record drawings and reproducible copies are delivered to the City, and the Agreement is otherwise fully performed by Consultant. The City may, at the discretion of the Director, withhold reasonable amounts from billing and the entirety of the final payment until all such requirements are performed to the satisfaction of the Director. However, no deductions shall be made from Consultant's compensation because of penalty, liquidated damages or other sums withheld from payments to contractor(s)/consultants.

## ARTICLE VII. INSURANCE REQUIREMENTS

**A.** Consultant shall obtain and keep in force all of the minimum insurance coverage forms and amounts set forth in **Exhibit H** ("**Insurance Requirements**") during the entire Term of this Agreement, including any extensions of the Agreement**.** All certificates of insurance and any required endorsements must be received and approved by DEN Risk Management before any airport access or work commences.

**B.** Unless specifically excepted in writing by DEN Risk Management, if Consultant shall be using subcontractors to provide any part of the services under this Agreement, Consultant shall do one of the following:

1. Include all subcontractors performing services hereunder as insureds under its required insurance and specifically list on all submitted certificates of insurance required under **Exhibit H**; or

2. Ensure that each subcontractor provides its own insurance coverage in accordance with the requirements set forth in this Agreement.

**C.** The City in no way warrants or represents the minimum limits contained herein are sufficient to protect Consultant from liabilities arising out of the performance of the terms and conditions of this Agreement by Consultant, its agents, representatives, employees, or subcontractors. Consultant shall assess its own risks and maintain higher limits and/or broader coverage as it deems appropriate and/or prudent. Consultant is not relieved of any liability or other obligations assumed or undertaken pursuant to this Agreement by reason of its failure to obtain or maintain insurance in sufficient amounts, duration, or types.

**D.** In no event shall the City or FAA be liable for any of the following: (i) business interruption or other consequential damages sustained by Consultant; (ii) damage, theft, or destruction of Consultant's inventory, or property of any kind; or (iii) damage, theft, or destruction of an automobile, whether or not insured.

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**E.** Consultant and any its subtractors shall include the FAA as an additional insured on all insurance policies required in this Article VII.

**F.** The Parties understand and agree that the City, its elected and appointed officials, employees, agents and volunteers are relying on, and do not waive or intend to waive by any provisions of this Agreement, the monetary limitations and any other rights, immunities and protections provided by the Colorado Governmental Immunity Act, §§ 24-10-101 to 120, C.R.S., or otherwise available to the City, its elected and appointed officials, employees, agents and volunteers.

## ARTICLE VIII. DEFENSE AND INDEMNIFICATION

**A.** To the fullest extent permitted by law, Consultant hereby agrees to defend, indemnify, reimburse and hold harmless FAA and the City, its appointed and elected officials, agents and employees for, from and against all liabilities, claims, judgments, suits or demands for damages to persons or property arising out of, resulting from, or relating to the work performed under this Agreement that are attributable to the negligence or fault of the Consultant or the Consultant's agents, representatives, subcontractors, or suppliers ("**Claims**"). This indemnity shall be interpreted in the broadest possible manner consistent with the applicable law to indemnify the City and FAA.

**B.** Consultant's obligation to defend and indemnify City and FAA will be determined after Consultant's liability or fault has been determined by adjudication or otherwise resolved by mutual agreement between the parties. Consultant's duty to defend and indemnify City and FAA shall relate back to the time written notice of the Claim is first provided to City or FAA regardless of whether suit has been filed and even if Consultant is not named as a Defendant.

**C.** Consultant will defend any and all Claims which may be brought or threatened against City and FAA and will pay on behalf of City and FAA any expenses incurred by reason of such Claims including, but not limited to, court costs and attorney fees incurred in defending and investigating such Claims or seeking to enforce this indemnity obligation, including but not limited to time expended by lawyers representing the FAA and the City Attorney Staff, whose costs shall be computed at the rate of two hundred dollars and no cents ($200.00) per hour of City Attorney time. Such payments on behalf of City shall be in addition to any other legal remedies available to City and shall not be considered City's or FAA's exclusive remedy.

**D.** Insurance coverage requirements specified in this Agreement shall in no way lessen or limit the liability of the Consultant under the terms of this indemnification obligation. The Consultant shall obtain, at its own expense, any additional insurance that it deems necessary for the City's or FAA's protection.

**E.** This defense and indemnification obligation shall survive the expiration or termination of this Agreement.

## ARTICLE IX. DISPUTES

All disputes arising under or related to this Agreement shall be resolved by administrative hearing under the procedures described in D.R.M.C. § 5-17 and all related rules and procedures.

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The determination resulting from said administrative hearing shall be final, subject only to Consultant's right to appeal the determination under Colorado Rule of Civil Procedure, Rule 106.

## ARTICLE X. GENERAL TERMS AND CONDITIONS

**A. Status of Consultant.** Parties agree that the status of Consultant shall be an independent Consultant retained on a contractual basis to perform professional or technical services for limited periods of time as described in §9.1.1(E)(x) of the Charter of the City and County of Denver (the "**City Charter**"). It is not intended, nor shall it be construed, that Consultant or its personnel are employees or officers of the City under D.R.M.C. Chapter 18 for any purpose whatsoever.

**B. Assignment.** Consultant shall not assign, pledge, or transfer its duties, obligations, and rights under this Agreement, in whole or in part, without first obtaining the written consent of the CEO or his/her authorized representative. Any attempt by Consultant to assign or transfer its rights hereunder without such prior written consent shall, at the option of the CEO or his/her authorized representative, automatically terminate this Agreement and all rights of Consultant hereunder.

**C. Compliance with all Laws and Regulations.** Consultant and its subcontractor(s) shall perform all work under this Agreement in compliance with all existing and future applicable laws, rules, regulations, and codes of the United States, the State of Colorado and with the City Charter, ordinances, Executive Orders, and rules and regulations of the City, and with DEN's Design Standards Manuals and other applicable DEN specifications and requirements.

**D. Compliance with Patent, Trademark and Copyright Laws.**

1. Consultant agrees that all work performed under this Agreement shall comply with all applicable patent, trademark and copyright laws, rules, regulations, and codes of the United States, as they may be amended from time to time. Consultant will not utilize any protected patent, trademark, or copyright in performance of its work unless it has obtained proper permission, all releases, and other necessary documents. If Consultant prepares any documents which specify any material, equipment, process, or procedure which is protected, Consultant shall disclose such patents, trademarks, and copyrights in such documents.

2. Pursuant to Article VIII, Consultant shall indemnify and defend the City from any and all claims, damages, suits, costs, expenses, liabilities, actions or proceedings resulting from, or arising out of, directly or indirectly, the performance of work under this Agreement which infringes upon any patent, trademark or copyright protected by law.

**E. Notices.**

1. Notice of Termination. Notices concerning termination of this Agreement shall be made as follows:

by Consultant to:

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Chief Executive Officer
Denver International Airport
Airport Office Building
8500 Peña Boulevard, 9th Floor
Denver, Colorado 80249-6340

And by the City to:

HNTB Corporation
1700 Lincoln Street, Suite 2450
Denver, CO 80203
Attn: Kim Hughes

2. Delivery of Formal Notices. Formal notices of termination of this Agreement shall be delivered personally during normal business hours to the appropriate office above or by prepaid U.S. certified mail, return receipt requested or by electronic delivery directed to the person identified above and copied to the Project Manager through the electronic or software system used at the City's direction for project-related and other official communications and document transmittals. Mailed notices shall be deemed effective upon deposit with the U.S. Postal Service and electronically transmitted notices by pressing "send" or the equivalent on the email or other transmittal method sufficient to irretrievably transmit the document. Either party may from time to time designate substitute addresses or persons where and to whom such notices are to be mailed, delivered, or emailed, but such substitutions shall not be effective until actual receipt of written or electronic notification thereof through the method described in this Subsection E.2.

3. Other Correspondence. Other notices and day-to-day correspondence between the Parties may be done via email and directed to the Project Manager, or through the electronic or other software system used at the City's discretion for project-related communications and document transmittals.

**F. Rights and Remedies Not Waived**. In no event shall any payment by the City hereunder constitute or be construed to be a waiver by the City of any breach of covenant or default which may then exist on the part of Consultant. The City making any such payment when any breach or default exists shall not impair or prejudice any right or remedy available to the City with respect to such breach or default. The City's assent, expressed or implied, to any breach of any one or more covenants, provisions or conditions of this Agreement shall not be deemed or taken to be a waiver of any other breach.

**G. No Third-Party Beneficiaries.** The Parties agree that enforcement of the terms and conditions of this Agreement and all rights of action relating to such enforcement shall be strictly reserved to the City and Consultant, and nothing contained in this Agreement shall give or allow any such claim or right of action by any third party. It is the express intention of the Parties that any person or entity other than the City or Consultant receiving services or benefits under this Agreement shall be deemed an incidental beneficiary and shall not have any interest or rights under

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this Agreement. Notwithstanding the foregoing, the Parties agree that FAA is a Third-Party Beneficiary under the terms of the MOU.

**H. Governing Law.** This Agreement is made under and shall be governed by the laws of the State of Colorado. Each and every term, provision and condition herein is subject to the provisions of Colorado law, the City Charter, and the ordinances and regulations enacted pursuant thereto, as may be amended from time to time.

**I. Bond Ordinances.** This Agreement is in all respects subject and subordinate to any and all the City bond ordinances applicable to the Denver Municipal Airport System and to any other bond ordinances which amend, supplement, or replace such bond ordinances.

**J. Venue.** Venue for any action arising hereunder shall be in the City and County of Denver, Colorado.

**K. Cooperation with Other Contractors.**

1. The City may award other contracts for additional work, and Consultant shall fully cooperate with such other contractors. The City, in its sole discretion, may direct Consultant to coordinate its work under this Agreement with one or more such contractors.

2. Consultant shall have no claim against the City for additional payment due to delays or other conditions created by the operation of other contractors. The City will decide the respective rights of the various contractors in order to secure the completion of the work.

**L. Inurement.** The rights and obligations of the Parties herein set forth shall inure to the benefit of and be binding upon the Parties hereto and their respective successors and assigns permitted under this Agreement.

**M. Force Majeure.** The Parties shall not be liable for any failure to perform any of its obligations hereunder due to or caused by, in whole or in part, fire, strikes, lockouts, unusual delay by common carriers, unavoidable casualties, war, riots, acts of terrorism, acts of civil or military authority, acts of God, judicial action, or any other causes beyond the control of the Parties. The Parties shall have the duty to take reasonable actions to mitigate or prevent further delays or losses resulting from such causes.

**N. Coordination and Liaison.** Consultant agrees that during the term of this Agreement it shall fully coordinate all services that it has been directed to proceed upon and shall make every reasonable effort to fully coordinate all such services as directed by the SVP or his/her authorized representative, along with any City agency, or any person or firm under contract with the City doing work which affects Consultant's work.

**O. No Authority to Bind City to Contracts.** Consultant has no authority to bind the City on any contractual matters. Final approval of all contractual matters which obligate the City must be by the City as required by the City Charter and ordinances.

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**P. Information Furnished by the City.** The City will furnish to Consultant information concerning matters that may be necessary or useful in connection with the work to be performed by Consultant under this Agreement. The Parties shall make good faith efforts to ensure the accuracy of information provided to the other Party; however, Consultant understands and acknowledges that the information provided by the City to Consultant may contain unintended inaccuracies. Consultant shall be responsible for the verification of the information provided to Consultant.

**Q. Taxes and Costs.** Consultant shall promptly pay, when due, all taxes, bills, debts, and obligations it incurs performing work under this Agreement and shall allow no lien, mortgage, judgment, or execution to be filed against land, facilities or improvements owned by the City.

**R. Environmental Requirements.** Consultant, in conducting its activities under this Agreement, shall comply with all existing and future applicable local, state and federal environmental rules, regulations, statutes, laws and orders (collectively "**Environmental Requirements**"), including but not limited to Environmental Requirements regarding the storage, use and disposal of Hazardous or Special Materials and Wastes, Clean Water Act legislation, Centralized Waste Treatment Regulations, and DEN Rules and Regulations.

1. For purposes of this Agreement the terms "Hazardous Materials" shall refer to those materials, including without limitation asbestos and asbestos-containing materials, polychlorinated biphenyls (PCBs), oil or any other petroleum products, natural gas, source material, pesticide, and any hazardous waste, toxic substance or related material, including any substance defined or treated as a "hazardous substance," "hazardous waste" or "toxic substance" (or comparable term) in the Comprehensive Environmental Response, Compensation and Liability Act (42 U.S.C. Sec. 9601 et seq. (1990), the Toxic Substances Control Act (15 U.S.C. Sec. 2601 et seq. (1990)), and any rules and regulations promulgated pursuant to such statutes or any other applicable federal or state statute.

2. Consultant shall acquire all necessary federal, state, and local environmental permits and comply with all applicable federal, state, and local environmental permit requirements.

3. Consultant agrees to ensure that its activities under this Agreement are conducted in a manner that minimizes environmental impact through appropriate preventive measures. Consultant agrees to evaluate methods to reduce the generation and disposal of waste materials.

4. In the case of a release, spill, or leak as a result of Consultant's activities under this Agreement, Consultant shall immediately control and remediate the contaminated media to applicable federal, state, and local standards. Consultant shall reimburse the City for any penalties and all costs and expenses, including without limitation attorney's fees, incurred by the City as a result of the release or disposal by Consultant of any pollutant or hazardous material.

**S. Non-Exclusive Rights.** This agreement does not create an exclusive right for the Consultant to provide the services described herein at the Airport. City may, at any time, award

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other agreements to other contractors or consultants for the same or similar services to those described herein. In the event of a dispute between Consultant and any other party at DEN, including DEN itself, as to the privileges of the parties under their respective agreements, DEN shall determine the privileges of each party and Consultant agrees to be bound by DEN's decision.

## ARTICLE XI. STANDARD CITY PROVISIONS

**A. Diversity and Inclusiveness.** The City encourages the use of qualified small businesses doing business within the metropolitan area that are owned and controlled by economically or socially disadvantaged individuals. Consultant is encouraged, with respect to the goods or services to be provided under this Agreement, to use a process that includes small businesses when considering and selecting any subcontractors or suppliers.

**B. No Discrimination in Employment.** In connection with the performance of work under the Agreement, the Contractor may not refuse to hire, discharge, promote, demote, or discriminate in matters of compensation against any person otherwise qualified, solely because of race, color, religion, national origin, ethnicity, citizenship, immigration status, gender, age, sexual orientation, gender identity, gender expression, marital status, source of income, military status, protective hairstyle, or disability. The Contractor shall insert the foregoing provision in all subcontracts.

**C. Advertising and Public Disclosures.** Consultant shall not include any reference to this Agreement or to work performed hereunder in any of its advertising or public relations materials without first obtaining the written approval of the SVP or his/her authorized representative. Any oral presentation or written materials related to DEN shall include only presentation materials, work product, and technical data which have been accepted by the City, and designs and renderings, if any, which have been accepted by the City. Consultant shall notify the SVP in advance of the date and time of any such presentations. Nothing herein, however, shall preclude Consultant's transmittal of any information to officials of the City, including without limitation, the Mayor, the CEO, any member or members of Denver City Council, and the Auditor.

**D. Colorado Open Records Act.**

1. Consultant acknowledges that the City is subject to the provisions of the Colorado Open Records Act ("**CORA**"), C.R.S. §§ 24-72-201 et seq., and Consultant agrees that it will fully cooperate with the City in the event of a request or lawsuit arising under such act for the disclosure of any materials or information which Consultant asserts is confidential or otherwise exempt from disclosure. Any other provision of this Agreement notwithstanding, all materials, records, and information provided by Consultant to the City shall be considered confidential by the City only to the extent provided in CORA, and Consultant agrees that any disclosure of information by the City consistent with the provisions of CORA shall result in no liability of the City.

2. In the event of a request to the City for disclosure of such information, time and circumstances permitting, the City will make a good faith effort to advise Consultant of such request in order to give Consultant the opportunity to object to the disclosure of any material Consultant may consider confidential, proprietary, or otherwise exempt from

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disclosure. In the event Consultant objects to disclosure, the City, in its sole and absolute discretion, may file an application to the Denver District Court for a determination of whether disclosure is required or exempted. In the event a lawsuit to compel disclosure is filed, the City may tender all such material to the court for judicial determination of the issue of disclosure. In both situations, Consultant agrees it will either waive any claim of privilege or confidentiality or intervene in such legal process to protect materials Consultant does not wish disclosed. Consultant agrees to defend, indemnify, and hold harmless the City, its officers, agents, and employees from any claim, damages, expense, loss, or costs arising out of Consultant's objection to disclosure, including prompt reimbursement to the City of all reasonable attorney's fees, costs, and damages the City may incur directly or may be ordered to pay by such court, including but not limited to time expended by the City Attorney Staff, whose costs shall be computed at the rate of two hundred dollars and no cents ($200.00) per hour of City Attorney time.

**E. Examination of Records and Audits.**

1. Any authorized agent of the City, including the City Auditor or his or her representative, has the right to access, and the right to examine, copy and retain copies, at City's election in paper or electronic form, any pertinent books, documents, papers and records related to Consultant's performance pursuant to this Agreement, provision of any goods or services to the City, and any other transactions related to this Agreement. Consultant shall cooperate with City representatives and City representatives shall be granted access to the foregoing documents and information during reasonable business hours and until the latter of six (6) years after the final payment under the Agreement or expiration of the applicable statute of limitations. When conducting an audit of this Agreement, the City Auditor shall be subject to government auditing standards issued by the United States Government Accountability Office by the Comptroller General of the United States, including with respect to disclosure of information acquired during the course of an audit. No examination of records and audits pursuant to this paragraph shall require Consultant to make disclosures in violation of state or federal privacy laws. Consultant shall at all times comply with D.R.M.C. §20-276.

2. Additionally, Consultant agrees until the expiration of six (6) years after the final payment under the Agreement, any duly authorized representative of the City, including the CEO or his or her representative, shall have the right to examine any pertinent books, documents, papers and records of Consultant related to Consultant's performance of this Contract, including communications or correspondence related to Consultant's performance, without regard to whether the work was paid for in whole or in part with federal funds or was otherwise related to a federal grant program.

3. In the event the City receives federal funds to be used toward the services performed under this Agreement, the Federal Aviation Administration ("**FAA**"), the Comptroller General of the United States and any other duly authorized representatives shall have access to any books, documents, papers and records of Consultant which are directly pertinent to a specific grant program for the purpose of making audit, examination, excerpts and transcriptions. Consultant further agrees that such records will contain

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information concerning the hours and specific services performed along with the applicable federal project number.

**F. Use, Possession or Sale of Alcohol or Drugs.** Consultant shall cooperate and comply with the provisions of Denver Executive Order 94 and Attachment A thereto concerning the use, possession or sale of alcohol or drugs. Violation of these provisions or refusal to cooperate with implementation of the policy can result in the City barring Consultant from City facilities or participating in City operations.

**G. City Smoking Policy.** Consultant and its officers, agents and employees shall cooperate and comply with the provisions of Denver Executive Order No. 99 and the Colorado Indoor Clean Air Act, prohibiting smoking in all City buildings and facilities.

**H. Conflict of Interest.**

1. Consultant and its subsidiaries, affiliates, subcontractors, principals, or employees shall not engage in any transaction, work, activity or conduct which would result in a conflict of interest. A conflict of interest occurs when, for example, because of the relationship between two individuals, organizations or one organization (including its subsidiaries or related organizations) performing or proposing for multiple scopes of work for the City, there is or could be in the future a lack of impartiality, impaired objectivity, an unfair advantage over one or more firms competing for the work, or a financial or other interest in other scopes of work.

2. Consultant represents that, in its Response or Proposal, as applicable and if required by the Request for Qualifications, it disclosed any and all current or potential conflicts of interest of which it is aware, including transactions, work, activities, or conduct that might affect the judgment, actions, or work of Consultant or which might give Consultant an unfair advantage in this or a future procurement. If the Parties identified a conflict of interest and agreed to a plan to mitigate such conflict, Consultant agrees it will comply with that mitigation plan.

3. The City, in its sole discretion, shall determine the existence of a conflict of interest and may terminate this Agreement if such a conflict exists, after it has given Consultant written notice which describes such conflict. If, during the course of the Agreement, the City determines that a potential conflict of interest exists or may exist, Consultant shall have thirty (30) days after the notice is received in which to eliminate or cure the conflict of interest in a manner which is acceptable to the City.

4. Consultant has a continuing duty to disclose, in writing, any actual or potential conflicts of interest including work the Consultant is performing or anticipates performing for other entities on the same or interrelated project or tasks. Consultant must disclose, in writing, any corporate transactions involving other companies that Consultant knows or should know also are performing or anticipate performing work at DEN on the same or interrelated projects or tasks. In the event that Consultant fails to disclose in writing actual or potential conflicts, the CEO in his/her sole discretion, may terminate the Task Order, if applicable, or City may terminate the Agreement for cause or for its convenience.

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**I. No Employment of a Worker Without Authorization to Perform Work Under the Agreement.**

1. This Agreement is subject to Division 5 of Article IV of Chapter 20 of the D.R.M.C., and any amendments (the "Certification Ordinance").

2. Consultant certifies that:

a. At the time of its execution of this Agreement, it does not knowingly employ or contract with a worker without authorization who will perform work under this Agreement, nor will it knowingly employ or contract with a worker without authorization to perform work under this Agreement in the future.

b. It will participate in the E-Verify Program, as defined in § 8 17.5-101(3.7), C.R.S., and confirm the employment eligibility of all employees who are newly hired for employment to perform work under this Agreement.

c. It will not enter into a contract with a subconsultant or subcontractor that fails to certify to the Consultant that it shall not knowingly employ or contract with a worker without authorization to perform work under this Agreement.

d. It is prohibited from using the E-Verify Program procedures to undertake pre-employment screening of job applicants while performing its obligations under this Agreement, and it is required to comply with any and all federal requirements related to use of the E-Verify Program including, by way of example, all program requirements related to employee notification and preservation of employee rights.

e. If it obtains actual knowledge that a subconsultant or subcontractor performing work under this Agreement knowingly employs or contracts with a worker without authorization, it will notify such subconsultant or subcontractor and the City within three (3) days. The Consultant shall also terminate such subconsultant or subcontractor if within three (3) days after such notice the subconsultant or subcontractor does not stop employing or contracting with the worker without authorization, unless during the three-day period the subconsultant or subcontractor provides information to establish that the subconsultant or subcontractor has not knowingly employed or contracted with a worker without authorization.

f. It will comply with a reasonable request made in the course of an investigation by the Colorado Department of Labor and Employment under authority of § 8-17.5-102(5), C.R.S., or the City Auditor, under authority of D.R.M.C. 20-90.3.

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3. The Consultant is liable for any violations as provided in the Certification Ordinance. If the Consultant violates any provision of this section or the Certification Ordinance, the City may terminate this Agreement for a breach of the Agreement. If this Agreement is so terminated, the Consultant shall be liable for actual and consequential damages to the City. Any termination of a contract due to a violation of this section or the Certification Ordinance may also, at the discretion of the City, constitute grounds for disqualifying the Consultant from submitting bids or proposals for future contracts with the City.

## ARTICLE XII. SENSITIVE SECURITY INFORMATION

Consultant acknowledges that, in the course of performing its work under this Agreement, Consultant may be given access to Sensitive Security Information ("**SSI**"), as material is described in the Code of Federal Regulations, 49 C.F.R. Part 1520. Consultant specifically agrees to comply with all requirements of the applicable federal regulations, including but not limited to, 49 C.F.R. Parts 15 and 1520. Consultant understands any questions it may have regarding its obligations with respect to SSI must be referred to the DEN's Security Office.

## ARTICLE XIII. DEN SECURITY

**A.** Consultant, its officers, authorized officials, employees, agents, subcontractors, and those under its control, shall comply with safety, operational, or security measures required of Consultant or the City by the FAA or TSA. If Consultant, its officers, authorized officials, employees, agents, subcontractors or those under its control, fail or refuse to comply with said measures and such non-compliance results in a monetary penalty being assessed against the City, then, in addition to any other remedies available to the City, Consultant shall fully reimburse the City any fines or penalties levied against the City, and any attorney fees or related costs paid by the City as a result of any such violation. Consultant must pay this amount within fifteen (15) days from the date of the invoice or written notice. Any fines and fees assessed by the FAA or TSA against the City due to the actions of Consultant and/or its agents will be deducted directly from the invoice for that billing period.

**B.** Consultant is responsible for compliance with Airport Security regulations and 49 C.F.R. Parts 1542 (Airport Security) and 14 C.F.R. Parts 139 (Airport Certification and Operations). Any and all violations pertaining to Parts 1542 and 139 resulting in a fine will be passed on to and borne by Consultant. The fee/fine will be deducted from the invoice at time of billing.

## ARTICLE XIV. FEDERAL RIGHTS

DEN intends to obtain reimbursement from the FAA for all or part of the cost of the work under this Agreement and, accordingly, Consultant must comply with the requirements associated with federally-funded work. This Agreement is subject and subordinate to the terms, reservations, restrictions and conditions of any existing or future agreements between the City and the United States, the execution of which has been or may be required as a condition precedent to the transfer of federal rights or property to the City for airport purposes and the expenditure of federal funds

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for the extension, expansion or development of the Denver Municipal Airport System. Consultant shall comply with the Standard Federal Assurances identified in Appendix 1.

## ARTICLE XV. CONTRACT DOCUMENTS; ORDER OF PRECEDENCE

**A. Attachments.** This Agreement consists of Article I through XVI which precede the signature page, and the following attachments which are incorporated herein and made a part hereof by reference:

Appendix 1: Federal Provisions
Exhibit A: Memorandum of Understanding
Exhibit B: Scope of Work
Exhibit C: Task Orders
Exhibit D: HNTB RFQ Response Package
Exhibit E: Rates and Fee
Exhibit F: Scheduling, Progress Reporting, and Invoicing
Exhibit G: DBE Utilization Plan
Exhibit H: Insurance Requirements

**B. Order of Precedence.** In the event of an irreconcilable conflict between a provision of Article I through XVI and any of the listed exhibits/appendices or between provisions of any exhibits/appendices, such that it is impossible to give effect to both, the order of precedence to determine which document shall control to resolve such conflict, is as follows, in descending order:

Appendix 1
Article I through XVI hereof
Exhibit A
Exhibit B
Exhibit H
Exhibit G
Exhibit E
Exhibit D
Exhibit C
Exhibit F

## ARTICLE XVI. CITY EXECUTION OF AGREEMENT

**A. City Execution.** This Agreement is expressly subject to, and shall become effective upon, the execution of all signatories of the City and, if required, the approval of Denver City Council. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same.

**B. Electronic Signatures and Electronic Records.** The Agreement, and any other documents requiring a signature hereunder, may be signed electronically by the City and/or Consultant in the manner specified by the City. The Parties agree not to deny the legal effect or enforceability of the Agreement solely because it is in electronic form or because an electronic record was used in its formation. The Parties agree not to object to the admissibility of the

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Agreement in the form of an electronic record, or a paper copy of an electronic document, or a paper copy of a document bearing an electronic signature, on the ground that it is an electronic record or electronic signature or that it is not in its original form or is not an original.

**[SIGNATURE PAGES FOLLOW]**

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**Contract Control Number:** PLANE-202057147-00
**Contractor Name:** HNTB CORPORATION

IN WITNESS WHEREOF, the parties have set their hands and affixed their seals at Denver, Colorado as of:

**SEAL**

**CITY AND COUNTY OF DENVER:**

**ATTEST:**

By: _____

_____

**APPROVED AS TO FORM:**

Attorney for the City and County of Denver

By: _____

**REGISTERED AND COUNTERSIGNED:**

By: _____

By: _____

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**Contract Control Number:** PLANE-202057147-00
**Contractor Name:** HNTB CORPORATION

By: DocuSigned by: Juan Uribe FFAAE50FAC01439...

Name: Juan Uribe
(please print)

Title: Sr. Vice President
(please print)

ATTEST: [if required]

By: _____

Name: _____
(please print)

Title: _____
(please print)

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# APPENDIX 1

# STANDARD FEDERAL CONTRACT PROVISIONS AND ASSURANCES – PROFESSIONAL SERVICES

**NOTE**: As used below, the term "Contractor" shall include "Consultant" as defined in the Agreement, and the term "sponsor" shall mean and include the City.

During the term of this Agreement, Consultant for itself, its assignees, and successors in interest, shall comply with the following federal provisions:

## A1 ACCESS TO RECORDS AND REPORTS

The Contractor must maintain an acceptable cost accounting system. The Contractor agrees to provide the Owner, the Federal Aviation Administration and the Comptroller General of the United States or any of their duly authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to the specific contract for the purpose of making audit, examination, excerpts and transcriptions. The Contractor agrees to maintain all books, records and reports required under this contract for a period of not less than three years after final payment is made and all pending matters are closed.

## A2 AFFIRMATIVE ACTION REQUIREMENT

### NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION to ENSURE EQUAL EMPLOYMENT OPPORTUNITY

1. The Offeror's or Bidder's attention is called to the "Equal Opportunity Clause" and the "Standard Federal Equal Employment Opportunity Construction Contract Specifications" set forth herein.
2. The goals and timetables for minority and female participation, expressed in percentage terms for the Contractor's aggregate workforce in each trade on all construction work in the covered area, are as follows:

**Timetables**

Goals for minority participation for each trade: are as provided in the Contract's DBE requirement.

Goals for female participation in each trade: as provided in the Contract's DBE requirement.

These goals are applicable to all of the Contractor's construction work (whether or not it is Federal or federally assisted) performed in the covered area. If the Contractor performs construction work in a geographical area located outside of the covered area, it shall apply the goals established for such geographical area where the work is actually performed. With regard to this second area, the Contractor also is subject to the goals for both its federally involved and non-federally involved construction.

The Contractor's compliance with the Executive Order and the regulations in 41 CFR Part 60-4 shall be based on its implementation of the Equal Opportunity Clause, specific affirmative action

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obligations required by the specifications set forth in 41 CFR 60-4.3(a) and its efforts to meet the goals. The hours of minority and female employment and training must be substantially uniform throughout the length of the contract, and in each trade, and the Contractor shall make a good faith effort to employ minorities and women evenly on each of its projects. The transfer of minority or female employees or trainees from Contractor to Contractor or from project to project for the sole purpose of meeting the Contractor's goals shall be a violation of the contract, the Executive Order and the regulations in 41 CFR Part 60-4. Compliance with the goals will be measured against the total work hours performed.

3. The Contractor shall provide written notification to the Director of the Office of Federal Contract Compliance Programs (OFCCP) within 10 working days of award of any construction subcontract in excess of $10,000 at any tier for construction work under the contract resulting from this solicitation. The notification shall list the name, address, and telephone number of the subcontractor; employer identification number of the subcontractor; estimated dollar amount of the subcontract; estimated starting and completion dates of the subcontract; and the geographical area in which the subcontract is to be performed.

4. As used in this notice and in the contract resulting from this solicitation, the "covered area" is City and County of Denver, Colorado**.**

## A3 BREACH OF CONTRACT TERMS

Any violation or breach of terms of this contract on the part of the Consultant or its subcontractors may result in the suspension or termination of this contract or such other action that may be necessary to enforce the rights of the parties of this agreement.
Owner will provide Consultant written notice that describes the nature of the breach and corrective actions the Consultant must undertake in order to avoid termination of the contract. Owner reserves the right to withhold payments to Contractor until such time the Contractor corrects the breach or the Owner elects to terminate the contract. The Owner's notice will identify a specific date by which the Consultant must correct the breach. Owner may proceed with termination of the contract if the Consultant fails to correct the breach by the deadline indicated in the Owner's notice.

The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder are in addition to, and not a limitation of, any duties, obligations, rights and remedies otherwise imposed or available by law.

## A4 BUY AMERICAN PREFERENCE

The Contractor agrees to comply with 49 USC § 50101, which provides that Federal funds may not be obligated unless all steel and manufactured goods used in AIP funded projects are produced in the United States, unless the Federal Aviation Administration has issued a waiver for the product; the product is listed as an Excepted Article, Material Or Supply in Federal Acquisition Regulation subpart 25.108; or is included in the FAA Nationwide Buy American Waivers Issued list.

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A bidder or offeror must complete and submit the Buy America certification included herein with their bid or offer. The Owner will reject as nonresponsive any bid or offer that does not include a completed Certificate of Buy American Compliance.

## CERTIFICATE OF BUY AMERICAN COMPLIANCE FOR TOTAL FACILITY

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with its proposal. The bidder or offeror must indicate how it intends to comply with 49 USC § 50101 by selecting one of the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (i.e. not both) by inserting a checkmark (✓) or the letter "X".

☐ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101 by:

a) Only installing steel and manufactured products produced in the United States; or

b) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or

c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

- To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
- To faithfully comply with providing U.S. domestic products.
- To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

☐ The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

a) To the submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that supports the type of waiver being requested.

b) That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination that may result in rejection of the proposal.

c) To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.

d) To furnish U.S. domestic product for any waiver request that the FAA rejects.

e) To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

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**Required Documentation**

**Type 3 Waiver** – The cost of components and subcomponents produced in the United States is more than 60 percent of the cost of all components and subcomponents of the "facility". The required documentation for a Type 3 waiver is:

a) Listing of all manufactured products that are not comprised of 100 percent U.S. domestic content (excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).

b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly and installation at project location.

c) Percentage of non-domestic component and subcomponent cost as compared to total "facility" component and subcomponent costs, excluding labor costs associated with final assembly and installation at project location.

**Type 4 Waiver** – Total cost of project using U.S. domestic source product exceeds the total project cost using non-domestic product by 25 percent. The required documentation for a Type 4 of waiver is:

a) Detailed cost information for total project using U.S. domestic product

b) Detailed cost information for total project using non-domestic product

**False Statements**: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

| | |
|---|---|
| Date | Signature |
| Company Name | Title |

**CERTIFICATE OF BUY AMERICAN COMPLIANCE FOR MANUFACTURED PRODUCTS**

As a matter of bid responsiveness, the bidder or offeror must complete, sign, date, and submit this certification statement with their proposal. The bidder or offeror must indicate how they intend to comply with 49 USC § 50101 by selecting one on the following certification statements. These statements are mutually exclusive. Bidder must select one or the other (not both) by inserting a checkmark (✓) or the letter "X".

☐ Bidder or offeror hereby certifies that it will comply with 49 USC § 50101 by:

a) Only installing steel and manufactured products produced in the United States;

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b) Installing manufactured products for which the Federal Aviation Administration (FAA) has issued a waiver as indicated by inclusion on the current FAA Nationwide Buy American Waivers Issued listing; or

c) Installing products listed as an Excepted Article, Material or Supply in Federal Acquisition Regulation Subpart 25.108.

By selecting this certification statement, the bidder or offeror agrees:

1. To provide to the Owner evidence that documents the source and origin of the steel and manufactured product.
2. To faithfully comply with providing U.S. domestic product.
3. To furnish U.S. domestic product for any waiver request that the FAA rejects
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

☐ The bidder or offeror hereby certifies it cannot comply with the 100 percent Buy American Preferences of 49 USC § 50101(a) but may qualify for either a Type 3 or Type 4 waiver under 49 USC § 50101(b). By selecting this certification statement, the apparent bidder or offeror with the apparent low bid agrees:

1. To the submit to the Owner within 15 calendar days of the bid opening, a formal waiver request and required documentation that supports the type of waiver being requested.
2. That failure to submit the required documentation within the specified timeframe is cause for a non-responsive determination may result in rejection of the proposal.
3. To faithfully comply with providing U.S. domestic products at or above the approved U.S. domestic content percentage as approved by the FAA.
4. To refrain from seeking a waiver request after establishment of the contract, unless extenuating circumstances emerge that the FAA determines justified.

**Required Documentation**

**Type 3 Waiver** – The cost of the item components and subcomponents produced in the United States is more that 60 percent of the cost of all components and subcomponents of the "item". The required documentation for a Type 3 waiver is:

a) Listing of all product components and subcomponents that are not comprised of 100 percent U.S. domestic content (Excludes products listed on the FAA Nationwide Buy American Waivers Issued listing and products excluded by Federal Acquisition Regulation Subpart 25.108; products of unknown origin must be considered as non-domestic products in their entirety).

b) Cost of non-domestic components and subcomponents, excluding labor costs associated with final assembly at place of manufacture.

c) Percentage of non-domestic component and subcomponent cost as compared to total "item" component and subcomponent costs, excluding labor costs associated with final assembly at place of manufacture.

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**Type 4 Waiver** – Total cost of project using U.S. domestic source product exceeds the total project cost using non-domestic product by 25 percent. The required documentation for a Type 4 of waiver is:

a) Detailed cost information for total project using U.S. domestic product

b) Detailed cost information for total project using non-domestic product

**False Statements**: Per 49 USC § 47126, this certification concerns a matter within the jurisdiction of the Federal Aviation Administration and the making of a false, fictitious or fraudulent certification may render the maker subject to prosecution under Title 18, United States Code.

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| Date | Signature |
| Company Name | Title |

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## A5 CIVIL RIGHTS – GENERAL
## GENERAL CIVIL RIGHTS PROVISIONS

The Contractor agrees to comply with pertinent statutes, Executive Orders and such rules as are promulgated to ensure that no person shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participating in any activity conducted with or benefiting from Federal assistance.

This provision binds the Contractor and subcontractors from the bid solicitation period through the completion of the contract. This provision is in addition to that required by Title VI of the Civil Rights Act of 1964.

## A6 CIVIL RIGHTS – TITLE VI ASSURANCE
## TITLE VI SOLICITATION NOTICE

The City**,** in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

## TITLE VI CLAUSES FOR COMPLIANCE WITH NONDISCRIMINATION REQUIREMENTS

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor"), agrees as follows:

1. **Compliance with Regulations:** The Contractor (hereinafter includes consultants) will comply with the Title VI List of Pertinent Nondiscrimination Acts and Authorities, as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. **Nondiscrimination:** The Contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor will not participate directly or indirectly in the discrimination prohibited by the Nondiscrimination Acts and Authorities, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR part 21.
3. **Solicitations for Subcontracts, including Procurements of Materials and Equipment**: In all solicitations, either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the Contractor of

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the contractor's obligations under this contract and the Nondiscrimination Acts and Authorities on the grounds of race, color, or national origin.

4. **Information and Reports:** The Contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the sponsor or the Federal Aviation Administration to be pertinent to ascertain compliance with such Nondiscrimination Acts and Authorities and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the Contractor will so certify to the sponsor or the Federal Aviation Administration, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance:** In the event of a Contractor's noncompliance with the non-discrimination provisions of this contract, the sponsor will impose such contract sanctions as it or the Federal Aviation Administration may determine to be appropriate, including, but not limited to:

    a) Withholding payments to the Contractor under the contract until the Contractor complies; and/or
    b) Cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions:** The Contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations, and directives issued pursuant thereto. The Contractor will take action with respect to any subcontract or procurement as the sponsor or the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the Contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the Contractor may request the sponsor to enter into any litigation to protect the interests of the sponsor. In addition, the Contractor may request the United States to enter into the litigation to protect the interests of the United States.

## TITLE VI LIST OF PERTINENT NONDISCRIMINATION ACTS AND AUTHORITIES

During the performance of this contract, the Contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 USC § 2000d *et seq*., 78 stat. 252) (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (Non-discrimination in Federally-assisted programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964);

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- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 USC § 4601) (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- Section 504 of the Rehabilitation Act of 1973 (29 USC § 794 *et seq*.), as amended (prohibits discrimination on the basis of disability); and 49 CFR part 27;
- The Age Discrimination Act of 1975, as amended (42 USC § 6101 *et seq*.) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (49 USC § 471, Section 47123), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (PL 100-209) (broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act of 1990, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 USC §§ 12131 – 12189) as implemented by U.S. Department of Transportation regulations at 49 CFR parts 37 and 38;
- The Federal Aviation Administration's Nondiscrimination statute (49 USC § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 USC 1681 et seq).

## A7 CLEAN AIR AND WATER POLLUTION CONTROL

Contractor agrees to comply with all applicable standards, orders, and regulations issued pursuant to the Clean Air Act (42 USC § 740-7671q) and the Federal Water Pollution Control Act as amended (33 USC § 1251-1387). The Contractor agrees to report any violation to the Owner

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immediately upon discovery. The Owner assumes responsibility for notifying the Environmental Protection Agency (EPA) and the Federal Aviation Administration.
Contractor must include this requirement in all subcontracts that exceeds $150,000.

## A8 CONTRACT WORKHOURS AND SAFETY STANDARDS ACT REQUIREMENTS

1. Overtime Requirements.

No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic, including watchmen and guards, in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.

2. Violation; Liability for Unpaid Wages; Liquidated Damages.

In the event of any violation of the clause set forth in paragraph (1) of this clause, the Contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (1) of this clause, in the sum of $10 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (1) of this clause.

3. Withholding for Unpaid Wages and Liquidated Damages.

The Federal Aviation Administration (FAA) or the Owner shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally assisted contract subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (2) of this clause.

4. Subcontractors.

The Contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraphs (1) through (4) and also a clause requiring the subcontractor to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (1) through (4) of this clause.

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## A9 COPELAND "ANTI-KICKBACK" ACT

Contractor must comply with the requirements of the Copeland "Anti-Kickback" Act (18 USC 874 and 40 USC 3145), as supplemented by Department of Labor regulation 29 CFR part 3. Contractor and subcontractors are prohibited from inducing, by any means, any person employed on the project to give up any part of the compensation to which the employee is entitled. The Contractor and each Subcontractor must submit to the Owner, a weekly statement on the wages paid to each employee performing on covered work during the prior week. Owner must report any violations of the Act to the Federal Aviation Administration.

## A10 DAVIS-BACON REQUIREMENTS

1. Minimum Wages.

(i) All laborers and mechanics employed or working upon the site of the work will be paid unconditionally and not less often than once a week, and without subsequent deduction or rebate on any account (except such payroll deductions as are permitted by the Secretary of Labor under the Copeland Act (29 CFR Part 3)), the full amount of wages and bona fide fringe benefits (or cash equivalent thereof) due at time of payment computed at rates not less than those contained in the wage determination of the Secretary of Labor which is attached hereto and made a part hereof, regardless of any contractual relationship which may be alleged to exist between the Contractor and such laborers and mechanics.

Contributions made or costs reasonably anticipated for bona fide fringe benefits under section 1(b)(2) of the Davis-Bacon Act on behalf of laborers or mechanics are considered wages paid to such laborers or mechanics, subject to the provisions of paragraph (1)(iv) of this section; also, regular contributions made or costs incurred for more than a weekly period (but not less often than quarterly) under plans, funds, or programs which cover the particular weekly period, are deemed to be constructively made or incurred during such weekly period. Such laborers and mechanics shall be paid the appropriate wage rate and fringe benefits on the wage determination for the classification of work actually performed, without regard to skill, except as provided in 29 CFR Part 5.5(a)(4). Laborers or mechanics performing work in more than one classification may be compensated at the rate specified for each classification for the time actually worked therein: *Provided* that the employer's payroll records accurately set forth the time spent in each classification in which work is performed. The wage determination (including any additional classification and wage rates conformed under (1)(ii) of this section) and the Davis-Bacon poster (WH-1321) shall be posted at all times by the Contractor and its subcontractors at the site of the work in a prominent and accessible place where it can easily be seen by the workers.

(ii)(A) The contracting officer shall require that any class of laborers or mechanics, including helpers, which is not listed in the wage determination and which is to be employed under the contract shall be classified in conformance with the wage determination. The contracting officer shall approve an additional classification and wage rate and fringe benefits therefore only when the following criteria have been met:

(1) The work to be performed by the classification requested is not performed by a classification in the wage determination;

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(2) The classification is utilized in the area by the construction industry; and

(3) The proposed wage rate, including any bona fide fringe benefits, bears a reasonable relationship to the wage rates contained in the wage determination.

(B) If the Contractor and the laborers and mechanics to be employed in the classification (if known), or their representatives, and the contracting officer agree on the classification and wage rate (including the amount designated for fringe benefits where appropriate), a report of the action taken shall be sent by the contracting officer to the Administrator of the Wage and Hour Division, Employment Standards Administration, U.S. Department of Labor, Washington, DC 20210. The Administrator, or an authorized representative, will approve, modify, or disapprove every additional classification action within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(C) In the event the Contractor, the laborers, or mechanics to be employed in the classification, or their representatives, and the contracting officer do not agree on the proposed classification and wage rate (including the amount designated for fringe benefits where appropriate), the contracting officer shall refer the questions, including the views of all interested parties and the recommendation of the contracting officer, to the Administrator for determination. The Administrator, or an authorized representative, will issue a determination within 30 days of receipt and so advise the contracting officer or will notify the contracting officer within the 30-day period that additional time is necessary.

(D) The wage rate (including fringe benefits where appropriate) determined pursuant to subparagraphs (1)(ii) (B) or (C) of this paragraph, shall be paid to all workers performing work in the classification under this contract from the first day on which work is performed in the classification.

(iii) Whenever the minimum wage rate prescribed in the contract for a class of laborers or mechanics includes a fringe benefit which is not expressed as an hourly rate, the contractor shall either pay the benefit as stated in the wage determination or shall pay another bona fide fringe benefit or an hourly cash equivalent thereof.

(iv) If the Contractor does not make payments to a trustee or other third person, the Contractor may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing bona fide fringe benefits under a plan or program: *Provided* that the Secretary of Labor has found, upon the written request of the Contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the Contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

2. Withholding.

The Federal Aviation Administration or the sponsor shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld from the Contractor under this contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract subject to Davis-Bacon prevailing wage requirements, which is held by the same prime contractor, so much of the accrued payments or advances as may be considered necessary to pay laborers and mechanics, including apprentices, trainees, and helpers, employed by the Contractor or any subcontractor the full amount of wages required by the contract. In the event of failure to pay any laborer or mechanic, including any

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apprentice, trainee, or helper, employed or working on the site of work, all or part of the wages required by the contract, the Federal Aviation Administration may, after written notice to the Contractor, Sponsor, Applicant, or Owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds until such violations have ceased.

3. Payrolls and Basic Records.

(i) Payrolls and basic records relating thereto shall be maintained by the Contractor during the course of the work and preserved for a period of three years thereafter for all laborers and mechanics working at the site of the work. Such records shall contain the name, address, and social security number of each such worker; his or her correct classification; hourly rates of wages paid (including rates of contributions or costs anticipated for bona fide fringe benefits or cash equivalents thereof of the types described in 1(b)(2)(B) of the Davis-Bacon Act); daily and weekly number of hours worked; deductions made; and actual wages paid. Whenever the Secretary of Labor has found under 29 CFR 5.5(a)(1)(iv) that the wages of any laborer or mechanic include the amount of any costs reasonably anticipated in providing benefits under a plan or program described in section 1(b)(2)(B) of the Davis-Bacon Act, the Contractor shall maintain records that show that the commitment to provide such benefits is enforceable, that the plan or program is financially responsible, and that the plan or program has been communicated in writing to the laborers or mechanics affected, and that show the costs anticipated or the actual costs incurred in providing such benefits. Contractors employing apprentices or trainees under approved programs shall maintain written evidence of the registration of apprenticeship programs and certification of trainee programs, the registration of the apprentices and trainees, and the ratios and wage rates prescribed in the applicable programs.

(ii)(A) The Contractor shall submit weekly for each week in which any contract work is performed a copy of all payrolls to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Contractor will submit the payrolls to the applicant, Sponsor, or Owner, as the case may be, for transmission to the Federal Aviation Administration. The payrolls submitted shall set out accurately and completely all of the information required to be maintained under 29 CFR 5.5(a)(3)(i), except that full social security numbers and home addresses shall not be included on weekly transmittals. Instead the payrolls shall only need to include an individually identifying number for each employee (*e.g.* the last four digits of the employee's social security number). The required weekly payroll information may be submitted in any form desired. Optional Form WH–347 is available for this purpose from the Wage and Hour Division Web site at *www.dol.gov/whd/forms/wh347instr.htm* or its successor site. The prime contractor is responsible for the submission of copies of payrolls by all subcontractors. Contractors and subcontractors shall maintain the full social security number and current address of each covered worker and shall provide them upon request to the Federal Aviation Administration if the agency is a party to the contract, but if the agency is not such a party, the Contractor will submit them to the applicant, sponsor, or Owner, as the case may be, for transmission to the Federal Aviation Administration, the Contractor, or the Wage and Hour Division of the Department of Labor for purposes of an investigation or audit of compliance with prevailing wage requirements. It is not a violation of this section for a prime contractor to require a subcontractor to provide addresses and

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social security numbers to the prime contractor for its own records, without weekly submission to the sponsoring government agency (or the applicant, Sponsor, or Owner).

(B) Each payroll submitted shall be accompanied by a "Statement of Compliance," signed by the Contractor or subcontractor or his or her agent who pays or supervises the payment of the persons employed under the contract and shall certify the following:

(1) The payroll for the payroll period contains the information required to be provided under 29 CFR § 5.5(a)(3)(ii), the appropriate information is being maintained under 29 CFR § 5.5 (a)(3)(i), and that such information is correct and complete;

(2) Each laborer and mechanic (including each helper, apprentice, and trainee) employed on the contract during the payroll period has been paid the full weekly wages earned, without rebate, either directly or indirectly, and that no deductions have been made either directly or indirectly from the full wages earned, other than permissible deductions as set forth in Regulations 29 CFR Part 3;

(3) Each laborer or mechanic has been paid not less than the applicable wage rates and fringe benefits or cash equivalents for the classification of work performed, as specified in the applicable wage determination incorporated into the contract.

(C) The weekly submission of a properly executed certification set forth on the reverse side of Optional Form WH-347 shall satisfy the requirement for submission of the "Statement of Compliance" required by paragraph (3)(ii)(B) of this section.

(D) The falsification of any of the above certifications may subject the Contractor or subcontractor to civil or criminal prosecution under Section 1001 of Title 18 and Section 231 of Title 31 of the United States Code.

(iii) The Contractor or subcontractor shall make the records required under paragraph (3)(i) of this section available for inspection, copying, or transcription by authorized representatives of the sponsor, the Federal Aviation Administration, or the Department of Labor and shall permit such representatives to interview employees during working hours on the job. If the Contractor or subcontractor fails to submit the required records or to make them available, the Federal agency may, after written notice to the Contractor, Sponsor, applicant, or Owner, take such action as may be necessary to cause the suspension of any further payment, advance, or guarantee of funds. Furthermore, failure to submit the required records upon request or to make such records available may be grounds for debarment action pursuant to 29 CFR 5.12.

4. Apprentices and Trainees.

(i) Apprentices. Apprentices will be permitted to work at less than the predetermined rate for the work they performed when they are employed pursuant to and individually registered in a bona fide apprenticeship program registered with the U.S. Department of Labor, Employment and Training Administration, Bureau of Apprenticeship and Training, or with a State Apprenticeship Agency recognized by the Bureau, or if a person is employed in his or her first 90 days of probationary employment as an apprentice in such an apprenticeship program, who is not individually registered in the program, but who has been certified by the Bureau of Apprenticeship and Training or a State Apprenticeship Agency (where appropriate) to be eligible for probationary employment as an apprentice. The allowable ratio of apprentices to journeymen on the job site in any craft classification

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shall not be greater than the ratio permitted to the contractor as to the entire work force under the registered program. Any worker listed on a payroll at an apprentice wage rate, who is not registered or otherwise employed as stated above, shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any apprentice performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. Where a contractor is performing construction on a project in a locality other than that in which its program is registered, the ratios and wage rates (expressed in percentages of the journeyman's hourly rate) specified in the Contractor's or subcontractor's registered program shall be observed. Every apprentice must be paid at not less than the rate specified in the registered program for the apprentice's level of progress, expressed as a percentage of the journeymen hourly rate specified in the applicable wage determination. Apprentices shall be paid fringe benefits in accordance with the provisions of the apprenticeship program. If the apprenticeship program does not specify fringe benefits, apprentices must be paid the full amount of fringe benefits listed on the wage determination for the applicable classification. If the Administrator determines that a different practice prevails for the applicable apprentice classification, fringes shall be paid in accordance with that determination. In the event the Bureau of Apprenticeship and Training, or a State Apprenticeship Agency recognized by the Bureau, withdraws approval of an apprenticeship program, the Contractor will no longer be permitted to utilize apprentices at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

(ii) Trainees. Except as provided in 29 CFR 5.16, trainees will not be permitted to work at less than the predetermined rate for the work performed unless they are employed pursuant to and individually registered in a program which has received prior approval, evidenced by formal certification by the U.S. Department of Labor, Employment and Training Administration. The ratio of trainees to journeymen on the job site shall not be greater than permitted under the plan approved by the Employment and Training Administration. Every trainee must be paid at not less than the rate specified in the approved program for the trainee's level of progress, expressed as a percentage of the journeyman hourly rate specified in the applicable wage determination. Trainees shall be paid fringe benefits in accordance with the provisions of the trainee program. If the trainee program does not mention fringe benefits, trainees shall be paid the full amount of fringe benefits listed on the wage determination unless the Administrator of the Wage and Hour Division determines that there is an apprenticeship program associated with the corresponding journeyman wage rate on the wage determination that provides for less than full fringe benefits for apprentices. Any employee listed on the payroll at a trainee rate that is not registered and participating in a training plan approved by the Employment and Training Administration shall be paid not less than the applicable wage rate on the wage determination for the classification of work actually performed. In addition, any trainee performing work on the job site in excess of the ratio permitted under the registered program shall be paid not less than the applicable wage rate on the wage determination for the work actually performed. In the event the Employment and Training Administration withdraws approval of a training program, the Contractor will no longer be permitted to utilize trainees at less than the applicable predetermined rate for the work performed until an acceptable program is approved.

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(iii) Equal Employment Opportunity. The utilization of apprentices, trainees, and journeymen under this part shall be in conformity with the equal employment opportunity requirements of Executive Order 11246, as amended, and 29 CFR Part 30.

5. Compliance with Copeland Act Requirements.

The Contractor shall comply with the requirements of 29 CFR Part 3, which are incorporated by reference in this contract.

6. Subcontracts.

The Contractor or subcontractor shall insert in any subcontracts the clauses contained in 29 CFR Part 5.5(a)(1) through (10) and such other clauses as the Federal Aviation Administration may by appropriate instructions require, and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for the compliance by any subcontractor or lower tier subcontractor with all the contract clauses in 29 CFR Part 5.5.

7. Contract Termination: Debarment.

A breach of the contract clauses in paragraph 1 through 10 of this section may be grounds for termination of the contract, and for debarment as a contractor and a subcontractor as provided in 29 CFR 5.12.

8. Compliance with Davis-Bacon and Related Act Requirements.

All rulings and interpretations of the Davis-Bacon and Related Acts contained in 29 CFR Parts 1, 3, and 5 are herein incorporated by reference in this contract.

9. Disputes Concerning Labor Standards.

Disputes arising out of the labor standards provisions of this contract shall not be subject to the general disputes clause of this contract. Such disputes shall be resolved in accordance with the procedures of the Department of Labor set forth in 29 CFR Parts 5, 6, and 7. Disputes within the meaning of this clause include disputes between the Contractor (or any of its subcontractors) and the contracting agency, the U.S. Department of Labor, or the employees or their representatives.

10. Certification of Eligibility.

(i) By entering into this contract, the Contractor certifies that neither it (nor he or she) nor any person or firm who has an interest in the Contractor's firm is a person or firm ineligible to be awarded Government contracts by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(ii) No part of this contract shall be subcontracted to any person or firm ineligible for award of a Government contract by virtue of section 3(a) of the Davis-Bacon Act or 29 CFR 5.12(a)(1).

(iii) The penalty for making false statements is prescribed in the U.S. Criminal Code, 18 USC 1001.

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## A11 DEBARMENT AND SUSPENSION
## CERTIFICATION OF OFFERER/BIDDER REGARDING DEBARMENT

By submitting a bid/proposal under this solicitation, the bidder or offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

## CERTIFICATION OF LOWER TIER CONTRACTORS REGARDING DEBARMENT

The successful bidder, by administering each lower tier subcontract that exceeds $25,000 as a "covered transaction", must verify each lower tier participant of a "covered transaction" under the project is not presently debarred or otherwise disqualified from participation in this federally assisted project. The successful bidder will accomplish this by:

1. Checking the System for Award Management at website: http://www.sam.gov.
2. Collecting a certification statement similar to the Certification of Offerer /Bidder Regarding Debarment, above.
3. Inserting a clause or condition in the covered transaction with the lower tier contract.

If the Federal Aviation Administration later determines that a lower tier participant failed to disclose to a higher tier participant that it was excluded or disqualified at the time it entered the covered transaction, the FAA may pursue any available remedies, including suspension and debarment of the non-compliant participant.

## A12 DISADVANTAGED BUSINESS ENTERPRISE
## SOLICITATION LANGUAGE (SOLICITATIONS THAT INCLUDE A PROJECT GOAL)

Information Submitted as a matter of bidder responsiveness:

The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR §26.53.

As a condition of bid responsiveness, the Bidder or Offeror must submit the following information with its proposal on the forms provided herein:

1) The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
2) A description of the work that each DBE firm will perform;
3) The dollar amount of the participation of each DBE firm listed under (1)
4) Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (1) to meet the Owner's project goal; and
5) If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26.

Information submitted as a matter of bidder responsibility:

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The Owner's award of this contract is conditioned upon Bidder or Offeror satisfying the good faith effort requirements of 49 CFR §26.53.

The successful Bidder or Offeror must provide written confirmation of participation from each of the DBE firms the Bidder or Offeror lists in its commitment within five days after bid opening.

1) The names and addresses of Disadvantaged Business Enterprise (DBE) firms that will participate in the contract;
2) A description of the work that each DBE firm will perform;
3) The dollar amount of the participation of each DBE firm listed under (1)
4) Written statement from Bidder or Offeror that attests their commitment to use the DBE firm(s) listed under (1) to meet the Owner's project goal; and
5) If Bidder or Offeror cannot meet the advertised project DBE goal, evidence of good faith efforts undertaken by the Bidder or Offeror as described in appendix A to 49 CFR part 26.

## SOLICITATION LANGUAGE (RACE/GENDER NEUTRAL MEANS)

The requirements of 49 CFR part 26 apply to this contract. It is the policy of the City to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. The Owner encourages participation by all firms qualifying under this solicitation regardless of business size or ownership.

## PRIME CONTRACTS (PROJECTS COVERED BY A DBE PROGRAM) DISADVANTAGED BUSINESS ENTERPRISES

**Contract Assurance (§ 26.13) –**
The Contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The Contractor shall carry out applicable requirements of 49 CFR part 26 in the award and administration of Department of Transportation-assisted contracts. Failure by the Contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the Owner deems appropriate, which may include, but is not limited to:

1) Withholding monthly progress payments;
2) Assessing sanctions;
3) Liquidated damages; and/or
4) Disqualifying the Contractor from future bidding as non-responsible.

**Prompt Payment (§26.29) –** The prime contractor agrees to pay each subcontractor under this prime contract for satisfactory performance of its contract no later than seven (7) days from the receipt of each payment the prime contractor receives from the City. The prime contractor agrees further to return retainage payments to each subcontractor within seven (7) days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment from the above referenced time frame may occur only for good cause following written approval of the City. This clause applies to both DBE and non-DBE subcontractors.

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## A13 DISTRACTED DRIVING
## TEXTING WHEN DRIVING

In accordance with Executive Order 13513, "Federal Leadership on Reducing Text Messaging While Driving", (10/1/2009) and DOT Order 3902.10, "Text Messaging While Driving", (12/30/2009), the Federal Aviation Administration encourages recipients of Federal grant funds to adopt and enforce safety policies that decrease crashes by distracted drivers, including policies to ban text messaging while driving when performing work related to a grant or subgrant.
In support of this initiative, the Owner encourages the Contractor to promote policies and initiatives for its employees and other work personnel that decrease crashes by distracted drivers, including policies that ban text messaging while driving motor vehicles while performing work activities associated with the project. The Contractor must include the substance of this clause in all sub-tier contracts exceeding $3,500 that involve driving a motor vehicle in performance of work activities associated with the project.

## A14 ENERGY CONSERVATION REQUIREMENTS

Contractor and Subcontractor agree to comply with mandatory standards and policies relating to energy efficiency as contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act (42 USC 6201*et seq*).

## A16 EQUAL EMPLOYEMENT OPPORTUNITY (EEO)

During the performance of this contract, the Contractor agrees as follows:

(1) The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, religion, sex, sexual orientation, gender identify, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff, or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.

(2) The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor, state that all qualified applicants will receive considerations for employment without regard to race, color, religion, sex, or national origin.

(3) The Contractor will send to each labor union or representative of workers with which it has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Contractor's commitments under this section and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(4) The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.

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(5) The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

(6) In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.

(7) The Contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

## STANDARD FEDERAL EQUAL EMPLOYMENT OPPORTUNITY CONSTRUCTION CONTRACT SPECIFICATIONS

1. As used in these specifications:
   a. "Covered area" means the geographical area described in the solicitation from which this contract resulted;
   b. "Director" means Director, Office of Federal Contract Compliance Programs (OFCCP), U.S. Department of Labor, or any person to whom the Director delegates authority;
   c. "Employer identification number" means the Federal social security number used on the Employer's Quarterly Federal Tax Return, U.S. Treasury Department Form 941;
   d. "Minority" includes:

      (1) Black (all persons having origins in any of the Black African racial groups not of Hispanic origin);

      (2) Hispanic (all persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin regardless of race);

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(3) Asian and Pacific Islander (all persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian Subcontinent, or the Pacific Islands); and

(4) American Indian or Alaskan native (all persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification).

2. Whenever the Contractor, or any subcontractor at any tier, subcontracts a portion of the work involving any construction trade, it shall physically include in each subcontract in excess of $10,000 the provisions of these specifications and the Notice which contains the applicable goals for minority and female participation and which is set forth in the solicitations from which this contract resulted.

3. If the Contractor is participating (pursuant to 41 CFR part 60-4.5) in a Hometown Plan approved by the U.S. Department of Labor in the covered area either individually or through an association, its affirmative action obligations on all work in the Plan area (including goals and timetables) shall be in accordance with that Plan for those trades which have unions participating in the Plan. Contractors shall be able to demonstrate their participation in and compliance with the provisions of any such Hometown Plan. Each contractor or subcontractor participating in an approved plan is individually required to comply with its obligations under the EEO clause and to make a good faith effort to achieve each goal under the Plan in each trade in which it has employees. The overall good faith performance by other contractors or subcontractors toward a goal in an approved Plan does not excuse any covered contractor's or subcontractor's failure to take good faith efforts to achieve the Plan goals and timetables.

4. The Contractor shall implement the specific affirmative action standards provided in paragraphs 7a through 7p of these specifications. The goals set forth in the solicitation from which this contract resulted are expressed as percentages of the total hours of employment and training of minority and female utilization the Contractor should reasonably be able to achieve in each construction trade in which it has employees in the covered area. Covered construction contractors performing construction work in a geographical area where they do not have a Federal or federally assisted construction contract shall apply the minority and female goals established for the geographical area where the work is being performed. Goals are published periodically in the Federal Register in notice form, and such notices may be obtained from any Office of Federal Contract Compliance Programs office or from Federal procurement contracting officers. The Contractor is expected to make substantially uniform progress in meeting its goals in each craft during the period specified.

5. Neither the provisions of any collective bargaining agreement nor the failure by a union with whom the Contractor has a collective bargaining agreement to refer either minorities or women shall excuse the Contractor's obligations under these specifications, Executive Order 11246, or the regulations promulgated pursuant thereto.

6. In order for the non-working training hours of apprentices and trainees to be counted in meeting the goals, such apprentices and trainees shall be employed by the Contractor during the training period and the Contractor shall have made a commitment to employ the apprentices and trainees at the completion of their training, subject to the availability of employment opportunities. Trainees shall be trained pursuant to training programs approved by the U.S. Department of Labor.

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7. The Contractor shall take specific affirmative actions to ensure equal employment opportunity. The evaluation of the Contractor's compliance with these specifications shall be based upon its effort to achieve maximum results from its actions. The Contractor shall document these efforts fully and shall implement affirmative action steps at least as extensive as the following:

a. Ensure and maintain a working environment free of harassment, intimidation, and coercion at all sites, and in all facilities at which the Contractor's employees are assigned to work. The Contractor, where possible, will assign two or more women to each construction project. The Contractor shall specifically ensure that all foremen, superintendents, and other onsite supervisory personnel are aware of and carry out the Contractor's obligation to maintain such a working environment, with specific attention to minority or female individuals working at such sites or in such facilities.

b. Establish and maintain a current list of minority and female recruitment sources, provide written notification to minority and female recruitment sources and to community organizations when the Contractor or its unions have employment opportunities available, and maintain a record of the organizations' responses.

c. Maintain a current file of the names, addresses, and telephone numbers of each minority and female off-the-street applicant and minority or female referral from a union, a recruitment source, or community organization and of what action was taken with respect to each such individual. If such individual was sent to the union hiring hall for referral and was not referred back to the Contractor by the union or, if referred, not employed by the Contractor, this shall be documented in the file with the reason therefore along with whatever additional actions the Contractor may have taken.

d. Provide immediate written notification to the Director when the union or unions with which the Contractor has a collective bargaining agreement has not referred to the Contractor a minority person or female sent by the Contractor, or when the Contractor has other information that the union referral process has impeded the Contractor's efforts to meet its obligations.

e. Develop on-the-job training opportunities and/or participate in training programs for the area which expressly include minorities and women, including upgrading programs and apprenticeship and trainee programs relevant to the Contractor's employment needs, especially those programs funded or approved by the Department of Labor. The Contractor shall provide notice of these programs to the sources compiled under 7b above.

f. Disseminate the Contractor's EEO policy by providing notice of the policy to unions and training programs and requesting their cooperation in assisting the Contractor in meeting its EEO obligations; by including it in any policy manual and collective bargaining agreement; by publicizing it in the company newspaper, annual report, etc.; by specific review of the policy with all management personnel and with all minority and female employees at least once a year; and by posting the company EEO policy on bulletin boards accessible to all employees at each location where construction work is performed.

g. Review, at least annually, the company's EEO policy and affirmative action obligations under these specifications with all employees having any responsibility for hiring,

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assignment, layoff, termination, or other employment decisions, including specific review of these items, with onsite supervisory personnel such superintendents, general foremen, etc., prior to the initiation of construction work at any job site. A written record shall be made and maintained identifying the time and place of these meetings, persons attending, subject matter discussed, and disposition of the subject matter.

h. Disseminate the Contractor's EEO policy externally by including it in any advertising in the news media, specifically including minority and female news media, and providing written notification to and discussing the Contractor's EEO policy with other contractors and subcontractors with whom the Contractor does or anticipates doing business.

i. Direct its recruitment efforts, both oral and written, to minority, female, and community organizations, to schools with minority and female students; and to minority and female recruitment and training organizations serving the Contractor's recruitment area and employment needs. Not later than one month prior to the date for the acceptance of applications for apprenticeship or other training by any recruitment source, the Contractor shall send written notification to organizations, such as the above, describing the openings, screening procedures, and tests to be used in the selection process.

j. Encourage present minority and female employees to recruit other minority persons and women and, where reasonable, provide after school, summer, and vacation employment to minority and female youth both on the site and in other areas of a contractor's workforce.

k. Validate all tests and other selection requirements where there is an obligation to do so under 41 CFR part 60-3.

l. Conduct, at least annually, an inventory and evaluation at least of all minority and female personnel, for promotional opportunities and encourage these employees to seek or to prepare for, through appropriate training, etc., such opportunities.

m. Ensure that seniority practices, job classifications, work assignments, and other personnel practices do not have a discriminatory effect by continually monitoring all personnel and employment related activities to ensure that the EEO policy and the Contractor's obligations under these specifications are being carried out.

n. Ensure that all facilities and company activities are non-segregated except that separate or single user toilet and necessary changing facilities shall be provided to assure privacy between the sexes.

o. Document and maintain a record of all solicitations of offers for subcontracts from minority and female construction contractors and suppliers, including circulation of solicitations to minority and female contractor associations and other business associations.

p. Conduct a review, at least annually, of all supervisor's adherence to and performance under the Contractor's EEO policies and affirmative action obligations.

8. Contractors are encouraged to participate in voluntary associations, which assist in fulfilling one or more of their affirmative action obligations (7a through 7p). The efforts of a

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contractor association, joint contractor union, contractor community, or other similar groups of which the Contractor is a member and participant may be asserted as fulfilling any one or more of its obligations under 7a through 7p of these specifications provided that the Contractor actively participates in the group, makes every effort to assure that the group has a positive impact on the employment of minorities and women in the industry, ensures that the concrete benefits of the program are reflected in the Contractor's minority and female workforce participation, makes a good faith effort to meet its individual goals and timetables, and can provide access to documentation which demonstrates the effectiveness of actions taken on behalf of the Contractor. The obligation to comply, however, is the Contractor's and failure of such a group to fulfill an obligation shall not be a defense for the Contractor's noncompliance.

9. A single goal for minorities and a separate single goal for women have been established. The Contractor, however, is required to provide equal employment opportunity and to take affirmative action for all minority groups, both male and female, and all women, both minority and non-minority. Consequently, if the particular group is employed in a substantially disparate manner (for example, even though the Contractor has achieved its goals for women generally), the Contractor may be in violation of the Executive Order if a specific minority group of women is underutilized.

10. The Contractor shall not use the goals and timetables or affirmative action standards to discriminate against any person because of race, color, religion, sex, or national origin.

11. The Contractor shall not enter into any subcontract with any person or firm debarred from Government contracts pursuant to Executive Order 11246.

12. The Contractor shall carry out such sanctions and penalties for violation of these specifications and of the Equal Opportunity Clause, including suspension, termination, and cancellation of existing subcontracts as may be imposed or ordered pursuant to Executive Order 11246, as amended, and its implementing regulations, by the Office of Federal Contract Compliance Programs. Any contractor who fails to carry out such sanctions and penalties shall be in violation of these specifications and Executive Order 11246, as amended.

13. The Contractor, in fulfilling its obligations under these specifications, shall implement specific affirmative action steps, at least as extensive as those standards prescribed in paragraph 7 of these specifications, so as to achieve maximum results from its efforts to ensure equal employment opportunity. If the Contractor fails to comply with the requirements of the Executive Order, the implementing regulations, or these specifications, the Director shall proceed in accordance with 41 CFR part 60-4.8.

14. The Contractor shall designate a responsible official to monitor all employment related activity to ensure that the company EEO policy is being carried out, to submit reports relating to the provisions hereof as may be required by the Government, and to keep records. Records shall at least include for each employee, the name, address, telephone number, construction trade, union affiliation if any, employee identification number when assigned, social security number, race, sex, status (e.g., mechanic, apprentice, trainee, helper, or laborer), dates of changes in status, hours worked per week in the indicated trade, rate of pay, and locations at which the work was performed. Records shall be maintained in an easily understandable and retrievable form; however, to the degree that existing records satisfy this requirement, contractors shall not be required to maintain separate records.

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15. Nothing herein provided shall be construed as a limitation upon the application of other laws which establish different standards of compliance or upon the application of requirements for the hiring of local or other area residents (e.g. those under the Public Works Employment Act of 1977 and the Community Development Block Grant Program).

## A17 FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers.
The Consultant has full responsibility to monitor compliance to the referenced statute or regulation. The Consultant must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.

## A18 LOBBYING AND INFLUENCING FEDERAL EMPLOYEES CERTIFICATION REGARDING LOBBYING

The Bidder or Offeror certifies by signing and submitting this bid or proposal, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the Bidder or Offeror, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

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## A19 PROHIBITION OF SEGREGATED FACILITIES

(a) The Contractor agrees that it does not and will not maintain or provide for its employees any segregated facilities at any of its establishments, and that it does not and will not permit its employees to perform their services at any location under its control where segregated facilities are maintained. The Contractor agrees that a breach of this clause is a violation of the Equal Employment Opportunity clause in this contract.

(b) "Segregated facilities," as used in this clause, means any waiting rooms, work areas, rest rooms and wash rooms, restaurants and other eating areas, time clocks, locker rooms and other storage or dressing areas, parking lots, drinking fountains, recreation or entertainment areas, transportation, and housing facilities provided for employees that are segregated by explicit directive or are in fact segregated on the basis of race, color, religion, sex, or national origin because of written or oral policies or employee custom. The term does not include separate or single-user rest rooms or necessary dressing or sleeping areas provided to assure privacy between the sexes.

(c) The Contractor shall include this clause in every subcontract and purchase order that is subject to the Equal Employment Opportunity clause of this contract.

## A20 OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970

All contracts and subcontracts that result from this solicitation incorporate by reference the requirements of 29 CFR Part 1910 with the same force and effect as if given in full text. The employer must provide a work environment that is free from recognized hazards that may cause death or serious physical harm to the employee. The employer retains full responsibility to monitor its compliance and their subcontractor's compliance with the applicable requirements of the Occupational Safety and Health Act of 1970 (20 CFR Part 1910). The employer must address any claims or disputes that pertain to a referenced requirement directly with the U.S. Department of Labor – Occupational Safety and Health Administration.

## A21 PROCUREMENT OF RECOVERED MATERIALS

Contractor and subcontractor agree to comply with Section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act, and the regulatory provisions of 40 CFR Part 247. In the performance of this contract and to the extent practicable, the Contractor and subcontractors are to use products containing the highest percentage of recovered materials for items designated by the Environmental Protection Agency (EPA) under 40 CFR Part 247 whenever:

1) The contract requires procurement of $10,000 or more of a designated item during the fiscal year; or
2) The contractor has procured $10,000 or more of a designated item using Federal funding during the previous fiscal year.

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The list of EPA-designated items is available at www.epa.gov/smm/comprehensive-procurement-guidelines-construction-products.

Section 6002(c) establishes exceptions to the preference for recovery of EPA-designated products if the contractor can demonstrate the item is:

a) Not reasonably available within a timeframe providing for compliance with the contract performance schedule;

b) Fails to meet reasonable contract performance requirements; or

c) Is only available at an unreasonable price.

## A23 SEISMIC SAFETY

In the performance of design services, the Consultant agrees to furnish a building design and associated construction specification that conform to a building code standard that provides a level of seismic safety substantially equivalent to standards as established by the National Earthquake Hazards Reduction Program (NEHRP). Local building codes that model their building code after the current version of the International Building Code (IBC) meet the NEHRP equivalency level for seismic safety. At the conclusion of the design services, the Consultant agrees to furnish the Owner a "certification of compliance" that attests conformance of the building design and the construction specifications with the seismic standards of NEHRP or an equivalent building code.

## A24 TAX DELINQUENCY AND FELONY CONVICTIONS

### CERTIFICATION OF OFFERER/BIDDER REGARDING TAX DELINQUENCY AND FELONY CONVICTIONS

The applicant must complete the following two certification statements. The applicant must indicate its current status as it relates to tax delinquency and felony conviction by inserting a checkmark (✓) in the space following the applicable response. The applicant agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification in all lower tier subcontracts.

**Certifications**

The applicant represents that it is ( ✓ ) is not ( ✓ ) a corporation that has any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

The applicant represents that it is ( ✓ ) is not ( ✓ ) is not a corporation that was convicted of a criminal violation under any Federal law within the preceding 24 months.

**Note**

If an applicant responds in the affirmative to either of the above representations, the applicant is ineligible to receive an award unless the sponsor has received notification from the agency

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suspension and debarment official (SDO) that the SDO has considered suspension or debarment and determined that further action is not required to protect the Government's interests. The applicant therefore must provide information to the owner about its tax liability or conviction to the Owner, who will then notify the FAA Airports District Office, which will then notify the agency's SDO to facilitate completion of the required considerations before award decisions are made.

**Term Definitions**

Felony conviction: Felony conviction means a conviction within the preceding twenty four (24) months of a felony criminal violation under any Federal law and includes conviction of an offense defined in a section of the U.S. code that specifically classifies the offense as a felony and conviction of an offense that is classified as a felony under 18 U.S.C. § 3559.

Tax Delinquency: A tax delinquency is any unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted, or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability.

## A26 TRADE RESTRICTION CERTIFICATION

By submission of an offer, the Offeror certifies that with respect to this solicitation and any resultant contract, the Offeror –

1) is not owned or controlled by one or more citizens of a foreign country included in the list of countries that discriminate against U.S. firms as published by the Office of the United States Trade Representative (USTR);
2) has not knowingly entered into any contract or subcontract for this project with a person that is a citizen or national of a foreign country included on the list of countries that discriminate against U.S. firms as published by the USTR; and
3) has not entered into any subcontract for any product to be used on the Federal project that is produced in a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR.

This certification concerns a matter within the jurisdiction of an agency of the United States of America and the making of a false, fictitious, or fraudulent certification may render the maker subject to prosecution under Title 18 USC Section 1001.

The Offeror/Contractor must provide immediate written notice to the Owner if the Offeror/Contractor learns that its certification or that of a subcontractor was erroneous when submitted or has become erroneous by reason of changed circumstances. The Contractor must require subcontractors provide immediate written notice to the Contractor if at any time it learns that its certification was erroneous by reason of changed circumstances.

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Unless the restrictions of this clause are waived by the Secretary of Transportation in accordance with 49 CFR 30.17, no contract shall be awarded to an Offeror or subcontractor:

1) who is owned or controlled by one or more citizens or nationals of a foreign country included on the list of countries that discriminate against U.S. firms published by the USTR or
2) whose subcontractors are owned or controlled by one or more citizens or nationals of a foreign country on such USTR list or
3) who incorporates in the public works project any product of a foreign country on such USTR list.

Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render, in good faith, the certification required by this provision. The knowledge and information of a contractor is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

The Offeror agrees that, if awarded a contract resulting from this solicitation, it will incorporate this provision for certification without modification in all lower tier subcontracts. The Contractor may rely on the certification of a prospective subcontractor that it is not a firm from a foreign country included on the list of countries that discriminate against U.S. firms as published by USTR, unless the Offeror has knowledge that the certification is erroneous.

This certification is a material representation of fact upon which reliance was placed when making an award. If it is later determined that the Contractor or subcontractor knowingly rendered an erroneous certification, the Federal Aviation Administration (FAA) may direct through the Owner cancellation of the contract or subcontract for default at no cost to the Owner or the FAA.

## A27 VETERAN'S PREFERENCE

In the employment of labor (excluding executive, administrative, and supervisory positions), the Contractor and all sub-tier contractors must give preference to covered veterans as defined within Title 49 United States Code Section 47112. Covered veterans include Vietnam-era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns (as defined by 15 USC 632) owned and controlled by disabled veterans. This preference only applies when there are covered veterans readily available and qualified to perform the work to which the employment relates.

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**Exhibit A**

**Contract No. 202057147**

**MEMORANDUM OF UNDERSTANDING BETWEEN THE UNITED STATES FEDERAL AVIATION ADMINISTRATION AND CITY AND COUNTY OF DENVER**

## I. INTRODUCTION AND PURPOSE

**a.** This Memorandum of Understanding ("**MOU**") provides a framework in which the United States Federal Aviation Administration ("**FAA**") will work with the City and County of Denver ("**Sponsor**") to prepare a NEPA Document for the proposed 7th and 8th runways (the "**Project**") at the Denver International Airport. The FAA and the Sponsor are the "**Parties**." The **NEPA Document** will be either an Environmental Assessment ("**EA**") or an Environmental Impact Statement ("**EIS**"). The MOU describes the relationship of the Parties in preparing the NEPA Document. The NEPA review process for the Project will start with the preparation of an EA but has the potential to transition to an EIS.

**b.** The FAA will work jointly with the Sponsor to select an independent contractor ("**Contractor**") to prepare the NEPA Document. The Parties will develop an Evaluation Committee that will include staff members from both the FAA and the Sponsor. The Evaluation Committee will review proposals submitted in response to the Request for Qualifications No. 202057147 (the "**RFQ**") against the selection criteria identified in Section V-6 of the RFQ and develop a list of up to four proposers to interview. The Evaluation Committee will conduct the interviews. The FAA will work jointly with the Sponsor to select a Contractor to prepare the NEPA Document. The FAA, as lead agency, will make the final selection. The Sponsor shall be responsible for engaging and retaining the Contractor.

**c.** The NEPA Document and any related documents shall comply with the most current provisions of the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.) ("**NEPA**"), Council on Environmental Quality ("**CEQ**") Regulations (40 C.F.R. Parts 1500- 1508), and appropriate Department of Transportation ("**DOT**") and FAA environmental orders, as well as all applicable local, state, and Federal laws, as appropriate.

**d.** It is the purpose of this MOU to establish an understanding between the Parties regarding the responsibilities of the Parties for the NEPA review of the Project, and the conditions and procedures the Parties will follow in the development and preparation of the NEPA Document.

**e.** The Parties intend that development and preparation of the NEPA Document as provided in this MOU will satisfy the pertinent environmental requirements of the FAA.

**f.** Following the completion of the NEPA Document, the FAA will determine whether to approve the Project. This determination will be set forth in either a Finding of No Significant Impact/Record of Decision or a Record of Decision.

## II. GENERAL PROVISIONS

**a.** As the lead agency, the FAA will be responsible for assuring compliance with the requirements of NEPA, CEQ Regulations, and appropriate DOT and FAA environmental orders. The FAA shall assure that all reasonable alternatives and pertinent environmental issues and impacts are included in the NEPA Document, and shall be responsible for the scope and content of the NEPA Document.

**b.** The Sponsor will engage and retain the Contractor, as set forth in Section I.b above. The Contractor, with the approval of the FAA and Sponsor, may employ such other contractors and experts (collectively referred to as "**Subcontractors**"), as are required for the adequate development and preparation of the NEPA Document.

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**c.** The Contractor will provide, through its staff or by Subcontractors, the expertise, staffing, and technical capabilities required for the preparation of the NEPA Document. Though the Sponsor will direct the EA process and the FAA will direct the EIS process, the intent is to establish a partnership between the FAA and the Sponsor to complete the NEPA process for the Project. The FAA and the Sponsor will independently evaluate all information, environmental data, and analyses submitted by the Contractor, or others, and revise or request additional study and analyses as necessary. The FAA, as the lead agency, will supervise the entire NEPA process.

**d.** The contracts between the Sponsor and Contractor and between the Contractor and Subcontractors (collectively the "**Contracts**") shall be consistent with the provisions of this MOU and the Contracts shall specifically incorporate those provisions of this MOU that address the conduct of the Contractor. The Sponsor shall ensure that the Contracts specifically (1) limit any remedies available to the Contractor and Subcontractors arising out of the performance or termination of the contract, and (2) relieve the United States of America, the FAA, and any of its officers, agents or employees from any liability arising out of the performance or termination of the Contract or arising under this MOU.

- **i.** Prior to beginning work on the NEPA Document, the Contractor and any Subcontractors shall sign a "Disclosure Statement" disclosing any financial or other interest in the outcome of the Project.
- **ii.** The FAA shall evaluate the Disclosure Statement prior to its approval of the Contract.

**e.** The Sponsor shall coordinate the exchange of information related to the planning, design, and construction of the Project, as these activities relate to the preparation of the NEPA Document, among and between the FAA and the Contractor. The Sponsor will be selecting the design/engineer firm at the same time as the selection of the Contractor. The design/engineer firm will provide the information that the Contractor will incorporate into the NEPA Document. The Sponsor will ensure that the FAA is included in all communications with the Contractor.

**f.** The Sponsor and FAA shall:

- **i.** Assign the appropriate staff and management personnel dedicated to the expeditious development, preparation, review, and completion of the NEPA Document. It is the intention of both parties to ensure that such dedicated staff are available as appropriate to complete the NEPA process. Notice to assigned staff shall constitute notice to that party.
- **ii.** Review substantive phases of preparation of the NEPA Document.
- **iii.** Have their respective representatives attend meetings with other Federal, state, regional, and local agencies for the purpose of increasing communications and receiving comments.

**g.** All costs incurred in connection with the employment of the Contractor, or other persons retained or employed by the Sponsor, shall be the sole responsibility of the Sponsor. The FAA shall be responsible for its own administrative or legal costs, including such costs arising from challenges or lawsuits filed by third parties against the FAA, challenging the legality or adequacy of the FAA's compliance with the NEPA Requirements or other laws and regulations. The Sponsor shall cooperate and shall ensure that the Contractor cooperates in defense of any such lawsuit. Nothing in this MOU shall be construed to waive the applications of statutory provisions, immunities, and limitations available under the Federal Tort Claims Act (28 U.S.C. Sections 2671, et. seq.), or any other governmental immunity act, as the same may be amended from time to time, with respect to, and in defense of, any claim or claims asserted by any person or entity.

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## III. PROCEDURES

**a.** Under the direction of the Parties, the Contractor shall develop a Plan of Study for the Parties' review and approval. The Plan of Study and this MOU shall establish the scope of work required of the Contractor in the development and preparation of the NEPA Document. The Plan of Study shall include detailed descriptions of:

- **i.** All work the Contractor will perform,
- **ii.** Methodologies proposed to perform the work,
- **iii.** Name and qualifications of the person performing each component of the work,
- **iv.** Estimated man-hours required for completion of each component of the work,
- **v.** Schedule for performing each component of the work,
- **vi.** Description of the internal and external review procedures to assure quality control, and
- **vii.** Literature search and bibliography of references and methodologies the Contractor will use to obtain environmental data and analyses and for the development and preparation of the NEPA Document.

**b.** The Contractor will submit the Plan of Study to the Parties. The Sponsor will provide their comments to the FAA, and the Parties will collaborate regarding the review of the Sponsor's comments. The FAA will provide the Contractor joint comments reflecting the Parties' comments. Once the Contractor has submitted to the Parties a final revised Plan of Study resolving all comments, the Sponsor will provide its approval of the final revised Plan of Study to the FAA. The FAA, as the lead agency, will have final approval authority and will provide the final approval of the Plan of Study to the Contractor.

**c.** The Parties may amend the Plan of Study as the Contractor's work proceeds after consultation with each other. The Sponsor must agree to any Plan of Study amendments that require the expenditure of additional funds by the Sponsor.

**d.** The NEPA process for the Project will begin with the preparation of an EA. The FAA will review information prepared by the Contractor or Sponsor, as it becomes available, to determine whether an EA is the appropriate NEPA Document. An EIS is required under Section 102(2)(C) of NEPA when one or more environmental impacts would be significant and mitigation measures cannot reduce the impact(s) below significant levels. If the FAA identifies potential significant impacts that the Sponsor cannot mitigate, the FAA will require that the Contractor prepare an EIS as the required NEPA Document for the Project, and the Contractor will proceed on that basis under the Contract. The FAA may make the decision on whether to proceed with an EIS at the following points in the NEPA process:

- **i.** At the conclusion of the scoping process;
- **ii.** After hearing public input on the EA process;
- **iii.** After the completion of the analyses for the Environmental Consequences chapter of the EA;
- **iv.** Before the release of the Draft EA; or
- **v.** After the comment period for the Draft EA.

**e.** For the EA, the FAA and the Sponsor will have one year to complete the EA. The clock will start after scoping and upon FAA approval of the Purpose and Need and Alternatives for the Project.

**f.** If it is determined under Section III.d above that an EIS is required for the Project, the FAA and the Sponsor will have two years to complete the EIS process commencing on the date of publication of the Notice of Intent for the Project in the Federal Register.

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**g.** For the EA, the work performed by the Contractor and its Subcontractors shall be submitted to the Sponsor, and upon request of the Sponsor, to the FAA. The FAA may communicate with the Contractor and its Subcontractors during the development of the EA, but in no case will the FAA discuss, review, modify, or edit the Contractor's work or the work of its Subcontractors prior to submission of such work to the Sponsor. The FAA shall submit to the Sponsor any suggestions or recommendations for modifications or changes to any of the Contractor's work product associated with the EA. If the Sponsor disagrees with the FAA's suggestions or recommendations, the Parties will discuss the items of concern and work to reach an agreed approach to resolve such items of concern. The FAA, as the lead agency, has final approval of the EA, and as such, has to approve the information provided in the EA.

**h.** For an EIS, the work performed by the Contractor and its Subcontractors shall be submitted directly to the FAA, and upon request of the FAA, to the Sponsor. The Sponsor may communicate with the Contractor and its Subcontractors during the development of the EIS, but in no case will the Sponsor discuss, review, modify, or edit the Contractor's work or the work of its Subcontractors prior to submission of such work to the FAA. The Sponsor shall submit to the FAA any comments for modifications or changes to any of the Contractor's work product associated with the EIS. The FAA will review the Sponsor comments and either (1) work to reach an agreed approach to resolve comments with the Sponsor or (2) transmit the comments to the Contractor. The Sponsor shall make all reasonable efforts to assist and cooperate with the FAA's directions to the Contractor and Subcontractors and to support the FAA's efforts to ensure the satisfactory and timely performance of the duties of the Contractor and Subcontractors as specified in this MOU.

**i.** The Contractor shall submit monthly written reports on the progress of its work to the Parties. This report shall describe the present status of each component of the work, any problems the Contractor has encountered, and recommendations for modifications to the Plan of Study and any changes in personnel, methodology or schedules for completion.

**j.** The FAA shall review each portion of a draft or final document and associated Plan of Study tasks completed by the Contractor, as they are ready. After consultation with the Sponsor, the FAA shall, in a timely manner, approve, modify, comment thereon and/or direct further work with regard to such portion or tasks as necessary in a timely manner. The Contractor shall incorporate the comments into subsequent drafts to the satisfaction of the FAA and the Sponsor. Final drafts of documents will require FAA approval.

**k.** The Contractor will provide the Parties access to, and review of, all procedures and underlying data used by the Contractor in developing the NEPA Document, whether or not such information may be contained in a draft or final NEPA Document.

**l.** The Parties and Contractor may hold joint meetings to facilitate the development and preparation of the NEPA Document. The Contractor will notify and invite the Parties to scheduled meetings, and such notice/invitation shall include an agenda identifying the topics to be addressed. The Contractor shall prepare a meeting summary for all meetings relating to the NEPA Document and all meeting summaries will be included in the monthly report submitted by the Contractor to the Parties.

**m.** The FAA reserves the right to consult directly with other Federal, state, and local officials and agencies during the preparation of the NEPA Document to assure compliance with NEPA and other applicable laws and regulations. The FAA acknowledges that the Sponsor has an ongoing right to consult with federal, state, and local officials on other matters in connection with DEN and unrelated to the NEPA review of the Project. In the event that the NEPA review of the Project is raised during these unrelated discussions, the Sponsor will make a reasonable effort to cease Project-related discussions until notifying and providing the FAA an opportunity to participate.

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**n.** The Sponsor shall assure the full cooperation of the Contractor and its Subcontractors with respect to participating in any public workshops, hearings, or meetings (i.e., virtual or in-person) as required by the FAA to foster public familiarity and participation with respect to the assessment of impacts related to the Project. In the event an EIS is required, the FAA shall assure the full cooperation of the Contractor and its Subcontractors with respect to participation in any public workshops, hearings, meetings (I.e., virtual or in-person) or other communications required by either the DEN Government Affairs or DEN Global Communications groups to foster public familiarity and participation with respect to the assessment of impacts related to the Project.

**o.** The Contractor shall be responsible for all costs associated with (i) the printing and publication of the draft and final copies of the NEPA Document and for posting the documents on a Project website, (ii) the publication of notices announcing public workshops, meetings, hearings, and other public outreach events, and (iii) stenographic and clerical services, preparation of graphics and visual aids associated with any public workshops, meetings, and hearings.

**p.** When the FAA, after consultation with the Sponsor, has approved the Draft NEPA Document, the Contractor shall print the contracted-for quantity of draft documents and submit them to the FAA and the Sponsor. The Contractor will also be responsible for creating electronic copies of the Draft NEPA Document and posting the document to a Project website.

**q.** In all instances involving questions as to the content or relevance of the environmental data and analyses, and evaluations and wording prepared by the Contractor, the FAA, with appropriate consultation with the Sponsor, will make the final determination on the inclusion, deletion or modification of the same in the Draft or Final NEPA Document.

**r.** Upon completion of the Draft NEPA Document, the FAA and the Sponsor, with the Contractor's assistance, shall be responsible for organizing and conducting any public meetings/hearings.

**s.** For the Draft EA, the Sponsor will receive all comments during a Draft EA review and comment period, which will start on the date of publication of the notice of availability of the Draft EA and continue for a period of at least 30 days.

**t.** For an EIS, the FAA will receive all comments during a Draft EIS review and comment period, which will start when the Environmental Protection Agency ("**EPA**") publishes the "Draft EIS Notice of Availability" in the Federal Register, and continue for a period of at least 45 days.

**u.** For an EA, at the close of the Draft EA review and comment period, the Sponsor shall provide the FAA with copies of all comments received. The Parties will work to identify the issues and comments that will require a response in the Final EA. The Contractor will provide proposed responses to the Parties for review and comment. The FAA will notify the Sponsor if changes to the document are necessary.

**v.** For an EIS, at the close of the Draft EIS review and comment period, the FAA shall provide the Sponsor with copies of all comments received. The FAA will consult with the Sponsor to identify the issues and comments that will require a response in the Final EIS. The Contractor will provide proposed responses to the Parties for review and comment. The FAA, with appropriate consultation, shall modify the Contractor's proposed responses, as the FAA deems necessary. After the preparation of such proposed responses, the FAA may direct the Contractor to make changes to the text of the Draft EIS as necessary.

**w.** For an EIS, the FAA may elect to use a combined Final EIS/ROD and Errata Sheets in accordance with the April 25, 2019 Department of Transportation guidance. If the FAA decides to prepare a combined Final EIS/ROD, the FAA, with assistance from the Contractor, will expeditiously prepare and issue the Final EIS/ROD. If the FAA determines that a combined Final EIS/ROD is not appropriate, the FAA will receive

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all comments during the mandatory EIS "hold period," which starts when the EPA publishes the "Final EIS Notice of Availability" in the Federal Register and continues for a period of at least 30 days.

**x.** After the FAA approves the Final NEPA Document, the Contractor shall print the contracted quantity of the Final NEPA Document and post the document to a Project website. The Contractor will provide the Parties with the final NEPA Document in printed and electronic formats.

**y.** The FAA, with assistance from the Contractor, will prepare and issue the Finding of No Significant Impact/Record of Decision or Record of Decision, whichever is appropriate.

**z.** The FAA will maintain the confidentiality of, and will not release or allow access to, any information, documents, or materials designated as confidential by the Sponsor or Contractor and which contain trade secrets, proprietary data, or commercial or financial information. Information developed under this MOU is disclosable to the public to the extent required by law. The FAA shall notify the Sponsor or Contractor prior to the release of any information, documents or materials which the Sponsor or Contractor has designated as confidential and provide the Sponsor or Contractor the opportunity to appeal the decision in accordance with applicable regulations on such release or access prior to any such release or access.

**IV. CESSATION AND TERMINATION**

**a.** Either Party to this MOU may withdraw from this MOU for good cause upon 30 days written notice to the other party. Following such written notice, the Parties will actively attempt to resolve any disagreement.

**b.** If this MOU is terminated, and if the preparation of an EIS by the FAA is still required for the Project, the Parties agree that:

**i.** The FAA shall have access to all documentation, reports, analyses, and data generated by the Contractor and Subcontractors, subject to the confidentiality requirements in paragraph III.z above.

**ii.** The FAA shall assume the responsibility for preparing the EIS. The Sponsor shall no longer be responsible for the payment of costs associated with preparation of the EIS, other than costs already incurred under the Sponsor's Contract with the Contractor.

**iii.** The provisions of paragraph II.G. shall survive the termination of this MOU.

**V. NO RIGHTS FOR NON-PARTIES.** No rights or privileges are created or intended to be created by this MOU in anyone not a signatory of this MOU.

**VI. MODIFICATION** This MOU represents the entire agreement between the parties related to the NEPA process for the Project, and may only be modified by written agreement by the parties.

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**UNITED STATES FEDERAL AVIATION ADMINISTRATION**

Digitally signed by WILLIAM C GARRISON
Date: 2021.05.04 06:59:47 -06'00'

**William C. Garrison**
**Acting Director of Northwest Mountain Region Airports Division**

**Date**

**CITY AND COUNTY OF DENVER**

**Kim Day**
**Chief Executive Officer, Denver International Airport**

April 19, 2021
**Date**

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**Exhibit B-1**
**DEN Contract No. 202057147**

# Denver International Airport

## Scope of Work for an Environmental Assessment for the Seventh (7th) Runway

**Prepared by:**

HNTB, CIG, CMT, EES and Pinyon Environmental

July 6th, 2021

FAA accepted 7/7/2021

- Acronyms added 7/14/21
- Optional Task 7 added 8/11/21 (FAA/DEN accepted 8/11/21)

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# ACRONYMS AND ABBREVIATIONS

| | |
|---|---|
| AC | Advisory Circular |
| ACA | Agency Concurrence Agreement |
| ADO | FAA's Airport District Office |
| AEDT | Aviation Environmental Design Tool |
| AEE | FAA's Office of Environment and Energy |
| AGOL | ArcGIS Online |
| AJD | Approved Jurisdictional |
| APE | Area of Potential Effect |
| AR | Administrative Record |
| ASTM | American Society for Testing and Materials |
| ATO | Air Traffic Organization |
| CAA | Clean Air Act |
| CDA | Colorado Department of Agriculture |
| CDQM | Client Deliverable Quality Matrix |
| CDSS | Colorado's Decision Support Systems |
| CEQ | Council on Environmental Quality |
| CFR | Code of Federal Regulations |
| CIM | Colorado Information Market Place |
| CWA | Clean Water Act |
| MFHD | Mile High Flood District |
| CDPHE | Colorado Department of Public Health and Environment |
| DEN | Denver International Airport |
| DNL | Day-Night Average Noise Level |
| DOI | Department of the Interior |
| DOT | Department of Transportation |
| DPM | Deputy Project Manager |
| EA | Environmental Assessment |
| EDR | Environmental Data Resources Inc |
| EIS | Environmental Impact Statement |
| EPMT | Environmental Project Management Team |
| EPS | Environmental Protection Specialist |
| FAA | Federal Aviation Administration |
| FEMA | Federal Emergency Management Agency |
| FOIA | Freedom of Information Act |
| FIRM | Flood Insurance Rate Map |
| FRMS | Flood Risk Management Standard |
| GA | Government Affairs (DEN) |
| GCM | Global Communications and Marketing (DEN) |
| GHG | Greenhouse gases |
| GLO | General Land Office |
| HAPS | Hazardous Air Pollutants |
| INWMP | Integrated Noxious Weed Management Plan |
| ISI | Institute for Sustainable Infrastructure |
| L&WCFA | Land and Water Conservation Fund Act (Section 6(f)) |
| MOVES | MOtor Vehicle Emissions Simulator |
| NA | Number of events above |
| NEPA | National Environmental Policy Act of 1969 |
| NHPA | National Historic Preservation Act |
| NOA | Notice of Availability |
| NOMS | Noise and Operations System |
| NRCS | National Resources Conservation Service |
| OAHP | Office of Archeology and Historic Preservation |
| OMB | Office of Management and Budget |
| PFAS | Per- and polyfluoroalkyl substances |
| PIM | Project Instructions Manual |
| PIMA | Public Involvement Management Application |
| PIP | Public Involvement Plan |
| PM | Project Manager |
| PMO | Sponsor's Program Management Office |
| PMT | Program Management Team |
| PQM | Project Quality Manager |
| PQP | Project Quality Plan |
| PRRIP | Platte River Recovery Implementation Program |
| QA | Quality Assurance |
| QC | Quality Control |

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| | |
|---|---|
| RNO | Registered Neighborhood Associations |
| SEL | Sound Exposure Level |
| SHPO | State Historic Preservation Office |
| SIP | State Implementation Plan |
| SPCC | Spill, Prevention, Control and Countermeasure |
| Sponsor | City and County of Denver |
| TA | Time above |
| TMDL | Total Maximum Daily Loads |
| USFWS | US Fish and Wildlife Service |
| WOTUS | Waters of the US |

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# DENVER INTERNATIONAL AIRPORT (DEN) SEVENTH (7TH) RUNWAY ENVIRONMENTAL ASSESSMENT DRAFT SCOPE OF WORK

July 6, 2021

## INTRODUCTION

HNTB (the Contractor) has been selected to assist the City and County of Denver (Sponsor), owner and operator of Denver International Airport (DEN), in cooperation with the Federal Aviation Administration (FAA) in preparing an Environmental Assessment (EA) for the proposed seventh and potentially eighth runway project (Project). The Project will begin with the preparation of an EA for a seventh runway. The FAA will review information, as it is available, to ensure that the EA is the appropriate document. An EIS is required under Section 102(2)(C) of the National Environmental Policy Act of 1969 (NEPA) when one or more environmental impacts would be significant and mitigation measures cannot reduce the impact(s) below significant levels. If the FAA identifies potential significant impacts that the Sponsor cannot mitigate, the document will be elevated to an EIS and the Contractor will work directly with the FAA to complete the NEPA process. The FAA may make the decision on whether to proceed with an EIS at the following points in the NEPA process:

i. At the conclusion of the scoping process;
ii. After hearing public input on the EA process;
iii. After the completion of the analyses for the Environmental Consequences chapter of the EA;
iv. Before the release of the Draft EA; or
v. After the comment period for the Draft EA.

A draft supplemental Plan of Study is being prepared for use by DEN in communicating a complete estimate of potential environmental services, environmental review costs, and schedule should the EA be elevated to an EIS. The EIS may include the addition of an eighth runway if forecast aviation activity developed during planning justifies the need for the additional runway within seven to eight years of the need for a seventh runway.

The preparation of the EA will conform to the provisions of the National Environmental Policy Act (NEPA), applicable sections of Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR Parts 1500-1508); FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*; FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions; and other applicable FAA guidance. This Scope of Work has been prepared by the Contractor under the direction of the City and County of Denver and in consultation with the FAA. The Contractor Team, which consists of the following team members: CIG, CMT, EES and Pinyon Environmental, has assisted in the development of

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this Scope of Work. Once approved, the Scope of Work will become part of the Plan of Study for development of the EA.

The Plan of Study will include the following:

- Scope of work including detailed descriptions of each task to be performed, methodologies proposed to perform each task, name and qualifications of the person responsible for performing each task, and the estimated person hours to complete each task [NOTE, fee estimate will be provided upon agreement to scope of work],
- Project schedule [NOTE, schedule will be provided separately, in general the Project is expected to require up to two years from contract approval], and
- Internal and external review procedures to assure quality control.

The Contractor will submit all work product in electronic format and searchable PDF files along with its components such as data files, text files, image files, spreadsheets, graphs, and tables (Deliverables). All electronic submittals for general distribution to the public must be compliant with Section 508 of the Americans with Disabilities Act. The Contractor will provide electronic and printed versions of the draft and final NEPA documents.

It is noted that the FAA must review and approve all materials and public messaging for the Project.

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## Task 1 SCOPE DEVELOPMENT

The purpose of this task is to develop the Scope of Work, not-to-exceed fee, and schedule for each Milestone and associated activities as directed by the Sponsor for the EA. This task also includes the development of a draft EIS Scope of Work and associated costs and schedule should the EA be elevated to an EIS. The Contractor will also develop the Project Quality Plan (PQP) which includes a Client Deliverable Quality Matrix (CDQM). This task will serve to identify the final services to be performed and final contract agreement between the Sponsor and the Contractor (HNTB). This process serves to organize the Project Team(s), which includes the Contractor, the Sponsor, and the FAA as the lead federal agency for preparation of the EA. This task includes participation in weekly visioning meetings with the Sponsor, FAA, the Design Team and Program Management Team as needed to coordinate scope requirements between the teams.

This task is conducted to include detailed descriptions of all work to be performed, methodologies proposed, name and qualifications of the person performing each aspect of the work (including sub-Contractors), estimated person-hours required for completion of each aspect, schedule for performing each activity and a description of the internal and external review procedures to assist quality control. The Scope of Work is subject to the Sponsor's approval, available funding, and must comply with all applicable regulations and FAA Orders governing the preparation of Fee Proposals and includes such additional analytical requirements as provided by the Sponsor prior to completion.

**Responsibility:**
This task will be conducted by the Contractor with participation by the Contractor Team.

**Deliverables:**
- Draft and Final EA Scope of Work
- Draft and Final EIS Scope of Work
- Draft and Final Not-to-Exceed Fees
- Draft and Final Schedule for EA
- Draft and Final Schedule for EIS
- Input to PMT for Visioning Meetings
- Project Quality Plan (PQP), if requested

**Assumptions:**
- No formal presentations will be needed for Visioning Meetings
- Participation by members of Contractor Team will vary according to topic but average up to three Contractor Team members

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# Task 2 PROJECT MANAGEMENT

The purpose of this task is to establish project management procedures for the EA and to implement these procedures throughout the Project.

## Task 2.1 Environmental Project Management Team

An Environmental Project Management Team (EPMT) will be established to facilitate communication among the Sponsor, the FAA and the Contractor. In addition to providing oversight of technical analyses, the EPMT will establish Project policies and procedures and coordinate contractual matters. It is anticipated that the EPMT would consist of the Sponsor's Project Manager (PM), the FAA Environmental Protection Specialist (EPS), other Sponsor and FAA staff as appropriate, and the Contractor's PM and Deputy Project Manager (DPM). The Contractor's Principal-In-Charge will participate as needed related to contractual matters. The following activities are anticipated:

- **Project Initiation Meeting:** The Contractor will conduct a kick-off meeting with the EPMT to establish a common understanding of the Scope of Work, schedule, communications procedures, and the responsibilities of EPMT members. The Contractor will provide an agenda for the meeting, supporting materials, and meeting notes summarizing conclusions and action items. This meeting will be held via video conference.
- **Ongoing EPMT Meetings:** Bi-weekly (every other week on average) conferences among the EPMT members will be held to discuss the project status, project issues that may affect schedule, and status of remaining project tasks. The meetings will be held primarily via telephone or video conference; however, it is expected that up to eight in-person meetings will be held as warranted should the NEPA review remain an EA. Issues to be addressed at EPMT meetings will include work completed to date; identification of issues that have arisen and proposed resolution; planning for upcoming Project activities; coordination with other FAA or Sponsor activities, as required.

It is noted that additional FAA, Sponsor, and Contractor Team members may attend as necessary to address topical issues as directed by the FAA and Sponsor. This task includes the preparation of meeting agendas and pertinent materials in advance of each meeting, as well as brief meeting summaries.

**Responsibility:**
This task will be conducted by the Contractor with participation by the Contractor Team.

**Deliverables:**
- Meeting agendas
- Meeting summaries and action items
- Pertinent meeting materials

**Assumptions:**
- Meetings beginning October 2021 and span through September 2023 (if NEPA review remains EA)
- Average two meetings per month, approximately 24 months, 48 meetings

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- Participation by up to four members of Contractor Team

## Task 2.2 Program Management Team Coordination

The Contractor expects to attend monthly meetings (as needed) with the Sponsor, the Sponsor's PMT, Design Team, Government Affairs (GA), Global Communications and Marketing (GCM) and the FAA to discuss the project status, project issues that may affect schedule, and status of remaining project tasks on an as-needed basis through the development of the EA. The meetings will be held primarily via telephone or video conference; however, it is expected that up to four in-person meetings will be held as warranted. The Contractor will provide input toward the meeting agenda (expected to be completed by the PMT) and will provide schedule updates and project requests of the PMT in advance of each meeting. It is expected that the PMT will provide meeting summaries.

**Responsibility:**
This task will be conducted by the Contractor with participation by the Contractor Team.

**Deliverables:**
- Schedule updates
- Comments on meeting minutes
- Input toward meeting agenda

**Assumptions:**
- Participation in up to 24 meetings by up to six members of Contractor Team

## Task 2.3 Simulation and other DEN Planning Meetings for Project Definition

The Contractor expects to attend periodic presentations and/or meetings with the Sponsor's planning contractor to discuss findings of various studies, the project status, potential issues that may affect schedule, and status of remaining project tasks. It is expected that this task will include participation in meetings associated with identifying airfield deficiencies and identification of potential alternatives and progress meetings for alternatives simulations. The Contractor will include staff with expertise in airfield simulation for review of materials and to attend meetings. It is expected that most of the meetings will be held via telephone or video conference however costs for attending up to two in-person meetings are included. It is estimated that six meetings will be attended by up to five Contractor members.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Comments on meeting minutes developed by the Sponsor or Sponsor's planning contractor

**Assumptions:**
- Participation in up to six meetings by five Contractor members
- Costs for up to two in-person meetings are included, efforts will be made to combine other management in-person meetings to reduce travel expenses

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## Task 2.4 Contractor Team Coordination

This subtask includes the administrative tasks that are essential to effectively manage the Contractor Team in the process of preparing the EA and accompanying documentation. The Contractor will conduct the following activities:

- **Contractor Kick-Off Team Meeting:** The Contractor will conduct a virtual Contractor Team Kick-Off meeting to review the Project Instructions Manual (PIM), Scope of Work, and project schedule. This meeting will be scheduled to coincide with the EPMT Project Initiation Meeting. The Contractor Team will commit to adhering to the plan and will update it as the Project proceeds. It is expected that six members of HNTB and up to eight members of Subcontractors will attend.
- **Ongoing Subcontractor Management:** The Contractor will review progress reports, provide accounting and payment to subcontractors, and provide general oversight of the activities of the Contractor Team.
- **Ongoing Contractor Team Coordination Meetings:** The Contractor will regularly conduct internal Contractor Team meetings in preparation for EPMT meetings. In addition to the Contractor PM and DPM, task leaders will attend as needed to address current efforts.

**Responsibility:**
This task will be conducted by the Contractor with participation by the Contractor Team.

**Deliverables:**
- None to Sponsor / FAA

**Assumptions:**
- Participation by 14 members of Contractor Team for Kick-Off Team Meeting
- Participation by six members (on average) of Contractor Team in up to 48 meetings for Ongoing Contractor Team Meetings

## Task 2.5 DEN SharePoint Coordination – EA Team Collaboration Site

The Contractor will use the existing DEN SharePoint environment for collaboration of work products and document controls. The Contractor will coordinate with the Sponsor's Program Management Office (PMO) to use DEN's existing SharePoint site to create an EA Team Collaboration Site to share materials with and collaborate with the Sponsor, FAA and other members of the Contractor Team on EA work products and ultimately final deliverables. The Contractor will work with the PMO to determine an acceptable file structure for the EA Team Collaboration Site. The Contractor will require all Project-related documents to be posted to the EA Team Collaboration Site. The Contractor will coordinate with DEN's PMO to obtain necessary administrative rights to configure and deploy to the requirements of the Project for the Contractor Team, the Sponsor and as appropriate the Sponsor's PMT and Design Team. Anticipated functions will include: Project Home Page; Document Control; Calendar(s); and Contacts. It is assumed that one meeting will be held prior to configuring the Site, and a second meeting will be held upon the PMO's rollout to address any changes. Upon completion of EA Team Collaboration Site configuration and testing, the Contractor will perform training for the

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Contractor Team, FAA and Sponsor. It is assumed that periodical coordination between the Contractor and the PMO will be needed.

Should it be determined that internal deliberative materials are not being controlled as required to maintain confidentially of these materials or if DEN is unable to accommodate technical requests needed to optimize efficiency of sharing and reviews, the Contractor will develop a Team Collaboration Site that is independent of the DEN SharePoint environment (See Optional Task 5: Contractor Team SharePoint Site).

**Responsibility:**
This task will be conducted by the Contractor with participation the FAA and the Sponsor

**Deliverables:**
- Draft and Final Instructions Request for document control and file structure using DEN's SharePoint environment for EA materials on an Environmental Team Collaboration Site

**Assumptions:**
- Two meetings between the Contractor and the Sponsor's PMO to develop technical guidance with three members of the Contractor

## Task 2.6 Preparation of Project Instructions Manual

The Contractor will define procedures and protocols for managing the Contractor Team, including appropriate requirements for internal and external communication, quality control, and financial controls. The Contractor will prepare a Project Instructions Manual (PIM) that defines the procedures and protocols to be used in the EA. The primary vehicle to coordinate our work efforts with the Contractor Team will be the Environmental SharePoint within DEN's SharePoint environment. The Contractor will work with DEN's PMO to develop a file structure to organize project documents, templates, calendars, and deliverables.

The PIM will provide the following information and policy guidance:

- **Confirmation of Project Team Members and Responsibilities:** Each Contractor Team member (prime contractor or subcontractor) will be identified and their specific roles confirmed.
- **Communication Protocols:** Communication protocols will specify requirements and limitations for verbal and written communication, as well as distribution of documents and information within the Contractor Team, with the FAA, and the Sponsor, and with any other external parties. The communication protocols will reflect the provisions of the MOU between the FAA and Sponsor.
- **Administrative Record Instructions:** The Contractor will initially coordinate with FAA to develop Administrative Record (AR) instructions to be disseminated to the Contractor Team. Instructions specifying what should be included in the AR will then be developed and reviewed by FAA for approval. These instructions will include sample Memo to the File formats, etc. Documents will be submitted for possible inclusion in the AR via the EA Team Collaboration Site.

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- **Document Formats:** Document formats will specify the style, font, format, writing style guidelines, etc. for working papers, technical memoranda, and reports.
- **ArcGIS Online (AGOL) Specifications:** The Contractor will develop specifications for deliverables using AGOL to ensure consistency and that everything conforms to applicable standards, guidelines and policies of the Sponsor and the FAA.
- **Quality Assurance:** The PQP developed under Task 1 will identify the Project Quality Manager (PQM) as separate from the PM and as solely responsible to ensure that the provisions of the QA Plan are met. The PQP will define the QA responsibilities of each of the Contractor Team members. This activity includes ongoing monitoring of QA practices and results for the Project. See Quality Assurance/Quality Control description at the end of this scope for additional details.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Project Instructions Manual (electronic)

**Assumptions:**
- None

## Task 2.7 Public and Agency Involvement Plans

### 2.7.1 Public Involvement Plan

A Public Involvement Plan (PIP) will be developed to increase public awareness of the NEPA process, to educate the public on the issues associated with the Project and to encourage the public to become involved in the NEPA process. The PIP will describe the framework for distributing and providing public access to information regarding the development of the NEPA document; promoting an understanding of the NEPA process, studies, and analyses; and providing opportunities for public input.

- **Plan Development:** The PIP will define the strategies, goals and tactics that the Contractor will use to educate the public on the Project and the NEPA process. The PIP will also describe the roles of the agencies and the public, the proposed process for coordination and communication including the schedule for these activities. As part of plan development, the Contractor Team will identify key stakeholders to engage and will identify tactics to ensure that individuals with limited English proficiency or special needs can participate.
- **Meetings:** The Contractor will host a meeting with GCM and/or GA prior to development of the draft PIP to ensure expectations are aligned. NOTE: Meeting preparation and attendance are included in Task 14.2, Community/Stakeholder Meetings and 14.3, Public Hearings.

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**Responsibility:**
This task will be conducted by CIG, with assistance from the Contractor.

**Deliverables:**
- Draft and Final Public Involvement Plan

**Assumptions:**
- Two rounds of review by the Sponsor/GCM
- Two rounds of review by FAA
- One meeting with GCM/GA with participation from six members of Contractor Team

### 2.7.2 Agency Involvement Plan

This task is for the preparation of the Agency Involvement Plan. A draft Plan will be prepared for the Sponsor and the FAA upon NTP. The Final plan will be developed after agency scoping as the outcome of scoping will guide and help to inform the final Agency Involvement Plan.

- **Plan Development:** The purpose of this task is to develop a framework which will guide the Contractor to assist the Sponsor and the FAA in implementing a thorough agency coordination process beyond scoping, scaled to an appropriate level of agency or stakeholder interest. The first step in this process will be to identify the federal and state jurisdictional agencies. Potential significant issues and concerns will be identified to determine appropriate levels of involvement by relevant stakeholders.
- **Agency Contacts:** The Contractor will prepare a draft list of agencies with the point of contact for each agency and the resource impacts the agency is expected to be concerned with associated with the Project. The lists will identify the decision makers from the federal, state, and local agencies associated with approvals/permitting for those impact categories which may be impacted. The draft list of agencies will be submitted to the Sponsor and the FAA for review and approval. Upon approval from the Sponsor and the FAA, the Contractor will prepare a final Agency Involvement Plan that includes an engagement strategy and schedule that will define points at which meetings or other engagement is expected to occur.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Draft and Final List of Agency Groups
- Draft and Final Agency Involvement Plan

**Assumptions:**
- Two rounds of review by the Sponsor/GCM/GA
- Two rounds of review of Agency Involvement Plan by FAA

## Task 2.8 Administrative Files and Administrative Record

The Contractor will establish and maintain administrative files, and will also establish an Administrative Record (AR) to support the FAA's finding in this process, and will also assist the

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Sponsor and the FAA in Study-related administrative efforts to aid in EPMT and Contractor Team coordination.

### 2.8.1 Administrative Files

The Contractor will establish an administrative filing system to document studies, analyses, communication, and findings conducted throughout the Project to provide documentation that the EA fully complies with the requirements of NEPA. In addition to documenting the decision process, the project file also provides a central location for project information. The administrative files will be structured to support development of the AR. The administrative files will be used to identify documents that will constitute the AR. The Contractor will regularly identify candidate documents for the AR, for FAA approval.

The Contractor will conduct the following activities for the administrative files:

- **File Structure:** The Contractor will work with DEN's PMO to create a file index structure to organize and catalog documents and records generated on this Project within the EA Team Collaboration Site (Task 2.5). The system will be established based on this Project's needs and will enable storage of document information, organize files, and allow retrieval of documents and reporting of administrative file contents.
- **File Maintenance:** Assembly and cataloguing of administrative files will begin immediately, with the storage of planning documents already created by the Sponsor for this Project, and provided to the Contractor electronically. Any hardcopy documents needed as part of the administrative files will be scanned into PDF format for electronic storage. Significant emails (including agency approvals, public comments, and decisions or direction from the Sponsor or the FAA) will be filed as PDFs. Electronic files and documents will be accessible to members of the Contractor Team at the discretion of the Sponsor and the FAA through the EA Team Collaboration Site (Task 2.5). In accordance with Office of Management and Budget's (OMB) Memorandum M-19-21 and subsequent guidance, project files will not be printed and stored in hardcopy format unless the Sponsor or the FAA direct the Contractor to do so. All files will be maintained electronically, will be secure, and will be backed up regularly.
- **Index:** The Contractor will create an index as part of the Administrative File to provide a way to search for page numbers associated with key topics in alphabetical order.

### 2.8.2 Administrative Record

The Contractor will be responsible to maintain a draft AR for the Project. It is anticipated that all official published documents will become part of the AR, as well as unpublished or key resource and reference documents upon which analyses and decisions rely. All documents will be stored in electronic format. AR documents will be retained separate from the administrative files, as appropriate and viable, to ensure that the complete AR is maintained for the duration of the Project. This task includes the creation of the AR database and document archiving throughout the Project, including maintenance and addition of documents to the database during the execution of those phases of work.

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The AR will include a digital catalog and electronic copy of all information used in developing methodologies, analyses, and decision-making process if the Project is elevated to an EIS. The Contractor will verify, image, and index documents to become a part of the Administrative File in a Microsoft Excel spreadsheet. Upon completion of the EA document, the Contractor will submit a draft AR for the Project to the FAA, in accordance with FAA policy and guidance. The draft AR will be reviewed by the FAA and updates will be made by the Contractor as needed in response to the FAA's review. The database fields should include, but are not limited to: Document Number, Document Title, Publication Date, Document Description, Recipient, Number of Pages, Document Category, Document Sub-category, Revisions (by author and date).

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final AR

**Assumptions:**
- One round of review by the FAA

## Task 2.9 Project Reporting and Invoicing

As part of the monthly invoice, the Contractor will provide the FAA and the Sponsor a bullet point summary on the progress of EA work. The progress reports should include the status of each major aspect of the work (purpose and need, alternatives, affected environment, environmental consequences, etc.), any problems encountered, the amount of work accomplished, status of project schedule, and a brief comparison of actual accomplishments to the goals established for the month.

- **Progress:** The Contractor will prepare and submit monthly progress reports to the Sponsor throughout the duration of the Project. The format for progress reporting will be agreed to by the Sponsor and Contractor as part of this task. As part of the monthly invoice, the Contractor will provide the FAA and the Sponsor a bullet point summary on the progress of EA work. The progress reports should include the status of each major aspect of the work (purpose and need, alternatives, affected environment, environmental consequences, etc.), any problems encountered, the amount of work accomplished, status of project schedule, and a brief comparison of actual accomplishments to the goals established for the month.
- **Invoice:** As a part of the monthly progress report described above, the Contractor will prepare and deliver an invoice for work completed during the previous reporting period. The format for invoices will be agreed to by the Sponsor and Contractor as part of this task. Invoices will include the percentage of budget spent and remaining at the major task level.
- **Cost and Schedule Control:** A detailed project schedule and budget will be maintained for this project. The schedule will be developed using MS Project and will include expected start and completion dates for each subtask, public and agency meeting dates,

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anticipated review periods by agency, and other key milestones. The schedule will be updated monthly if needed. Also, the Contractor will work with the Sponsor's PMT project controls to monitor schedule for the project duration.

- **DBE Participation:** DBE participation documentation will be maintained by the Contractor to tabulate the ongoing level of participation of the DBE subcontractor, based on invoicing to the Contractor. A summary of this tracking information will be provided monthly to the Sponsor as part of the progress report described previously.

**Responsibility:**
This task will be conducted by the Contractor

**Deliverables:**
- Monthly progress reports including invoices, DBE reports, and schedule updates when needed

**Assumptions:**
- None

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## Task 3 GOVERNMENT-TO-GOVERNMENT CONSULTATION

The FAA will be responsible for initiating government-to-government consultation with potentially affected tribes. The Contractor will assist the FAA by preparing documentation to be included with the consultation letters, such as a project description and figures.

At the request of FAA, the Contractor Team will provide meeting materials, meeting notes, and attendance at up to four meetings with tribes if consultation is requested. It is assumed that two members of the Cultural Resources Sub-Contractor, Pinyon, would attend, as well as the PM and DPM for the Project.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Project description and figures, as needed
- Meeting materials for meetings with federally recognized Tribes

**Assumptions:**

- FAA will initiate and complete consultation with federally recognized Tribes and provide guidance for documentation of such within the EA
- Attendance by four members of the Contractor Team at up to four meetings if requested by FAA

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## Task 4 REVIEW OF PREVIOUS STUDIES AND AIRFIELD SIMULATION VERIFICATION

The Contractor will review and validate forecast and simulation models utilized during the planning process. The Contractor will review and collect data from previous planning and environmental studies. To review the simulation models, the Contractor expects to receive the AirTOp model input and output for those alternatives modeled in detail. In reviewing and validating the AirTOp model, the Contractor will prepare and format specific output metric summaries that will benefit the analyses completed as part of other tasks in this Scope of Work. No new or adjusted simulations will be performed by the Contractor as part of this task, rather it will only involve querying the provided data. The Contractor will participate in all meetings related to determining runway location (and connected actions, including NAVAIDs).

It is understood that the Sponsor will be initiating development of the proposed aviation activity forecast in spring of 2022 with an anticipated approval by FAA in November of 2022. It is also understood that approval of the forecast for use in the development of the EA will influence the project schedule if approval of the forecast is delayed or if simulation of runway alternatives must be updated to reflect the approved forecast. The Sponsor will complete all planning work prior to the official start of the EA document.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**

- Technical Memorandum detailing review of simulation for the detailed alternatives

**Assumptions:**

- Sponsor will complete all planning work prior to the official start of the EA document
- Applicable data to be provided by the Sponsor and its consultants

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# Task 5 PROPOSED ACTION, PURPOSE AND NEED AND ALTERNATIVES

## Task 5.1 Proposed Action

The purpose of this subtask is to define the Sponsor's Project, including all connected/enabling actions, to be approved in the EA that are required to accomplish the purpose and need for the proposed action. The Contractor will work closely with the Sponsor and the Sponsor's planning contractor to craft the description of the Proposed Action.

The Contractor will develop the first chapter of the EA which will include the background for the Proposed Action, the Proposed Action, and the Requested Federal Action.

**Responsibility:**
This task will be conducted by the Contractor with support by the Contractor Team.

**Deliverables:**
- Written description and illustration of the Proposed Action
- Annotated chapter outline
- Draft and Final Background and Proposed Action Chapter

**Assumptions:**
- Two rounds of review by the Sponsor and FAA
- FAA will provide the Proposed Action after reviewing the Sponsor's Proposed Project and completing a Section 163 (of the FAA Reauthorization Act of 2018) determination

## Task 5.2 Purpose and Need

The purpose of this task is to define the purpose and need for the proposed improvements to be evaluated through this EA and establish the range of potentially reasonable alternatives.

### 5.2.1 Develop Purpose and Need Statement

The purpose of this subtask is to define the key elements of the purpose and need for improvements at DEN. The preliminary purpose and need will form the basis for developing and screening alternatives and for developing the Purpose and Need chapter of the EA. The preliminary purpose and need will also support the Scoping phase of the Project. The Contractor will conduct the following activities:

- **Review Existing Documentation:** The Contractor will review existing documentation, including prior studies and communication, to identify factors that may contribute to the Purpose and Need for improvements at the Airport.
- **Develop Preliminary Purpose and Need:** The Contractor will develop a preliminary purpose and need for the EA consisting of concise statements that explain each element of the purpose and need for improvements at the Airport. An initial draft will be provided to the Sponsor and FAA for review. The Contractor will revise the draft to reflect the Sponsor and FAA comments so that the preliminary purpose and need can be used in communication during the scoping and initial public involvement process, as well as in development of the Project alternatives.

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- **Review Meeting:** As requested, the Contractor will participate in a teleconference meeting with the Sponsor and the FAA to review the initial draft and discuss revisions to be reflected in the preliminary purpose and need.

### 5.2.2 Develop Purpose and Need Chapter

The purpose of this subtask is to develop the Draft Purpose and Need Chapter for the EA. This chapter will include the following information:

- Introduction;
- Statement of Purpose and Need and Supporting Information; and
- Proposed Timeframe for Implementation.

A preliminary draft Purpose and Need Chapter will be provided to the Sponsor for review. The Contractor will revise the preliminary draft to reflect Sponsor comments. The revised Preliminary Draft will be provided to the Sponsor and the FAA for review, comments and approval.

**Responsibility:**
This task will be conducted by the Contractor with support for QC by the Contractor Team.

**Deliverables:**
- Draft and Final Purpose and Need Statement
- Annotated chapter outline
- Draft and Final Purpose and Need Chapter

**Assumptions:**
- Sponsor Planning documents will be provided
- Two rounds of review by the Sponsor and FAA

## Task 5.3 Alternatives

The purpose of this task is to identify, define and illustrate the Alternatives to the Proposed Action and prepare the Draft Alternatives Chapter of the EA.

Airport alternatives will be identified based on planning documentation and simulation results to be developed by the Sponsor's planning contractor. Potential alternatives will be developed and analyzed according to multiple criteria including the purpose and need, FAA design standards environmental concerns, and construction requirements as developed during agency coordination and engineering evaluation activities.

### 5.3.1 Development and Screening of Alternatives

The purpose of this subtask is to initiate the study of potential alternatives to meet the purpose and need for the Proposed Action with development of conceptual alternatives which will be screened to determine the appropriate alternatives to review in detail.

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#### *5.3.1.1 Development of Conceptual Alternatives*

The purpose of this subtask is to develop a range of conceptual alternatives that will be considered in the EA. The Contractor will work with the Sponsor, FAA, and the Sponsor's planning contractor to develop conceptual alternatives that will be considered as part of the planning process, which will be incorporated into the EA. Based on the information provided, the Contractor will develop summary narrative and associated graphics that clearly depict and identify the potential runway alternatives along with all connected and enabling projects, describe the attributes of the alternatives, and detail the analytical metrics associated with each runway alternative. This will also include a discussion of why a specific alternative may not be applicable to be selected as the carried-forward alternative. The Contractor will review and verify that findings for capacity enhancement and delay reduction associated with the alternatives modeled in detail are valid for use in the meeting the purpose and need for the Proposed Action.

#### *5.3.1.2 Screening of Alternatives*

The purpose of this subtask is to screen the conceptual alternatives developed during planning to determine which alternatives will be carried forward in the EA. The Contractor will work with the Sponsor, FAA, and the Sponsor's planning contractor to develop a screening process. Once the planning process is completed, the Contractor will develop a summary narrative and associated graphics that clearly depict and identify the potential runway alternatives along with all connected and enabling projects, describe the attributes of the alternatives, and detail the analytical metrics associated with each runway alternative for use in scoping with regulatory agencies and the public. It is expected that the process will produce two conceptual alternatives that satisfy the purpose and need to the extent practicable, however analysis of a third action alternative is included as an optional task in this Scope of Work (Optional Task 1). While it appears reasonable to plan on the evaluation of up to three action alternatives, if the data/planning demonstrate additional viable alternatives, the additional alternatives will be added to the EA. See Optional Task 2 Analysis of Additional Alternatives. The Contractor will conduct the following activities:

- **Physical Layout:** The Contractor will develop up to two concept-level alternatives that incorporate elements of runway, airfield, building, and landside improvements (i.e., including connected and enabling projects) to satisfy the purpose and need to the extent practicable. The alternatives will be detailed only to the level required to illustrate estimated overall footprints of key elements and construction areas for graphic presentation. The design team will provide the CAD drawings that will be used to develop these figures.
- **Operational Characteristics:** The Contractor will prepare brief qualitative assessments of the operational characteristics of up to two action alternatives and the alternative of no action with respect to their ability to meet the purpose and need for the proposed action.
- **Technical Memorandum:** The contractor will prepare a Technical Memorandum describing the process used to develop and screen alternatives.

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### 5.3.2 Develop Alternatives Chapter

The analysis of alternatives will be documented in the Alternatives Chapter. The alternatives development process will be described and a comparative analysis of the alternatives to be carried forward will be presented. It is expected that two alternatives will be moved forward for detailed review along with the No Action Alternative, noting that optional tasks are included to review additional alternatives as needed. A preliminary draft Alternatives Chapter will be provided to the Sponsor for review. The Contractor will revise the preliminary draft to reflect Sponsor comments. The revised preliminary draft will be provided to the Sponsor and the FAA for review, comments and approval. The Alternatives Chapter will specifically include:

- A brief discussion of alternatives that were eliminated from detailed study and the reasons for not analyzing them in further detail;
- A summary table identifying the potential nature and extent of impacts in each environmental issue area, along with a list of permits and licenses required to proceed with each of the alternatives carried forward for detailed analysis; and
- Definitions of the alternatives that will be evaluated in detail in the EA. For the purposes of developing a scope and cost, it is assumed that the No Action, Proposed Action Alternative and one other Action Alternative will be carried forward for detailed analysis in the EA.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Narrative and graphics that identify, depict, and discuss the evaluated runway alternatives
- Draft and Final Technical Memorandum identifying alternatives to be reviewed in detail for the seventh runway location
- Annotated chapter outline
- Draft and Final Alternatives Chapter

**Assumptions:**

- Applicable data to be provided by the Sponsor
- Two rounds of review by the Sponsor and FAA

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# Task 6 DETAILED FLEET MIX FORECAST

Detailed fleet mix forecasts for DEN are needed for analysis of potential noise and other environmental impacts. Fleet mix forecasts for each year of analysis will be developed using the most current approved aviation activity forecast for DEN as provided by the Sponsor.

## Task 6.1 Prepare Fleet Mix Forecasts

The base year fleet mix will be developed for the year 2022. The existing aircraft operations mix will be validated through interviews with Airport management and readily available data sources from the DEN Noise Office, FAA, USDOT, and the Official Airline Guide (OAG). Future No Action and Proposed Action fleet mix forecasts will be prepared for 2030 and 2035. The forecast will use the most recent DEN FAA approved forecast to estimate total future operations, it is expected that the forecast will be approved in November 2022. Recent airline fleet decisions and other recent industry changes will be incorporated as appropriate to modify the fleet mix forecasts that are provided. Fleet mixes will be prepared by individual aircraft type and will be grouped by scheduled airline, all-cargo carriers, air taxi, General Aviation, and military. The fleet mix forecasts will include day/night split and stage length for aircraft departures. Day/night distributions for each activity category will be assumed to be the same as in 2022 unless simulation results determine that these distributions will change due to the addition of a seventh runway. Stage length distributions for each category will be based on existing distributions but may be adjusted to reflect anticipated new long-haul international service. It is assumed that the fleet mixes for the No Action Alternative and Proposed Action Alternatives will be identical.

## Task 6.2 Fleet Mix Forecast Documentation and FAA Approval

The purpose of this task is to document the assumptions, methodologies and results of the fleet mix forecast in a technical memorandum. The fleet mix forecast information will be presented in narrative and tabular format. The technical memorandum will document data, assumptions and methodologies used in preparing the fleet mix forecasts. A draft Technical Memorandum will be provided to the Sponsor for review. The Contractor will revise the draft to reflect Sponsor comments. The revised draft Technical Memorandum will be provided to the Sponsor and the FAA for review, comments and approval. The draft fleet mix forecast report will be prepared after the completion of Task 6.1.

**Responsibility:**
This task will be conducted by the Contractor

**Deliverables:**
- Draft and Final Forecast Fleet Mix Technical Memorandum

**Assumptions:**
- Approved Forecast complies with FAA comparison requirements for review of the most recent Terminal Area Forecast prior to EA scoping
- Two rounds of review by the Sponsor and FAA

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# Task 7 PRE-SCOPING

The purpose of this task to gather initial input from agencies and the general public regarding the potential Project. The Contractor Team will conduct pre-scoping activities with agencies, the public and other stakeholders as identified in coordination with the Sponsor and the FAA. Pre-scoping tasks would include an initial meeting with relevant agencies to seek input on potential impacts to regulated resources and to understand whether the agency would expect to have any actions necessary to implement the potential Project. Pre-scoping is expected to provide an opportunity to solicit initial input on the potential Project. Official scoping comments would not be collected.

This following Pre-Scoping tasks are included:

## Task 7.1 Prepare for Meetings

The Contractor will work with the Sponsor, the Sponsor's planning consultant, and the FAA to develop materials for use in both public/stakeholder and agency pre-scoping meetings. These materials will be based on planning studies completed by the Sponsor.

The Contractor Team will work with the Sponsor and FAA to determine the appropriate agencies and stakeholders to invite to the pre-scoping meetings and viable locations for the meetings. It is expected that the agency meeting will be held in DEN meeting facilities but that the public and stakeholder meeting will be held off- airport property in separate locations.

## Task 7.2 Public and Stakeholder Pre-Scoping Meetings

The purpose of this task to gain initial understanding of public and stakeholder interest in the potential Project and to inform potential scoping strategies presuming the Project moves forward for NEPA review. It is expected that three in-person meetings (with a virtual option) will be conducted. The meetings are expected to be in a workshop format and provide a brief statement of purpose and need and conceptual level diagrams of runway locations that will be considered by the Sponsor and FAA to meet future airfield capacity and reduce delay needs. It is understood that the purpose and need for the Project, as well as the need for initiating NEPA review, will not be adequately defined at the time of these meetings. The intent of these meetings will be to gauge public and stakeholder interest in the potential Project.

## Task 7.3 Agency Pre-Scoping Meetings

It is expected that one in-person agency meeting (with a virtual option) will be conducted. The meeting is expected to include a presentation providing a brief statement of purpose and need and conceptual level diagrams of runway locations that will be considered by the Sponsor and FAA to meet future airfield capacity and reduce delay needs. This meeting is expected to be a forum for agencies to identify initial thoughts on the resources that could be impacted by the conceptual level runway layouts. This meeting is expected to occur while the Sponsor's planning consultant and the Contractor hone the purpose and need for the potential Project. It is assumed that the purpose and need will not be adequately defined until further planning has been completed and thus initiation of the NEPA process would be premature. The intent of these meetings will be to gauge agency interest and potential concerns with the potential Project.

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**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Pre-Scoping agency and stakeholder invitee list
- Meeting Agenda and Materials for Public/Stakeholder Meetings
- 10 color presentation boards (anticipated to be 30 X 40 inch format)
- Meeting Agenda and Materials for Agency Meeting
- Meeting Minutes

**Assumptions:**

- One round of review of the agency and stakeholder invitee list
- Two rounds of review of the meeting agendas and materials by FAA
- One round of review of meeting minutes
- Eight members of the Contractor Team to attend three public/stakeholder pre-scoping meetings
- Eight members of the Contractor Team to attend one agency pre-scoping meeting
- CIG to coordinate public meeting logistics (location, A/V equipment if needed)
- Agency meeting to be held at DEN facilities
- Flights and five-night hotel stay by four members of the Contractor Team

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# Task 8 SCOPING

The purpose of this task is to ensure concerns identified in pre-scoping and as well as any additional problems are identified early; identify any public and agency concerns up front; clearly define the environmental issues and alternatives; identify the public involvement/public hearing procedures of all appropriate state and federal agencies that may ultimately act upon the proposed action; and help reduce unnecessary paperwork and time delays in preparing and processing the document. Scoping related tasks will include the following:

## Task 8.1 Scoping Plan

The Scoping Plan is to act as a guide in the planning and implementation of the public and agency scoping process. The Contractor will host a meeting with GCM and GA prior to development of the Draft Scoping Plan to ensure expectations are aligned. The Contractor will develop and submit the Scoping Plan to the Sponsor and FAA for approval. The Contractor will incorporate the Sponsor's and FAA's comments and prepare and distribute the Final Scoping Plan. The Scoping Plan will include the following materials:

- **Recommended Scoping Meeting Locations:** It is anticipated that four public and one agency scoping meetings will be conducted during scoping. It is assumed that each meeting will be set up to combine in-person and virtual meeting components to enhance participation. Each meeting will be recorded and posted online so that additional comments and questions can be received after each meeting. The physical meeting facility will meet the Americans with Disabilities Act (ADA) requirements and will be easily accessible by the public. It is expected that the locations will be in appropriate geographical locations to reach the widest audience.
- **Meeting Layouts:** It is anticipated that the public meetings will consist of an open house with stations for specific issues and opportunities for members of the public to discuss concerns and issues with FAA, the Sponsor, and Contractor technical staff members. The public meetings will also include a formal presentation that will provide background about the Project, the NEPA process and an overview of the feedback that the Sponsor and the FAA is seeking from the public. The public meetings will also have a virtual component so that individuals can connect online, watch the formal presentation and ask questions or provide feedback.
- **List of Presentation Materials:** The Contractor will develop list of materials (i.e., presentation boards, handouts, signage, etc.) to be used during the scoping meetings. These materials must be reviewed and approved by the FAA.
- **Mailing List:** The Contractor will develop a list of interested federal, state and local agencies as well as community and local government entities. Lists of who should receive Scoping Notification Letters and Scoping Information Packages will be developed. This contact information will be stored in the Public Involvement Management Application (PIMA) system and will be used to track feedback.
- **Staffing Plan:** The Contractor will develop a list of Contractor staff and their areas of responsibility for the scoping meetings.

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- **Draft Notices:** The Contractor will identify the locations where the notices will be placed (e.g., newspaper advertisements, media releases, yard signs, meeting notices out to the Registered Neighborhood Associations (RNOs) surrounding DEN and social media updates) in coordination with GCM and/or GA to be used to notify the general public about the upcoming scoping meetings. These notices must be reviewed and approved by the FAA.
- **Comment Protocol:** The Contractor will develop procedures and schedules for soliciting public and regulatory agency comments concerning issues to be addressed in the EA.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Meeting Agenda and Summary for meeting with GCM and GA
- Draft and Final Scoping Plan

**Assumptions:**
- One round of review of the Draft Scoping Plan by DEN and GCM/GA
- One round of review of the Draft Scoping Plan by FAA
- Meeting with GCM/GA prior to developing Scoping Plan will be virtual by four members of Contractor Team

## Task 8.2 Preparation of Scoping Information and Project Mailing Lists

The Contractor will prepare and distribute the Scoping notification materials. All materials will be accepted by the Sponsor and FAA prior to distribution. These materials will include a newspaper advertisement as well as notification mailings to agencies and local governments.

- **Public Notice:** The Contractor will prepare a public notice of the scoping meetings. The notice will be published in the "legal notice" section of *The Denver Post*, *Denver Gazette* and *Denver Business Journal* one (1) time each week for two (2) consecutive weeks prior to the date of the formal Public Scoping Meetings. The notice will also be posted on the Project website and the DEN website.
- **Notification Letters:** The Contractor will prepare draft letters to notify federal, state, and local agencies as well as local governments and political representatives about the upcoming scoping meetings. Notification letters will be initially reviewed and approved by GCM and/or GA, FAA will review for final approval prior to issuance.
- **Scoping Meeting Package:** The Scoping Meeting Package will provide background information on the proposed project, outline the EA process, describe the Proposed Action, identify the preliminary purpose and need, identify preliminary alternatives, and list the objectives of the scoping meeting. The Contractor will provide a draft Scoping Meeting Package for the Sponsor and FAA to review. The Contractor will incorporate the Sponsor and FAA comments and send the Scoping Meeting Package to interested federal, state and local agencies as well as community and local government entities approximately 15 days before the scoping meetings. For the purposes of this Scope of Work, it is anticipated that the Contractor will prepare and distribute 200 copies of the

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Scoping Meeting Package via U.S. mail. This scope does not include sending copies of this material to the general public in advance of the Public Scoping Meeting. The Scoping Meeting Package will be approximately 15 pages, prepared on 8.5- x 11-inch paper, in color format, and distributed using first class U.S. Mail.

- **Additional Notification Efforts:** In addition to the methodologies identified above, the Contractor will develop a Social Media Plan to promote the upcoming scoping meetings, will develop, print and place not more than 30 yard signs throughout the surrounding neighborhoods and will send meeting notices out to the RNOs surrounding DEN. All meeting attendees will be asked to sign up using the PIMA system. Two weeks prior to the meeting, the Contractor will review the attendee list and identify areas where we have not had individuals sign up to attend the scoping meetings. The Contractor will then identify specific locations for sending out postcard mailers to specifically promote the upcoming scoping meetings in those areas.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Draft and Final Newspaper Advertisements
- Draft and Final Notification Letters and Scoping Meeting Packages
- Draft and Final Social Media Plan (coordinate with GCM and/or GA)
- Draft and Final yard signs
- Draft and Final communications to RNOs surrounding DEN
- Draft and Final postcard mailers

**Assumptions:**
- Two rounds of review of the social media plan and notification materials by DEN and GCM and/or GA
- Two rounds of review of the social media plan and notification materials by FAA

## Task 8.3 Scoping Meetings

The scoping meetings will focus on presenting the Proposed Action and soliciting input regarding issues concerning the EA process, project need, range of study alternatives, and environmental impact category studies. As directed by the Sponsor and the FAA, the Contractor will schedule, prepare for, and participate in one agency and four public scoping meetings for the EA. The meetings will be conducted within a one-week period.

### 8.3.1 Public Scoping Meetings (In-Person/Virtual Hybrid)

Four public scoping meetings are planned to be held in a public workshop style format. A presentation will be prepared and made by the Contractor (if preferred by the Sponsor and FAA), followed by an Open House format meeting with boards and "stations" to discuss the Project with the Sponsor, FAA and the Contractor Team. The meetings will also be accessible virtually through the PIMA platform. Virtual participants will be able to view the presentation,

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ask questions via the Chat function, and access meeting materials, such as boards online. Refer to Task 15.1, PIMA Base Deployment and Configuration. Translation services will be provided at the meetings as well as for the meeting materials upon request.

Verbal comments and chat comments provided during the meetings will be documented by the Contractor for inventory, processing, and inclusion in the Administrative File/Record. The meeting presentation and information will remain available online after the public meetings. An overview of the scoping meeting process anticipated in this Scope of Work follows:

- **Coordination Meetings (Two):** The Contractor team will participate in two coordination meetings with the Sponsor (including GCM and/or GA) and FAA to discuss preliminary scoping materials, and to prepare for scoping meetings. It is anticipated that that these meetings will be held via video conference.
- **Media Walk Through (One):** To keep the local media informed, a Media walk-through will be conducted before the first Public Scoping Meeting. The Contractor, if directed by the Sponsor and the FAA, will assist GCM to notify local television, radio, and newspaper representatives of the scoping meetings and the availability of the special Media preview. The Contractor will work closely with GCM and will involve the Sponsor and FAA in any media briefing. Any additional materials for the press beyond those set forth in this scope will be the responsibility of the Sponsor.
- **Hybrid Meetings (Four) Attendance:** The scoping meetings will focus on presenting the Project and soliciting input regarding issues concerning the EA process, project need, range of study alternatives, and environmental impact category studies. The public scoping meetings will each be held for two hours at varying times of day to accommodate the most participants. The Contractor will provide up to 12 team members to participate in the scoping meetings. A court reporter will be provided to take official verbal scoping comments.
- **Materials Preparation:** The Contractor will prepare and present a PowerPoint presentation describing the proposed project, the EA process, and the purpose of the scoping meetings. A handout consisting of the Scoping Notification Package, as well as project figures, along with instructions on how to submit comments will be available in person and from the virtual meeting platform. Up to 20 meeting boards will be prepared with project information. The FAA must review and approve all materials before use.

### 8.3.2 Agency Scoping Meeting

A presentation (if preferred by the Sponsor and FAA) will be prepared and made by the Contractor, followed by open discussion with the agencies. This meeting will be held during the week of the public scoping meetings.

- **Meeting (One) Attendance:** It is assumed that the Agency Scoping Meeting will be held in one of the DEN meeting rooms. The scoping meeting will focus on presenting the Project and soliciting input regarding issues concerning the EA process, project need, range of study alternatives, and environmental impact category studies. The agency scoping meeting will be held for two hours with an option to attend via video conference.

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The Contractor will provide up to nine members of the Contractor Team to participate in the meeting.

- **Materials Preparation:** The Contractor will prepare and present a PowerPoint presentation geared toward agency resource categories and potential impacts. Meeting agendas and meeting notes will be provided following the meeting. FAA must review and approve all presentation materials prior to use.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Meeting materials including presentation, handout, and boards
- 20 color presentation boards (anticipated to be 30 X 40 inch format)
- Contractor will provide name tags and sign-in sheets
- PIMA integration with website to provide access to meetings and to accept comments

**Assumptions:**
- Two rounds of review of the PowerPoint Presentation by DEN and GCM
- Two rounds of review of the PowerPoint Presentation by FAA
- CIG will coordinate meeting logistics (locations, court reporter, a/v equipment)
- 12 members of Contractor Team to attend four Public Scoping Meetings
- Nine members of Contractor Team to attend one Agency Scoping Meetings
- Flights and five-night hotel stay by four members of the Contractor Team

## Task 8.4 Scoping Comments

The Contractor will inventory and review all scoping comments submitted by the end of the scoping period. The Contractor will examine the comments and discuss the results of the scoping process with the Sponsor and the FAA. The costs projected for this task assume that a maximum of 100 substantive comments will be received. Should more than 100 substantive comments be received, the effort to consider and respond to additional comments will be considered beyond this Scope of Work. It is assumed that neither the Sponsor nor the FAA will issue responses to comments received in scoping, but that comments will be considered in the development of the EA. The Contractor will be responsible for the following:

- **Scoping Comments Database**: The Contractor will categorize scoping comments in a comment database to be maintained throughout the course of the EA. The comment database will be structured along the following lines:
  - Document identification number;
  - Name and address of the originator; and
  - Based on an encoding system accepted by the Sponsor and the FAA, potential impacts or other issues raised in the comment document.
- **Mailing List:** The Contractor will update the mailing list to include scoping meeting attendees and comment originators.

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- **Scoping Issue Summary:** The Contractor will review the comments and prepare a scoping issues summary in a tabular format. The table will include potential methods to address each of the identified issues. The information summarized in this table will be used in the development of the EA.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Comment database including copies of comments
- Scoping issues summary

**Assumptions:**
- Maximum of 100 substantive comments will be received

## Task 8.5 Scoping Report

The Contractor will prepare a scoping report, which will include all information pertinent to the scoping meetings including copies of the newspaper advertisements, social media outreach, the mailing list, the scoping notification package, presentation materials, sign-in forms, written comments, verbatim transcripts and the initial comment database. The Contractor will prepare and distribute electronic copies of the Draft Scoping Report to the Sponsor and the FAA for review. The Sponsor and FAA comments will be incorporated into the document. Electronic copies of the Final Scoping Report will be provided to the Sponsor and the FAA, will be included as an appendix to the EA, and will also be made available electronically to post on the Project website.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Draft and Final Scoping Report

**Assumptions:**
- Two rounds of review by the Sponsor and FAA

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## Task 9 PRELIMINARY ENGINEERING

The Contractor will review preliminary engineering deliverables for environmental documentation needs and provide feedback to the Design Consultant if deliverables do not meet EA documentation needs.

Preliminary engineering of the alternatives, including connected/enabling projects, to be reviewed in detail within the EA ("Action Alternatives") will be conducted by the Design Consultant under a separate contract. The Sponsor's planning contractor for runway planning studies will provide planning information for each of the alternatives to be carried forward for detailed analysis. The Contractor will coordinate with the Design Consultant as needed. Most of the coordination will be conducted via telephone or e-mail. The Contractor PM, DPM and Design Liaison will participate in virtual meetings with the Design Consultant: to discuss deliverables, to address any interim issues, and to discuss results of the preliminary engineering effort. The Contractor will also review preliminary engineering documents to determine whether information provided is consistent with the proposed alternatives and sufficient for the purposes of the EA analysis.

It is expected that the Design Consultant will provide the following:

- Conceptual Grading and Drainage Plans, including the limit of construction and limit of disturbance inclusive of erosion and sediment control and stormwater management requirements;
- The change in the amount of impervious surface for each alternative.
- Concepts for stormwater quantity management including estimates of runoff volumes. This includes any conceptual/preliminary design reports completed to identify sizing of detention and water quality control for stormwater management;
- Utility corridors to support proposed improvements;
- Locations of NAVAIDs to determine the extent of the limits of disturbance;
- Requirements for site access, temporary construction, and staging areas;
- Order of magnitude costs; and
- Construction schedules for use in developing air pollutant emissions including: haul routes; staging areas; construction staff levels; construction equipment details – type and number of equipment, annual hours of operation for each piece of non-road equipment, annual mileage for each piece of on-road equipment including delivery trucks and construction workers traveling to and from the worksite.

**Responsibility:**
This task will be conducted by the Contractor and Contractor Team as appropriate.

**Deliverables:**
- Documentation of acceptance of preliminary engineering deliverables

**Assumptions:**
- Coordination with the Design Contractor and PMT for additional needs will be undertaken as needed
- Participation in up to 16 meetings by four members of the Contractor Team, four meetings will be attended in-person all others will be attended virtually

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# Task 10 AFFECTED ENVIRONMENT

The purpose of this task is to develop the Affected Environment Chapter of the Draft and Final EA. The affected environment will be defined by considering the potentially affected geographic area or areas associated with the Action Alternatives. This section of the EA will include descriptions and graphics of the General Study Area as approved by the FAA and will identify the years of analysis.

Environmental resources likely to be impacted will be succinctly described. Information will reflect the finalized study areas and the alternatives to be carried forward for detailed analysis. Coordination with appropriate agencies will be conducted to obtain and/or confirm information necessary to describe the resource.

Detailed field surveys will be conducted when necessary. All surveys and associated data collection will be conducted in accordance with FAA Advisory Circular (AC) 150/5300-18B, *General Guidance And Specifications For Submission Of Aeronautical Surveys To NGS: Field Data Collection And Geographic Information System (GIS) Standards, Change 1 (2/24/14)*.

Graphics will be developed to illustrate resource locations within the Study Areas. Graphics will be developed using a web-first approach with ArcGIS Online (AGOL). It is assumed that GIS data obtained from the Sponsor is compliant with FAA AC 150/5300-28B. The Contractor will not review or modify the Sponsor's GIS data for compliance with FAA AC 150/5300-28B. The Contractor Team will be responsible for compliance of new field survey or analysis generated in GIS.

It is noted that coastal resources and wild and scenic rivers will not be described because they do not exist in the identified study areas.

## Task 10.1 Study Areas and Analysis Years

A general study area boundary will be agreed upon by the Contractor, the Sponsor and the FAA. Resource specific study areas will only be defined if potential impacts extend beyond the general study area for that resource. If a study area needs to be modified or supplemented after boundaries are agreed upon, FAA approval will be required. The FAA will be responsible for determining the Area of Potential Effect (APE) in accordance with the National Historic Preservation Act (NHPA), however the Contractor Team will provide assistance in this effort as included in Task 10.3.7, Historical, Architectural, Archaeological and Cultural Resources.

### 10.1.1 General Study Area

A preliminary General Study Area that will encompass the areas that would directly or indirectly experience effects of the alternatives being reviewed in detail will be developed. This will include physical disturbance as a result of construction of the proposed project or reasonable on-site alternatives. The preliminary General Study Area will be identified by the Contractor after the Sponsor's planning contractor completes identification of potential alternatives (estimated to be complete at the end of 2021) and submitted to the FAA for approval.

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### 10.1.2 Analysis Years

The Contractor will coordinate with the Sponsor and the FAA to determine the years to be used as the baseline for existing conditions (2022) and the forecast years to be used for environmental analysis. It is anticipated that the forecast years will be the year after implementation (2030) of the Proposed Action and the year five years later (2035).

### 10.1.3 Technical Memorandum

The Contractor will prepare a technical memorandum and provide it to the Sponsor and the FAA for review to confirm agreement with the study areas developed and the analysis year assumptions.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Draft and Final Technical Memorandum describing study areas and years of analysis

**Assumptions:**

- Two rounds of review by the Sponsor and FAA

## Task 10.2 Data Collection, Base Mapping and GIS Administration

The Contractor will coordinate with the Sponsor and local planning agencies to obtain existing land use data for the preliminary General Study Area and an estimated area for future noise exposure contours (to be determined in coordination with the FAA), additional data will be collected as needed if the General Study Area is updated through the review process. Land use and base maps will show existing political jurisdictions, noise-sensitive land uses, major and minor streets and roadways, and major physical constraints, along with selected place names, road names, and names of geographical features. It is expected that in addition to City and County of Denver data, the Contractor will work with GIS divisions from Adams County Colorado Government/Adams County GIS, Weld County, and Arapahoe County.

A web-first approach with AGOL will be used to enhance efficiency, organization, and processes. This will also enable a direct tie into any interactive mapping on the Project website or within PIMA. The geospatial data will be stored securely in AGOL as a single source of truth and can be made shareable amongst the Contractor Team, and made accessible to the Sponsor, FAA and others for interactive use, including to non-GIS users. Only the GIS Administrator and delegated expert users will be permitted to make changes to the data.

A GIS Administrator will be responsible for developing and maintaining the AGOL for this project and will provide the appropriate level of access to users as needed and approved by the Sponsor and the FAA. Templates with branding approved by the Sponsor and the FAA will be prepared as part of this task to ensure a consistent theme/brand is used on all project materials. This includes figures for the EA, as well as materials found on the Project website.

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**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Base Maps
- Templates

**Assumptions:**
- None

## Task 10.3 Existing Conditions Analysis

The purpose of this task is to develop the Affected Environment Chapter of the Draft EA. The affected environment will be defined by considering the alternatives retained for detailed analysis ("Action Alternatives"). The existing conditions of the environmental resources that may be impacted by the Action Alternatives will be succinctly described.

### 10.3.1 Air Quality

**Task Purpose:** The Contractor will describe the existing conditions as it pertains to air quality as defined in FAA Orders 1050.1F, and 5050.4B (and their respective Desk References).

**Methodology:**

An Air Quality Assessment Protocol will be developed prior to any analysis being conducted. The existing conditions in the study area will be summarized for the Affected Environment chapter of the EA. The following tasks are included:

- **Air Quality Assessment Protocol (the Protocol) Development**: The Contractor will develop the overall strategy and approach to conducting the air quality analyses, and the assessment tools and assumptions. This task will involve the identification, analysis, and summarization of the important and relevant issues pertaining to air quality in general and activity at DEN. The key components, data needs, assumptions, methodology, and goals for the assessment will be formalized in the Protocol. The Protocol will also define the steps that would be taken to demonstrate that the Project conforms with the State Implementation Plan(s) (SIP(s)) that are applicable to the Project for the purpose of complying with the CAA's General Conformity Rule. The Protocol will be reviewed and approved by the Sponsor and the FAA, and then shared with the appropriate agencies for concurrence.
- **Existing Conditions**: When discussing the existing conditions in the study area, the Contractor will include the following:
    - A description of the study area's federal regulatory requirements,
    - State and/or local air quality requirements that are applicable to the Project,
    - The current NAAQS,
    - State ambient air quality standards,
    - The air quality designation status(es),

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- A summary of recent measured air pollutant concentrations from monitoring sites in the region that are representative of conditions in the study area, and
- A brief description of the meteorological and topographical conditions of the study area and an indication of whether these conditions could hinder the dispersal of air pollutant emissions, and
- An operational emissions inventory for the aircraft operational modes for baseline year (e.g., 2022).

**Responsibility:**
This task will be conducted by CMT.

**Deliverables:**
- Air Quality Assessment Protocol
- Draft and Final Air Quality and Climate Technical Memorandum
- EA Chapter/ Affected Environment – Air Quality

**Assumptions:**
- The Contractor assumes that an existing baseline year operational emission inventory for the aircraft operational modes will be prepared for criteria air pollutants/precursor pollutants as well as HAPs
- Inventories of HAPS will be limited to those for which AEDT provides estimates
- It is assumed that the input data to be used in the baseline year operational emission inventory will be developed as part of the noise existing conditions and provided for the air quality analysis
- The aircraft-related emissions will be prepared using the most recent version of FAA's Aviation Environmental Design Tool (AEDT) at the initiation of the EA
- The modeling parameters used to prepare the inventory for the existing condition will be consistent with the data generated for the noise analysis

### 10.3.2 Biological Resources (including fish, wildlife and plants)

**Task Purpose:** This task addresses existing conditions of biological resources in the General Study Area including fish, wildlife, and plants and will identify resources protected under the following federal and state regulations:

- U.S. Endangered Species Act: Protects federally listed plant and animal species with the goal of ensuring their long-term survival. The USFWS administers these requirements.
- Colorado Non-game, Endangered, and Threatened Species Conservation Act: Protects state-listed threatened, state-listed endangered, and special concern species with the goal of ensuring their long-term survival. Colorado Parks and Wildlife administers these requirements.
- Migratory Bird Treaty Act: Protects birds, their active nests, and their eggs (except for pigeons, starlings, and some other non-native birds). The USFWS administers these requirements.
- Colorado Department of Agriculture (CDA) Noxious Weed Act: CRS 35-5-101; CRS 35-5.5-101; Executive Order D-006-99 defines and prioritizes management objectives for state-

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designated noxious weeds. The CDA classifies noxious weed species into three categories; List A, List B, and List C. List A species are designated by the Commissioner of the CDA for eradication. List B species are those species that are managed to stop continued spread. List C species are weed species that are not required to be managed by location jurisdictions but are monitored to provide additional education and research.

**Methodology:** The Contractor Team's biologists will conduct a site visit to assess biological resources within the General Study Area boundaries. Habitat for fish, wildlife, and plants will be assessed, including potential habitat (including critical habitat) for threatened, endangered, special status species, and migratory birds will be noted. Raptor nests observed within a half-mile of the study area will be mapped. Species-specific surveys for the Ute ladies' tresses orchid (*Spiranthes diluvialis*), if necessary, will take place during the plant's blooming period, which is typically late July through early September. Noxious weeds on the CDA List A and B will be mapped during the site visit. If weed populations are widespread throughout the General Study Area, they may not be presented on the map.

Biological resources will be mapped using tablets paired with sub-meter accurate GPS receivers. ArcGIS Collector software will be used to map biological resources while in the field. The data collected in the field will be synchronized with project data housed on AGOL.

The site visit will be performed by a team of two biologists and will take up to 20 days. Wetland delineations (detailed in Task 10.3.13) will take place concurrently with the biological resources site visit, and the time is accounted for under this task.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Draft and Final Biological Resources Technical Memorandum
- EA Chapter/Affected Environment – Biological Resources

**Assumptions:**
- Assumes the Sponsor will provide access to and will provide any escorts needed for portions of the study area within the Airport Operations Area (AOA)
- Assumes no Colorado Senate Bill 40 analysis is required for this project
- All fieldwork will take place in snow-free conditions and during the growing season when vegetation can be identified to the species level

### 10.3.3 Climate

**Task Purpose:** The Contractor will discuss greenhouse gases (GHGs) and climate in the affected environment as noted in FAA Orders 1050.1F, and 5050.4B (and their respective Desk References) regarding the affected environment section for climate.

**Methodology:** A qualitative discussion on the current level of preparedness in the study area with respect to the impacts of climate change will also be prepared including a description of current measures in place within the study area to adapt to the impacts of climate change (e.g., sea level rise, stronger or more frequent storms, etc.). Furthermore, a GHG operational

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emissions inventory for the aircraft operational modes will be prepared for baseline year (e.g., 2022).

**Responsibility:**
This task will be conducted by CMT.

**Deliverables:**
- Draft and Final Air Quality and Climate Technical Memo
- EA Chapter/ Affected Environment – Climate

**Assumptions:**
- The Contractor assumes that an existing baseline year GHG operational emissions inventory for the aircraft operational modes will be prepared
- Similar to the air quality analysis it is assumed that the input data developed for the noise analysis of baseline conditions will be used in the baseline year GHG operational emission inventory
- The aircraft-related GHG emissions will be prepared using the most recent version of FAA's AEDT at the initiation of the EA
- Inventories of GHGs will be limited to those for which AEDT provides estimates

### 10.3.4 Department of Transportation Act: Section 4(f) and Section 6(f)

**Task Purpose:** The purpose of this task is to identify Section 4(f) and Section 6(f) resources in the General Study Area and/or, as appropriate, a 4(f) Study Area to be developed in consultation with the Sponsor and FAA. It is not expected that the General Study Area includes Section 6(f) resources however this will be confirmed.

**Methodology:** The Contractor will review available GIS data, community and state park information, nearby trails and bike paths, National Register of Historic Places (NRHP) data, local historic resource data available to map and describe Section 4(f) resources. Any NRHP eligible sites identified as part of the Historic Resources task will be considered Section 4(f) resources. Coordination with the City and County of Denver, surrounding jurisdictions, and NPS (if applicable) will be conducted to verify the location and character of the identified 4(f) resources and determine if any other 4(f) resources exist within the General Study Area/Section 4(f) Study Area (e.g., Rocky Mountain Arsenal National Wildlife Refuge depending upon the boundaries of the General Study Area). The Contractor will prepare an appendix with additional information if needed (e.g., data tables).

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EA Chapter/ Affected Environment – Section 4(f)
- Appendix (if needed)

**Assumptions:**
- None

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### 10.3.5 Farmlands

**Task Purpose:** The purpose of this task is to identify Prime, Unique and Statewide or Locally Important farmlands within the Physical Development Study Area. Important farmland includes all pasturelands, croplands, and forests considered to be prime, unique, or any statewide or locally important farmland.

**Methodology:** The Contractor will review USDA Natural Resource Conservation Service soil data. The Contractor will prepare a graphic to illustrate the Important Farmland Soils within the Physical Development Study Area using the NRCS Web Soil Survey. Impacts to farmlands are not expected, however this will be confirmed as part of the EA.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EA Chapter/ Affected Environment - Farmlands

**Assumptions:**
- None

### 10.3.6 Hazardous Materials, Solid Waste and Pollution Prevention

**Task Purpose:** This task will assess the presence and extent of hazardous material and solid and hazardous waste within the General Study Area.

**Methodology:** When discussing the existing conditions, the Contractor will conduct the following:

Database Reviews: An area/corridor report will be ordered from Environmental Data Resources Inc (EDR) for airport property, an environmental database search service. This will provide a preliminary review of Federal, state, local, tribal and EDR proprietary database listings for regulated facilities within the American Society for Testing and Materials (ASTM)-specified search area. The EDR report will also include aerial photographs of the study area for select years.

Additional site information will be collected from online GIS maps, the Superfund Site Information website, Environmental Protection Agency (EPA)'s Cleanups in My Community website, EPA's Hazardous Waste Corrective Action website, and the EPA National Response Center online database. Freedom of Information Act (FOIA) requests will be submitted for sites that warrant a file review.

DEN Inventories: Various solid and hazardous wastes generated and managed at DEN, including per- and polyfluoroalkyl substances (PFAS) contaminants, will be inventoried.

Solid Waste Reviews: Potential waste disposal facilities and their capacities for types of wastes expected to be generated from the Action Alternatives will be identified. Information regarding nearby solid waste and hazardous waste disposal facilities will be obtained and reviewed on

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EPA's RCRAInfo database website and other Colorado Department of Public Health and Environment websites.

Pollution Prevention Reviews - Pollution prevention activities, plans, programs, and policies for DEN facilities or their tenants will be reviewed to identify areas of current oil and hazardous material storage and determine currently established measures to address accidental discharges and methods to control spills and other unauthorized releases. Spill, Prevention, Control and Countermeasure (SPCC) plans for onsite facilities designed to minimize spill risk and identify measures to be used to respond to spills. Airport master plans and SPCCs will be reviewed.

A draft and final technical memorandum will be prepared to support the analysis. For hazardous materials, the memo will identify existing conditions, summarize findings from the database review and airport inventories, and provide a historical review. The solid waste portion of the tech memo will describe existing solid waste generation at the airport, including municipal waste, sanitary sewage, and construction or demolition debris and associated materials. The pollution prevention portion of the tech memo will identify emergency response procedures, oil spill clean-up procedures, and reporting procedures. Substances and volumes stored in underground and aboveground storage tanks will also be identified. Figures will be prepared to support the information for the three sections of the memo.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Technical Memorandum
- EA Chapter/ Affected Environment - Hazardous Materials, Solid Waste and Pollution Prevention

**Assumptions:**
- The EDR Area/Corridor Report will be included as an appendix
- CAD and GIS files will be provided by the Sponsor to support the existing condition discussion
- CAD and GIS files will be developed by the designer and will be supplied to the Contractor for impact analysis support

### 10.3.7 Historical, Architectural, Archeological and Cultural Resources

**Task Purpose:** The Project requires compliance with Section 106 (36 CFR Part 800) of the National Historic Preservation Act, Section 4(f) (23 CFR 774), and the Archaeological Resources Protection Act (16 U.S.C. 470aa-470mm); these regulations inform the treatment of historic, architectural, archaeological, and cultural resources on projects with a federal nexus.

**Methodology:** The Contractor Team will develop a draft APE for Sponsor and FAA review. The APE will include the area determined to have potential direct impacts for all alternatives to be reviewed in detail and potentially indirect impacts if deemed appropriate by the FAA. Upon approval of the APE by FAA, a draft study methodology for reviewing potential impacts within the APE will be developed and submitted to the Sponsor and FAA for review. Edits will be made

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to the study methodology in response to Sponsor and FAA comments. Once the APE and study methodology is approved by FAA, the FAA will submit the APE and study methodology to the State Historic Preservation Office (SHPO) for concurrence. The Contractor Team will assist the FAA in responses to the SHPO, as requested, if there are comments on the APE or study methodology.

For purposes of Scope of Work development, it is expected that the Contractor Team will complete a Class I file search and desktop review of previous cultural resource surveys, files contained at the Office of Archeology and Historic Preservation (OAHP) COMPASS database, General Land Office (GLO) maps and records, aerial images, topographic maps, and other resources as applicable. Pinyon will complete a pedestrian survey of the APE, which is assumed to include up to 2,000 acres. Field crew comprised of an archaeology Principal Investigator, architectural historian, and field technicians will complete the pedestrian survey using spacing of 15 – 20 meters. This scope assumes a site density of one resource per 100 acres, for a total of up to 20 sites. Site recording will be completed on appropriate OAHP forms and included with the Class III Cultural Resource Report. The Contractor Team will use sub-meter accurate GPS units to map sites in the field and will create a GIS mapping layer of resource locations for project planning purposes. Archaeological resources and their locations are protected by law; information surrounding the location and content of these sites will not be made available for distribution. This scope assumes fieldwork associated with the pedestrian survey will be completed by a crew of up to five over a period of up to 20 field days. The Class III Cultural Resources Report will include mapping of surveyed area, methodology, pre-historic and historic contexts, survey results, and APE map. The Class III Cultural Resources Report will be provided in support of regulatory compliance with cultural resource legislation.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Draft and Final APE and Study Methodology
- Draft and Final Class III Cultural Resource Report
- EA Chapter/Affected Environment – Cultural Resources

**Assumptions:**
- Two rounds of review of the APE and Study Methodology by the Sponsor and FAA
- Class III pedestrian survey will include up to 2,000 acres, accommodating Action Alternatives
- Archaeological survey will require snow-free conditions
- The Class III Cultural Resource Report will include up to 20 architectural or archaeological sites evaluated on appropriate OAHP forms. This represents a site density of one site per 100 acres
- Section 106 compliance package will be completed by FAA

### 10.3.8 Land Use

**Task Purpose:** The purpose of this task is to identify existing and future land uses in the General Study Area.

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**Methodology:** The Contractor will identify, describe and map existing on and off Airport land use and zoning by reviewing available community data and land use plans and policies. The Contractor will identify land uses within the General Study Area by beginning with available GIS data, as discussed in Task 10.2, Data Collection, Base Mapping, and GIS Administration, and confirming land uses with the jurisdictions within the General Study Area. The Contractor will prepare a land use map with this information. With available GIS information from the jurisdictions, the Contractor will also prepare figures illustrating the existing zoning and future land uses. The Contractor will prepare an appendix with additional information if needed (e.g., data tables).

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EA Chapter/ Affected Environment – Land Use

**Assumptions:**
- None

### 10.3.9 Natural Resources and Energy Supply

**Task Purpose:** This task addresses CEQ Regulations Sections 1502.16(a)(7) and (6) requiring federal agencies to take into consideration depletable natural resource usage, and energy usage requirements within the discussion of environmental consequences. The Regulation requires consideration of the requirements and conservation potential for the alternatives considered and mitigation measures if applicable.

**Methodology:** The Contractor Team will present existing conditions related to natural resource availability including local suppliers. Existing conditions of energy resources including local utilities, existing on-site solar facilities, and potential capacity of these utility resources will be compiled and presented. To identify energy and natural resource needs, this section will compile resources that will be needed by the Project for construction, operation, and maintenance. Locations of utility lines and natural resource suppliers will also be described in this section.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Draft and Final Natural Resources and Energy Use Technical Memorandum
- EA Chapter/Affected Environment – Natural Resources and Energy Use

**Assumptions:**
- No in-person field work will be required for completion of this section. All coordination required with utility companies and resource suppliers will be competed remotely
- Agency coordination is not expected to be required in an official capacity

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### 10.3.10 Noise and Compatible Land Use

**Task Purpose:** The purpose of this subtask is to describe the existing noise environment for the baseline year of 2022 at DEN.

**Methodology:** The Contractor will request the most recent noise model study files from DEN, as well as a database of operations from DEN's Noise and Operations System (NOMS) system. A Noise Assessment Protocol will be developed prior to any analysis being conducted.

- **Noise Assessment Protocol Development:** The Contractor will develop the overall strategy and approach to conducting the noise analyses, and the assessment tools and assumptions. This task will involve the identification, analysis, and summarization of the important and relevant issues pertaining to noise at DEN in consideration of FAA thresholds of significance. The key components, data needs, assumptions, methodology, potential for the use of supplemental metrics and goals for the assessment will be formalized in the Protocol. The Protocol will incorporate environmental review requirements for the FAA's Air Traffic Organization (ATO) associated with new procedures for a new runway. The Protocol will be reviewed and approved by the Sponsor and the FAA. The FAA Denver ADO will coordinate all interaction with FAA Headquarters and FAA ATO.
- **Fleet mix development:** The Contractor will use the fleet mix developed in Task 6 and convert aircraft types in the fleet mix to the corresponding AEDT ANP noise aircraft types, and any non-standard substitutions will be submitted to the FAA's Denver Airports District Office for review and coordination with FAA's Office of Environment and Energy (AEE). The resulting fleet mix will include individual aircraft type and will be grouped by scheduled airline, all-cargo carriers, air taxi, General Aviation, and military.
- **Flight Track Development:** Noise model flight tracks from the most recent Noise Release Study will serve as the starting point for the development of representative flight tracks. A four-month sample of NOMS radar data will be collected to verify and adjust representative flight tracks and calculate track usage. The contractor will consult with DEN and FAA ATO (if necessary) to ensure that the radar data sample used to develop representative flight tracks includes identification of any potential impacts associated with the nationwide downturn from the COVID-19 pandemic. As necessary, representative flight tracks will include backbone and subtracks. The flight track locations and use will be provided to DEN staff for validation prior to noise modeling.
- **Runway Use Development:** NOMS data will be used to develop existing runway use, by category consistent with the most recent Noise Release Study. Runway use will be compared to historic data and will include periods of extended runway closure, if applicable, to normalize runway use.
- **Altitude profiles:** NOMS data will be reviewed to determine the need for adjustment to any standard arrival and departure profiles. It is anticipated that standard flight profiles will be used to the extent practical. Previous noise modeling efforts have included the development of a range of custom profiles have been developed and used in previous Noise Release Studies. The Contractor will, in conjunction with the ADO, coordinate with FAA AEE on any non-standard noise modeling input.

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- **Ground run-up activity:** If available from DEN, ground run-up operations will be collected and incorporated into the model.
- **Terrain and meteorological data**: Data will be collected by the Contractor and incorporated into the model.
- **Noise Contours:** Noise exposure contours for Day-Night Average Noise Levels (DNL) ranging between 60 dB and 85 dB will be developed in five dB increments for the existing condition (2022) using the most recent version of FAA's Aviation Environmental Design Tool (AEDT) at the initiation of the EA. Note display of the DNL 60 dB will be shown at the discretion of the FAA.

The Contractor will quantify noise exposure existing land use, estimated population based on the most recently available Census data, and noise-sensitive land uses such as places of worship, educational facilities, and hospitals consistent with FAA guidance.

Results will be documented in a Draft and Final Technical Memorandum.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Noise Metrics Appendix
- Draft and Final Noise Analysis for Existing Conditions Technical Memorandum
- EA Chapter/ Affected Environment – Noise and Compatible Land Use

**Assumptions:**
- Up to 15 custom user-defined profiles will be modeled, if necessary, to reflect field conditions
- Standard AEDT profiles will be used for all other arrivals and departures
- Default weather conditions as provided by AEDT will be used

### 10.3.11 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

**Task Purpose:** The purpose of this task is to describe the socioeconomic conditions and demographics.

**Methodology:** The affected environment associated with socioeconomics and children's environmental health and safety risk will be reviewed using an appropriate study area, and refined once the DNL 65 dB noise contours have been established. The Contractor will coordinate with the FAA to ensure the most appropriate level of Census Bureau data is used to identify socioeconomic and demographic makeup of the communities within the study area. The Contractor expects to collect and use data from two to three levels of detail (to be determined upon Project start) from the Census Bureau and potentially additional data sources as well. Specifically, employment, income, population, housing, public services, and social demographics, to include minority and low-income populations. Locations of schools, parks, and similar facilities frequented by children within the General Study Area will also be identified. The population, demographic and socioeconomic characteristics will be analyzed in comparison to state, City, and county characteristics.

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Minority and low-income populations of concern will be identified consistent with the Federal Interagency Working Group on Environmental Justice, DOT Order 5610.2(b), E*nvironmental Justice in Minority and Low-Income Populations*, NEPA Committee's *Promising Practices Report* (March 2016), and Federal Highway Administration's *Environmental Justice Reference Guide* (April 2015) . Exhibits will be developed to illustrate the location of minority populations and low-income populations.

**Responsibility:**
This task will be conducted by the Contractor with support from the Contractor Team.

**Deliverables:**
- EA Chapter/Affected Environment – Socioeconomics, environmental justice, children's environmental health and safety risks

**Assumptions:**
- None

### 10.3.12 Visual effects (including light emissions)

**Task Purpose:** The purpose of this task is to identify the visual character of the Airport and General Study Area.

**Methodology:** Visual effects deal broadly with the extent to which airport development contrasts with the existing environment, architecture, historic or cultural setting, or land use planning. The visual character and primary light sources at the Airport will be described qualitatively.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EA Chapter / Affected Environment – Visual Effects

**Assumptions:**
- None

### 10.3.13 Water Resources (including wetlands, floodplains, surface waters, groundwater)

**Task Purpose:** This task addresses existing water resources including wetlands, floodplains, surface waters, and groundwater.

**Methodology:** The Contractor Team will identify potential impacts within the General Study Area as follows.

<u>Wetlands</u>

Within the General Study Area, the Contractor Team's qualified biologists will complete a Waters of the US (WOTUS) delineation in accordance with USACE protocols. Hours for the delineation are included in the biological resources task (Task 10.3.2) and the fieldwork will take place concurrently. Water resources will be mapped using tablets paired with sub-meter accurate GPS receivers. ArcGIS Collector software will be used to map biological resources

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while in the field. The data collected in the field will be synchronized with project data housed on AGOL. Pinyon will document the existing conditions for Water Resources in a Water Resources Technical Memorandum. An Approved Jurisdictional (AJD) Request will be submitted to USACE to determine which Water Resources qualify as WOTUS.

Floodplains

The Contractor's Team will use recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) maps and Flood Insurance Study (FIS) reports to identify the 100-year flood floodplain within the General Study Area. The 100-year floodplain, at a minimum, will be illustrated for the General Study Area.

Stormwater

The Contractor's Team will review appropriate documentation to identify the existing conditions associated with stormwater flows and control.

- Review previous DEN related drainage reports and applicable reports in the General Study Area by Urban Drainage and Flood Control District (now Mile High Flood District).
- Review EPA and/or state list of Clean Water Act Section 303(d) rivers and streams for Total Maximum Daily Loads (TMDL) impaired reaches within the General Study Area.
- Identify other environmentally sensitive water resources and sources of drinking water within the General Study Area.
- Review for compliance with Mile High Flood District and City and County of Denver's guidelines regarding detention and water quality, including adherence to previous DEN Master Plan studies.

A draft and final technical memorandum will be prepared to support the analysis. The memo will identify existing conditions, summarize findings review and airport document reviews, and provide a historical review. Figures will be prepared to support the stormwater information as needed.

Groundwater

Existing groundwater conditions will be assessed as follows:

Database Reviews: The EDR area/corridor report ordered in Task 10.3.6, Hazardous Materials will be used for groundwater review as well. This will provide a preliminary review of Federal, state, local, tribal and EDR proprietary database listings for regulated facilities within the ASTM-specified search area. The EDR report will also include aerial photographs of the General Study Area for select years.

Colorado's Decision Support Systems (CDSS) Data and Tools and the Colorado Information MarketPlace (CIM) databases will be queried to identify wells located within the study area. CDSS data is pulled from Division of Water Resources HydroBase database.

Additional site information will be collected from online GIS maps, EPA's Sole Source Aquifer interactive map. FOIA requests will be submitted for wells or other groundwater facilities that warrant a file review.

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DEN Document Reviews: Documents specific to any groundwater remediation or monitoring or drinking water wells at DEN will be reviewed and summarized.

A draft and final technical memorandum will be prepared to support the analysis. The memo will identify existing conditions, summarize findings from the database review and airport document reviews, and provide a historical review. Figures will be prepared to support the groundwater information.

Readily available data to describe groundwater including potential contaminants includes the following potential sources of this information:

- https://gis.colorado.gov/openpetroleum/
- https://www.colorado.gov/pacific/cdphe/superfund-sites
- https://www.colorado.gov/pacific/cdphe/voluntary-cleanup
- https://www.colorado.gov/pacific/cdphe/hmcovenants
- http://cdphe.maps.arcgis.com/apps/webappviewer/index.html?id=dbca3a2942764fd8bdb947826a5a2228
- https://www.colorado.gov/pacific/cdphe/brownfields
  ArcGIS - PFAS Survey Map

**Responsibility:**
This task will be conducted by the Contractor (HNTB), Pinyon and EES.

**Deliverables:**
- Approved Jurisdictional Determination
- Draft and Final Water Resources Technical Memorandum
- EA Chapter/Affected Environment – Water Resources

**Assumptions:**
- CAD and GIS files will be provided by the Sponsor to support the existing condition discussion

### 10.3.14 On-going and Reasonably Foreseeable Projects

**Task Purpose:** The purpose of this task is to identify on-going and reasonably foreseeable projects related to the proposed action, that have reasonably close causal relationships to the proposed action or alternatives, and are subject to the FAA's jurisdiction and control.

**Methodology:** The Contractor will coordinate with the Sponsor and FAA to identify projects which are being or will be constructed at DEN. The Contractor will request data including anticipated construction start and stop dates, specific location of the Project and a description of what the Project entails. The Contractor will prepare an appendix with any additional information if needed (e.g., data tables).

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**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- EA Chapter/Affected Environment – Ongoing and Reasonably Foreseeable Projects

**Assumptions:**
- Sponsor will provide requested data (e.g., construction periods, locations)

## Task 10.4 Prepare Affected Environment Annotated Outline

The purpose of this task is to compile an annotated outline of the Affected Environment chapter to submit to the Sponsor and the FAA for review and comment. The annotated outline will document the methodology, references and resources to be used in the development of the Affected Environment sections of the Draft EA. Information from Tasks 10.3.1 through 10.3.13 will be included. For the purposes of developing a budget, it is assumed that the Sponsor and the FAA will provide comments on the annotated outline for the Contractor Team's use in the development of the Draft Chapter, however, no revised/or final annotated outline will be submitted.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Affected Environment Annotated Outline

**Assumptions:**
- One round of review by the Sponsor and FAA
- Comments received will be incorporated into the development of the Draft Affected Environment chapter, however no revised annotated outline will be prepared or submitted

## Task 10.5 Prepare Draft Affected Environment Chapter

The purpose of this task is to develop the Draft Affected Environment Chapter. Information from Tasks 10.3.1 through 10.3.14 will be documented in the Draft Affected Environment Chapter. For the purposes of developing a budget, it is assumed that one round of review of the Affected Environment Chapter will be completed by the Sponsor and the FAA. The Contractor will revise the Affected Environment Chapter to reflect the Sponsor's and FAA's comments upon the completion of their review.

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**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Draft Affected Environment chapter (electronic)

**Assumptions:**
- Revised Affected Environment chapter will be included in Preliminary Draft EA
- Two rounds of review by the Sponsor and FAA.

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# Task 11 ENVIRONMENTAL CONSEQUENCES

The purpose of this task is to identify the direct, indirect, and construction environmental impacts that would result from the implementation of the alternatives retained for detailed analysis: No Action Alternative and two Action Alternatives. Information will reflect the finalized study areas and the Action Alternatives. Optional tasks are included in this Scope of Work for additional Action Alternative to be evaluated. Where applicable, this section will also address any mitigation measures that may be required to avoid and/or minimize adverse effects. Coordination with appropriate agencies will be conducted to obtain and/or confirm information necessary to describe the resource.

Timeframes selected are the year of anticipated project implementation and five years after implementation. Anticipated years of analysis are as follows:

- Base year: 2022;
- First Future Year: 2030 (year of anticipated project implementation) ; and
- Second Future Year: 2035 (5 years after implementation).

All of the categories identified in FAA Orders 1050.1F, 5050.4B and the associated Desk References will be considered, however impact categories without potential for impacts will be briefly discussed and dismissed (coastal resources, wild and scenic rivers) or limited review (potentially farmlands and Section 6(f) of the L&WCFA of 1965). For each of the impact categories where the Action Alternatives would result in an impact, the impacts of other projects to these same environmental impact categories will be qualitatively disclosed as part of the potential effects of the alternative.

For the impact categories where there is a potential impact the following information will be provided in the EA:

- Introduction;
- Laws and Regulations;
- Threshold of Significance;
- Methodology (including coordination);
- Results of Analysis for each of the Alternatives;
    - Direct and Indirect Impacts;
    - Construction Impacts;
- Conceptual Mitigation (if needed); and
- Permitting Requirements.

## Task 11.1 Conduct Environmental Impact Analyses

The purpose of this task is to develop the Draft Environmental Consequences Chapter of the Draft EA. The environmental impacts will be defined by considering the potential effects of the Action Alternatives.

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### 11.1.1 Air Quality

**Task Purpose:** FAA Order 1050.1F directs agency personnel to ensure that an air quality assessment prepared under NEPA includes an analysis and summary conclusions of the Project's impacts on air quality and, when needed, an assessment of the proposed project is required to evaluate the impact on the NAAQS. FAA's Order 5050.4B and Aviation Emissions and Air Quality Handbook (Version 3, Update 1, dated January 2015) provide the basis for delineating the scope of the FAA's assessment of air quality impacts under NEPA and the Clean Air Act (CAA).

**Methodology:** Based on the NAAQS and historically measured levels of the pollutants, the area encompassing DEN, is currently classified by the USEPA as a "serious nonattainment" area for the 2008 eight-hour $O_3$ NAAQS and a "marginal nonattainment" area for the 2015 eight-hour $O_3$ NAAQS. To comply with NEPA and the CAA, the air quality analysis will evaluate the effect of the Proposed Action for emissions for air pollutants/pollutant precursor for which there are NAAQS.

For the purpose of evaluating the change in air pollutant/pollutant precursor emissions and HAPs with the proposed improvements at DEN, the Contractor will prepare emission inventories for airport operations and for the construction activities necessary to implement the improvements:

- Operational Emissions Inventory – because the proposed project would not change the number of aircraft or the fleet mix of aircraft operating at DEN and it is assumed that the purpose of the assessment is to disclose project-related impacts (i.e., not to provide an all-inclusive airport emission estimate), an operational emissions inventory for the aircraft operational modes will be prepared for up to two future years for the No Action and two Action Alternatives.
- Construction Emissions Inventory – annual estimates of air pollutant/pollutant precursor and HAPS associated with on-road vehicles, off-road heavy equipment, earth moving activities, and site preparation will be prepared for a construction period of up to five years.

Because an urban scale analysis would be required to evaluate the Project effect on $O_3$, an evaluation of the Project on concentrations of $O_3$ will be limited to emission inventories of $NO_x$ and VOC.

The following provides a detailed description of the tasks that would be required to prepare the air quality assessment.

a) *Agency Coordination*- Various federal and state agencies and individuals will be involved in the assessment and review of the air quality impacts associated with the Proposed Action. Consensus among these agencies on the overall approach to conducting and completing the air quality analysis will require coordination and agreement. This coordination will be conducted early and throughout preparation of the air quality assessment. This task may include attendance at in-person meetings; participation in

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conference calls; collecting, interpreting, and distributing supporting materials; and providing technical guidance on matters pertaining to the air quality assessment.

b) *Data Collection* - involves the collection of the data necessary to prepare the air quality analyses. These data include, but are not limited to, aircraft operational data, aircraft fleet mixes, aircraft taxi and delay data, construction project(s) schedule, on- and off-road construction vehicle/equipment types and activity levels, and other construction-related data/information. The data needs list for the air quality analyses (including GHGs) will be provided in the *Air Quality Assessment Protocol*. It is assumed that the input data developed for modeling noise associated with the Proposed Action Alternatives will be used in the air quality assessments.

c) *Operational Emissions Inventories Preparation* – Involves the preparation of criteria air pollutant and precursor pollutant inventories of aircraft-related emissions using the most recent version of FAA's AEDT at the initiation of the EA. The aircraft fleet mix, number of operations, engine assignments, runway use, stage length, and other modeling parameters used to prepare the inventories will be consistent with the data generated for the noise analyses. The inventories of criteria air pollutants and precursor pollutants will be limited to emissions of CO, $NO_x$, $PM_{10}$, $PM_{2.5}$, $SO_x$, and VOC. It is assumed that the Project would only result in differences in emissions estimates due to changes in aircraft taxi times which incorporates airfield delay (i.e., the number of operations and type of aircraft would not change between the No Action and two Action Alternatives). Therefore, emissions from auxiliary power units (APUs), ground service equipment (GSE) and surface transportation sources (i.e., motor vehicle traffic) will not be inventoried. A HAPs emissions inventory will also be developed for aircraft operations. The criteria air pollutant, pollutant precursor, and HAPs inventories will be estimated for the future No Action and two Action Alternatives for up to two future years.

*d)* *Construction Emissions Inventories Preparation* – Involves the computation of construction-related emissions for USEPA's criteria air pollutants and precursor pollutants. The emissions inventory will be prepared for CO, $NO_x$, $SO_2$, $PM_{10}$, $PM_{2.5}$, and VOC for each year of construction up to five years, for each project element, and up to two Action Alternatives. The emissions estimates will be prepared using equipment/vehicle activity levels, the types and sizes of equipment, estimation of disturbed area, and the construction duration developed by HNTB and others, and emissions rates obtained from the most recent version of EPA's MOtor Vehicle Emissions Simulator (MOVES) at the initiation of the EA. To the extent that they can be obtained from MOVES, emissions inventories of HAPs will also be prepared. Sources of emissions will comprise of heavy equipment (e.g., dozers, scrapers, and backhoes); construction vehicles (e.g., haul trucks, and worker vehicles); evaporative emissions (e.g., from paving activities); and fugitive dust (e.g., travel on unpaved surfaces, earthmoving).

e) *General Conformity Rule Applicability Analysis* - Section 176(c) of the CAA prohibits the FAA from taking an action in a nonattainment area unless the emissions from the action conform to the SIP for the area. For the evaluation of emissions from projects that are

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not highway or transit-related, the USEPA promulgated the General Conformity Rule. Under this rule, if direct and indirect project-related levels of the pollutants (or pollutant precursors) for which an area is designated nonattainment or maintenance are below *de minimis* levels, a General Conformity Determination is not required. Because the area that encompasses DEN is a nonattainment area for $O_3$, the airport-related emissions will be compared to the *de minimis* levels for VOC and $NO_x$ (ozone precursors).

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor Team will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements.

### Optional Tasks: Air Quality

Should it be deemed necessary by the Sponsor or the FAA, the Contractor will perform the following optional air quality analyses:

- Surface Transportation Emissions Inventory – to evaluate air pollutant/pollutant precursor and HAPs emissions due to construction of a new roadway(s) or re-alignment of an existing roadway(s). Emissions will be estimated for the existing condition, future No Action and two Action Alternatives for up to two future years. The emissions estimates will be prepared using vehicular traffic data provided by the Sponsor and others (e.g., Denver Regional Council of Governments Regional Traffic Count Program), and emissions rates obtained from the most recent version of EPA's MOVES at the initiation of the EA.
- Lead Emissions Inventory – involves the computation of lead emissions using the Transportation Research Board (TRB) Airport Cooperative Research Program (ACRP) Research Report 162 – Guidebook for Assessing Airport Lead Impacts (2016). Lead emissions will be estimated for the existing conditions, future No Action and two Action Alternatives for up to two future years.
- Macroscale Dispersion Analysis – to evaluate the potential for the existing conditions, and two Action Alternatives to cause or contribute to an exceedance of the NAAQS, at locations of public access. Notably, this task would require the collection of data for, and the analysis of existing, and future emissions from, airport sources for which the proposed improvements would not change emission levels (e.g., stationary sources, parking lot activity, curb activity, fire training activities, etc.). Additionally, the macroscale dispersion analysis will not be performed for $O_3$ or lead. The results of the dispersion analysis will be used to indicate whether airport-related emissions would cause or contribute to violations of NAAQS and to define areas of any increase in the pollutants. The dispersion analysis will use FAA's AEDT model which incorporates the USEPA's AERMOD dispersion model to perform the dispersion analysis for the following pollutants and averaging times:
    - CO – 1-hour and 8-hour
    - $SO_2$ – 1-hour and 3-hour
    - $NO_2$ – 1-hour and annual
    - $PM_{10}$ – 24-hour

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- $PM_{2.5}$ – 24-hour and annual

The dispersion analysis will be performed to predict air pollutant concentrations at the receptor locations, which represent expected locations of maximum concentrations for on- and off-airport property. The sources that will be included in the dispersion analysis include aircraft, APU/GSE, stationary sources, and surface transportation. It is assumed that HNTB and others will provide the input data to be used in the dispersion analysis.

- Formal Conformity Determination - If direct and indirect project-related levels of the criteria air pollutants (or pollutant precursors) for which the Denver area is designated maintenance/nonattainment are above *de minimis* levels, a General Conformity Determination will be required. If necessary, formal documentation will be prepared demonstrating conformance with the SIP. If required, a General Conformity Determination must show that, for each year a project's emissions exceed applicable *de minimis* thresholds for a pollutant or its precursors, the following apply:
  - The total direct and indirect emissions from the Project are specifically identified and accounted in the applicable federally-approved SIP; or,
  - All direct and indirect emissions (not just the portion exceeding de minimis threshold(s) are fully offset such that there is no net increase in emissions of the pollutant or its precursors, note this analysis will consider Voluntary Airport Low Emissions (VALE) grant air emissions reduction credits as viable; or,
  - For CO and $PM_{10}$, the Project will not cause or contribute to a new NAAQS violation in the area based on area-wide or local air quality modeling, and it will not increase the frequency or severity of any existing violation; or,
  - State/local air quality governance agrees to revise the SIP to accommodate the Project's emissions.

This task involves working with the appropriate agencies to help ensure the Project-related operational and construction emissions are accounted for in the SIP. Alternative approaches and strategies for complying with General Conformity will be developed. This may include, but not be limited to, the purchase of emission offset credits, evaluation of construction phasing, schedule implementation, and other project-related characteristics that influence air emissions Preliminary Draft, Final Draft, and Final versions of the General Conformity Determination documentation will be prepared.

**Responsibility:**
This task will be conducted by CMT.

**Deliverables:**
- EA Chapter/Impacts – Air Quality
- Draft and Final Air Quality and Climate Technical Memorandum
- Additional Analysis Deliveries (Optional task)

**Assumptions:**
- Two rounds of review of the Air Quality Protocol by the Sponsor and FAA and then shared with the appropriate agencies for concurrence
- Inventories of HAPS will be limited to those for which AEDT provides estimates

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- The responsibility of transportation conformity determination is vested in the Federal Highway Administration (FHWA) and state Department of Transportation (DOT). It is assumed that the Action Alternatives are not subject to the Transportation Conformity Rule
- It is assumed that the number of aircraft operations, the aircraft fleet mix, and the number of enplanements will not change with the Action Alternatives when compared to the No Action Alternative
- Any traffic data needed for the Optional Surface Transportation task would be provided by the Sponsor and/or Sponsor's consultants

### 11.1.2 Biological Resources (including fish, wildlife and plants)

**Task Purpose:** The purpose of this task is to quantify impacts to biological resources to inform the next steps for consultation and mitigation.

**Methodology:** The Contractor Team will coordinate to quantify impacts to biological resources using GIS data collected during the site visits. Based on the location, nature, and size of the Project, for the purpose of this base scope, it is expected that the threatened and endangered species assessment will reveal a finding of *May Affect—Not Likely to Adversely Affect* to federally listed species. The finding will be documented in a Templated Biological Assessment (BA) prepared by FAA with support from the Contractor Team. The Contractor Team will prepare a Supplemental Worksheet for the Platte River Recovery Implementation Program (PRRIP) to comply with June 16, 2006 Programmatic Biological Opinion and the August 27, 2018 supplemental Biological Opinion for impacts to downstream species.

Given the size of the Project, and the known presence of noxious weeds at DEN, an Integrated Noxious Weed Management Plan (INWMP) will be necessary. Data collected during the site visit in Task 10.3.2 will be documented in the INWMP. The INWMP will also provide recommendations to address existing noxious weed infestations and to prevent spread of noxious weeds before, during, and after construction.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor Team will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements.

#### Optional Task: Non-Templated Biological Assessment (BA)

If the threatened and endangered species assessment reveals a finding of *May Affect— Likely to Adversely Affect* to federally listed species, the finding will be documented in a non-templated BA. The Contractor Team will develop avoidance, minimization, and mitigation strategies and will make recommendations for mitigation and conservation measures in the BA for the design engineers to incorporate into the Project plans. The Contractor Team will work with the Sponsor, FAA and USFWS to develop a mitigation approach.

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**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Integrated Noxious Weed Management Plan
- Draft and Final Biological Resources Technical Memorandum
- EA Chapter/Impacts – Biological Resources
- Support on Biological Assessment
- Supplemental Worksheet for PRRIP
- Non-Templated BA (Optional task)

**Assumptions:**
- Assumes that onsite mitigation for threatened and endangered species will not take place (under Optional task)
- Scope only includes development of a mitigation strategy for the BA, and support for the design team to incorporate the mitigation strategy into the design mitigation plans. Assumes the design team will prepare any needed design drawings (under Optional task)

### 11.1.3 Climate

**Task Purpose:** FAA has not established a significance threshold for climate impacts therefore the purpose of this task is to analyze the potential incremental change in $CO_2$ emissions that would result from the proposed action and alternative(s) compared to the no action alternative for the same timeframe, and provide the context for interpreting and understanding any potential changes associated with the Proposed Action.

**Methodology:** Using the same methodology and models identified in Section 10.1.1 (Air Quality), the Contractor will prepare aircraft-related GHG operational emission inventories for two future years for the No Action and two Action Alternatives. Additionally, a construction emissions inventory of GHGs will be prepared for a construction period of up to five years. The processes noted in FAA Orders 1050.1F, and 5050.4B (and their respective Desk References) will be used to prepare the inventories. Notably, because there are no thresholds of significance for GHG emissions, the emissions data will be prepared for disclosure purposes only.

**Mitigation/Permitting:** There no established significance thresholds for climate impacts, however any mitigation measures proposed for air quality impacts will be considered for this resource category. There are no permitting requirements for this resource.

#### Optional Task: Climate

The Contractor would prepare a surface transportation emissions inventory if requested. It is assumed any vehicular traffic data used would be provided by the Sponsor.

**Responsibility:**
This task will be conducted by CMT.

**Deliverables:**
- EA Chapter/Impacts – Climate / GHG
- Draft and Final Air Quality and Climate Technical Memorandum

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- Surface Transportation Emissions Inventory (Optional task)

**Assumptions:**

- Any vehicular traffic data needed for the Optional Surface Transportation Emissions Inventory task would be provided by the Sponsor and/or Sponsor's consultants

### 11.1.4 Department of Transportation Act: Section 4(f) and 6(f) Resources

**Task Purpose:** The purpose of this task is to evaluate impacts to Section 4(f) and 6(f) resources and assist the Sponsor in determining whether the Action Alternatives would result in a physical or constructive use of a Section 4(f) or a physical use of a Section 6(f), if determined to be present.

**Methodology:** It is assumed there are 4(f) resources located within the DEN General Study Area. Therefore, the potential for the Action Alternatives to result in a "use" of Section 4(f) resources will be considered. Physical use of any Section 4(f) resources as a result of the Action Alternatives will be identified, however it is noted that physical use of a 4(f) resource is unlikely because all construction is expected to take place on Airport property.

In determining whether there is a constructive use, the Sponsor and the FAA must determine if impacts such as noise would substantially impair the 4(f) resource. A Section 4(f) resource is determined to be substantially impaired when the activities, features, or attributes of the site that contribute to its significance or enjoyment are substantially diminished.

Part 150 guidelines will be used to assess the potential for constructive impacts to 4(f) properties where these properties are used for traditional recreational activities. However, when Section 4(f) resources have a quiet setting and the setting is a generally recognized feature or attribute of the site's significance, there will be careful consideration to determine whether the Part 150 guidelines apply. For the purposes of developing a scope and cost, it is assumed that all 4(f) resources impacted by the Action Alternatives are used for traditional recreational activities, therefore, this scope does not include analysis of constructive use beyond comparing noise exposure levels to Part 150 guidelines. However, the Optional Tasks for 4(f) evaluations (below) will include consideration of noise sensitive areas (e.g., national wildlife refuges, national parks, etc.) where Part 150 guidelines do not necessarily apply.

No 6(f) resources are expected to be physically impacted by any Action Alternatives as there are no known 6(f) resources on Airport property, however this will be confirmed by the Contractor.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements. Also see Optional Tasks for Section 4(f) Evaluation.

#### Optional Task: Section 4(f) Evaluation

If the analysis shows that the Action Alternatives would result in a use of a Section 4(f) resource, a Section 4(f) evaluation will be required. The Section 4(f) evaluation will include a description of the subject resource (owner, size, map, uses, access, and associated areas), as

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well as prudent and feasible avoidance alternatives, and mitigation. If no feasible and prudent avoidance alternative exists, the Contractor will consider minimization efforts (e.g., measures to reduce the impact to Section 4(f) properties) and will coordinate the potential efforts proposed with the FAA and the appropriate ageny(-ies) with jurisdiction. If multiple alternatives under consideration result in use of Section 4(f) property and no feasible and prudent avoidance alternatives exist, an analysis to determine the alternative that will cause the least overall harm (after factoring in mitigation measures) will be conducted.

The Contractor will support coordination conducted by the FAA with the agency with jurisdiction and the DOI as part of the Section 4(f) evaluation. The supplemental noise analysis described within Task 11.1.10 will be used, as agreed to by FAA, to review possible noise impacts to Section 4(f) resources in association with the appropriate agency(-ies) with jurisdiction over the resource.

#### Optional Task: Additional Section 4(f) Evaluation

Due to the potential for more than one Section 4(f) resource to be impacted by the Action Alternatives, another optional Section 4(f) evaluation is included as an optional task and will include the tasks identified in the first Optional 4(f) task.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EA Chapter/Impacts – Section 4(f) Resources
- Draft and Final Section 4(f) Evaluation, Agency correspondence for the Sponsor/FAA use (Optional)

**Assumptions:**
- No Section 4(f) Evaluation will be required

### 11.1.5 Farmlands

**Task Purpose:** The purpose of this task is to analyze and document the potential impacts to important farmland resulting from the Action Alternatives.

**Methodology:** The Action Alternatives will be overlaid with prime or unique farmland on Airport property. Graphics illustrating the areas directly and indirectly impacted as a result of each of the alternatives will be prepared. Although areas on and near DEN are considered Prime or Unique Farmland the proposed development would not permanently convert them to non-agricultural use because:

- The Airport is committed to urban development and therefore the Farmland Protection Policy Act (FPPA) of 1984 does not apply; and
- There is no action outside airport boundaries and thus none of the Action Alternatives would convert land to non-agricultural use.

**Mitigation/Permitting:** No impacts are expected to this resource.

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**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EA Chapter/Impacts – Farmlands

**Assumptions:**
- No AD-1006 Farmland Conversion Impact Rating will be needed

### 11.1.6 Hazardous Materials, Solid Waste and Pollution Prevention

**Task Purpose:** The purpose of this task is to evaluate whether construction or use of the Action Alternatives would create hazardous material or solid or hazardous waste, ensure there is capacity available to dispose of solid waste generated by the Action Alternatives, and identify future pollution prevention aspects of the alternatives.

**Methodology:** Based on the database reviews and inventories described in Task 10.3.6, the Contractor will provide a general description of the type and nature of construction impacts and measures to be taken to minimize potential adverse effects. The limits of disturbance for each of the Action Alternatives will be overlain on a map of potential hazardous material sites. Regulations for handling and disposal of waste from these sites will be noted. Proposed underground and aboveground storage tanks and any associated permit requirements will be identified.

It is assumed Pollution prevention will be discussed qualitatively. It is assumed the Design team will supply the type and quantity of solid waste that would be generated by the construction or operation of the Action Alternatives and will identify how the waste would be transported, contained and where it would be disposed.

A brief technical memorandum will be prepared to describe the methodology, document the coordination and report the findings, and proposed mitigation, if necessary.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Hazardous Materials Technical Memorandum
- EA Chapter/ Impacts - Hazardous Materials, Solid Waste and Pollution Prevention

**Assumptions:**
- None

### 11.1.7 Historical, Architectural, Archeological and Cultural Resources

**Task Purpose:** The purpose of this task is to quantify effects to cultural resources and inform the next steps for consultation and mitigation.

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**Methodology:** The Contractor Team will prepare a Section 106 effects analysis. Effects will be assessed for up to two Action Alternatives and a No Action alternative.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts, as viable, and curatorial repository requirements.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Draft and Final Section 106 Effects Analysis
- EA Chapter/Impacts – Cultural Resources

**Assumptions:**
- Assumes FAA will prepare the SHPO Consultation Letter

### 11.1.8 Land Use

**Task Purpose:** The purpose of this task is to determine if the alternatives carried forward would result in adverse effects on land use or aviation safety.

**Methodology:** The Contractor will evaluate the Action Alternatives to determine whether land use would be compatible with local land use. The potential for the Action Alternatives to create habitat that is more attractive to wildlife will be considered. Consultation with the US Department of Agriculture Wildlife Services will be conducted to determine if the Action Alternatives would result in a more attractive wildlife environment and identify practical solutions to mitigate wildlife hazards. The Contractor will provide a general description of the type and nature of construction impacts and measures to be taken to minimize potential adverse effects.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts, as viable, and define permit requirements.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EA Chapter/Impacts – Land Use

**Assumptions:**
- None

### 11.1.9 Natural Resources and Energy Supply

**Task Purpose:** This task addresses CEQ Regulations Sections 1502.16(a)(7) and (6) requiring federal agencies to take into consideration depletable natural resource usage, and energy usage requirements. The Regulation requires consideration of existing usages, potential for increased resource and energy usage based on the Project, along with mitigation considerations if applicable.

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**Methodology:** In this task the Contractor Team will quantify the potential use and future demand of natural resources and energy supply, with a focus on the potential impacts to water resources during construction and consumable materials. The task will itemize the usage and impacts for each project alternative. The Action Alternatives are expected to have potential increases in use of sand and gravel, concrete, metals, and other natural resources. The Action Alternatives are expected to have potential increases in use of energy supply such as natural gas, fuel oil, gasoline, and electrical utilities.

Additionally, this task will use FAA guidance to identify potential significance or intensity of environmental consequences. Note, there is not an established significance threshold for natural resource and energy use, but FAA does provide a factor to inform context for quantity of usage. Natural Resources and Energy Supply will be assessed for up to two Action Alternatives and a No Action alternative.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts, as viable, and define permit requirements. It is expected that this task will include consideration of potential mitigation measures such as best management practices to minimize usage, and utilizing energy from renewable or environmentally sustainable sources.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Draft and Final Natural Resources and Energy Use Technical Memorandum
- EA Chapter/Impacts – Natural Resources and Energy Use

**Assumptions:**
- None

### 11.1.10 Noise and Compatible Land Use

**Task Purpose:** The purpose of this subtask is to describe the potential future noise environment for the year of implementation (2030) and five years after (2035).

**Methodology:** Noise exposure contours for the Action Alternatives will be developed for the year after implementation (2030) and five years after (2035).

The fleet mix developed under Task 6 will be used to develop the noise model input data for 2030 and 2035. Other noise model input previously developed will be applied as appropriate (runway use, flight track locations and use) and new input will be incorporated from simulation modeling to represent each alternative. New inputs will include future runway use after the new runway(s) become operational and new arrival and departure procedures for the new runway(s) are in place. The new runway usage, geometry and usage of the new flight procedures will be developed based on previous planning documentation, including simulation of alternatives, developed by DEN's planning consultant. The Contractor will validate the runway use, track use and other assumptions with the Sponsor and the FAA (ATO, ADO, etc.). The Contractor will

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submit any non-standard noise modeling input requests to the FAA's Denver ADO for review and coordination with FAA AEE.

The resulting noise contours will be overlaid onto existing and future land use maps to determine whether noise sensitive sites would be subject to changes in aviation related noise levels. Results will be documented in the EA and methodology, assumptions and input will be documented in the Noise Technical Memorandum.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable. Mitigation may include evaluation of operational measures that be established to help reduce noise impacts, these measures would require input from the FAA ATO. There are no permit requirements.

### Optional Tasks: Supplemental Noise Analysis

To aid in the public understanding of community noise exposure, up to three supplemental noise analyses may be performed.

- To provide a baseline of comparison with future alternatives on a single event basis, up to ten aircraft flight profiles for two Action Alternatives and the No Action Alternative, using Sound Exposure Level (SEL) contours, will be performed.
- To provide an additional analysis accounting for the frequency of events, the metrics number of events above (NA) and time above (TA) will be presented for each alternative in addition to the No Action Alternative at a range of thresholds. These supplemental noise metrics will be presented at a series of grid points representing noise-sensitive locations and the centroids of census block groups within the Noise Impact Study Area.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Noise Metrics Appendix
- Draft and Final Noise Analysis Technical Memorandum for No Action and Action Alternatives
- EA Chapter/Impacts – Noise and Compatible Land Use
- Draft and Final Sound Exposure Level Technical Memorandum (Optional)

**Assumptions:**
- No Action and Proposed Action fleet mix will be identical for each future year
- Two Action Alternatives will be modeled for each future year
- Only custom profiles that were developed and approved for development of Existing Conditions will be modeled
- Default weather conditions as provided by AEDT will be used

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### 11.1.11 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

**Task Purpose:** The purpose of this task is to identify the potential for the Action Alternatives to result in social impacts , a disproportionate and adverse effect on low income or minority populations, among other underrepresented or underserved populations (i.e., EJ communities), and a disproportionate health or safety risk to children. Disproportionate adverse effects could result from aircraft noise, air quality degradation, direct and induced socioeconomic effects, degraded water quality, and affects to cultural or community cohesion, traffic, and historical and archaeological resources.

**Methodology:** Resources that would be affected by the Action Alternatives would be identified, followed by identification of populations that would experience impacts, use the affected resources, or for whom the affected resources are important for subsistence or cultural reasons. Specific categories will be evaluated as follows:

Socioeconomics - Community impacts will be assessed for projected population, housing, and employment from the Action Alternatives and will be compared to the No Action Alternative in the study area to determine their significance. Additionally, any potential benefits due to the Action Alternatives will be considered in accordance with Title 40 CFR Section 1502.16(a)(10). Impacts to public services will be determined through the evaluation of the potential impacts to public services (e.g., water usage, utility services, etc.) during construction and operation of the Action Alternatives compared to those impacts from the implementation of the No Action Alternative.

Environmental Justice – Analysis will be conducted in accordance with EO 12898, DOT Order 5610.2(b) and FAA Order 1050.1F. The Contractor will calculate the percentage of low-income or minority population the action would adversely affect compared to the general population the action would adversely affect. If this percentage exceeds 50%, a disproportionately high and adverse effect on low-income or minority populations may occur. As part of this, the Contractor is committed to meaningful public involvement by minority and low-income populations and will provide the opportunity for these populations to provide input on the demographic analysis and any potential impacts to environmental justice populations that may be disproportionately high and adverse. The section will include a construction impacts table as well as an operational impacts table with all environmental resource categories, and will identify if the impacts are disproportionately borne by environmental justice populations, and if so, if the impact causes a disproportionately high and adverse effect.

Children's Environmental Health and Safety Risk - Potential disproportionate risks to children's environmental health and safety will be evaluated pursuant to EO 13045 and specific health concerns for children from the Proposed Action in comparison to the No Action Alternative will be qualitatively described.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts, as viable. There are no expected permit requirements.

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**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EA Chapter/Impacts – Socioeconomics, Environmental Justice, and Children's Health and Safety Risks

**Assumptions:**
- No traffic analysis will be required; traffic will be discussed qualitatively

### 11.1.12 Visual Effects (including Light Emissions)

**Task Purpose:** The purpose of this subtask is to identify the light emissions and visual effects of each of the Action Alternatives.

**Methodology:** Impacts from light emissions associated with the Action Alternatives and the No Action Alternative will be determined by evaluating the extent to which lighting would change, as well as the potential for the changes to create an annoyance at sensitive land uses.

Impacts to visual character and resources will be determined by considering the potential changes in landscape and views in the vicinity of the Airport. The Action Alternatives would be constructed at an already busy, large airport. Therefore, the Contractor will prepare a qualitative discussion of potential visual effects. Any comments from the surrounding communities or jurisdictional agencies indicating that they consider visual effects from the Action Alternatives objectionable will be referenced and considered.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts, as viable. There are no expected permit requirements.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
EA Chapter/Impacts – Visual Effects (including Light Emissions)

**Assumptions:**
- None

### 11.1.13 Water Resources (including wetlands, floodplains, surface waters, groundwater)

**Task Purpose:** The purpose of this task is to quantify impacts to water resources to inform the next steps for permitting and mitigation.

**Methodology:** The following methodology for water resources includes impacts to wetlands, floodplains, surface waters, and groundwater associated with the construction and use of two Action Alternatives and the No Action Alternative. Potential impacts to these resources are regulated under the following regulations.

- Section 404 of the CWA: Regulates waters of the US (WOTUS), which include wetlands and surface waters. Impacts to these features would require permitting through USACE.

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- Section 402 of the CWA: Regulates discharge of pollutants to WOTUS under the National Pollutant Discharge Elimination System program. Permitting under Section 402 of the CWA is administered through the Colorado Department of Public Health and environment (CDPHE) and the City and County of Denver.
- CFR for the National Flood Insurance Program (NFIP): 44 CFR Parts 59, 60, 65, and 70 regulates floodplains. Impacts to floodplains would require permitting and/or consultation with the City and County of Denver, Colorado Water Conservation Board (CWCB), Mile High Flood District (MHFD), and FEMA.
- DOT Order 5650.2, *Floodplain Management and Protection*.
- Flood Risk Management Standard (FRMS) (reinstated through Executive Order 14030—Climate-Related Financial Risk in May 2021).

Wetlands

Impacts to WOTUS (jurisdictional surface waters and wetlands) will be identified. The Contractor Team will work with the Design Consultant to identify avoidance and minimization techniques as viable for the Action Alternatives. Appropriate permitting will be identified for impacts to these resources if avoidance cannot be accomplished. The permitting approach will be discussed with USACE during agency consultation (Task 14.1, Agency Meetings). If mitigation for impacts to WOTUS is required, either because the threshold for mitigation is met, or at the request of the USACE District Engineer, it is assumed that no onsite mitigation will occur, and wetland banking credits will be acquired by DEN. Pinyon will assist the Sponsor in identifying viable wetland mitigation bankers and forecasted credit availability as necessary.

Floodplains

The analysis will determine if there would be significant floodplain encroachment, based on the intensity of the encroachment and its impacts on the floodplain's natural and beneficial values. Potential direct and indirect impacts to floodplains will be considered including loss of floodplain area; reduction of floodplain capacity; and changes to water quality, runoff, and hydrology as a result of new or modified structures, placement of fill, change in impervious surfaces, and construction activities in and adjacent to floodplain should any of the Action Alternatives encroach on FEMA-designated floodplains. This scope assumes that the Design Team will be responsible for any needed Letters of Map Revision if there are unavoidable impacts to the 100-year floodplain that require FIRM map revisions.

Surface Waters

To identify potential impacts, the Contractor Team will:

- Review Design Team preliminary design plans for stormwater management to determine if water quality requirements being met. This includes review of documentation against FAA Advisory Circular (AC) 150/5370-10E, Standards for Specifying Construction at Airports.
- Review Design Team documentation for impacted areas from permanent improvements, including drainage, grading and continued potential pollutant sources (i.e. De-icing pipes and ponds). Review receiving streams and length of potential impacts by increased surface water runoff, increased velocity and other potential water quality impacts.

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- Consultation with Local and State agencies that have authority over water quality and issuance of water quality permits to discuss project location, impacts and mitigation. Include guidance and recommendations as part of preliminary and/or final documentation.

Groundwater

Impacts to groundwater both during construction with dewatering activities, and following construction, will be evaluated to determine if federal, state or local water quality standards would be exceeded or if there is a potential to contaminate public drinking water supply.

A technical memorandum will be prepared to describe the methodologies, document the coordination and report the findings, and any proposed mitigation, if necessary, for all water resources.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements.

**Responsibility:**
This task will be conducted by Pinyon and EES.

**Deliverables:**
- Draft and Final Water Resources Technical Memorandum
- EA Chapter/Impacts – Water Resources

**Assumptions:**
- CAD and GIS files will be developed by the Design Consultant and will be supplied to the Contractor for impact analysis support
- All permitting efforts will be completed by the Design Team or PMT after a determination is rendered for the EA

### 11.1.14 Non-Impacted Categories

Based on the nature of the Proposed Action and the Airport environmental setting, no impacts are anticipated relative to the following environmental impact categories, however Farmlands and Section 6(f) will be confirmed as part of analysis:

- Coastal Resources;
- Farmlands;
- Section 6(f) of the L&WCFA; and
- Wild and Scenic Rivers.

Documentation will include statements that these resources are not present.

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**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EA Chapter/Non-Impacts

**Assumptions:**
- None

## Task 11.2 Prepare Environment Consequences Annotated Outline

The purpose of this task is to compile an annotated outline of the Environmental Consequences chapter to submit to the Sponsor and the FAA for review and comment. The annotated outline will document the methodology, references and resources to be used in the development of the Environmental Consequences sections of the Draft EA. Information from Tasks 11.1.1 through 11.1.14 will be included. For the purposes of developing a budget, it is assumed that the Sponsor and the FAA will provide comments on the annotated outline for the Contractor Team's use in the development of the Draft Chapter, however, no revised/or final annotated outline will be submitted.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Environmental Consequences Annotated Outline

**Assumptions:**
- One round of review by the Sponsor and FAA
- Comments received will be incorporated into the development of the Draft Affected Environment chapter, however no revised annotated outline will be prepared or submitted

## Task 11.3 Prepare Draft Environmental Consequences Chapter

The purpose of this task is to develop the Draft Environmental Consequences Chapter. The methodology, coordination, analysis, and findings associated with Tasks 11.1.1 through 11.1.14 will be succinctly documented. For the purposes of developing a budget, it is assumed that one round of review of the Environmental Consequences Chapter will be completed by the Sponsor and FAA. The Contractor will revise the Environmental Consequences Chapter to reflect the Sponsor and FAA's comments upon the completion of their review.

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**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Draft Environmental Consequences chapter (electronic)

**Assumptions:**
- One round of review by the Sponsor and FAA
- Revised Environmental Consequences chapter will be included in Preliminary Draft EA

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# Task 12 PREPARE AND DISTRIBUTE DRAFT EA

The Contractor will organize the preliminary draft NEPA document in a format consistent with NEPA requirements, including FAA Orders 1050.1F and 5050.4B. This document will include all previously prepared sections of text, the remaining chapters of the document, as well as appendices and attachments, as appropriate. Preliminary draft document will meet the page limit requirements as indicated in the amended CEQ regulations.

## Task 12.1 Preliminary Draft EA to the Sponsor

A preliminary Draft EA will be prepared for the Sponsor's review. The preliminary Draft EA will include the following:

- EA Cover Sheet;
- Executive Summary;
- Table of Contents
- Chapter 1 - Background and Proposed Action;
- Chapter 2 - Purpose and Need;
- Chapter 3 - Alternatives;
- Chapter 4 - Affected Environment, Environmental Consequences and Mitigation;
- Chapter 5 - Public and Agency Involvement;
- Chapter 6 - List of Preparers;
- List of Abbreviations, Acronyms, & Glossary; and
- Appendices including List of Agencies and People Consulted and Proof of Consultation.

As part of this task, the Contractor will prepare the Public and Agency Involvement chapter, the List of Prepares, and the List of Abbreviations, Acronyms & Glossary. This task also includes the preparation of the public and agency involvement appendix, as well as the compilation of other appendices for submittal.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Preliminary Draft EA to the Sponsor (electronic)

**Assumptions:**
- One round of review and comments by the Sponsor (next review under Task 11.2)

## Task 12.2 Respond to Comments and Revise the Preliminary Draft EA

### 12.2.1 Respond to the Sponsor's Comments and Revise

The Contractor will respond to the Sponsor's comments with a comment-response matrix and revise the preliminary Draft EA. Upon the Sponsor's concurrence with the changes, the preliminary Draft EA will be provided to the Sponsor for submittal to the FAA for their review and comments.

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### 12.2.2 Respond to FAA Comments

The Contractor will provide a comment-response matrix and revise the preliminary Draft EA with FAA comments. The preliminary Draft will then be provided back to the Sponsor and the FAA for verification that all comments have been addressed.

### 12.2.3 Review Preliminary Draft EA with Agencies

The purpose of this task is to identify any concerns that concurrence or cooperating agencies (if applicable) have regarding the Draft EA prior to publication to address these concerns. Prior to release of the Draft EA for public review, the Contractor will distribute the Preliminary Draft EA to concurrence agencies and cooperating agencies (if applicable) for their review. The agencies will be provided 20 days to review the document prior to the FAA and Contractor holding an agency meeting to discuss and answer questions. The meeting will be held virtually. This review is not to be considered a formal review, however it will be an opportunity for agencies to preview the document prior to publication.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**

- Revised Preliminary Draft EA/Comment-Response Matrix for the Sponsor
- Preliminary Draft EA and Revised Preliminary Draft EA/Comment-Response Matrix for FAA review (electronic)
- Preliminary Draft EA for coordination with concurrence and cooperating agencies (if applicable)

**Assumptions:**

- One round of the Sponsor review (previous review under Task 12.1)
- Three rounds of FAA review
- Up to eight members of the Contractor Team will attend the preliminary draft EA review meeting
- Assumes meeting would be virtual

## Task 12.3 Prepare and Distribute Draft EA to Public

The Contractor will incorporate the revisions identified by the FAA to develop the Draft EA. Upon FAA approval, the Contractor will prepare and publish the Draft EA. In conjunction with the Sponsor and FAA, the Contractor will develop a distribution list to include libraries (or other locations to display the EA) and interested agencies/communities. The Contractor will prepare distribution letters to the parties on the accepted distribution list and distribute the document. Up to 20 hard copies (five copies for the Sponsor, one copy for the FAA, and the remaining copies for others will be distributed. In addition, the Contractor will provide electronic copies of the document on thumb drives for public distribution. The Contractor will upload the Draft EA on the Project website, and will work with the Sponsor to upload to DEN's website.

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**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final EA distribution list
- 20 hard copies of the Draft EA (with appendices on thumb drive)
- Electronic copies of the Draft EA for upload to DEN website

**Assumptions:**
- None

## Task 12.4 Publish Notice of Availability

The Contractor will prepare a Notice of Availability (NOA) for FAA review. The notice will be published in the "legal notice" section of *The Denver Post, Denver Gazette* and *Denver Business Journal* one (1) time each week for two (2) consecutive weeks prior to the date of the formal public hearing. The notice will also be posted on the Project website and social media accounts as included in the Social Media Plan, and will work with GCM to include on the DEN website.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final NOA
- Affidavits of Publication from newspapers

**Assumptions:**
- None

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## Task 13 PREPARE AND DISTRIBUTE FINAL EA

The Contractor will collect and organize public and agency comments provided on the Draft EA. This includes the creation of a database (e.g., spreadsheet) that organizes all comments according to the substantive issues raised and a summary of public and agency comments. The Contractor will follow the submittal process described above. The FAA will then share the revised response to comments with other federal agencies as applicable.

### Task 13.1 Respond to Comments Received on Draft EA

The Contractor will assist the Sponsor and FAA in responding to comments on the Draft EA and updating the Draft EA as needed in response to comments. The Contractor will review the agency comment letters and Public Hearing comments, and identify individual comments. Upon close of the comment period, the Contractor will consolidate comments and a meeting will be scheduled with the Sponsor and FAA to discuss the comments and to identify comments that will require a response and comments that will require edits to the document. Based on comment category, the Contractor will respond to comments as appropriate and/or distribute the comments to the parties with the appropriate expertise to respond.

- Individual comments will be numbered, categorized and entered into a database that is available to the Sponsor and FAA. The database will be structured along the following lines:
    - Document identification number;
    - Name and address (physical or email, if available) of the originator; and
    - Based on an encoding system accepted by the Sponsor, potential impacts or other issues raised in the comment document.

The Contractor will then prepare preliminary responses and update associated documentation for the Sponsor and FAA review. Depending on the number of comments received, the Contractor will respond to comments by either (1) Bracket comments with include individual responses, or (2) Comment-Response matrix in which all comments are included in a table, themes are summarized, and one response is provided to those themes.

For the purposes of developing a cost, it is assumed that there will be no more than 500 individual comments requiring responses. Electronic copies of the Preliminary Final EA will be provided for review/comment.

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**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft Bracketed Comments and Responses or Comment-Response Matrix for Sponsor and FAA review
- Preliminary Final EA

**Assumptions:**
- One meeting held to review comments, meeting is expected to be virtual to allow efficient participation by Contractor Team.
- No more than 500 individual comments requiring response
- Responses to comments will be drawn from existing materials developed in this Scope of Work, and will not require additional analysis
- The Preliminary Final EA will be submitted electronically

## Task 13.2 Respond to Sponsor and FAA Comments on Preliminary Final EA

The Contractor will respond to the Sponsor and FAA's comments on the Draft Final EA.

### 13.2.1 Respond to the Sponsor Comments and Revise

The Contractor will respond to the Sponsor's comments with a comment-response matrix and revise the Preliminary Final EA. Upon concurrence with the changes, the Preliminary Final EA will be provided to the Sponsor for submittal to the FAA for their review and comments.

### 13.2.2 Respond to FAA Comments

The Contractor will provide a comment-response matrix and revise the Preliminary Final EA with FAA comments. The Preliminary Final will then be provided back to the Sponsor and the FAA for verification that all comments have been addressed.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Preliminary Final EA and Revised/Comment-Response Matrix for the Sponsor
- Preliminary Final EA and Revised Preliminary Final EA/Comment-Response Matrix for FAA review

**Assumptions:**
- One round of Sponsor review and verification of revisions
- Two rounds of FAA review and verification of revisions

## Task 13.3 Formally Submit Final EA to FAA and Sponsor

The Contractor will develop the Final EA by incorporating Sponsor and FAA comments. Upon approval of the Final EA by the FAA, the FAA will issue the appropriate decision document and start the approval process. The signed decision document will be provided to the Contractor. The Contractor will then print and distribute the Final EA including the decision document. The Contractor will prepare distribution letters to the parties on the accepted distribution list. The

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Contractor will print up to 20 hard copies (five copies for the Sponsor/DEN, one copy and one electronic copy on a thumb drive for the FAA, and the remaining copies will be for others expected to request a hard copy of the document. The Contractor will also provide electronic copies of the document on thumb drives for public distribution. It is expected that the document will be made available on the Project website, DEN's website and potentially FAA's website, particularly if the FAA's decision document is a Record of Decision (ROD).

The Contractor will prepare an NOA for the Final EA and decision document for FAA review. The notice will be published in the "legal notice" section of *The Denver Post, Denver Gazette* and *Denver Business Journal* one (1) time. The notice will also be posted on the Project website and will work with GCM to include on the DEN website, as well as DEN and FAA's social media accounts in accordance with the approved Social Media Plan.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- 20 hardcopies of Final EA (with appendices on thumb drive)
- Electronic copies of Final EA
- Draft and Final NOA
- Affidavits of publication from local newspapers
- Proof of publication to various outlet for inclusion in AR

**Assumptions:**
- FAA will draft the Finding (decision document)
- Three rounds of review of NOA by FAA

## Task 13.4 Formally Submit Administrative Record

The Contractor will maintain a draft Administrative Record (AR) throughout the Project. After publication of the Final EA and Finding, the Contractor will archive the draft AR as directed by the FAA as part of the Project closeout activities.

Electronic files of the AR will be sent to the FAA at the conclusion of the Project.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Administrative Record (electronic)

**Assumptions:**
- No hard copy will be provided

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# Task 14 PUBLIC AND AGENCY INVOLVEMENT

The purpose of this task is to assist the Sponsor in conducting coordination with agencies and the public.

## Task 14.1 Agency Meetings

As described in Task 2.7.2, an Agency Involvement Plan will provide a plan to engage with agencies based on anticipated environmental impacts associated with the Proposed Action. An engagement schedule will be developed that will define points at which meetings or other engagement is expected to occur. For purposes of budgeting and scoping, it is assumed that the Contractor PM, DPM, and up to eight members of the Contractor Team will participate in up to twenty (20) agency coordination meetings.

**Kick-Off Workshop/Tour:** At the start of the EA process, the Contractor will conduct an in-person workshop/ field trip with relevant agencies to introduce the participants to the potential alternatives for consideration, FAA requirements, and the purpose and need for the Proposed Action. It is assumed the Contractor PM and DPM and six members of the Contractor Team will attend the Kick-Off Workshop/Tour.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Meeting materials including agendas, presentations and notes
- Meeting materials for Kick-Off Workshop / Tour (in-person)

**Assumptions:**
- Assumes two specific trips by the PM and DPM (other in-person meetings would occur during other trips), some meetings are expected to be virtual
- Up to eight members of the Contractor Team will attend the Kick-Off Workshop meeting
- Assumes meetings would have optional virtual attendance
- Assumes meeting attendance will be reviewed by the Sponsor and FAA prior to meeting
- Assumes up to eight Contractor Team members will attend 20 meetings

## Task 14.2 Community/Stakeholder Meetings

Throughout the Project, the Contractor, upon agreement from the FAA, will be responsible for holding community and/or stakeholder meetings as requested by the public or elected officials to respond to questions and obtain feedback. Translation services will be provided for meetings and materials upon request. In addition to holding meetings, the Contractor will use the PIMA tool (see Task 15) to track feedback and questions from the public, as well as locations of the individuals making the comments. Periodically throughout the Project, the Contractor will review the locations of the feedback and meeting attendees engaged in the Project so far – and will reach out proactively to community groups, Registered Neighborhood Associations (RNOs), non-profits, etc. as needed in areas with minimal engagement to ensure they are aware of the

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Project and have an opportunity to engage. It is assumed that the Contractor PM or DPM, and two additional members of the Contractor Team will participate in up to 30 stakeholder meetings (beyond the Public Hearings). It is assumed that all of these meetings will be structured so that attendees can join in-person or virtually using PIMA (see Task 15).

The Contractor Team will work with the Sponsor to develop a "Discussion Points Sheet" that provides standard answers to environmental review based questions so that the Sponsor/GCM can hold additional stakeholder meeting to disseminate information about the Project in settings that are not part of the environmental process.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Meeting materials including agendas, presentations and notes
- Discussion Points sheet, and updates to the discussion points as the Project progresses

**Assumptions:**
- Ten specific trips by the PM or DPM (other in-person meetings would occur during other trips)
- Up to 30 community/stakeholder meetings

## Task 14.3 Public Hearings (Draft EA Publication)

As directed by the Sponsor and the FAA, the Contractor will schedule, prepare for, and participate in up to five (5) public hearings no earlier than 30 days after publication of the Draft EA. A presentation will be prepared and made by the Contractor (if preferred by the Sponsor and FAA), followed by an Open House format meeting with boards and "stations" to discuss the Project with the Sponsor, FAA and the Contractor Team. During the hearing, attendees will be able to informally discuss their concerns and questions one on one with project representatives, however a court reporter will also be available to transcribe official verbal comments. Translation services will be provided for meetings and materials upon request. A facilitator with local, related experience will be available at each of the Public Hearings to promote a fair and open process for meeting participants.

The meetings will also be accessible virtually through the PIMA platform (see Task 15). Virtual participants will be able to view the presentation, ask questions via the Chat function, and access meeting materials, such as boards online. Verbal comments and chat comments provided during the meetings will be documented by the Contractor as official comments that will receive responses in the Final EA. The meeting presentation and information will remain available online after the public hearings.

An overview of the public hearing process anticipated in this Scope of Work follows:

- **Coordination Meetings (Two):** The Contractor team will participate in two coordination meetings with the Sponsor (including GCM and/or GA) and FAA to discuss meeting

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materials, and to prepare for the public hearings. It is expected four members of the Contractor Team will attend.

- **Media Walk Through (One):** To keep the local media informed, a Media walk-through will be conducted before the first public hearing. The Contractor, if directed by the Sponsor and the FAA, will assist GCM to notify local television, radio, and newspaper representatives of the scoping meetings and the availability of the special Media preview. The Contractor will work closely with GCM and will involve the Sponsor and FAA in any media briefing. Any additional materials for the press beyond those set forth in this scope will be the responsibility of the Sponsor.
- **Hybrid Meetings (Five) Attendance:** The public hearings will focus on presenting the Project need, alternatives, and environmental impact category studies, and obtaining comments from the public. The hearings will each be held for two hours each at varying times of day to accommodate the most participants. Meetings will be conducted in hybrid format (See Task 15.1.1). The Contractor Team will provide up to 12 team members to participate in the public hearings. A court reporter will be provided to take official verbal scoping comments.
- **Materials Preparation:** The Contractor will prepare and present a PowerPoint presentation describing the proposed project, the EA process, and the Draft EA findings. A handout will be prepared, as well as project figures, along with instructions on how to submit comments will be available in person and from the virtual meeting platform. Up to 20 meeting boards will be prepared with project information. All materials must be reviewed and approved by the FAA.
- **Public Hearing Promotion:** The Contractor will develop a social media campaign to promote the upcoming public hearings, will develop, print and place not more than 30 yard signs throughout the surrounding neighborhoods, will send meeting notices out to the RNOs surrounding DEN and will place up to eight advertisements in local and community papers. All meeting attendees will be asked to sign up using the PIMA system. All materials must be reviewed and approved by the FAA.

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**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**

- Meeting materials including presentation, handout, and boards
- Up to 20 color presentation boards (anticipated to be 30 x 40 inch format)
- Name tags and sign-in sheets
- PIMA integration with website to provide access to meetings and to accept comments
- Draft and Final social media contents (coordinate with GCM and/or GA)
- Draft and Final yard signs
- Draft and final communications to RNOs surrounding DEN

**Assumptions:**

- Two rounds of review of the PowerPoint Presentation by DEN and GCM
- Two rounds of review of the PowerPoint Presentation by FAA
- One round of review of the social media plan, yard signs, meeting notices and advertisements by DEN and GCM and/or GA
- CIG will coordinate meeting logistics (locations, court reporter, a/v equipment).
- An agreed upon meeting facilitator will be hired as a direct expense.
- It is assumed that security personnel will not be needed for the Public Hearings
- Contractor will provide up to 12 team members to participate in each Public Hearing
- Flights and five-night hotel stay by four members of the Contractor Team

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# Task 15 PUBLIC INVOLVEMENT MANAGEMENT APPLICATION (PIMA) AND WEBSITE DEVELOPMENT

## Task 15.1 PIMA Base Deployment and Configuration

The Contractor will host and configure a deployment of the HNTB/Iowa DOT[1]-developed PIMA to improve stakeholder engagement, enhance communication, and increase efficacy of the public involvement process. PIMA will be used to track stakeholder interactions and for the gathering and managing of input from the public, host public meetings (in person or online), and report on engagement analytics internally and externally. Members of the public (i.e., stakeholders) will be able to offer feedback through PIMA's interactive web-based tools such as comment forms, virtual meetings and interactive maps, typically supported with background materials that may include a pre-recorded videos, live videos, infographics, and other methods. FAA must review and approve all materials/information prior to public dissemination.

The Contractor will work with GCM to deploy PIMA according to DEN website style guides and will accommodate accessibility and equity needs according to DEN specification. PIMA will be integrated with the Project website to provide a consistent similarly branded and consistent user experience for public stakeholder interaction, to include project subscription forms; comment forms; online surveys; meeting sign-in and participation; and interactive maps. The Contractor will monitor PIMA analytics and incorporate the metrics into the monthly report in Task 2.9. Comment summaries will be included as part of public meeting summaries in Task 8.5, Scoping Report and for Task 14, Public and Agency Involvement.

The following capabilities will be provided by PIMA as part of deployment and configuration:

- Configurable comment forms, response messaging and stakeholder mailing lists
- Email module with templates/history for mass broadcast and usage tracking
- Event creation, invitations, and management of comment or questions – for both in-person and virtual meeting events
- Management of virtual meetings via streaming video (live or pre-recorded), virtual reality, or GIS story map format
- Establish unique URLs for each virtual event and enable meeting registration and commenting
- Interactive maps, showing stakeholder participation statistics and geospatial project data (boundaries, alternative routes, etc.)

The Contractor will configure an outreach dashboard, utilizing PIMA analytics overlaid with an interactive map that shows regional participation to help visualize outreach statistics, shown via charts or graphs. From this interactive map/dashboard, members of the general public will

[1] PIMA was originally developed in partnership with Iowa DOT and is now deployed with multiple transportation agency and DOT partners.

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be able to provide feedback and will be able to see feedback that others have shared if desired by Sponsor/FAA, while having any personal contact or identifiable information obscured.

The Contractor will set up and configure the interactive map for the dashboard to also include relevant mapping layers gathered from Sponsor data sources for information and educational purposes. The interactive map will include simple functions such as: zooming to a region; turning on/off datasets; filtering datasets; and viewing a pop-up of dataset attribution or project findings.

### 15.1.1 Hybrid Community/Stakeholder Meetings

As described in Task 14.2, the Contractor will use PIMA for Community/Stakeholder Meetings to provide attendees a virtual option to participate. Meeting invitations will be designed and sent to identified participants as approved by the Sponsor, GCM and the FAA, which may include property owners within and adjacent to the Project boundary, key affected parties / stakeholders, using the PIMA mass email function. Invitations will also be posted as a project link on the DEN website. PIMA will be used for virtual, in-person public meetings or hybrid community/stakeholder meetings.

The Contractor will develop content and support of online/virtual meetings – including any live online meetings – using PIMA. Meeting content will introduce the Project, show the presentation, and then allow participants to ask questions / provide comments and collaborate with the Project team, like DEN in-person meetings. A phone number will be available to call-in if participants are not able to connect using a computer. Support will include the development of any of the following:

- Pre-recorded video with voice-over narration
- Live video production using multiple video sources and screen-sharing capabilities;
- Esri Story Maps;
- Virtual reality or mixed reality spaces.

Online meeting support will be provided for up to ten (10) community/stakeholder meetings for the duration of this Scope of Work. If support is needed for additional events, it will require a supplemental agreement and fee to this Scope of Work.

### 15.1.2 Hybrid Public Hearings

As described in Task 14.3, the Contractor will use PIMA at the Public Hearings to provide attendees with the option to sign-in for the meeting and submit comments online. Prior to deployment of the online comment forms, the Contractor will conduct a dry run with the FAA, Sponsor, GCM, and Contractor Team at least one week prior to the first event for this plan, confirming that all questions on the comment form and registration form are acceptable to use. Following the dry run, the Contractor will incorporate any feedback into PIMA and release the final comment and registration forms for public use on the website and at stakeholder events.

The Contractor's PIMA will be used for Virtual Public Hearings. Draft public hearing content will be developed and sent to the Sponsor and the FAA for their review. Two virtual dry run meetings will be held prior to the first public hearing.

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- First dry-run will be to work out logistics and address possible technical issues. It will be a technical try-out. This is anticipated to be held 3 weeks prior to the public hearings.
- Second dry-run will follow the format of the actual public hearing and will have additional Sponsor and Contractor staff serve as stakeholders during the hearing and provide feedback on the hearing. This is anticipated to be held 2 weeks prior to the public hearing. The second dry-run will be followed by a training session, providing the Contractor Team with the general user experience, administration, and analytics/reporting available within PIMA.

### 15.1.3 As-Needed Support and Maintenance

The Contractor will monitor and provide the Sponsor with as-needed support and maintenance of PIMA until completion of the EA process (i.e., FONSI/ROD or determination to initiate an Environmental Impact Statement), as well as document and prioritize additional configuration to be performed as part of ongoing support activities. The Contractor will provide stakeholder database support, technical support, maintenance, hosting, and will deploy packaged application enhancements from other PIMA deployments up to two (2) times. The Contractor will provide training to the Sponsor for these packaged enhancements to ensure successful use and adoption by Sponsor staff.

Specific enhancements desired by the Sponsor or the Contractor Team will be documented and agreed upon via email understanding with the Sponsor's PM and will include the anticipated schedule and labor hours to perform. If entirely new functionality is desired that requires a level of effort beyond the associated remaining hours for this task, the Sponsor's PM will be proactively made aware prior to work commencing in order to determine whether the work should be performed as part of this Scope of Work or as a supplemental.

## Task 15.2 Website Requirements and Design

The Contractor will design, develop, implement, and maintain a project specific website for use by the public and agencies in obtaining information on the NEPA process (including meetings) and documents related to the Project. The website will be capable of collecting public comments through the entire public engagement process, via utilization of the Contractor's PIMA solution. The Contractor will deploy the site using the Joomla web development framework.

The Contractor will perform the following services relating to Sponsor requirements, design sensitivities, development and public launch, relating to the Project website:

- **Requirements Workshops:** develop a configuration spreadsheet that defines specific technical and system requirements for the Web design and implementation. The Contractor will provide the Sponsor and the FAA a list of agreed upon website requirements.

- **Environment Setup:** acquire and configure the environment for the website including hosting, security/virus protection, domain, Joomla, email accounts as needed and other software as identified in requirements. The Contractor will establish and configure a web hosting account, security and virus protection, Joomla authoring, email service, and will

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acquire a Sponsor-approved web domain. To ensure consistency in the event that the EA is elevated to an EIS, sub-domains will be used (e.g., ea.newdenrunway.com and eis.newrunwayden.com).

- **Design Layout:** develop site designs and mockups based on branding and requirements gathered from the client/stakeholder. The Contractor will provide the Sponsor and FAA with a sitemap, and look and feel (mockup) of the website, for Sponsor and FAA acceptance prior to beginning the next task. It is expected that the Sponsor will coordinate internally with GCM for review of layout.
- **Development and Launch:** develop and deploy the initial website, based on approved site mockups and designs. The completed website will be presented to the Sponsor for up to three iterations – assessing content, branding and user experience – prior to launch.
- **Training and Support:** Upon completion of development and launch, the Contractor will conduct one instructor-led "train-the-trainer" session. The training session will orient the primary users to all system functionality, with expressed concentration updating the site as needed. Throughout the entire project lifecycle, the Contractor will monitor site security, patches, URL and hosting renewals, and backups on a periodic basis, and perform site content updates as needed.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final website design

**Assumptions:**
- Three reviews by DEN and FAA (including GCM/GA)
- One instructor-led "train-the-trainer" session

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## Task 16 FREEDOM OF INFORMATION ACT REQUESTS

Includes coordination with the FAA, searching the administrative and project files for the requested information, making copies of the requested material, and transmitting the material to the FAA for distribution.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- To be determined

**Assumptions:**
- None

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## OPTIONAL TASK 1 – ANALYSIS OF ONE ADDITIONAL ALTERNATIVE

This optional task includes the analysis of a third Action Alternative. This task would require additional analysis of impacts to all resource categories. Expanded study areas, due to expanded areas to evaluate, are expected to add additional coordination, work and survey effort to the existing conditions to include in the Affected Environment. This could result in an enlarged General Study Area and APE.

Hours to evaluate a third Action Alternative are included for each resource impact category as part of the fee estimate. The same analysis conducted for the two Action Alternatives would be conducted for the third Action Alternative.

**Responsibility:**
This task will be conducted by the Contractor and the Contractor Team.

**Deliverables:**
- No specific additional deliverables

**Assumptions:**
- Third Action Alternative is included at the same time as the other two Action Alternatives. The addition of a third alternative after work has commenced would require redundant work efforts (and additional fee)

## OPTIONAL TASK 2 – ANALYSIS OF ADDITIONAL ALTERNATIVES

This optional task includes the analysis of up to three additional Action Alternatives. This task would require additional analysis of impacts to all resource categories. Expanded study areas, due to expanded areas to evaluate, are expected to add additional coordination, work and survey effort to the existing conditions to include in the Affected Environment. This could result in an enlarged General Study Area and APE.

Hours to evaluate three additional Action Alternative are included for each resource impact category as part of the fee estimate. The same analysis conducted for the two Action Alternatives discussed in the main body of the Scope of Work would be conducted for three additional Action Alternative.

**Responsibility:**
This task will be conducted by the Contractor and the Contractor Team.

**Deliverables:**
- No specific additional deliverables

**Assumptions:**
- The additional Action Alternatives are included at the same time as the other two Action Alternatives. The addition of new alternatives after work has commenced would require redundant work efforts (and additional fee)

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## OPTIONAL TASK 3 – SUSTAINABILITY, RESILIENCE, AND ENVISION®

This optional task includes efforts specifically related to achieving the requirements that the Sponsor has set for this project to achieve the Silver level of certification, at a minimum, under the Institute for Sustainable Infrastructure's (ISI) Envision rating system. Potential uses of this task may include additional coordination, public outreach and stakeholder efforts to achieve maximum Quality of Life and/or Leadership credits; additional coordination with agencies to discuss mitigation beyond what is required to achieve Superior, Conserving or Restorative levels of achievement in Natural World or Resource Allocation credits when analysis indicates there will be impacts to a resource (e.g., stormwater, water quality, soil health); additional consideration of methods to reduce emissions and pollutants, to assess vulnerabilities due to climate change to achieve additional credits toward Climate and Resilience. Additionally, the Contractor Team would assist the DEN PMT with evidential documentation.

Hours to assist the Sponsor in a range of tasks are included, however specific tasks would be defined in coordination with the Sponsor if the Optional task is requested.

**Responsibility:**
This task will be conducted by the Contractor and the Contractor Team.

**Deliverables:**
- To be determined

**Assumptions:**
- Specific tasks will be defined upon approval to initiate this Optional task

## OPTIONAL TASK 4 – AGENCY CONCURRENCE AGREEMENTS

If it is determined that there are agencies that the Project will need concurrence from at specified Concurrence Points, Agency Concurrence Agreements (ACAs) will be drafted by the Contractor to request commitments to the concurrence process. The ACAs will include project goals, concurrence points, dispute resolution process, milestone dates, and agency roles and responsibilities. The Contractor will draft a preliminary ACA for Sponsor and FAA review and approval. The Contractor will host a meeting, including the identified federal, state and local agencies' decision makers, with the purpose of refining the preliminary ACAs. The ACAs will be edited in accordance with results of the meeting. The ACAs will be submitted to the Sponsor and the FAA for review and approval. The final ACAs will be forwarded to agencies for their signatures. Three concurrence points are assumed to occur at the following stages of the EA process:

- Purpose and Need Agency Concurrence Agreement
- Alternatives to be Carried Forward for Agency Concurrence Agreement
- Concurrence of Preferred Alternative

For the final concurrence point (Preferred Alternative), prior to release of the Preliminary Draft EA for review by Concurrence Agencies, the FAA must approve the release of the document. The Contractor will provide the Preliminary Draft EA to Concurrence Agencies for

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their review prior to the publication of the Draft EA. If a Preferred Alternative has been selected, the Contractor will request review and concurrence on the Preferred Alternative within 30 days. If no response is received within 30 days, FAA will assume concurrence.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Draft and Final Agency Concurrence Agreements
- Purpose and Need Statement with letters to request concurrence (electronic) from relevant agencies
- Alternatives Carried Forward with letters to request concurrence (electronic) from relevant agencies
- Meeting materials for ACA Concurrence Point Meetings (3)
- Preliminary Draft EA (electronic) for agencies with letters to request concurrence Letters from relevant agencies

**Assumptions:**

- Meeting with the agencies will be held to discuss the ACAs prior to developing the ACAs to establish roles and timelines
- Two rounds of review of ACAs by Sponsor and FAA
- Agency Meeting at ACA Point for Purpose and Need
- Agency Meeting at ACA Point for Alternatives
- Agency Meeting at ACA Point for Preferred Alternative
- Agencies will have no more than 30 days to review and respond to each concurrence request

## OPTIONAL TASK 5 – COOPERATING AGENCIES

If it is determined that other agency(s) are involved in the Proposed Action for the Project (i.e., has jurisdiction by law or special expertise associated with a resource that will be impacted by the Project), the agency(s) will be identified for potential Cooperating agency status. The following tasks are expected:

- **Invitation to Cooperate:** The Contractor will assist the FAA in developing the invitation to Federal, state, tribal, and local agencies with special expertise or jurisdiction by law to be cooperating agencies (see 40 CFR §§ 1501.6 and 1508.5, CEQ Regulations, and CEQ Memorandum, *Designation of Non-Federal Agencies to be Cooperating Agencies in Implementing the Procedural Requirements of the National Environmental Policy Act* (July 28, 1999)).
- **Meetings:** The Contractor expects to assist the FAA in coordination and meetings with cooperating agencies at five points during the EA process: (1) development of the purpose and need; (2) development of alternatives; (3) review of the Preliminary Draft EA and selection of the preferred alternative (if applicable); (4) responses to public and agency comments on Draft EA; and (5) review of the Preliminary Final EA.

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**Responsibility:**
This task will be conducted by the Contractor and the Contractor Team.

**Deliverables:**
- Formal letter with invitation to cooperate
- Meeting materials, including meeting notes
- Preliminary Draft EA for Cooperating Agency review
- Comment-response matrix

**Assumptions:**
- Up to six members of the Contractor Team will participate in up to six meetings with a cooperating agency
- Contractor expects to address the Cooperating Agency's comments and make revisions to preliminary draft and preliminary final EA

## OPTIONAL TASK 6 – CONTRACTOR TEAM SHAREPOINT SITE

The Contractor will create and host a Team Collaboration Site (Site) that will provide the Contractor Team, Sponsor and FAA with secure, cloud-based access to project documents and related information. Project participants will be required to post all project related documents on the Site, which will be built using Microsoft's (MS) SharePoint Online cloud-based collaboration portal, customized to the requirements of the Project.

Due to current overall project needs, the Contractor will implement the Site with primary focus on document control and basic collaboration functionality with the ability to grow the Site along with the Project. The Contractor will work with the Sponsor to customize the Site to address the needs and opportunities associated with the EA, including the following steps:

- **Office 365 and SharePoint Online Account Setup:** The Contractor will set up the MS Office 365 project account, blank SharePoint Online Team site collection and domain setup. This will be used in the next step to begin configuring the site design, content organization and metadata management.
- **SharePoint Online Design:** The Contractor will develop a configuration spreadsheet that defines specific technical and system requirements for the Web portal design and implementation. This task also includes the initial coordination and account setup with MS Office 365, site collection deployment and initial protocols. The memorandum will concentrate on the following items:
    - Site structure and organization
    - Document Libraries, List Libraries and related Metadata
    - User Groups, roles and permissions – matrix that defines the different user groups and roles for their portal; with their configuration definitions
- **Project Portal Implementation and Configuration:** The Contractor will implement the Portal design, user groups, roles and permissions per the previous step design document. Following the initial rollout, comments will be collected and minor changes to

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the site configuration and design will be implemented. In addition to design, content organization and metadata requirements defined under the previous step, typical baseline capabilities include:

- Project home page – including Project Announcements; Key News Feeds / Postings; Hyperlinks library
- Document control – configuration of project document libraries, metadata and document versioning
- Calendar(s) – calendaring will enable the posting of project-wide meeting for viewing by the entire team. Individual meeting attendees will continue to be invited via Outlook/Exchange functionality, but all significant or regular project meetings will be consolidated onto the portal calendar for one-stop viewing of project meetings and events
- Contacts – a section providing a list of project participant and contact information

- **Training and User Guide:** The Contractor will conduct one (1) instructor-led "train-the-trainer" session via WebEx. The training session will orient the primary users to all system functionality, collaborating on documents and sharing team links. Each user will receive a copy of a system User's Quick Guide.
- **Ongoing Support and Maintenance:** The Contractor will provide technical support for minor additions and adjustments to the portal. If significant technical support (exceeding stated budget) is required, an amendment to this Scope of Work will be required authorizing the work and additional hours.

SharePoint Online hosting is priced based on each user and will be billed as a direct expense. Users will be required to use a modern web browser (MS Edge, Google Chrome, Mozilla Firefox) to access the Site – Internet Explorer will not be supported.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Domain name purchase/ Office 365 SharePoint Online account setup
- Draft and Final Design Document
- Operational Baseline SharePoint Online Project Portal
- Transition Portal configuration into production environment
- Companion User's Quick Guide
- Initial Site Design and Revised/Final Site Design

**Assumptions:**
- One (1) instructor-led training session via WebEx with participation from 20 Contractor Team members

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## OPTIONAL TASK 7 – CUMULATIVE IMPACTS (NEW 8/11/21)

Due to the potential for CEQ to reintroduce requirements for consideration of cumulative impacts as part of NEPA documentation within the timeframe of this EA, this optional task includes analysis of cumulative impacts. The following sub-tasks are expected:

- **Coordination:** The Contractor will work with the Sponsor to determine on-airport projects with potential to be constructed within the Project's years of implementation. To assist in identification of off-airport projects, the Contractor will conduct desktop research to identify potential projects and prepare letters to confirm the findings with local jurisdictions and relevant agencies and organizations (e.g., Denver Regional Council of Governments, CDOT, Regional Air Quality Council, etc.)for DEN or FAA's use in coordination. The letter will include a brief project background and the Study Area to assist agencies and organizations in confirming and identifying relevant off-airport projects or developments within the vicinity of the Study Area that have the potential to cumulatively impact environmental resources when combined with the Project.
- **Identification and Project Descriptions:** Based on the information gathered during the coordination sub-task, project locations identified by DEN and the surrounding communities, the Contractor will define the Affected Environment by considering the alternatives retained for detailed analysis and the potential for cumulative impacts.
- **Impact Analysis:** The Contractor will identify cumulative environmental impacts that would result from the implementation of the alternatives retained for detailed analysis. For each of the impact categories where the alternatives retained for detailed analysis would result in an impact, the impacts of other projects to these same environmental impact categories will be qualitatively discussed. The scope for this optional task conservatively assumes that Options 1 and 2 are required (six action alternatives retained for detailed analysis). This scope of work includes only a qualitative analysis for cumulative impacts; should an EIS be required, it is expected that a detailed analysis to assess cumulative impacts would be completed. The Contractor will document the methodology used to assess the potential cumulative impacts as well as describe the related assumptions, findings and coordination. The Contractor will coordinate with the Sponsor and the FAA to determine the timeframe for review of past and reasonably foreseeable actions.

Hours to evaluate cumulative impacts are included for each resource impact category as part of the fee estimate. The fee estimate conservatively assumes that Options 1 and 2 are required (six action alternatives carried forward for detailed analysis).

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# QUALITY ASSURANCE / QUALITY CONTROL

## Introduction

The purpose of the Project Quality Plan (PQP) is to produce a high-quality environmental review based on sound technical analysis that will stand the test of intense scrutiny. This plan details the specific procedures, steps, and the Contractor responsibilities that are fundamental to meet the stated purpose. The Contractor will take a proactive approach to management of quality on all deliverables. This approach is founded on the Contractor's Quality Management System (QMS), which establishes a consistent process for deliveries across all geographies and disciplines.

### Core Principles

The following tenets form the core of the PQP:

- Understanding of client issues, expectations, and requirements
- Knowledge and understanding of local, state and federal environmental review processes and requirements
- Correct application of appropriate environmental planning criteria and standards
- Use of appropriate technology
- Client approval of methodologies, inputs, and technologies
- Organization, thoroughness, and presentation of product and technical data
- Cost effectiveness
- Adherence to schedule
- QC technical review (NEPA and Colorado regulations)
- Accountability at all levels of the Contractor Team

### Project Quality Plan (PQP)

The Contractor will prepare and follow a PQP, which will be developed by the Contractor's PM and the dedicated project quality manager (PQM). The elements of the PQP include independent quality assurance (QA) functions with quality control (QC) built into each work product as it is developed. Sub-contractors will be contractually required to follow the Contractor's PQP specific to their Scope of Work, or an approved PQP that meets the Contractor's requirements. The Contractor will conduct routine audits to confirm compliance and maintenance of records.

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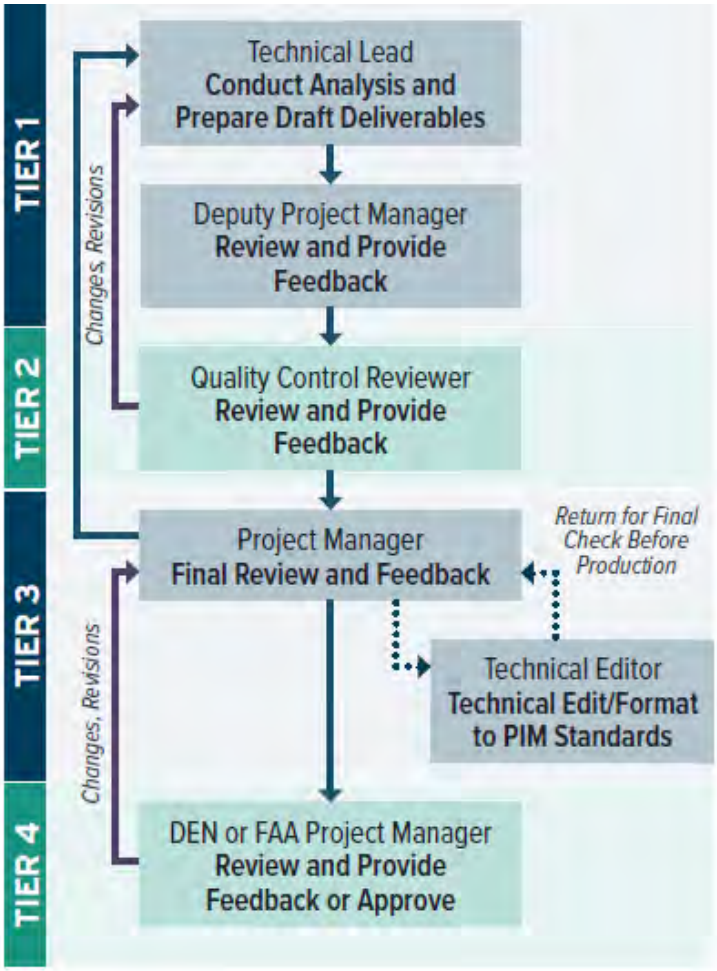
## Internal Processes for EA Data Review and Validation

**Figure 1** illustrates all materials provided by team members will undergo a thorough review for technical accuracy by the Contractor Team, and deliverables will only be advanced to the Sponsor and FAA for review after each step of the process has been followed. As shown, the Contractor's DPM will conduct the initial review of the Contractor Team's deliverables, followed by a Quality Control Technical Reviewer. The Contractor's PM will then conduct the final review and provide to the technical editor to ensure consistency with formatting and PIM standards.

Figure 1

Four Tier QA/QC Process




The Contractor will be responsible for all analysis and deliverables. To manage this aspect of delivery, our schedule specifically includes time to review and technically edit all team member deliverables.

Technical Analysis – the Contractor Team will conduct a literature search and develop a bibliography of references and methodologies to be used in the acquisition of environmental data, analysis processes, and the development and preparation of the EA. All technical analyses will be reviewed by a subject matter expert on the Contractor Team.

Project Deliverables - Standards for document formats, templates, and styles, along with a list of standard terms and abbreviations, will be developed and maintained by our team as part of the PIM. All deliverables to the Sponsor and the FAA will go through our QC process. Any technical memorandums and versions of the NEPA document will also be reviewed by the Contractor's technical editor.

Administrative File - Instructions will be provided to specify what materials should be included in the Administrative File and will include sample forms for records of telephone conversations and memos to the file. Documents will be submitted for review by the PM or DPM for inclusion in the Administrative File.

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Review Checklist – The Contractor's Client Deliverable Quality Matrix (CDQM) will be used through the development and delivery of the EA. At appropriate points in the process, the PM and PQM will review and update the CDQM.

### Quality Assurance / Control Organization

**Figure 2** graphically depicts the organization for implementation of the QA/QC Plan for the Project. The following summarizes the responsibilities of management and staff.

Project Quality Manager (PQM)

The Project Quality Manager (PQM) is an independent member of the project management team, reporting to the principal-in-charge and the Contractor's Office Quality Manager in the Contractor's Denver office. The PQM is responsible for overseeing the PQP's implementation and updates and will confirm compliance with all QMS requirements, including by making sure that all project staff remain current on the PQP. The PQM is responsible for ensuring the QC Plan is followed and updated as necessary.

Project Manager

The PM is accountable to the Principal-in-Charge and the Sponsor for day-to-day performance and implementation of the QC Plan. The PM will assign tasks to staff with the appropriate expertise. The PM will closely monitor the schedule. If necessary, staffing will be adjusted to meet project schedules. The PM will ensure that adequate time will be available for technical reviews prior to document delivery.

Quality Control Technical Reviewers

The Contractor Team has identified QC Technical Reviewers who will be responsible for providing critical review of methodologies and analytical techniques; adhering to state and federal processes; and evaluating the quality of opinions, solutions and conclusions offered. The QC Technical Reviewers include a CEQ and NEPA reviewer and a Colorado Environmental Regulations reviewer.

Technical Editor

The Contractor's technical editor will review major deliverables, including technical memorandums and submittals of the Draft EA prior to submittal to the Sponsor and FAA.

Project Planners, Environmental Planners, Engineers, Technical Support, Sub-Contractors

These professionals are accountable to the PM for contributing to the day-to-day delivery of quality work and using quality control procedures in their areas of expertise and assigned responsibilities.

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## Figure 2

## Quality Control / Quality Assurance Organization

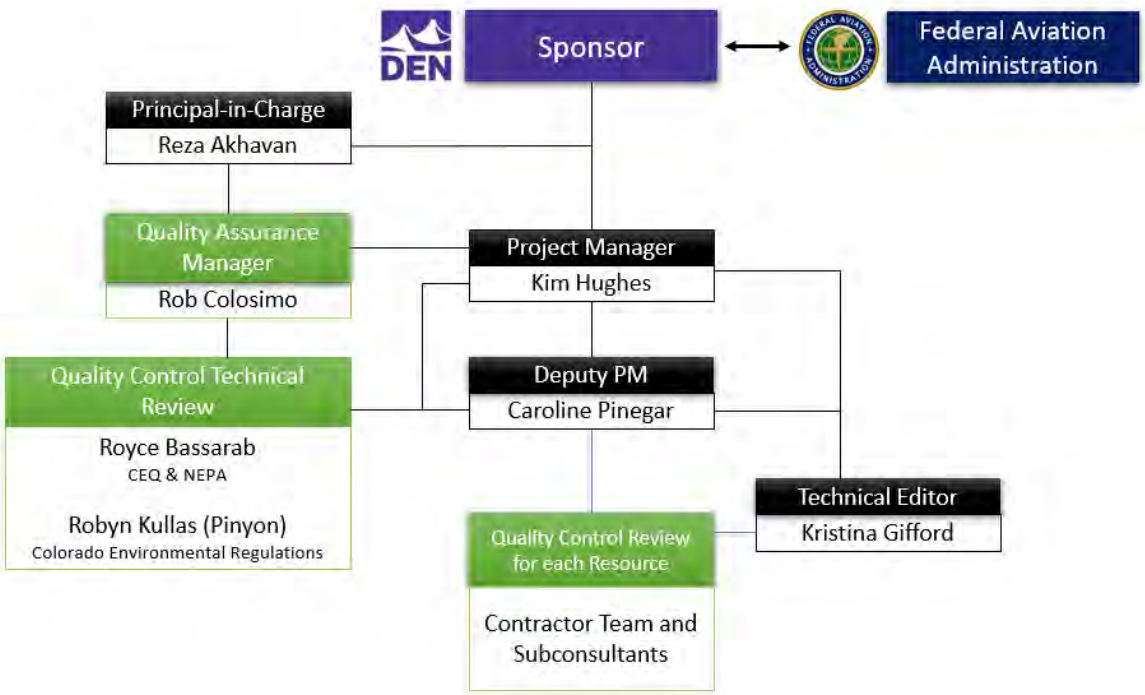

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**Exhibit B-2**
**DEN Contract No. 202057147**

# Denver International Airport

## Draft Scope of Work for an Environmental Impact Statement (EIS) for the Seventh (7th) and Potential Eighth (8th) Runway(s)

**Prepared by:**

HNTB, CIG, CMT, EES and Pinyon Environmental

July 6th, 2021

DRAFT

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# DRAFT SCOPE OF WORK FOR THE SEVENTH (7TH) AND POTENTIAL EIGHTH (8TH) RUNWAY(S) ENVIRONMENTAL IMPACT STATEMENT (EIS) AT DENVER INTERNATIONAL AIRPORT

July 6, 2021

## INTRODUCTION

HNTB (the Contractor) has been selected to assist the City and County of Denver (Sponsor), owner and operator of Denver International Airport (DEN), in cooperation with the Federal Aviation Administration (FAA) in preparing an Environmental Assessment (EA) for the proposed seventh and potentially eight runway project (Project). A Scope of Work, which will be included in a Plan of Study, was submitted to the Sponsor and FAA for the Project to begin with the preparation of an EA for a seventh runway.

If the FAA identifies potential significant impacts during the EA process that the Sponsor cannot mitigate, the document will be elevated to an Environmental Impact Statement (EIS) and the Contractor will work directly with the FAA to complete the National Environmental Policy Act (NEPA) process. An EIS is required under Section 102(2)(C) of NEPA when one or more environmental impacts would be significant and mitigation measures cannot reduce the impact(s) below significant levels. This draft EIS Scope of Work assumes that the forecast aviation activity for DEN warrants the need for an eighth runway to be in place within seven to eight years of the construction of the seventh runway. This EIS Scope of Work assumes the preferred location of the seventh runway has been determined prior to evaluation of eighth runway locations. The alternatives reviewed in detail within the EIS are expected to include the following:

- No Action Alternative – No 7th or 8th Runway
- Alternative 1 – 7th Runway, Option 1
- Alternative 2 –7th Runway, Option 2
- Alternative 3 –7th Runway, Option 3
- Alternative 4 – 7th Runway, Preferred Option + 8th Runway, Option 1
- Alternative 5 – 7th Runway, Preferred Option + 8th Runway, Option 2
- Alternative 6 – 7th Runway, Preferred Option + 8th Runway, Option 3

This draft EIS Scope of Work is being prepared for use by DEN in communicating a complete estimate of potential environmental services, environmental review costs, and schedule in the event the EA is elevated to an EIS. A more detailed EIS Scope of Work will be prepared and reviewed by the FAA at the time the decision is made and prior to awarding a new grant to DEN for an EIS.

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Per the "Memorandum of Understanding between the United States Federal Aviation Administration and City and County of Denver (executed 4.19.21)" (MOU), the FAA may make the decision on whether to proceed with an EIS at the following points in the NEPA process:

i. At the conclusion of the scoping process;
ii. After hearing public input on the EA process;
iii. After the completion of the analyses for the Environmental Consequences chapter of the EA;
iv. Before the release of the Draft EA; or
v. After the comment period for the Draft EA.

The preparation of the EIS will conform to the provisions of NEPA, applicable sections of Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR Parts 1500-1508); FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*; FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*; and other applicable FAA guidance. This Scope of Work has been prepared by the Contractor at the request of the City and County of Denver. The Contractor Team, which consists of the following team members: CIG, CMT, EES and Pinyon Environmental, has assisted in the development of this Scope of Work. Once approved, the Scope of Work will become part of the Plan of Study for development of the EIS.

The EIS Plan of Study includes the following:

- Scope of Work including descriptions of expected tasks to be performed, methodologies proposed to perform each task, name and qualifications of the person responsible for performing each task, and the estimated person hours to complete each task [NOTE, fee estimate will be provided separately and will be refined upon FAA's approval of the EIS Plan of Study],

- Project schedule [NOTE, schedule will be provided separately, in general the Contractor will have two years to complete the EIS process commencing on the date of publication of the Notice of Intent (NOI) for the Project in the Federal Register], and

- Internal and external review procedures to assure quality control.

The Contractor will submit all work products in electronic format and searchable PDF files along with its components such as data files, text files, image files, spreadsheets, graphs, and tables (Deliverables). Per the MOU, the work performed by the Contractor and its Subcontractors shall be submitted directly to the FAA, and upon request of the FAA, to the Sponsor. All electronic submittals for general distribution to the public must be compliant with Section 508 of the Americans with Disabilities Act. The Contractor will provide electronic and printed versions of the draft and final NEPA documents.

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## Task 1 EIS PLAN OF STUDY REFINEMENT

The purpose of this task is to refine the EIS Scope of Work and other components that make up the EIS Plan of Study upon FAA's decision to elevate the NEPA review from an EA to an EIS. The decision to move to an EIS would reset the organization of the Project Team, which will include the Contractor, the FAA, and the Sponsor, if directed by the FAA. It is expected that once the decision is made to complete an EIS for the Project, the Contractor will be able to provide a more detailed Scope of Work and Project schedule. This task includes two meetings between the FAA and the Contractor Team prior to submitting the draft EIS Plan of Study for FAA review. After review by the FAA, one meeting is expected to resolve any outstanding comments. The Contractor will then provide a final EIS Plan of Study for FAA's review and approval.

The Contractor will update the Project Quality Plan (PQP) with the new organizational roles, and include an updated Client Deliverable Quality Matrix (CDQM) with a new anticipated deliverable schedule.

The EIS Plan of Study is subject to the FAA's approval, available funding, and must comply with all applicable regulations and FAA orders governing the preparation of Fee Proposals.

**Responsibility:**
This task will be conducted by the Contractor with participation by the Contractor Team.

**Deliverables:**
- Draft and Final EIS Plan of Study [Scope of Work, Schedule, Fee Estimate, Quality Assurance Plan]
- Draft and Final Schedule
- Updated Project Quality Plan (PQP), if requested

**Assumptions:**
- No formal presentations will be prepared
- Participation by members of Contractor Team in up to three virtual meetings. Participation from Subcontractors will vary according to topic but average up to four Contractor Team members per meeting

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# Task 2 PROJECT MANAGEMENT

The purpose of this task is to conduct project management procedures for the EIS and to implement these procedures throughout the Project.

## Task 2.1 Environmental Project Management Team

An EIS Environmental Project Management Team (EPMT) will be established to facilitate communication between the FAA and the Contractor. Participation in the EPMT Meetings by the Sponsor will be at FAA's discretion. In addition to providing oversight of technical analyses, the EPMT will establish Project policies and procedures and coordinate contractual matters. It is anticipated that the EPMT would consist of the FAA's Project Manager (PM), other FAA staff as appropriate, and the Contractor's PM and Deputy Project Manager (DPM). The Sponsor's PM or other DEN staff will attend at FAA's request. The Contractor's Principal-In-Charge will participate as needed related to contractual matters. The following activities are anticipated:

- **Project Initiation Meeting:** The Contractor will conduct a kick-off meeting with the EPMT to introduce any new members of the EPMT as defined by the FAA, to establish a common understanding of the EIS Plan of Study, schedule, communications procedures, and the responsibilities of EPMT members. The Contractor will provide an agenda for the meeting, supporting materials, and meeting notes summarizing conclusions and action items. This meeting will be held via video conference.
- **Ongoing EPMT Meetings:** Bi-weekly (every other week on average) conferences among the EPMT members will be held to discuss the project status, project issues that may affect schedule, and status of remaining project tasks. The meetings will be held primarily via telephone or video conference; however, it is expected that up to eight in-person meetings will be held if warranted. Issues to be addressed at EPMT meetings will include work completed to date; identification of issues that have arisen and proposed resolution; planning for upcoming Project activities; coordination with other FAA or Sponsor activities, as required.

It is noted that additional FAA, Sponsor (as requested by the FAA), and Contractor Team members may attend as necessary to address topical issues as directed by the FAA. This task includes the preparation of meeting agendas and pertinent materials in advance of each meeting, as well as brief meeting summaries.

**Responsibility:**
This task will be conducted by the Contractor with participation by the Contractor Team.

**Deliverables:**
- Meeting agendas and action items

**Assumptions:**
- NTP is assumed to begin four months prior to publication of NOI for a total of 28 months
- Average two meetings per month, approximately 28 months, 56 meetings
- Participation by up to four members of Contractor Team

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## Task 2.2 DEN Planning Meetings for Project Definition

The Contractor expects to attend periodic presentations and/or meetings with the Sponsor's planning contractor to discuss findings of various studies, the project status, potential issues that may affect schedule, and status of remaining project tasks. It is expected that this task will include participation in meetings associated with refinement and any needed updates to the purpose and need, Proposed Action, and potential alternatives. The Contractor expects that the Sponsor's planning consultant will provide airfield simulation for inclusion of an 8th runway if the FAA decides that an 8th runway is viable for consideration in the EIS. The Contractor will include staff with expertise in the relevant topic(s) in review of materials and meetings. It is expected that most of the meetings will be held via telephone or video conference however cost for attending up to two in person meetings are included.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Comments on meeting minutes developed by the Sponsor or Sponsor's planning contractor

**Assumptions:**
- Participation in up to six meetings by five Contractor members
- Costs for up to two in-person meetings are included, efforts will be made to combine other management in-person meetings to reduce travel expenses

## Task 2.3 Contractor Team Coordination

This subtask includes the administrative tasks that are essential to effectively manage the Contractor Team in the process of preparing the EIS and accompanying documentation. The Contractor will ensure the Contractor Team is aware of changes to the PM organization for the Project. The Contractor will conduct the following activities:

- **Ongoing Subcontractor Management:** The Contractor will review progress reports, provide accounting and payment to subcontractors, and provide general oversight of the activities of the Contractor Team.
- **Ongoing Contractor Team Coordination Meetings:** The Contractor will regularly conduct internal Contractor Team meetings in preparation for EPMT meetings. In addition to the Contractor PM and DPM, task leaders will attend as needed to address current efforts.

**Responsibility:**
This task will be conducted by the Contractor with participation by the Contractor Team.

**Deliverables:**
- None to FAA

**Assumptions:**
- Participation in up to 56 meetings by six members (on average) of Contractor Team, bi-weekly for the duration of the anticipated 28-month project timeline

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## Task 2.4 EIS Team Collaboration Site

The Contractor will create and host a Team Collaboration Site (Site) independent from the DEN's SharePoint environment (assumed to be used while the Project is an EA) that will provide the Contractor Team, FAA, and Sponsor (at the direction of the FAA) with secure, cloud-based access to project documents and related information. The Contractor Team will be required to post all project related documents to the Site, which will be built using Microsoft's (MS) SharePoint Online cloud-based collaboration portal, customized to the requirements of the Project. The Contractor will coordinate with the DEN Program Management Office (PMO) to transfer the contents of the EA Team Collaboration Site over to the Contractor-hosted site.

The Contractor will work with the FAA to customize the Site to address the needs and opportunities associated with the EIS, including the following steps:

- **Office 365 and SharePoint Online Account Setup:** The Contractor will set up an MS Office 365 project account separate from the Sponsor's SharePoint account, blank SharePoint Online Team site collection and domain setup. This will be used in the next step to begin configuring the site design, content organization and metadata management.
- **SharePoint Online Design:** The Contractor will develop a configuration spreadsheet that defines specific technical and system requirements for the Web portal design and implementation. This task also includes the initial coordination and account setup with Microsoft Office 365, site collection deployment and initial protocols. The memorandum will concentrate on the following items:
    - Site structure and organization
    - Document Libraries, List Libraries and related Metadata
    - User Groups, roles and permissions – matrix that defines the different user groups and roles for their portal; with their configuration definitions
- **Project Portal Implementation and Configuration:** The Contractor will implement the Portal design, user groups, roles and permissions per the previous step design document. Following the initial rollout, comments will be collected and minor changes to the site configuration and design will be implemented. In addition to design, content organization and metadata requirements defined under the previous step, typical baseline capabilities include:
    - Project home page – including Project Announcements; Key News Feeds / Postings; Hyperlinks library
    - Document control – configuration of project document libraries, metadata and document versioning
    - Calendar(s) – calendaring will enable the posting of project-wide meeting for viewing by the entire team. Individual meeting attendees will continue to be invited via Outlook/Exchange functionality, but all significant or regular project meetings will be consolidated onto the portal calendar for one-stop viewing of project meetings and events

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  - Contacts – a section providing a list of project participants and contact information

- **Training and User Guide:** The Contractor will conduct one (1) instructor-led "train-the-trainer" session virtually. The training session will orient the primary users to all system functionality, collaborating on documents and sharing team links. Each user will receive a copy of a system User's Quick Guide.
- **Ongoing Support and Maintenance:** The Contractor will provide technical support for minor additions and adjustments to the portal. If significant technical support (exceeding stated budget) is required, an amendment to this scope of work will be required authorizing the work and additional hours.

SharePoint Online hosting is priced based on each user and will be billed as a direct expense. Users will be required to use a modern web browser (MS Edge, Google Chrome, Mozilla Firefox) to access the Site – Internet Explorer will not be supported.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Domain name purchase/ Office 365 SharePoint Online account setup
- Draft and Final Design Document
- Operational Baseline SharePoint Online Project Portal
- Transition Portal configuration into production environment
- Companion User's Quick Guide
- Initial Site Design and Revised/Final Site Design

**Assumptions:**
- One meeting with PMO to transition contents from DEN SharePoint environment to Contractor-led SharePoint environment
- One (1) instructor-led training session via WebEx with participation from 20 Contractor Team members

## Task 2.5 EIS Project Instructions Manual

The Contractor will use the previously prepared EA project instructions manual (PIM) as the basis to prepare an EIS PIM. The Contractor will update the procedures and protocols for managing the Contractor Team, including appropriate requirements for internal and external communication, financial controls and will redistribute to the Contractor Team. The primary vehicle to coordinate our work efforts with team members will be the Team Collaboration Site (Task 2.4). An organized file structure for the EIS will be prepared by the Contractor to organize project documents, templates, calendars, and deliverables.

The PIM will be updated to provide the following information and guidance:

- **Confirmation of Project Team Members and Responsibilities:** Each project team member (prime contractor or subcontractor) will be identified and their specific roles confirmed.
- **Update Communication Protocols:** Communication protocols will specify requirements and limitations for verbal and written communication, as well as distribution of

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documents and information within the project team, with the FAA and Sponsor, and with any other external parties. The communication protocols will reflect the provisions of the MOU between the FAA and Sponsor.

- **Administrative Record Instructions:** Instructions will be updated to store materials on the EIS Team Collaboration Site. The Contractor will coordinate with FAA for review of updated instructions prior to dissemination to the Contractor Team.

**Responsibility:**
This task will be conducted by the Contractor

**Deliverables:**
- Draft and Final EIS Project Instructions Manual (electronic)

**Assumptions:**
- The previously developed EA PIM will be updated for this task.

## Task 2.6 Public and Agency Involvement Plans

### 2.6.1 Public Involvement Plan

The Public Involvement Plan (PIP) will be updated for the EIS to increase public awareness of the NEPA process, to educate the public on the issues associated with the Project and to encourage the public to become involved in the NEPA process. The PIP will describe the framework for distributing and providing public access to information regarding the development of the EIS; promoting an understanding of the NEPA process, studies, and analyses; and providing opportunities for public input.

- **Meetings:** The Contractor will host a meeting with the FAA prior to updating the draft PIP to ensure expectations are aligned. The Contractor will also meet with GCM and/or Government Affairs (GA) to review the PIP after review/acceptance by the FAA.

- **Plan Update:** The PIP will define the strategies, goals and tactics that the Contractor will use to educate the public on the Project and the NEPA process. The PIP will also describe the roles of the agencies and the public, the proposed process for coordination and communication including the schedule for these activities. As part of plan development, the Contractor Team will identify key stakeholders to engage, using information gathered as part of the EA as well, to identify tactics to ensure that individuals with limited English proficiency or special needs can participate.

**Responsibility:**
This task will be conducted by CIG, with assistance from the Contractor

**Deliverables:**
- Draft and Final Public Involvement Plan

**Assumptions:**
- Two rounds of review by the FAA
- One meeting with FAA with participation from four members of Contractor Team

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- One meeting with GCM and/or GA to review plan once it has been approved by the FAA

### 2.6.2 Agency Involvement Plan

This task is for the preparation of the Agency Involvement Plan and Agency Concurrence Agreements only. The Contractor will host a meeting with the FAA, and the Sponsor at FAA's discretion, to discuss agency involvement prior to drafting the draft Plan for FAA's review and comments. The Final plan will be developed after agency scoping as the outcome of scoping will guide and help to inform the Final Agency Involvement Plan.

- **Meeting:** The Contractor will host a meeting with the FAA prior to updating the draft Agency Involvement Plan to ensure expectations are aligned.

- **Plan Update:** The purpose of this task is to update the framework which will guide the Contractor to assist the FAA in implementing a thorough agency coordination process beyond scoping, scaled to an appropriate level of agency or stakeholder interest.

- **Agency Contacts:** The Contractor will confirm or update the federal and state jurisdictional agencies considered as part of the EA Agency Involvement Plan and update for the EIS. Potential significant issues and concerns will be identified to determine appropriate levels of involvement by relevant stakeholders. The Contractor will then prepare/update a draft list of agencies with the point of contact for each agency and the resource impacts the agency is expected to be concerned with associated with the Proposed Action. The lists will identify the decision makers from the federal, state, and local agencies associated with approvals/permitting for those impact categories which may be impacted and which agencies would be considered concurrence agencies or potential cooperating agencies.

  The draft list of agencies will be submitted to the FAA for consideration. Upon approval from the FAA, the Contractor will update or prepare a Final Agency Involvement Plan, depending upon the stage of the EA process prior to the determination to complete an EIS, that includes a plan for the appropriate level of engagement for each group. An engagement schedule will be developed for each group that will define points at which meetings or other engagement is expected to occur. Concurrence points will be defined in consultation with the FAA.

- **Agency Concurrence Agreements (ACA):** Agency Concurrence Agreements (ACA) will be updated or drafted by the Contractor for federal and state jurisdictional agencies to request commitments to the concurrence process. The ACAs will include project goals, concurrence points, dispute resolution process, milestone dates, and agency roles and responsibilities. The Contractor will update or draft a Preliminary ACA for FAA review and approval. The Contractor will host a meeting, including the identified federal, state and local agencies' decision makers, with the purpose of refining the Preliminary ACAs. The ACAs will be edited in accordance with results of the meeting. The ACAs will be submitted to the FAA for review and approval. The Final ACAs will be forwarded to agencies that were identified as concurrence agencies or cooperating agencies for their

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signatures. Requests for concurrence at Purpose and Need, Alternatives and Preferred Alternative concurrence points are included as Tasks 4.2.3, 4.3.3 and 11.2.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Meeting materials for meeting with FAA
- Draft and Final List of Agency Contacts
- Draft and Final Agency Involvement Plan
- Draft and Final Agency Concurrence Agreements

**Assumptions:**

- Two rounds of review of updated Agency Involvement Plan by FAA
- Two rounds of review of ACAs
- One meeting with FAA with participation from four members of Contractor Team

## Task 2.7 Administrative Files and Administrative Record

The Contractor will maintain administrative files, and continue to support an Administrative Record (AR) for the EIS process, and will also assist the Sponsor and the FAA in Study-related administrative efforts to aid in EPMT and Contractor Team coordination.

### 2.7.1 Administrative Files

The Contractor will continue with the administrative filing system established with the EA process to document studies, analyses, communication, and findings conducted throughout the Project to provide documentation that the EIS fully complies with the requirements of NEPA. In addition to documenting the decision process, the project file also provides a central location for project information. The administrative files will be structured to support development of the AR. The administrative files will be used to identify documents that will constitute the AR. The Contractor will regularly identify candidate documents for the AR for FAA approval.

The Contractor will conduct the following activities for the administrative files:

- **File Structure:** The Contractor will continue or update a file index structure to organize and catalog documents and records generated on this Project within the Site (Task 2.4). The system will be based on the Project's needs and will enable storage of document information, organize files, and allow retrieval of documents and reporting of administrative file contents.
- **File Maintenance:** Assembly and cataloguing of administrative files will continue, with the storage of planning documents already created by the Sponsor for this Project, and provided to the Contractor electronically. It is assumed that much of this will have been collected during the EA process. Any hardcopy documents needed as part of the administrative files will be scanned into PDF format for electronic storage. Significant emails (including agency approvals, public comments, and decisions or direction from the FAA) will be filed as PDFs. Electronic files and documents will be accessible to

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members of the Contractor Team at the discretion of the FAA through the Site (Task 2.4). In accordance with Office of Management and Budget's (OMB) Memorandum M-19-21 and subsequent guidance, project files will not be printed and stored in hardcopy format unless the FAA directs the Contractor to do so. All files will be maintained electronically, will be secure, and will be backed up regularly.

- **Index:** The Contractor will create an index as part of the Administrative File to provide a way to search for page numbers associated with key topics in alphabetical order.

### 2.7.2 Administrative Record

The Contractor will be responsible to maintain a draft AR for the Project, coordination with the FAA will once again be completed as was done for the EA to ensure that instructions for developing the draft AR are viable and understood by the Contractor Team. Any updated instructions will be reviewed and approved by the FAA. It is anticipated that all official published documents will become part of the AR, as well as unpublished or key resource and reference documents upon which analyses and decisions rely. All documents will be stored in electronic format. AR documents will be retained separate from the administrative files, as appropriate and viable, to ensure that the complete AR is maintained for the duration of the Project. This task includes the creation of the AR database and document archiving throughout the Project, including maintenance and addition of documents to the database during the execution of those phases of work.

The AR will include a digital catalog and electronic copy of all information used in developing methodologies, analyses, and decision-making processes. The Contractor will verify, image, and index documents to become a part of the Administrative File in a Microsoft Excel spreadsheet. Upon completion of the EIS process, the Contractor will submit a draft AR for the Project to the FAA, in accordance with FAA policy and guidance. The draft AR will be reviewed by the FAA and updates will be made by the Contractor as needed in response to the FAA's review. The database fields should include, but are not limited to: Document Number, Document Title, Publication Date, Document Description, Recipient, Number of Pages, Document Category, Document Sub-category, Revisions (by author and date).

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Updated AR Instructions
- Draft and Final AR

**Assumptions:**
- One round of review by the FAA

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## Task 2.8 Notice of Intent

The Contractor will assist the FAA in the preparation of the required Notice of Intent (NOI) to prepare an EIS in accordance with Paragraph 908 of FAA Order 5050.4B. The NOI will include a description of the proposed project as agreed upon by the FAA and the Sponsor and possible alternatives to the proposed project. It also will describe the FAA's scoping process for the EIS including the time and location of planned scoping meetings, and the FAA's responsibilities under the NEPA process. The Contractor will work with FAA staff to ensure the expeditious publication of the NOI in the Federal Register. The scoping meetings will occur no sooner than 30 days following publication of the NOI in the Federal Register.

## Task 2.9 Project Reporting and Invoicing

The Contractor will submit a monthly invoice and progress report to the FAA monthly, and will include the following components:

- **Progress:** The Contractor will prepare and submit monthly progress reports to the FAA throughout the duration of the Project. The format for progress reporting will be agreed to by the FAA and Contractor as part of this task. The Contractor will provide the FAA a bullet point summary on the progress of EIS work. The progress reports will include the status of each major aspect of the work (purpose and need, alternatives, affected environment, environmental consequences, etc.), any problems encountered, the amount of work accomplished, status of project schedule, and a brief comparison of actual accomplishments to the goals established for the month.
- **Invoice:** As a part of the monthly progress report, the Contractor will prepare and deliver an invoice for work completed during the previous reporting period. The format for invoices will be agreed to by the FAA and Contractor as part of this task. Invoices will include the percentage of budget spent and remaining at the major task level.
- **Cost and Schedule Control:** A detailed project schedule and budget will be maintained for the Project. The schedule will be developed using MS Project and will include expected start and completion dates for each subtask, public and agency meeting dates, anticipated review periods by agency, and other key milestones. The schedule will be updated monthly. Also, the Contractor will work with the Sponsor's PMT project controls to monitor schedule for the Project duration.
- **DBE Participation:** DBE participation documentation will be maintained by the Contractor to tabulate the ongoing level of participation of the DBE subcontractor, based on invoicing to the Contractor. A summary of this tracking information will be provided monthly to the FAA as part of the progress report described previously.

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**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**

- Monthly progress reports including invoices, DBE reports, and schedule updates when needed

**Assumptions:**

- NTP is assumed to begin four months prior to publication of NOI for a total of 28 months

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## Task 3 GOVERNMENT-TO-GOVERNMENT CONSULTATION

The FAA will be responsible for continuing or initiating government-to-government consultation with potentially affected tribes. The Contractor will assist the FAA by preparing documentation to be included with the consultation letters, such as a project description and figures.

At the request of FAA, the Contractor Team will provide meeting materials, meeting notes, and attendance at up to four meetings with tribes that request consultation. It is assumed that two members of the Cultural Resources Sub-Contractor, Pinyon, would attend, as well as the PM and DPM for the Project.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Project description and figures, as needed
- Meeting materials for meetings with Tribes

**Assumptions:**
- FAA will initiate and complete consultation with federally recognized Tribes and provide guidance for documentation of such within the EIS
- Attendance by four members of the Contractor Team at up to four meetings if requested by FAA

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# Task 4 PROPOSED ACTION, PURPOSE AND NEED AND ALTERNATIVES

## Task 4.1 Proposed Action

The purpose of this subtask is to update and refine the Sponsor's Project, including all connected/enabling actions, to be approved in the EIS that are required to accomplish the purpose and need for the proposed action. The Contractor will work closely with the FAA to craft the description of the Proposed Action.

The Contractor will develop the first chapter of the EIS which will include the background for the Proposed Action, the Proposed Action, and the Requested Federal Action.

**Responsibility:**
This task will be conducted by the Contractor with support by the Contractor Team.

**Deliverables:**

- Written description and illustration of the Proposed Action
- Annotated chapter outline
- Draft and Final Background and Proposed Action Chapter

**Assumptions:**

- FAA will provide the Proposed Action after reviewing the Sponsor's Proposed Project and completing a Section 163 (of the FAA Reauthorization Act of 2018) determination
- Two rounds of review by the FAA (and Sponsor at FAA's discretion)

## Task 4.2 Purpose and Need

The purpose of this task is to define the purpose and need for the proposed improvements to be evaluated through this EIS.

### 4.2.1 Develop Purpose and Need Statement

The purpose of this subtask is to refine and/or update the key elements of the purpose and need for improvements at DEN. The preliminary purpose and need will form the basis for developing and screening alternatives and for developing the Purpose and Need chapter of the EIS. The preliminary purpose and need will also support the Scoping phase of the Project. The Contractor will conduct the following activities:

- **Review Existing Documentation:** The Contractor will review existing documentation, including prior studies and communication, to identify factors that may contribute to the Purpose and Need for improvements at the Airport.
- **Develop Preliminary Purpose and Need:** The Contractor will develop a preliminary purpose and need for the EIS consisting of concise statements that explain each element of the purpose and need for improvements at the Airport. An initial draft will be provided to the FAA and Sponsor (at the discretion of the FAA) for review. The Contractor will revise the draft to reflect FAA and Sponsor comments so that the preliminary purpose and need can be used in communication during the scoping

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and initial public involvement process, as well as in development of the Project alternatives.

- **Review Meeting:** As requested, the Contractor will participate in a teleconference meeting with the FAA to review the initial draft and discuss revisions to be reflected in the preliminary purpose and need.

### 4.2.2 Purpose and Need Technical Report

A Purpose and Need Technical Report (to be included as an Appendix) will be prepared to provide supporting information including AirTOp analysis results.

### 4.2.3 Purpose and Need Agency Concurrence Agreement

At FAA's direction, the Contractor will provide the Purpose and Need statement to concurrence agencies and cooperating agencies (if applicable) for their review upon completion to seek concurrence. The Contractor will conduct the following activities:

- **Agency Review Meeting:** At FAA's direction, documentation for a Concurrence Point review will be submitted to concurrence and cooperating agencies (if applicable). This meeting will be conducted after the agencies are provided an opportunity to review provided documentation. The Contractor will assist the FAA in conducting the Agency Review Meeting by providing the following for each meeting: facilitator, draft agenda, meeting materials, PowerPoint presentation, and meeting notes. It is assumed this meeting will occur via videoconference.
- **Concurrence Letters:** The Contractor will develop letters to request review and concurrence on the Purpose and Need from agencies within 30 days. If a response is not received within 30 days, concurrence will be assumed.

### 4.2.4 Develop Purpose and Need Chapter

The purpose of this task is for the Contractor to refine the purpose and need statement developed in Task 4.2.1 for insertion in the Purpose and Need Chapter of the EIS. The Contractor will develop the Draft Purpose and Need Chapter for the EIS. This chapter will include the following information:

- Introduction;
- Statement of Purpose and Need and Supporting Information; and
- Proposed Timeframe for Implementation.

A preliminary draft Purpose and Need Chapter will be provided to the FAA for review. The Contractor will revise the preliminary draft to reflect FAA comments. The revised Preliminary Draft will be provided to the FAA for a second review, comments and approval.

**Responsibility:**
This task will be conducted by the Contractor with support for QC by the Contractor Team.

**Deliverables:**

- Draft and Final Purpose and Need Statement
- Draft and Final Purpose and Need Technical Report

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- Meeting materials for Agency Review Meeting
- Draft and Final letters to request concurrence (electronic) from relevant agencies
- Annotated chapter outline
- Draft and Final Purpose and Need Chapter

Assumptions:

- Sponsor Planning documents will be provided
- Agency Review Meeting will be held via videoconference
- Agencies will have no more than 30 days to review and respond to concurrence request
- Two rounds of review by the FAA (and Sponsor at FAA's discretion)

## Task 4.3 Alternatives

The purpose of this task is to identify, define and illustrate the Alternatives to the Proposed Action and prepare the Draft Alternatives Chapter of the EIS.

Airport alternatives will be identified based on planning documentation and simulation results to be developed by the Sponsor's planning contractor. Potential alternatives will be developed and analyzed according to multiple criteria including the purpose and need, FAA design standards environmental concerns, and construction requirements as developed during agency coordination and engineering evaluation activities.

### 4.3.1 Development and Screening of Alternatives

The purpose of this subtask is to initiate the study of potential alternatives to meet the purpose and need for the Proposed Action with development of conceptual alternatives which will be screened to determine the appropriate alternatives to review in detail.

#### *4.3.1.1 Development of Conceptual Alternatives*

The purpose of this subtask is to develop a range of conceptual alternatives that will be considered in the EIS. The Contractor will work with the FAA, the Sponsor, and the Sponsor's planning contractor to develop conceptual alternatives that will be considered as part of the planning process, which will be incorporated into the EIS. Based on the information provided, the Contractor will develop summary narrative and associated graphics that clearly depict and identify the potential runway alternatives along with all connected and enabling projects, describe the attributes of the alternatives, and detail the analytical metrics associated with each runway alternative. This will also include a discussion of why a specific alternative may not be applicable to be selected as the carried-forward alternative. The Contractor will review and verify that findings for capacity enhancement and delay reduction associated with the alternatives modeled in detail are valid for use in the meeting the purpose and need for the Proposed Action.

#### *4.3.1.2 Screening of Alternatives*

The purpose of this subtask is to screen the conceptual alternatives developed during planning to determine which alternatives will be carried forward in the EIS. The Contractor will work with the FAA to develop a screening process. Once the planning process is completed, the Contractor

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will develop a summary narrative and associated graphics that clearly depict and identify the potential runway alternatives along with all connected and enabling projects, describe the attributes of the alternatives, and detail the analytical metrics associated with each runway alternative for use in scoping with regulatory agencies and the public. DEN was designed for twelve runways, of which six have been constructed. That leaves the potential for six alternatives (two east-west and four north-south). Based on previous planning, it is reasonable to assume that the alternatives will be reduced to three viable alternatives for both the 7th and 8th runway locations. Thus, for purposes of this EIS Scope of Work, it is assumed that the results of Task 4.3.1.1 will be used to winnow the previously reviewed alternatives down to a total of six (6) viable alternatives: assuming three alternatives for the seventh runway location and if an eighth runway is needed, the preferred location of the seventh runway will be decided and there would be three alternatives for the eighth runway. It is expected that the process will produce six conceptual alternatives that satisfy the purpose and need. The Contractor will conduct the following activities:

- **Physical Layout:** The Contractor will develop up to six concept-level alternatives that incorporate elements of runway, airfield, building, and landside improvements (i.e., including connected and enabling projects) to satisfy the purpose and need to the extent practicable. The alternatives will be detailed only to the level required to illustrate estimated overall footprints of key elements and construction areas for graphic presentation. The design team will provide the CAD drawings that will be used to develop these figures.
- **Operational Characteristics:** The Contractor will prepare brief qualitative assessments of the operational characteristics of up to six action alternatives and the No Action Alternative with respect to their abilities to meet the purpose and need for the proposed action.

### 4.3.2 Alternatives Screening Report

An Alternatives Screening Report (to be included as a Technical Report in an Appendix) will be prepared to provide supporting information in the alternatives screening process. Alternatives will be analyzed considering several criteria: ability to meet the purpose and need; operational characteristics (ability to accommodate forecast critical aircraft, Part 77, Runway Safety Area requirements), environmental concerns, earthwork requirements, etc. The Contractor will prepare a list of recommended screening criteria for submittal to the FAA and develop an Alternatives Screening Report for review. Following FAA review, a meeting will be held to discuss the screening criteria with other FAA lines of business.

### 4.3.3 Alternatives to be Carried Forward Agency Concurrence Agreement

At FAA's direction, the Contractor will provide the Alternatives Screening Report to concurrence agencies and cooperating agencies (if applicable) for their review upon completion. The Contractor will conduct the following activities:

- **Agency Review Meeting:** At FAA's direction, documentation for a Concurrence Point review will be submitted to concurrence and cooperating agencies (if applicable). This meeting will be conducted after the agencies are provided an opportunity to

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review provided documentation. The Contractor will assist the FAA in conducting the Agency Review Meeting by providing the following for each meeting: facilitator, draft agenda, meeting materials, PowerPoint presentation, and meeting notes. It is assumed this meeting will occur in person with an option to attend virtually.

- **Concurrence Letters:** The Contractor will develop letters to request review and concurrence on the Alternatives to be Carried Forward from agencies within 30 days. If a response is not received within 30 days, concurrence will be assumed.

### 4.3.4 Develop Alternatives Chapter

The Alternatives Screening Report will be used to document the selection of Action Alternatives in the Alternatives Chapter. The alternatives development process will be described and a comparative analysis of the alternatives to be carried forward will be presented. It is expected that up to six alternatives will be moved forward for detailed review along with the No Action Alternative. The Alternatives Chapter will specifically include:

- A brief discussion of alternatives that were eliminated from detailed study and the reasons for not analyzing them in further detail;
- A summary table identifying the potential nature and extent of impacts in each environmental issue area, along with a list of permits and licenses required to proceed with each of the alternatives carried forward for detailed analysis;
- Definitions of the alternatives that will be evaluated in detail in the EIS; and
- A statement identifying the preferred alternative, if it is known prior to issuance of the DEIS.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Narrative and graphics that identify, depict, and discuss the evaluated runway alternatives
- Draft and Final Alternatives Screening Report
- Meeting materials for FAA lines of business (Screening Criteria) meeting
- Meeting materials for Agency Review Meeting
- Draft and Final letters to request concurrence (electronic) from relevant agencies
- Annotated chapter outline
- Draft and Final Alternatives Chapter

**Assumptions:**

- Sponsor Planning documents will be provided
- One trip by PM and DPM and one other Contractor to attend FAA lines of business meeting and Agency Review Meeting to be held in-person with option to attend virtually
- Agencies will have no more than 30 days to review and respond to concurrence request
- Two rounds of review by the FAA (and Sponsor at FAA's discretion)

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# Task 5 DETAILED FLEET MIX FORECAST

Detailed fleet mix forecasts for DEN are needed for analysis of potential noise and other environmental impacts. Fleet mix forecasts for each year of analysis will be developed using the most current approved aviation activity forecast for DEN as provided by the Sponsor.

## Task 5.1 Prepare Fleet Mix Forecasts

The base year fleet mix will be developed, the base year will be decided upon in consultation with the FAA. The existing aircraft operations mix will be validated through interviews with Airport management and readily available data sources from the DEN Noise Office, FAA, USDOT, and the Official Airline Guide (OAG). Future No Action and Proposed Action fleet mix forecasts will be prepared for 2030, 2035 and 2040. The forecast will use the most recent DEN FAA approved forecast to estimate total future operations, it is expected that the forecast approved for development of the EA will be used for the EIS. Recent airline fleet decisions and other recent industry changes will be incorporated as appropriate to modify the fleet mix forecasts that are provided. Fleet mixes will be prepared by individual aircraft type and will be grouped by scheduled airline, all-cargo carriers, air taxi, General Aviation, and military. The fleet mix forecasts will include day/night split and stage length for aircraft departures. Day/night distributions for each activity category will be assumed to be the same as in base year unless simulation results determine that these distributions will change due to the addition of a seventh and eighth runway. Stage length distributions for each category will be based on existing distributions but may be adjusted to reflect anticipated new long-haul international service. It is assumed that the fleet mixes for the No Action Alternative and Proposed Action Alternatives will be identical.

## Task 5.2 Fleet Mix Forecast Documentation and FAA Approval

The purpose of this task is to document the assumptions, methodologies and results of the fleet mix forecast in a technical memorandum. The fleet mix forecast information will be presented in narrative and tabular format. The technical memorandum will document data, assumptions and methodologies used in preparing the fleet mix forecasts. The draft fleet mix forecast report will be prepared after the completion of Task 5.1.

**Responsibility:**
This task will be conducted by the Contractor

**Deliverables:**

- Draft and Final Forecast Fleet Mix Technical Memorandum

**Assumptions:**

- Approved Forecast complies with FAA comparison requirements for review of the most recent Terminal Area Forecast prior to EIS scoping
- Two rounds of review by the FAA (and Sponsor at FAA's discretion)

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# Task 6 SCOPING

Although agency and public scoping will have occurred as part of the EA efforts, it is assumed that additional scoping will be required once the documentation is elevated to an EIS. The purpose of this task is to ensure that problems are identified early; identify any public and agency concerns upfront; clearly define the environmental issues and alternatives; identify the public involvement/public hearing procedures of all appropriate state and federal agencies that may ultimately act upon the proposed action; and help reduce unnecessary paperwork and time delays in preparing and processing the document. Scoping related tasks will be coordinated with the FAA and will include:

## Task 6.1 EIS Scoping Plan

The Scoping Plan will be updated to satisfy additional scoping efforts for the EIS. This plan will act as a guide in the planning and implementation of the public and agency scoping process. The Contractor will host a meeting with the FAA PM prior to updating the draft EIS Scoping Plan to ensure expectations are aligned. The Contractor will develop and submit the draft EIS Scoping Plan to the FAA for review. The Contractor will incorporate the FAA's comments and prepare and distribute the final EIS Scoping Plan. The EIS Scoping Plan will include the following materials:

- **Recommended Scoping Meeting Locations:** It is anticipated that four public and two agency scoping meetings will be conducted during scoping for the EIS. It is assumed that each meeting will be set up to combine in-person and virtual meeting components to enhance participation. Each meeting will be recorded and posted online so that additional comments and questions can be received after each meeting. The physical meeting facility will meet the Americans with Disabilities Act (ADA) requirements and will be easily accessible by the public. It is expected that the locations will be in appropriate geographical locations to reach the widest audience.
- **Meeting Layouts:** It is anticipated that the public meetings will consist of an open house with stations for specific issues and opportunities for members of the public to discuss concerns and issues with FAA, the Sponsor, and Contractor technical staff members. The public meetings will also include a formal presentation that will provide background about the Project, the NEPA process and an overview of the feedback that the Sponsor and the FAA is seeking from the public. The public meetings will also have a virtual component so that individuals can connect online, watch the formal presentation and ask questions or provide feedback.
- **List of Presentation Materials:** The Contractor will develop a list of materials (i.e., presentation boards, handouts, signage, etc.) to be used during the scoping meetings. These materials must be reviewed and approved by the FAA.
- **Mailing List:** The Contractor will update the list of interested federal, state and local agencies as well as community and local government entities to ensure the necessary stakeholders and stakeholder information is updated for purposes of EIS scoping. Lists of who should receive Scoping Notification Letters and Scoping Information Packages

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will be developed. This contact information will be stored in the Public Involvement Management Application (PIMA) system and will be used to track feedback.

- **Staffing Plan:** The Contractor will update the list of Contractor staff and their areas of responsibility for the scoping meetings.
- **Draft Notices:** The Contractor will identify the locations were the notices will be placed (e.g., newspaper advertisements, media releases, yard signs, meeting notices out to the Registered Neighborhood Associations (RNOs) surrounding DEN and social media updates) in coordination with FAA to be used to notify the general public about the upcoming scoping meetings. These notices must be reviewed and approved by the FAA.
- **Comment Protocol:** The Contractor will develop procedures and schedules for soliciting public and regulatory agency comments concerning issues to be addressed in the EIS.

The Contractor and FAA will also meet with GCM and/or GA to review the EIS Scoping Plan.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Meeting Agenda and Summary for Meeting with FAA
- Draft and Final Scoping Plan

**Assumptions:**

- Two rounds of review of the Draft Scoping Plan by FAA
- Meeting with FAA prior to updating the Scoping Plan will be virtual by four members of Contractor Team
- One meeting with GCM and/or GA to review plan once it has been approved by the FAA

## Task 6.2 Preparation of Scoping Information and Project Mailing Lists

The Contractor will prepare and distribute the Scoping notification materials. All materials will be reviewed and accepted by the FAA prior to distribution. These materials will include a newspaper advertisement as well as notification mailings to agencies and local governments.

- **Public Notice:** The Contractor will prepare a public notice for the scoping meetings. The notice will be published in the "legal notice" section of *The Denver Post*, *Denver Gazette* and *Denver Business Journal* one (1) time each week for two (2) consecutive weeks prior to the date of the formal Public Scoping Meetings. The notice will also be posted on the Project website and the DEN website.
- **Notification Letters:** The Contractor will prepare draft letters to notify federal, state, and local agencies as well as local governments and political representatives about the upcoming EIS scoping meetings. Notification letters will be reviewed and approved by FAA for final approval prior to issuance.
- **Scoping Meeting Package:** The Scoping Meeting Package will provide background information on the proposed Project, outline the EIS process, describe the Proposed Action, identify the preliminary purpose and need, identify preliminary alternatives, and list the objectives of the scoping meeting. The Contractor will provide a draft Scoping

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Meeting Package for FAA review. The Contractor will incorporate FAA comments and provide the Scoping Meeting Package to the FAA to send to interested federal, state and local agencies as well as community and local government entities approximately 15 days before the scoping meetings. For the purposes of this EIS Scope of Work, it is anticipated that the Contractor will prepare and distribute 200 copies of the Scoping Meeting Package via U.S. mail. This scope does not include sending copies of this material to the general public in advance of the Public Scoping Meeting. The Scoping Meeting Package will be approximately 15 pages, prepared on 8.5- x 11-inch paper, in color format, and distributed using first class U.S. Mail.

- **Additional Notification Efforts:** In addition to the methodologies identified above, the Contractor will develop a Social Media Plan in coordination with the FAA to promote the upcoming scoping meetings, will develop, print and place not more than 30 yard signs throughout the surrounding neighborhoods and will send meeting notices out to the RNOs surrounding DEN. All meeting attendees will be asked to sign up using PIMA. Two weeks prior to the meeting, the Contractor will review the attendee list and identify areas where we have not had individuals sign up to attend the scoping meetings. The Contractor will then identify specific locations for sending out postcard mailers to specifically promote the upcoming scoping meetings in those areas.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Draft and Final Newspaper Advertisements
- Draft and Final Notification Letters and Scoping Meeting Packages
- Draft and Final Social Media Plan
- Draft and Final yard signs
- Draft and Final communications to RNOs surrounding DEN
- Draft and Final postcard mailers

**Assumptions:**

- Two rounds of review of all notification materials and the Social Media Plan by FAA

## Task 6.3 Scoping Meetings

The scoping meetings will focus on presenting the Proposed Action and soliciting input regarding issues concerning the EIS process, project need, range of study alternatives, and environmental impact category studies. As directed by the FAA, the Contractor will schedule, prepare for, and participate in two agency and four public scoping meetings for the EIS. The meetings will be conducted within a one-week period.

### 6.3.1 Public Scoping Meetings (In-Person/Virtual Hybrid)

Four public scoping meetings are planned to be held in a public workshop style format. A presentation will be prepared and made by the Contractor (if preferred by the FAA), followed

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by an Open House format meeting with boards and "stations" to discuss the Project with the Sponsor, FAA and the Contractor Team. The meetings will also be accessible virtually through PIMA. Virtual participants will be able to view the presentation, ask questions via the Chat function, and access meeting materials, such as boards online. Refer to Task 14.1, PIMA Base Deployment and Configuration. Translation services will be provided at the meetings as well as for the meeting materials upon request.

Verbal comments and chat comments provided during the meetings will be documented by the Contractor for inventory, processing, and inclusion in the Administrative File/Record. The meeting presentation and information will remain available online after the public meetings. An overview of the scoping meeting process anticipated in this Scope of Work follows:

- **Coordination Meetings (Two):** The Contractor Team will participate in two coordination meetings with the FAA to discuss preliminary scoping materials, and to prepare for scoping meetings. It is anticipated that that these meetings will be held via video conference.
- **Media Walk Through (One):** To keep the local media informed, a Media walk-through will be conducted before the first Public Scoping Meeting. The Contractor, if directed by the FAA, will assist FAA to notify local television, radio, and newspaper representatives of the scoping meetings and the availability of the special Media preview. Any additional materials for the press beyond those set forth in this scope will be the responsibility of the FAA.
- **Hybrid Meetings Attendance (Four):** The Public Scoping Meetings will each be held for two hours at varying times of day to accommodate the most participants. The Contractor will provide up to 12 Contractor Team members to participate in the scoping meetings. A court reporter will be provided to take official verbal scoping comments.
- **Materials Preparation:** The Contractor will prepare a PowerPoint presentation for FAA review for a presentation to be given by the FAA or Contractor, describing the proposed project, the EIS process, and the purpose of the scoping meetings. A handout consisting of the Scoping Notification Package, as well as project figures, along with instructions on how to submit comments will be available in person and from the virtual meeting platform. Up to 20 meeting boards will be prepared with project information. The FAA must review/approve all materials before use.

### 6.3.2 Agency Scoping Meeting

A presentation will be prepared by the Contractor for FAA review for a presentation to be given by the FAA or Contractor, followed by open discussion with the agencies. Two meetings will be held consisting of the same information to encourage maximum participation by agencies during the week of the public scoping meetings.

- **Meeting (Two) Attendance:** It is assumed that the Agency Scoping Meetings will be held in one of the DEN meeting rooms with an option to attend virtually. The scoping meeting will focus on presenting the Project and soliciting input regarding issues concerning the EIS process, project need, range of study alternatives, and environmental impact category studies. The agency scoping meetings will be held for two hours. The Contractor will provide up to nine members of the Contractor Team to participate in the meeting.

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- **Materials Preparation:** The Contractor will prepare and present a PowerPoint presentation (if requested by the FAA) geared toward agency resource categories and potential impacts. Meeting agendas and meeting notes will be provided. FAA must review and approve all presentation materials prior to use.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Meeting materials including presentation, handout, and boards for Public Scoping Meeting
- Meeting materials including presentation, handout, name tags and sign-in sheets, and meeting notes for Agency Scoping Meeting
- 20 color presentation boards (30 x 40 inch)
- PIMA integration with website to provide access to meetings and to accept comments

**Assumptions:**
- Two rounds of review of the Public Scoping Meeting PPT Presentation by FAA
- Two rounds of review of the Agency Scoping Meeting PPT Presentation by FAA
- CIG will coordinate meeting logistics (locations, court reporter, a/v equipment)
- 12 members of Contractor Team to attend Public Scoping Meetings (4 mtgs)
- Nine members of Contractor Team to attend Agency Scoping Meetings (2 mtgs)
- Flights and five-night hotel stay by four members of the Contractor Team

## Task 6.4 Scoping Comments

The Contractor will inventory and review all scoping comments submitted by the end of the scoping period. The Contractor will examine the comments and discuss the results of the scoping process with the FAA. The costs projected for this task assume that a maximum of 300 substantive comments will be received. Should more than 300 substantive comments be received, the effort to consider and respond to additional comments will be considered beyond this EIS Scope of Work. It is assumed that the FAA will not issue formal responses to comments received in scoping, but that comments will be considered in the development of the EIS. The Contractor will be responsible for the following:

- **Scoping Comments Database**: The Contractor will categorize scoping comments in a comment database to be maintained throughout the course of the EIS. The comment database will be structured along the following lines:
  - Document identification number;
  - Name and address of the originator; and
  - Based on an encoding system accepted by the FAA, potential impacts or other issues raised in the comment document.

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- **Mailing List:** The Contractor will update the mailing list to include scoping meeting attendees and comment originators.
- **Scoping Issue Summary:** The Contractor will review the comments and prepare a scoping issues summary in a tabular format. The table will include potential methods to address each of the identified issues. The information summarized in this table will be used in the development of the EIS.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Comment database including copies of comments
- Scoping issues summary

**Assumptions:**
- Maximum of 300 substantive comments will be received

## Task 6.5 Scoping Report

The Contractor will prepare a Scoping Report, which will include all information pertinent to the scoping meetings including copies of the newspaper advertisements, social media outreach, the mailing list, the scoping notification package, presentation materials, sign-in forms, written comments, verbatim transcripts and the initial comment database. The Contractor will prepare and distribute electronic copies of the Draft Scoping Report to the FAA for review. FAA comments will be incorporated into the document. Electronic copies of the Final Scoping Report will be provided to the FAA, and will be included as an appendix to the EIS and will also be made available electronically to post on the Project website.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**
- Draft and Final Scoping Report (electronic)

**Assumptions:**
- Two rounds of review by the FAA

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## Task 7 COOPERATING AGENCIES

If it is determined that another agency(s) is involved in the Proposed Action for the Project (i.e., has jurisdiction by law or special expertise associated with a resource that will be impacted by the Project), the agency(s) will be identified for potential Cooperating agency status. The following tasks are expected:

- **Invitation to Cooperate:** The Contractor will assist the FAA in developing the invitation to Federal, state, tribal, and local agencies with special expertise or jurisdiction by law to be cooperating agencies (see 40 CFR §§ 1501.6 and 1508.5, CEQ Regulations, and CEQ Memorandum, *Designation of Non-Federal Agencies to be Cooperating Agencies in Implementing the Procedural Requirements of the National Environmental Policy Act* (July 28, 1999)).
- **Meetings:** The Contractor expects to assist the FAA in coordination and meetings with cooperating agencies at five points during the EIS process: (1) development of the purpose and need; (2) development of alternatives; (3) review of the Preliminary DEIS and selection of the preferred alternative (if applicable); (4) responses to public and agency comments on the DEIS; and (5) review of the Preliminary FEIS.

**Responsibility:**
This task will be conducted by the Contractor and the Contractor Team.

**Deliverables:**
- Formal letter with invitation to cooperate
- Meeting materials, including meeting notes
- Preliminary DEIS for Cooperating Agency review
- Comment-response matrix

**Assumptions:**
- Up to six members of the Contractor Team will participate in up to six meetings with a cooperating agency
- Contractor expects to address the Cooperating Agency's comments and make revisions to preliminary draft and preliminary final EIS

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## Task 8 PRELIMINARY ENGINEERING

The Contractor will review preliminary engineering deliverables for environmental documentation needs and provide feedback to the Design Consultant if deliverables do not meet EIS documentation needs.

Preliminary engineering of the alternatives to be reviewed, including connected/enabling projects, in detail within the EIS ("Action Alternatives") will be conducted by the Sponsor's Design Consultant under a separate contract. The Sponsor's planning contractor for runway planning studies will provide planning information for each of the alternatives to be carried forward for detailed analysis. With FAA's approval, the Contractor will coordinate with the Design Consultant as needed. Most of the coordination will be conducted via telephone or e-mail. The Contractor PM, DPM and Design Liaison will participate in meetings with the Design Consultant: to discuss deliverables, to address any interim issues, and to discuss results of the preliminary engineering effort. The Contractor will also review preliminary engineering documents to determine whether information provided is consistent with the proposed alternatives and sufficient for the purposes of the EIS analysis.

It is expected that the Design Consultant will provide the following:

- Conceptual Grading and Drainage Plans, including the limit of construction and limit of disturbance inclusive of erosion and sediment control and stormwater management requirements;
- The change in the amount of impervious surface for each alternative.
- Concepts for stormwater quantity management including estimates of runoff volumes. This includes any conceptual/preliminary design reports completed to identify sizing of detention and water quality control for stormwater management;
- Utility corridors to support proposed improvements;
- Locations of NAVAIDs to determine the extent of the limits of disturbance;
- Requirements for site access, temporary construction, and staging areas;
- Order of magnitude costs; and
- Construction schedules for use in developing air pollutant emissions including: haul routes; staging areas; construction staff levels; construction equipment details – type and number of equipment, annual hours of operation for each piece of non-road equipment, annual mileage for each piece of on-road equipment including delivery trucks and construction workers traveling to and from the worksite.

**Responsibility:**
This task will be conducted by the Contractor and Contractor Team as appropriate.

**Deliverables:**

- Documentation of acceptance of preliminary engineering deliverables

**Assumptions:**

- Coordination with the Design Contractor and PMT for additional needs will be undertaken as needed
- Participation in up to 16 meetings by four members of the Contractor Team, four meetings will be attended in-person all others will be attended virtually

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# Task 9 AFFECTED ENVIRONMENT

The purpose of this task is to develop the Affected Environment Chapter of the Draft and Final EIS. The affected environment will be defined by considering the potentially affected geographic area or areas associated with the Action Alternatives. This section of the EIS will include descriptions and graphics of the General Study Area as approved by the FAA and will identify the years of analysis.

Environmental resources likely to be impacted will be succinctly described. Information will reflect the finalized study areas and the alternatives to be carried forward for detailed analysis. Coordination with appropriate agencies will be conducted to obtain and/or confirm information necessary to describe the resource.

Detailed field surveys will be conducted when necessary. All surveys and associated data collection will be conducted in accordance with FAA Advisory Circular (AC) 150/5300-18B, *General Guidance And Specifications For Submission Of Aeronautical Surveys To NGS: Field Data Collection And Geographic Information System (GIS) Standards, Change 1 (2/24/14)*.

Graphics will be developed to illustrate resource locations within the Study Areas. Graphics will be developed using a web-first approach with ArcGIS Online (AGOL). It is assumed that GIS data obtained from the Sponsor is compliant with FAA AC 150/5300-28B. The Contractor will not review or modify the Sponsor's GIS data for compliance with FAA AC 150/5300-28B. The Contractor Team will be responsible for compliance of new field survey or analysis generated in GIS.

It is noted that coastal resources and wild and scenic rivers will not be described because they do not exist in the identified study areas.

## Task 9.1 Study Areas and Analysis Years

A general study area boundary will be agreed to by the Contractor and the FAA. Resource specific Study Areas will be prepared as required when potential impacts extend beyond the general study area for that resource. If a study area needs to be modified or supplemented after boundaries are agreed upon, FAA approval will be required. The FAA will be responsible for determining the Area of Potential Effect (APE) in accordance with the National Historic Preservation Act (NHPA), however the Contractor Team will provide assistance in this effort as included in Task 9.3.7, Historical, Architectural, Archaeological and Cultural Resources.

### 9.1.1 General Study Area

A preliminary General Study Area that will encompass the areas that would directly or indirectly experience effects of the alternatives being reviewed in detail will be developed, this will include physical disturbance as a result of construction of the proposed project or reasonable on-site alternatives. The preliminary General Study Area will be identified by the Contractor after the Sponsor's planning contractor completes identification of potential alternatives and submitted to the FAA for approval.

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### 9.1.2 Analysis Years

The Contractor will coordinate with the FAA to determine the years to be used as the baseline for existing conditions (to be determined in consultation with the FAA) and the forecast years to be used for environmental analysis. Existing conditions for the EIS may continue with the EA's definition of existing conditions or be updated to reflect changed conditions as required by the FAA. It is anticipated that the forecast years will be the year after implementation (2030) of the seventh runway, five years after implementation of the 7th runway (2035), and five years later (2040) some years after the implementation of the 8th runway if the 8th runway is included. Note that 2040 will only be analyzed if the 8th runway is part of the Action Alternatives.

### 9.1.3 Technical Memorandum

The Contractor will prepare a technical memorandum and provide it to the FAA for review to confirm agreement with the study areas developed and the analysis year assumptions.

**Responsibility:**
This task will be conducted by the Contractor, with assistance from the Contractor Team as appropriate.

**Deliverables:**

- Draft and Final Technical Memorandum describing study areas and years of analysis

**Assumptions:**

- Two rounds of review by the FAA (and Sponsor at FAA's discretion)

## Task 9.2 Data Collection, Base Mapping and GIS Administration

The Contractor will coordinate with the Sponsor and local planning agencies to update existing land use data for the preliminary General Study Area and an estimated area for future noise exposure contours (to be determined in coordination with the FAA), additional data will be collected as needed if the preliminary General Study Area is updated through the review process. This update will incorporate additional study area related to Action Alternatives and new data should the base year of for establishing existing conditions change from that used for the EA. Land use and base maps will show existing political jurisdictions, noise-sensitive land uses, major and minor streets and roadways, and major physical constraints, along with selected place names, road names, and names of geographical features. It is expected that in addition to City and County of Denver data, the Contractor will work with GIS divisions from Adams County Colorado Government/Adams County GIS, Weld County, and Arapahoe County.

A web-first approach with AGOL will be used to enhance efficiency, organization, and processes. This will also enable a direct tie into any interactive mapping on the Project website or within PIMA. The geospatial data will be stored securely in AGOL as a single source of truth and can be made shareable amongst the Contractor Team, and made accessible to the FAA, Sponsor and others for interactive use, including to non-GIS users. Only the GIS Administrator and delegated expert users will be permitted to make changes to the data.

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A GIS Administrator will be responsible for developing and maintaining the AGOL for this project and will provide the appropriate level of access to users as needed and approved by the FAA. Templates with branding approved by the FAA will be prepared as part of this task to ensure a consistent theme/brand is used on all project materials. This includes figures for the EIS, as well as materials found on the Project website.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Base Maps
- Templates

**Assumptions:**
- None

## Task 9.3 Existing Conditions Analysis

The purpose of this task is to develop the Affected Environment Chapter of the Draft EIS (DEIS). The affected environment will be defined by considering the alternatives retained for detailed analysis ("Action Alternatives") and the potential for cumulative impacts. The existing conditions of the environmental resources that may be impacted by the Action Alternatives will be succinctly described.

### 9.3.1 Air Quality

**Task Purpose:** The Contractor will describe the existing conditions as it pertains to air quality as defined in FAA Orders 1050.1F, and 5050.4B (and their respective Desk References).

**Methodology:** An Air Quality Assessment Protocol will be developed prior to any analysis being conducted. The existing conditions in the study area will be summarized for the Affected Environment chapter of the EIS. The following tasks are included:

- **Air Quality Assessment Protocol (the Protocol) Development**: The Contractor will develop the overall strategy and approach to conducting the air quality analyses, and the assessment tools and assumptions. This task will involve the identification, analysis, and summarization of the important and relevant issues pertaining to air quality in general and activity at DEN. The key components, data needs, assumptions, methodology, and goals for the assessment will be formalized in the Protocol. The Protocol will also define the steps that would be taken to demonstrate that the Project conforms with the State Implementation Plan(s) (SIP(s)) that are applicable to the Project for the purpose of complying with the CAA's General Conformity Rule. The Protocol will be reviewed and approved by the Sponsor and the FAA, and then shared with the appropriate agencies for concurrence.
- **Existing Conditions**: When discussing the existing conditions in the study area, the Contractor will include the following:
  - A description of the study area's federal regulatory requirements,

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- State and/or local air quality requirements that are applicable to the Project,
- The current NAAQS,
- State ambient air quality standards,
- The air quality designation status(es),
- A summary of recent measured air pollutant concentrations from monitoring sites in the region that are representative of conditions in the study area, and
- A brief description of the meteorological and topographical conditions of the study area and an indication of whether these conditions could hinder the dispersal of air pollutant emissions, and
- An operational emissions inventory for the aircraft operational modes for baseline year.

**Responsibility:**
This task will be conducted by CMT.

**Deliverables:**
- Draft and Final Air Quality Assessment Protocol
- Draft and Final Air Quality and Climate Technical Memorandum
- EIS Chapter/ Affected Environment – Air Quality

**Assumptions:**
- The Contractor assumes that an existing baseline year operational emission inventory for the aircraft operational modes will be prepared for criteria air pollutants/precursor pollutants as well as HAPs
- Inventories of HAPS will be limited to those for which AEDT provides estimates
- It is assumed that the input data to be used in the baseline year aircraft operational emission inventory will be developed as part of the noise existing conditions and provided for the air quality analysis
- The aircraft-related emissions will be prepared using the most recent version of FAA's Aviation Environmental Design Tool (AEDT) at the initiation of the EIS
- The modeling parameters used to prepare the inventory for the existing condition will be consistent with the data generated for the noise analysis

### 9.3.2 Biological Resources (including fish, wildlife and plants)

**Task Purpose:** This task addresses existing conditions of biological resources in the General Study Area including fish, wildlife, and plants and will identify resources protected under the following federal and state regulations:

- U.S. Endangered Species Act: Protects federally listed plant and animal species with the goal of ensuring their long-term survival. The USFWS administers these requirements.

- Colorado Non-game, Endangered, and Threatened Species Conservation Act: Protects state-listed threatened, state-listed endangered, and special concern species with the goal of ensuring their long-term survival. Colorado Parks and Wildlife administers these requirements.

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- Migratory Bird Treaty Act: Protects birds, their active nests, and their eggs (except for pigeons, starlings, and some other non-native birds). The USFWS administers these requirements.
- Colorado Department of Agriculture (CDA) Noxious Weed Act: CRS 35-5-101; CRS 35-5.5-101; Executive Order D-006-99 defines and prioritizes management objectives for state-designated noxious weeds. The CDA classifies noxious weed species into three categories; List A, List B, and List C. List A species are designated by the Commissioner of the CDA for eradication. List B species are those species that are managed to stop continued spread. List C species are weed species that are not required to be managed by location jurisdictions but are monitored to provide additional education and research.

**Methodology:** The Contractor Team's biologists will conduct a site visit to assess biological resources within the General Study Area boundaries which will include up to six alternatives. Habitat for fish, wildlife, and plants will be assessed, including potential habitat (including critical habitat) for threatened, endangered, special status species, and migratory birds will be noted. Raptor nests observed within a half-mile of the study area will be mapped. Species-specific surveys for the Ute ladies' tresses orchid (*Spiranthes diluvialis*), if necessary, will take place during the plant's blooming period, which is typically late July through early September. Noxious weeds on the CDA List A and B will be mapped during the site visit. If weed populations are widespread throughout the General Study Area, they may not be presented on the map.

Biological resources will be mapped using tablets paired with sub-meter accurate GPS receivers. ArcGIS Collector software will be used to map biological resources while in the field. The data collected in the field will be synchronized with project data housed on AGOL.

The site visit will be performed by a team of two biologists and will take up to 20 days, depending on the additional area to be surveyed beyond that completed for the EA. Wetland delineations (detailed in Task 9.3.13) will take place concurrently with the biological resources site visit, and the time is accounted for under this task.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Draft and Final Biological Resources Technical Memorandum
- EIS Chapter/Affected Environment – Biological Resources

**Assumptions:**
- Assumes the Sponsor will provide access to and will provide any escorts needed for portions of the study area within the Airport Operations Area (AOA)
- Assumes no Colorado Senate Bill 40 analysis is required for this project
- All fieldwork will take place in snow-free conditions and during the growing season when vegetation can be identified to the species level

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### 9.3.3 Climate

**Task Purpose:** The Contractor will qualitatively discuss greenhouse gases (GHGs) and climate in the affected environment as noted in FAA Orders 1050.1F, and 5050.4B (and their respective Desk References) regarding the affected environment section for climate.

**Methodology:** A qualitative discussion on the current level of preparedness in the study area with respect to the impacts of climate change will also be prepared including a description of current measures in place within the study area to adapt to the impacts of climate change (e.g., sea level rise, stronger or more frequent storms, etc.). Furthermore, a GHG operational emissions inventory for the aircraft operational modes will be prepared for baseline year.

**Responsibility:**
This task will be conducted by CMT.

**Deliverables:**
- Draft and Final Air Quality and Climate Technical Memo
- EIS Chapter/ Affected Environment – Climate

**Assumptions:**
- The Contractor assumes that an existing baseline year GHG operational emissions inventory for the aircraft operational modes will be prepared
- Similar to the air quality analysis it is assumed that the input data developed for the noise analysis of baseline conditions will be used in the baseline year GHG operational emission inventory
- The aircraft-related GHG emissions will be prepared using the most recent version of FAA's AEDT at the initiation of the EIS
- Inventories of GHGs will be limited to those for which AEDT provides estimates

### 9.3.4 Department of Transportation Act: Section 4(f) and Section 6(f) Resources

**Task Purpose:** The purpose of this task is to identify Section 4(f) resources in the General Study Area and/or, as appropriate, a 4(f) Study Area to be developed in consultation with the Sponsor and FAA. It is not expected that the General Study Area includes Section 6(f) resources however this will be confirmed.

**Methodology:** The Contractor will review available GIS data, community and state park information, nearby trails and bike paths, National Register of Historic Places (NRHP) data, local historic resource data available to map and describe Section 4(f) resources. Any NRHP eligible sites identified as part of the Historic Resources task will be considered Section 4(f) resources. Coordination with the City and County of Denver, surrounding jurisdictions, and NPS (if applicable) will be conducted to verify the location and character of the identified 4(f) resources and determine if any other 4(f) resources exist within the General Study Area (e.g., Rocky Mountain Arsenal National Wildlife Refuge depending upon the boundaries of the General Study Area). The Contractor will develop a technical report to document the methodology used to identify Section 4(f) resources, as well as the associated coordination and findings. The Technical Report will include graphics illustrating the location of the Section 4(f) resources. The Contractor will summarize the information in the Technical Report for insertion into the

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affected environment chapter of the EIS. The Contractor will also develop an appendix for the DEIS that will include the methodology and data sets collected as part of this subtask.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Technical Report
- EIS Chapter/ Affected Environment – Section 4(f) and 6(f)
- Appendix

**Assumptions:**
- None

### 9.3.5 Farmlands

**Task Purpose:** The purpose of this task is to identify Prime, Unique and Statewide or Locally Important farmlands within the General Study Area. Important farmland includes all pasturelands, croplands, and forests considered to be prime, unique, or any statewide or locally important farmland.

**Methodology:** The Contractor will review USDA Natural Resource Conservation Service soil data. The Contractor will prepare a graphic to illustrate the Important Farmland Soils within the Physical Development Study Area using the NRCS Web Soil Survey. Impacts to farmlands are not expected, however this will be confirmed as part of the EIS.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EIS Chapter/ Affected Environment - Farmlands

**Assumptions:**
- None

### 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention

**Task Purpose:** This task will assess the presence and extent of hazardous material and solid and hazardous waste within the General Study Area.

**Methodology:** When discussing the existing conditions, the Contractor will conduct the following:

Database Reviews: The area/corridor report ordered for the EIS from Environmental Data Resources Inc (EDR) for airport property will be used. This will provide a preliminary review of Federal, state, local, tribal and EDR proprietary database listings for regulated facilities within the American Society for Testing and Materials (ASTM)-specified search area. The EDR report will also include aerial photographs of the study area for select years.

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Additional site information will be collected from online GIS maps, the Superfund Site Information website, Environmental Protection Agency (EPA)'s Cleanups in My Community website, EPA's Hazardous Waste Corrective Action website, and the EPA National Response Center online database. Freedom of Information Act (FOIA) requests will be submitted for sites that warrant a file review.

DEN Inventories: Various solid and hazardous wastes generated and managed at DEN inventoried for the EA, including per- and polyfluoroalkyl substances (PFAS) contaminants, will be updated.

Solid Waste Reviews: Potential waste disposal facilities and their capacities for types of wastes expected to be generated from the Action Alternatives will be identified. Information regarding nearby solid waste and hazardous waste disposal facilities will be obtained and reviewed on EPA's RCRAInfo database website and other Colorado Department of Public Health and Environment websites.

Pollution Prevention Reviews - Pollution prevention activities, plans, programs, and policies for DEN facilities or their tenants will be reviewed to identify areas of current oil and hazardous material storage and determine currently established measures to address accidental discharges and methods to control spills and other unauthorized releases. Spill, Prevention, Control and Countermeasure (SPCC) plans for onsite facilities designed to minimize spill risk and identify measures to be used to respond to spills will be reviewed. Airport master plans and SPCCs will be reviewed.

A draft and final technical memorandum will be prepared to support the analysis. For hazardous materials, the memo will identify existing conditions, summarize findings from the database review and airport inventories, and provide a historical review. The solid waste portion of the tech memo will describe existing solid waste generation at the airport, including municipal waste, sanitary sewage, and construction or demolition debris and associated materials. The pollution prevention portion of the tech memo will identify emergency response procedures, oil spill clean-up procedures, and reporting procedures. Substances and volumes stored in underground and aboveground storage tanks will also be identified. Figures will be prepared to support the information for the three sections of the memo.

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**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Technical Memorandum
- EIS Chapter/ Affected Environment - Hazardous Materials, Solid Waste and Pollution Prevention

**Assumptions:**
- The EDR Area/Corridor Report will be included as an appendix
- CAD and GIS files will be provided by the Sponsor to support the existing condition discussion
- CAD and GIS files will be developed by the designer and will be supplied to the Contractor for impact analysis support

### 9.3.7 Historical, Architectural, Archeological and Cultural Resources

**Task Purpose:** The Project requires compliance with Section 106 (36 CFR Part 800) of the National Historic Preservation Act, Section 4(f) (23 CFR 774), and the Archaeological Resources Protection Act (16 U.S.C. 470aa-470mm); these regulations inform the treatment of historic, architectural, archaeological, and cultural resources on projects with a federal nexus.

**Methodology:** The Contractor Team will develop a draft updated APE for FAA review. The APE will include the area determined to have potential direct impacts for all alternatives (up to six) to be reviewed in detail and potentially indirect impacts if deemed appropriate by the FAA. Upon approval of the APE by FAA, a draft study methodology for reviewing potential impacts within the APE will be developed and submitted to the FAA for review. Edits will be made to the study methodology in response to FAA comments. Once the APE and study methodology is approved by FAA, the FAA will submit the APE and study methodology to the State Historic Preservation Office (SHPO) for concurrence. The Contractor Team will assist the FAA in responses to the SHPO, as requested, if there are comments on the APE or study methodology.

For purposes of Scope of Work development, it is expect that the Contractor Team will complete a Class I file search and desktop review of previous cultural resource surveys, files contained at the Office of Archeology and Historic Preservation (OAHP) COMPASS database, General Land Office (GLO) maps and records, aerial images, topographic maps, and other resources as applicable. Pinyon will complete a pedestrian survey of the APE, which is assumed to include up to additional 3,200 acres beyond those surveyed for the EA. Field crew comprised of an archaeology Principal Investigator, architectural historian, and field technicians will complete the pedestrian survey using spacing of 15 – 20 meters. This scope assumes a site density of one resource per 100 acres, for a total of up to 32 additional sites. Site recording will be completed on appropriate OAHP forms and included with the Class III Cultural Resource Report. The Contractor Team will use sub-meter accurate GPS units to map sites in the field and will create a GIS mapping layer of resource locations for project planning purposes. Archaeological resources and their locations are protected by law; information surrounding the location and content of these sites will not be made available for distribution. This Scope of Work assumes fieldwork associated with the pedestrian survey for the additional APE will be completed by a

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crew of up to five over a period of up to 32 field days. The Class III Cultural Resources Report will include mapping of surveyed area, methodology, pre-historic and historic contexts, survey results, and a suggested APE map and narrative justification. The Class III Cultural Resources Report will be provided in support of regulatory compliance with cultural resource legislation.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Draft and Final Class III Cultural Resource Report
- EIS Chapter/Affected Environment – Cultural Resources

**Assumptions:**
- Class III pedestrian survey will include up to an additional 3,200 acres, accommodating Action Alternatives
- Archaeological survey will require snow-free conditions
- The Class III Cultural Resource Report will include up to 52 architectural or archaeological sites evaluated on appropriate OAHP forms (20 sites from the EA and 32 additional sites with updated APE that includes the 8th Runway Alternatives. This represents a site density of one site per 100 acres
- Assumes Class III Cultural Resource Report prepared for the EA will be updated with the additional sites evaluated (up to 32) and findings.
- Section 106 and Section 4(f) compliance package will be completed by FAA

### 9.3.8 Land Use

**Task Purpose:** The purpose of this task is to identify existing and future land uses in the General Study Area.

**Methodology:** The Contractor will identify, describe and map existing on and off Airport land use and zoning by reviewing available community data and land use plans and policies. The Contractor will identify land uses within the General Study Area by beginning with available GIS data, as discussed in Task 9.2, Data Collection, Base Mapping, and GIS Administration, and confirming land uses with the jurisdictions within the General Study Area. The Contractor will prepare a land use map with this information. With available GIS information from the jurisdictions, the Contractor will also prepare figures illustrating the existing zoning and future land uses.

The Contractor will develop a Technical Report to document the methodology used to identify land use and zoning, as well as associated coordination and findings. A written description of existing and future land use as well as zoning within the General Study Area will be provided. The technical report will include graphics illustrating the existing land use, existing zoning and future land use. The Contractor will also develop an appendix for the DEIS that will include the methodology and data sets collected as part of this subtask.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Technical Report

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- EIS Chapter/ Affected Environment – Land Use
- Appendix

**Assumptions:**

- None

### 9.3.9 Natural Resources and Energy Supply

**Task Purpose:** This task addresses CEQ Regulations Sections 1502.16(a)(7) and (6)requiring federal agencies to take into consideration depletable natural resource usage, and energy usage requirements within the discussion of environmental consequences. The Regulation requires consideration of the requirements and conservation potential for the alternatives considered (up to six [three for the 7th Runway and three for the 8th Runway]) and mitigation measures if applicable.

**Methodology:** The Contractor Team will present existing conditions related to natural resource availability including local suppliers. Existing conditions of energy resources including local utilities, existing on-site solar facilities, and potential capacity of these utility resources will be compiled and presented. To identify energy and natural resource needs, this section will compile resources that will be needed by the Project for construction, operation, and maintenance. Locations of utility lines and natural resource suppliers will also be described in this section.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**

- Draft and Final Natural Resources and Energy Use Technical Memorandum
- EIS Chapter/Affected Environment – Natural Resources and Energy Use

**Assumptions:**

- No in-person field work will be required for completion of this section. All coordination required with utility companies and resource suppliers will be competed remotely
- Agency coordination is not expected to be required in an official capacity

### 9.3.10 Noise and Compatible Land Use

**Task Purpose:** The purpose of this subtask is to describe the existing noise environment for the baseline year at DEN.

**Methodology:** The Contractor will request the most recent noise model study files from DEN, as well as a database of operations from DEN's Noise and Operations System (NOMS) system. A Noise Assessment Protocol will be developed prior to any analysis being conducted.

- Noise Assessment Protocol Development: The Contractor will develop the overall strategy and approach to conducting the noise analyses, and the assessment tools and assumptions. This task will involve the identification, analysis, and summarization of the important and relevant issues pertaining to noise at DEN in

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consideration of FAA thresholds of significance. The key components, data needs, assumptions, methodology, potential for the use of supplemental metrics and goals for the assessment will be formalized in the Protocol. The Protocol will incorporate environmental review requirements for the FAA's Air Traffic Organization (ATO) associated with new procedures for a new runway. The Protocol will be reviewed and approved by the Sponsor and the FAA. The FAA Denver ADO will coordinate all interaction with FAA Headquarters and FAA ATO.

- Fleet mix development: The Contractor will use the fleet mix developed in Task 5 and convert aircraft types in the fleet mix to the corresponding AEDT ANP noise aircraft types, and any non-standard substitutions will be submitted to the FAA's Denver Airports District Office for review and coordination FAA's Office of Environment and Energy (AEE). The resulting fleet mix will include individual aircraft type and will be grouped by scheduled airline, all-cargo carriers, air taxi, General Aviation, and military.
- Flight Track Development: Noise model flight tracks from the most recent Noise Release Study will serve as the starting point for the development of representative flight tracks. A four-month sample of NOMS radar data will be collected to verify and adjust representative flight tracks and calculate track usage. The contractor will consult with DEN and FAA ATO (if necessary) to ensure that the radar data sample used to develop representative flight tracks includes identification of any potential impacts associated with the nationwide downturn from the COVID-19 pandemic. As necessary, representative flight tracks will include backbone and subtracks. The flight track locations and use will be provided to DEN staff for validation prior to noise modeling.
- Runway Use Development: NOMS data will be used to develop existing runway use, by category consistent with the most recent Noise Release Study. Runway use will be compared to historic data and will include periods of extended runway closure, if applicable, to normalize runway use.
- Altitude profiles: NOMS data will be reviewed to determine the need for adjustment to any standard arrival and departure profiles. It is anticipated that standard flight profiles will be used to the extent practical. Previous noise modeling efforts have included the development of a range of custom profiles have been developed and used in previous Noise Release Studies. The Contractor will, in conjunction with the ADO, coordinate with FAA AEE on any non-standard noise modeling input.
- Ground run-up activity: If available from DEN, ground run-up operations will be collected and incorporated into the model.
- Terrain and meteorological data: Data will be collected by the Contractor and incorporated into the model.
- Noise Contours: Noise exposure contours for Day-Night Average Noise Levels (DNL) ranging between 60 dB and 85 dB will be developed in five dB increments for the existing condition using the most recent version of FAA's Aviation Environmental Design Tool (AEDT) at the initiation of the EIS. Note display of the DNL 60 dB will be shown at the discretion of the FAA.

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The Contractor will quantify noise exposure existing land use, estimated population based on the most recently available Census data, and noise-sensitive land uses such as places of worship, educational facilities, and hospitals consistent with FAA guidance.

Results will be documented in a Draft and Final Technical Memorandum.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**

- Draft and Final Noise Metrics Appendix
- Draft and Final Noise Analysis for Existing Conditions Technical Memorandum
- EIS Chapter/ Affected Environment – Noise and Compatible Land Use

**Assumptions:**

- Up to 15 custom user-defined profiles will be modeled, if necessary, to reflect field conditions
- Standard AEDT profiles will be used for all other arrivals and departures
- Default weather conditions as provided by AEDT will be used

### 9.3.11 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

**Task Purpose:** The purpose of this task is to identify population demographics, and housing and employment characteristics of the population and describe the socioeconomic conditions potentially affected by the Proposed Action.

**Methodology:** The affected environment associated with socioeconomics and children's environmental health and safety risk will be reviewed using the General Study Area however the review of environmental justice may be expanded to the future DNL 65 dB noise contours once the noise contours have been established. The Contractor will coordinate with the FAA to ensure the most appropriate level of Census Bureau data is used to identify socioeconomic and demographic makeup of the communities within the study area. The Contractor expects to collect and use statistics at multiple levels from the Census Bureau and potentially additional data sources as well. Specifically, employment, income, population, housing, public services, and social demographics, to include minority and low-income populations. Locations of schools, parks, and similar facilities frequented by children within the General Study Area will also be identified. The population, demographic and socioeconomic characteristics will be analyzed in comparison to state, City, and county characteristics.

Minority and low-income populations of concern will be identified consistent with the Federal Interagency Working Group on Environmental Justice, DOT Order 5610.2(b), E*nvironmental Justice in Minority and Low-Income Populations*, NEPA Committee's *Promising Practices Report* (March 2016), and Federal Highway Administration's *Environmental Justice Reference Guide* (April 2015) . Exhibits will be developed to illustrate the location of minority populations and low-income populations.

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The Contractor will develop a Technical Report to document the methodology and data as well as associated coordination and findings. The technical report will include graphics illustrating population density as well as income and poverty distribution. The Contractor will review data related to aircraft noise, air quality degradation, direct and induced socioeconomic effects, degraded water quality, effects to cultural or community cohesion, traffic, and historical and archaeological resources to discern geographic patterns to determine the most appropriate study area for use. Lastly, comments received from citizens and agencies involved in the public outreach component of the EIS process will be taken into account. The Contractor will also develop an appendix for the DEIS that will include the methodology and data sets collected as part of this subtask.

**Responsibility:**
This task will be conducted by the Contractor with support from the Contractor Team.

**Deliverables:**
- Draft and Final Technical Report
- EIS Chapter/Affected Environment – Socioeconomics, environmental justice, children's environmental health and safety risks
- Appendix

**Assumptions:**
- None

### 9.3.12 Visual effects (including light emissions)

**Task Purpose:** The purpose of this task is to identify the visual character of the Airport and General Study Area.

**Methodology:** Visual effects deal broadly with the extent to which airport development contrasts with the existing environment, architecture, historic or cultural setting, or land use planning. The visual character and primary light sources at the Airport will be described qualitatively.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EIS Chapter / Affected Environment – Visual Effects

**Assumptions:**
- None

### 9.3.13 Water Resources (including wetlands, floodplains, surface waters, groundwater)

**Task Purpose:** This task addresses existing water resources including wetlands, floodplains, surface waters, and groundwater.

**Methodology:** The Contractor Team will identify potential impacts within the General Study Area (up to six [three for the 7th Runway and three for the 8th Runway]), and as appropriate General Study Area as follows.

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Wetlands

Within the General Study Area, the Contractor Team's qualified biologists will complete a Waters of the US (WOTUS) delineation in accordance with USACE protocols. Hours for the delineation are included in the biological resources task (Task 9.3.2) and the fieldwork will take place concurrently. Water resources will be mapped using tablets paired with sub-meter accurate GPS receivers. ArcGIS Collector software will be used to map biological resources while in the field. The data collected in the field will be synchronized with project data housed on AGOL. The Contractor Team will document the existing conditions for Water Resources in a Water Resources Technical Memorandum. An Approved Jurisdictional (AJD) Request will be submitted to USACE to determine which Water Resources qualify as WOTUS.

Floodplains

The Contractor's Team will use recent Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) maps and Flood Insurance Study (FIS) reports to identify the 100-year flood floodplain within the General Study Area. The 100-year floodplain, at a minimum, will be illustrated for the General Study Area.

Stormwater

The Contractor's Team will review appropriate documentation to identify the existing conditions associated with stormwater flows and control.

- Review previous DEN related drainage reports and applicable reports in the General Study Area by Urban Drainage and Flood Control District (now Mile High Flood District).
- Review EPA and/or state list of Clean Water Act Section 303(d) rivers and streams for Total Maximum Daily Loads (TMDL) impaired reaches within the General Study Area.
- Identify other environmentally sensitive water resources and sources of drinking water within the General Study Area.
- Review for compliance with Mile High Flood District and City and County of Denver's guidelines regarding detention and water quality, including adherence to previous DEN Master Plan studies.

A draft and final technical memorandum will be prepared to support the analysis. The memo will identify existing conditions, summarize findings review and airport document reviews, and provide a historical review. Figures will be prepared to support the stormwater information as needed.

Groundwater

Existing groundwater conditions will be assessed as follows:

Database Reviews: The EDR area/corridor report ordered for the EA will be used for groundwater review as well. This will provide a preliminary review of Federal, state, local, tribal and EDR proprietary database listings for regulated facilities within the ASTM-specified search area. The EDR report will also include aerial photographs of the General Study Area for select years.

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Colorado's Decision Support Systems (CDSS) Data and Tools and the Colorado Information MarketPlace (CIM) databases will be queried to identify wells located within the study area. CDSS data is pulled from Division of Water Resources HydroBase database.

Additional site information will be collected from online GIS maps, EPA's Sole Source Aquifer interactive map. FOIA requests will be submitted for wells or other groundwater facilities that warrant a file review.

DEN Document Reviews: Documents specific to any groundwater remediation or monitoring or drinking water wells at DEN will be reviewed and summarized.

A draft and final technical memorandum will be prepared to support the analysis. The memo will identify existing conditions, summarize findings from the database review and airport document reviews, and provide a historical review. Figures will be prepared to support the groundwater information.

Readily available data to describe groundwater including potential contaminants includes the following potential sources of this information:

- https://gis.colorado.gov/openpetroleum/
- https://www.colorado.gov/pacific/cdphe/superfund-sites
- https://www.colorado.gov/pacific/cdphe/voluntary-cleanup
- https://www.colorado.gov/pacific/cdphe/hmcovenants
- http://cdphe.maps.arcgis.com/apps/webappviewer/index.html?id=dbca3a2942764fd8bdb947826a5a2228
- https://www.colorado.gov/pacific/cdphe/brownfields
- ArcGIS - PFAS Survey Map

**Responsibility:**
This task will be conducted by the Contractor (HNTB), Pinyon and EES.

**Deliverables:**
- Approved Jurisdictional Determination
- Draft and Final Water Resources Technical Memorandum
- EIS Chapter/Affected Environment – Water Resources

**Assumptions:**
- CAD and GIS files will be provided by the Sponsor to support the existing condition discussion

### 9.3.14 On-going and Reasonably Foreseeable Projects

**Task Purpose:** The purpose of this task is to identify on-going and reasonably foreseeable projects related to the proposed action, that have reasonably close causal relationships to the proposed action or alternatives, and are subject to the FAA's jurisdiction and control.

**Methodology:** The Contractor will coordinate with the Sponsor and FAA identify projects which are being or will be constructed at DEN. The Contractor will request data including anticipated construction start and stop dates, specific location of the Project and a description of what the

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Project entails. The Contractor will prepare an appendix with any additional information if needed (e.g., data tables).

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- EIS Chapter/Affected Environment –Ongoing and Reasonably Foreseeable Projects

**Assumptions:**
- Sponsor will provide requested data (e.g., construction periods, locations)

## Task 9.4 Prepare Affected Environment Annotated Outline

The purpose of this task is to compile an annotated outline of the Affected Environment chapter to submit to the FAA for review and comment. The annotated outline will document the methodology, references and resources to be used in the development of the Affected Environment sections of the DEIS. Information from Tasks 9.3.1 through 9.3.14 will be included. For the purposes of developing a budget, it is assumed that the FAA will provide comments on the annotated outline for the Contractor Team's use in the development of the Draft Chapter, however, no revised/or final annotated outline will be submitted.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Affected Environment Annotated Outline

**Assumptions:**
- One round of review by the FAA (and Sponsor at FAA's discretion)
- Comments received will be incorporated into the development of the Draft Affected Environment chapter, however no revised annotated outline will be prepared or submitted

## Task 9.5 Prepare Draft Affected Environment Chapter

The purpose of this task is to develop the Draft Affected Environment Chapter. Information from Tasks 9.3.1 through 9.3.14 will be documented in the Draft Affected Environment Chapter. For the purposes of developing a budget, it is assumed that one round of review of the Affected Environment Chapter will be completed by the FAA. The Contractor will revise the Affected Environment Chapter to reflect the FAA's comments upon the completion of their review.

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**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**

- Draft Affected Environment chapter (electronic)

**Assumptions:**

- Two rounds of review by the FAA
- Revised Affected Environment chapter will be included in Preliminary DEIS

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# Task 10 ENVIRONMENTAL CONSEQUENCES

The purpose of this task is to identify the direct, indirect, and construction environmental impacts that would result from the implementation of the alternatives retained for detailed analysis: No Action Alternative and up three Action Alternatives for both the 7th and 8th runway. Information will reflect the finalized study areas and the Action Alternatives. Where applicable, this section will also address any mitigation measures that may be required to avoid and/or minimize adverse effects. Coordination with appropriate agencies will be conducted to obtain and/or confirm information necessary to describe the resource.

Timeframes selected are the year of anticipated project implementation and five years after implementation. Anticipated years of analysis are as follows:

- Base year: 2022 if continued from EA or 2023 if updates are needed to base conditions with the decision to complete an EIS for the Project;
- First Future Year: 2030 (year of anticipated 7th Runway implementation);
- Second Future Year: 2035 (5 years after implementation of 7th runway); and
- Third Future Year: 2040 (some years after implementation of 8th runway).

All of the categories identified in FAA Orders 1050.1F, 5050.4B and the associated Desk References will be considered, however impact categories without potential for impacts will be briefly discussed and dismissed (coastal resources, farmlands, Section 6(f) of the L&WCFA of 1965 resources, wild and scenic rivers). For each of the impact categories where the Action Alternatives would result in an impact, the impacts of other projects to these same environmental impact categories will be qualitatively disclosed as part of the potential effects of the alternative.

For the impact categories where there is a potential impact the following information will be provided in the EIS:

- Introduction;
- Laws and Regulations;
- Threshold of Significance;
- Methodology (including coordination);
- Results of Analysis for each of the Alternatives;
    - Direct and Indirect Impacts;
    - Construction Impacts;
- Conceptual Mitigation (if needed); and
- Permitting Requirements.

## Task 10.1 Conduct Environmental Impact Analyses

The purpose of this task is to develop the Draft Environmental Consequences Chapter of the DEIS. The environmental impacts will be defined by considering the potential effects of the Action Alternatives.

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### 10.1.1 Air Quality

**Task Purpose:** FAA Order 1050.1F directs agency personnel to ensure that an air quality assessment prepared under NEPA includes an analysis and summary conclusions of the Project's impacts on air quality and, when needed, an assessment of the proposed project is required to evaluate the impact on the NAAQS. FAA's Order 5050.4B and Aviation Emissions and Air Quality Handbook (Version 3, Update 1, dated January 2015) provide the basis for delineating the scope of the FAA's assessment of air quality impacts under NEPA and the Clean Air Act (CAA).

**Methodology:** Based on the NAAQS and historically measured levels of the pollutants, the area encompassing DEN, is currently classified by the USEPA as a "serious nonattainment" area for the 2008 eight-hour $O_3$ NAAQS and a "marginal nonattainment" area for the 2015 eight-hour $O_3$ NAAQS. To comply with NEPA and the CAA, the air quality analysis will evaluate the effect of the Proposed Action for emissions for air pollutants/pollutant precursor for which there are NAAQS.

For the purpose of evaluating the change in air pollutant/pollutant precursor emissions and HAPs with the proposed improvements at DEN, the Contractor will prepare emission inventories for airport operations and for the construction activities necessary to implement the improvements:

- Operational Emissions Inventory – because the proposed project would not change the number of aircraft or the fleet mix of aircraft operating at DEN and it is assumed that the purpose of the assessment is to disclose project-related impacts (i.e., not to provide an all-inclusive airport emission estimate), an operational emissions inventory for the aircraft operational modes will be prepared for the following conditions:
    - No Action and three Action Alternatives for the 7th runway for future year 2030 and 2035 (assumes that 7th runway is the only additional runway included in the EIS)
    - No Action and three Action Alternatives for the 7th and 8th runway for future years 2035 and 2040. This scenario assumes that the preferred location for the 7th runway will have been established and that alternative locations are modeled only for the 8th runway.
- Construction Emissions Inventory – annual estimates of air pollutant/pollutant precursor and HAPS associated with on-road vehicles, off-road heavy equipment, earth moving activities, and site preparation will be prepared for a construction period of up to eight years.

Because an urban scale analysis would be required to evaluate the Project effect on $O_3$, an evaluation of the Project on concentrations of $O_3$ will be limited to emission inventories of $NO_x$ and VOC.

The following provides a detailed description of the tasks that would be required to prepare the air quality assessment.

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a) *Agency Coordination*- Various federal and state agencies and individuals will be involved in the assessment and review of the air quality impacts associated with the Proposed Action. Consensus among these agencies on the overall approach to conducting and completing the air quality analysis will require coordination and agreement. This coordination will be conducted early and throughout preparation of the air quality assessment. This task may include attendance at in-person meetings; participation in conference calls; collecting, interpreting, and distributing supporting materials; and providing technical guidance on matters pertaining to the air quality assessment.

b) *Data Collection* - involves the collection of the data necessary to prepare the air quality analyses. These data include, but are not limited to, aircraft operational data, aircraft fleet mixes, aircraft taxi and delay data, construction project(s) schedule, on- and off-road construction vehicle/equipment types and activity levels, and other construction-related data/information. The data needs list for the air quality analyses (including GHGs) will be provided in the *Air Quality Assessment Protocol*. It is assumed that the input data developed for modeling noise associated with the Proposed Action Alternatives will be used in the air quality assessments.

c) *Operational Emissions Inventories Preparation* – Involves the preparation of criteria air pollutant and precursor pollutant inventories of aircraft-related emissions using the most recent version of FAA's AEDT at the initiation of the EIS. The aircraft fleet mix, number of operations, engine assignments, runway use, stage length, and other modeling parameters used to prepare the inventories will be consistent with the data generated for the noise analyses. The inventories of criteria air pollutants and precursor pollutants will be limited to emissions of CO, $NO_x$, $PM_{10}$, $PM_{2.5}$, $SO_x$, and VOC. It is assumed that the Project would only result in differences in emissions estimates due to changes in aircraft taxi times which incorporates airfield delay (i.e., the number of operations and type of aircraft would not change between the No Action and two Action Alternatives). Therefore, emissions from auxiliary power units (APUs), ground service vehicles (GSE) and surface transportation sources (i.e., motor vehicle traffic) will not be inventoried. A HAPs emissions inventory will also be developed for aircraft operations. The criteria air pollutant, pollutant precursor, and HAPs inventories will be estimated for the (i) the No Action and three Action Alternatives for the 7th runway for future years 2030 and 2035, and (ii) the No Action and three Action Alternatives for the 7th and 8th runway for future years 2035 and 2040. The latter scenario assumes that the preferred location for the 7th runway will have already been established.

*d) Construction Emissions Inventories Preparation* – Involves the computation of construction-related emissions for USEPA's criteria air pollutants and precursor pollutants. The emissions inventory will be prepared for CO, $NO_x$, $SO_2$, $PM_{10}$, $PM_{2.5}$, and VOC for each year of construction. For the 7th runway, the construction period is assumed to be five years and three Action Alternatives will be evaluated. For the 8th runway the construction period is assumed to be three years and three Action Alternatives will be evaluated. The emissions estimates will be prepared using equipment/vehicle activity levels, the types and sizes of equipment, estimation of disturbed area, and the construction duration developed by the Sponsor's consultants

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and/or others, and emissions rates obtained from the most recent version of EPA's MOtor Vehicle Emissions Simulator (MOVES) at the initiation of the EIS. To the extent that they can be obtained from MOVES, emissions inventories of HAPs will also be prepared. Sources of emissions will comprise of heavy equipment (e.g., dozers, scrapers, and backhoes); construction vehicles (e.g., haul trucks, and worker vehicles); evaporative emissions (e.g., from paving activities); and fugitive dust (e.g., travel on unpaved surfaces, earthmoving).

e) *General Conformity Rule Applicability Analysis* - Section 176(c) of the CAA prohibits the FAA from taking an action in a nonattainment area unless the emissions from the action conform to the SIP for the area. For the evaluation of emissions from projects that are not highway or transit-related, the USEPA promulgated the General Conformity Rule. Under this rule, if direct and indirect project-related levels of the pollutants (or pollutant precursors) for which an area is designated nonattainment or maintenance are below *de minimis* levels, a General Conformity Determination is not required. Because the area that encompasses DEN is a nonattainment area for $O_3$ and a maintenance area for CO and $PM_{10}$, the airport-related emissions will be compared to the *de minimis* levels for these air pollutants.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor Team will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements.

### Optional Tasks: Air Quality

Should it be deemed necessary by the Sponsor or the FAA, the Contractor will perform the following optional air quality analyses which assumes (i) existing condition, (ii) No Action and three Action Alternatives for the 7th runway for future years 2030 and 2035, and (iii) No Action and three Action Alternatives for the 7th and 8th runway for future years 2035 and 2040:

- Surface Transportation Emissions Inventory – to evaluate air pollutant/pollutant precursor and HAPs emissions due to construction of a new roadway(s) or re-alignment of an existing roadway(s). The emissions estimates will be prepared using vehicular traffic data provided by the Sponsor and/or others (e.g., Denver Regional Council of Governments Regional Traffic Count Program), and emissions rates obtained from the most recent version of EPA's MOVES at the initiation of the EIS.
- Lead Emissions Inventory – involves the computation of lead emissions using the Transportation Research Board (TRB) Airport Cooperative Research Program (ACRP) Research Report 162 – Guidebook for Assessing Airport Lead Impacts (2016).
- Macroscale Dispersion Analysis – to evaluate the potential to cause or contribute to an exceedance of the NAAQS, at locations of public access. Notably, this task would require the collection of data for, and the analysis of existing and future emissions from, airport sources for which the proposed improvements would not change emission levels (e.g., stationary sources, parking lot activity, curb activity, fire training activities, etc.). Additionally, the macroscale dispersion analysis will not be performed for $O_3$ or lead. The results of the dispersion analysis will be used to indicate whether airport-related

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emissions would cause or contribute to violations of NAAQS and to define areas of any increase in the pollutants. The dispersion analysis will use FAA's AEDT model which incorporates the USEPA's AERMOD dispersion model to perform the dispersion analysis for the following pollutants and averaging times:

- CO – 1-hour and 8-hour
- $SO_2$ – 1-hour and 3-hour
- $NO_2$ – 1-hour and annual
- $PM_{10}$ – 24-hour
- $PM_{2.5}$ – 24-hour and annual

The dispersion analysis will be performed to predict air pollutant concentrations at the receptor locations, which represent expected locations of maximum concentrations for on- and off-airport property. The sources that will be included in the dispersion analysis include aircraft, APU/GSE, stationary sources, and surface transportation. It is assumed that the Sponsor's consultants and/or others will provide the input data to be used in the dispersion analysis.

- Formal Conformity Determination - If direct and indirect project-related levels of the criteria air pollutants (or pollutant precursors) for which the Denver area is designated maintenance/nonattainment are above *de minimis* levels, a General Conformity Determination will be required. If necessary, formal documentation will be prepared demonstrating conformance with the SIP. If required, a General Conformity Determination must show that, for each year a project's emissions exceed applicable *de minimis* thresholds for a pollutant or its precursors, the following apply:
  - The total direct and indirect emissions from the Project are specifically identified and accounted in the applicable federally-approved SIP; or,
  - All direct and indirect emissions (not just the portion exceeding de minimis threshold(s) are fully offset such that there is no net increase in emissions of the pollutant or its precursors, note this analysis will consider Voluntary Airport Low Emissions (VALE) grant air emissions reduction credits as viable; or,
  - For CO and $PM_{10}$, the Project will not cause or contribute to a new NAAQS violation in the area based on area-wide or local air quality modeling, and it will not increase the frequency or severity of any existing violation; or,
  - State/local air quality governance agrees to revise the SIP to accommodate the Project's emissions.

  This task involves working with the appropriate agencies to help ensure the Project-related operational and construction emissions are accounted for in the SIP. Alternative approaches and strategies for complying with General Conformity will be developed. This may include, but not be limited to, the purchase of emission offset credits, evaluation of construction phasing, schedule implementation, and other project-related characteristics that influence air emissions Preliminary Draft, Final Draft, and Final versions of the General Conformity Determination documentation will be prepared.

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**Responsibility:**
This task will be conducted by CMT.

**Deliverables:**
- Air Quality Assessment Protocol
- EIS Chapter/Impacts – Air Quality
- Draft and Final Air Quality and Climate Technical Memorandum
- Additional Analysis Deliveries (Optional task)

**Assumptions:**
- Two rounds of review of the Air Quality Protocol by the Sponsor and FAA and then shared with the appropriate agencies for concurrence
- Inventories of HAPS will be limited to those for which AEDT provides estimates
- The responsibility of transportation conformity determination is vested in the Federal Highway Administration (FHWA) and state Department of Transportation (DOT). It is assumed that the Action Alternatives are not subject to the Transportation Conformity Rule
- It is assumed that the following Alternatives will be carried forward for detailed review:
  - The No Action and three Action Alternatives for the 7th runway for future years 2030 and 2035, and
  - The No Action and three Action Alternatives for the 7th and 8th runway for future years 2035 and 2040. This scenario assumes that the preferred location for the 7th runway will have already been established.
- For the 7th runway, the construction period is assumed to be five years and three Action Alternatives will be evaluated. For the 8th runway the construction period is assumed to be three years and three Action Alternatives will be evaluated
- Any traffic data needed for the Optional Surface Transportation task would be provided by the Sponsor and/or Sponsor's consultants

### 10.1.2 Biological Resources (including fish, wildlife and plants)

**Task Purpose:** The purpose of this task is to quantify impacts to biological resources to inform the next steps for consultation and mitigation.

**Methodology:** The Contractor Team will coordinate to quantify impacts to biological resources using GIS data collected during the site visits. Effects will be assessed for up to six action alternatives (three for the 7th Runway and three for the 8th Runway) and the No Action Alternative. Based on the location, nature, and size of the Project, for the purpose of this base scope, it is expected that the threatened and endangered species assessment will reveal a finding of *May Affect—Not Likely to Adversely Affect* to federally listed species. The finding will be documented in a Templated Biological Assessment (BA) prepared by FAA with support from the Contractor Team. The Contractor Team will prepare a Supplemental Worksheet for the Platte River Recovery Implementation Program (PRRIP) to comply with June 16, 2006 Programmatic Biological Opinion and the August 27, 2018 supplemental Biological Opinion for impacts to downstream species.

Given the size of the Project, and the known presence of noxious weeds at DEN, an Integrated Noxious Weed Management Plan (INWMP) will be necessary. Data collected during the site visit in Task 9.3.2 will be documented in the INWMP. The INWMP will also provide recommendations

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to address existing noxious weed infestations and to prevent spread of noxious weeds before, during, and after construction.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor Team will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements.

### Optional Task: Non-Templated Biological Assessment

If the threatened and endangered species assessment reveals a finding of *May Affect— Likely to Adversely Affect* to federally listed species, the finding will be documented in a non-templated (BA). The Contractor Team will develop avoidance, minimization, and mitigation strategies and will make recommendations for mitigation and conservation measures in the BA for the design engineers to incorporate into the Project plans. The Contractor Team will work with the Sponsor, FAA and USFWS to develop a mitigation approach.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**

- Integrated Noxious Weed Management Plan
- Draft and Final Biological Resources Technical Memorandum
- EIS Chapter/Impacts – Biological Resources
- Support on Biological Assessment (Optional)
- Supplemental Worksheet for PRRIP
- Non-Templated BA (Optional)

**Assumptions:**

- Assumes that onsite mitigation for threatened and endangered species will not take place (under Optional task)
- Scope only includes development of a mitigation strategy for the BA, and support for the design team to incorporate the mitigation strategy into the design mitigation plans. Assumes the design team will prepare any needed design drawings (Optional)

## 10.1.3 Climate

**Task Purpose:** FAA has not established a significance threshold for climate impacts therefore the purpose of this task is to analyze the potential incremental change in $CO_2$ emissions that would result from the proposed action and alternative(s) compared to the no action alternative for the same timeframe, and provide the context for interpreting and understanding any potential changes associated with the Proposed Action

**Methodology:** Using the same methodology and models identified in Section 9.1.1 (Air Quality), the Contractor will prepare aircraft-related GHG operational emission inventories for (i) No Action and three Action Alternatives for the 7th runway for future years 2030 and 2035, and (ii) No Action and three Action Alternatives for the 7th and 8th runway for future years 2035 and 2040. Additionally, a construction emissions inventory of GHGs will be prepared for a construction period of up to eight years. For the 7th runway, the construction period is assumed

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to be five years and three Action Alternatives will be evaluated. For the 8th runway the construction period is assumed to be three years and three Action Alternatives will be evaluated. The processes noted in FAA Orders 1050.1F, and 5050.4B (and their respective Desk References) will be used to prepare the inventories. Notably, because there are no thresholds of significance for GHG emissions, the emissions data will be prepared for disclosure purposes only.

**Mitigation/Permitting:** There no established significance thresholds for climate impacts, however any mitigation measures proposed for air quality impacts will be considered for this resource category. There are no permitting requirements for this resource.

### Optional Task: Climate

The Contractor would prepare a surface transportation emissions inventory if requested. It is assumed any vehicular traffic data used would be provided by the Sponsor.

**Responsibility:**
This task will be conducted by CMT.

**Deliverables:**

- EIS Chapter/Impacts – Climate / GHG
- Draft and Final Air Quality and Climate Technical Memorandum
- Surface Transportation Emissions Inventory (Optional task)

**Assumptions:**

- It is assumed that the following Alternatives will be carried forward for detailed review:
  - The No Action and three Action Alternatives for the 7th runway for future years 2030 and 2035, and
  - The No Action and three Action Alternatives for the 7th and 8th runway for future years 2035 and 2040. This scenario assumes that the preferred location for the 7th runway will have already been established.
- For the 7th runway, the construction period is assumed to be five years and three Action Alternatives will be evaluated. For the 8th runway, the construction period is assumed to be three years and three Action Alternatives will be evaluated.
- Any vehicular traffic data needed for the Optional Surface Transportation Emissions Inventory task would be provided by the Sponsor and/or Sponsor's consultants

## 10.1.4 Department of Transportation Act: Section 4(f) and 6(f) Resources

**Task Purpose:** The purpose of this task is to evaluate impacts to Section 4(f) and 6(f) resources and assist the Sponsor in determining whether the Action Alternatives would result in a physical or constructive use of Section 4(f) or a physical use of a Section 6(f), if determined to be present.

**Methodology:** It is assumed there are 4(f) resources located the within the General Study Area. Therefore, the potential for the Action Alternatives to result in a "use" of Section 4(f) resources will be considered. Physical use of any Section 4(f) resources as a result of the Action Alternatives will be identified, however it is noted that physical use of a 4(f) resource is unlikely because all construction is expected to take place on Airport property.

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In determining whether there is a constructive use, the Sponsor and the FAA must determine if impacts such as noise would substantially impair the 4(f) resource. A Section 4(f) resource is determined to be substantially impaired when the activities, features, or attributes of the site that contribute to its significance or enjoyment are substantially diminished.

No 6(f) resources are expected to be physically impacted by any Action Alternatives as there are no known 6(f) resources on Airport property, however this will be confirmed by the Contractor.

**Impact Analysis:** Part 150 guidelines will be used to assess the potential for constructive impacts to 4(f) properties where these properties are used for traditional recreational activities. However, when Section 4(f) resource have a quiet setting and the setting is a generally recognized feature or attribute of the site's significance, there will be careful consideration to determine whether the Part 150 guidelines apply. For the purposes of developing a scope and cost, it is assumed that all 4(f) resource impacted by the Action Alternatives are used for traditional recreational activities. Therefore, this scope does not include analysis of constructive use beyond comparing noise exposure levels to Part 150 guidelines.

**Technical Report and DEIS:** If a Section 4(f) Evaluation is not needed, the Contractor will develop a technical report to document the methodology used to assess impacts to Section 4(f) resources. Related assumptions, coordination and findings will be described. The appendix will include impact assessment methodology and information regarding specific 4(f) resources in the vicinity of DEN. The technical report will be included as an appendix in the EIS. Any correspondence with the NPS or other relevant agencies will also be included in the appendix.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements. Also see Section 4(f) Evaluation.

**Section 4(f) Evaluation:** If the analysis shows that the Action Alternatives would result in a use of a Section 4(f) resource, a Section 4(f) evaluation will be required. The Section 4(f) evaluation will include a description of the subject resource (owner, size, map, uses, access, and associated areas), as well as prudent and feasible avoidance alternatives, and mitigation. If no feasible and prudent avoidance alternative exists, the Contractor will consider minimization efforts (e.g., measures to reduce the impact to Section 4(f) properties) and will coordinate the potential efforts proposed with the FAA and the appropriate ageny(-ies) with jurisdiction. If multiple alternatives under consideration result in use of Section 4(f) property and no feasible and prudent avoidance alternatives exist, an analysis to determine the alternative that will cause the least overall harm (after factoring in mitigation measures) will be conducted.

The Contractor will support coordination conducted by the FAA with the agency with jurisdiction and the DOI as part of the Section 4(f) evaluation.

To provide a conservative estimate for purposes of the EIS Scope of Work, it is assumed that two Section 4(f) evaluations will be needed and that each evaluation will require coordination with separate agencies (3 meetings with each). It is also assumed that the 4(f) resources may not be "traditional recreation areas" and that consideration of noise sensitive areas (e.g.,

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national wildlife refuges, national parks, etc.) where Part 150 guidelines do not necessarily apply, will be needed. Thus, the supplemental noise analysis described within Task 10.1.10 will be used, as agreed to by FAA, to review possible noise impacts to Section 4(f) resources in association with the appropriate agency(-ies) with jurisdiction over the resource.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final EIS Chapter/Impacts – Section 4(f) Resources
- Agency correspondence for FAA use
- Draft and Final Technical Report
- Two Draft and Final Section 4(f) Evaluations
- Appendix

**Assumptions:**
- Two Section 4(f) evaluations will be required
- Attendance by three members of the Contractor Team at six meetings with agencies with jurisdiction (3 meetings with each).
- Supplemental noise analysis will be needed.

### 10.1.5 Farmlands

**Task Purpose:** The purpose of this task is to analyze and document the potential impacts to important farmland resulting from the Action Alternatives.

**Methodology:** The Action Alternatives will be overlaid with prime or unique farmland on Airport property. Graphics illustrating the areas directly and indirectly impacted as a result of each of the alternatives will be prepared. Although areas on and near DEN are considered Prime or Unique Farmland the proposed development would not permanently convert them to non-agricultural use because:

- The Airport is committed to urban development and therefore the Farmland Protection Policy Act (FPPA) of 1984 does not apply; and
- There is no action outside airport boundaries and thus none of the Action Alternatives would convert land to non-agricultural use.

**Mitigation/Permitting:** No impacts are expected to this resource.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EIS Chapter/Impacts – Farmlands

**Assumptions:**
- No AD-1006 Farmland Conversion Impact Rating will be needed

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### 10.1.6 Hazardous Materials, Solid Waste and Pollution Prevention

**Task Purpose:** The purpose of this task is to evaluate whether construction or use of the Action Alternatives would create hazardous material or solid or hazardous waste, ensure there is capacity available to dispose of solid waste generated by the Action Alternatives, and identify future pollution prevention aspects of the alternatives.

**Methodology:** Based on the database reviews and inventories described in Task 9.3.6, the Contractor will provide a general description of the type and nature of construction impacts and measures to be taken to minimize potential adverse effects. The limits of disturbance for each of the Action Alternatives will be overlain on a map of potential hazardous material sites. Regulations for handling and disposal of waste from these sites will be noted. Proposed underground and aboveground storage tanks and any associated permit requirements will be identified.

It is assumed Pollution prevention will be discussed qualitatively. A qualitative discussion of potential cumulative impacts will also be prepared. It is assumed the Design team will supply the type and quantity of solid waste that would be generated by the construction or operation of the Action Alternatives and will identify how the waste would be transported, contained and where it would be disposed.

A brief technical memorandum will be prepared to describe the methodology, document the coordination and report the findings, and proposed mitigation, if necessary.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Hazardous Materials Technical Memorandum
- EIS Chapter/ Impacts - Hazardous Materials, Solid Waste and Pollution Prevention

**Assumptions:**
- None

### 10.1.7 Historical, Architectural, Archeological and Cultural Resources

**Task Purpose:** The purpose of this task is to quantify effects to cultural resources and inform the next steps for consultation and mitigation.

**Methodology:** The Contractor Team will prepare a Section 106 effects analysis. Effects will be assessed for up to six action alternatives and the No Action Alternative.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts, as viable, and curatorial repository requirements.

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**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Draft and Final Section 106 Effects Analysis
- EIS Chapter/Impacts – Cultural Resources

**Assumptions:**
- Assumes FAA will prepare the SHPO Consultation Letter

### 10.1.8 Land Use

**Task Purpose:** The purpose of this task is to determine if the alternatives carried forward would result in adverse effects on land use or aviation safety.

**Methodology:** The Contractor will evaluate the Action Alternatives to determine whether land use would be compatible with local land use. The potential for the Action Alternatives to create habitat that is more attractive to wildlife will be considered. Consultation with the US Department of Agriculture Wildlife Services will be conducted to determine if the Action Alternatives would result in a more attractive wildlife environment and identify practical solutions to mitigate wildlife hazards. The Contractor will provide a general description of the type and nature of construction impacts and measures to be taken to minimize potential adverse effects.

**Impact Analysis:** The DEIS will disclose information regarding land uses in the vicinity of DEN that may attract wildlife. This information will be provided to assist the FAA in determining whether land use in the vicinity of DEN and the Proposed Action would be incompatible with aviation safety. The Contractor will map the locations (when available from GIS databases or agency coordination) of the following that could serve as wildlife attractants within 10,000 feet of the Airport:

- Solid waste landfills;
- Existing or proposed dredge spoil containment areas;
- Wastewater treatment facilities;
- Wetlands, and/or
- Other land uses that attract wildlife that are hazardous to aviation.

**Mitigation/Permitting:** If mitigation is required for significant impacts to land uses, the document will include coordination with agencies having regulatory control, and proposed mitigation and avoidance measures taken and permit requirements will be determined.

**Technical Report and DEIS:** The Contractor will develop a technical report to document the methodology used to assess impacts to land use. Related assumptions, coordination and findings will be described. The Contractor will summarize the information in the Technical Report for insertion into the environmental consequences chapter of the EIS. The Contractor will also develop an appendix for the DEIS that will include the methodology and necessary compatible land use assurances.

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The Contractor will assist the FAA in obtaining land use assurances from the Sponsor to comply with 49 USC Section 47106(a)(1) and 49 USC Section 47107(a)(10). The Sponsor must provide a letter from the public agency authorized by the State to plan for the area surrounding DEN. The letter should state that the Proposed Action is consistent with the land use plans existing at the time the FAA approves the Project. The Sponsor must also provide a written assurance verifying action has been or will be taken to restrict land uses next to or near the Airport. These documents will be included in the Land Use Appendix of the EIS.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**

- Draft and Final Technical Report
- EIS Chapter/Impacts – Land Use
- Land Use Assurance Letter for Sponsor/FAA use
- Appendix

**Assumptions:**

- None

### 10.1.9 Natural Resources and Energy Supply

**Task Purpose:** This task addresses CEQ Regulations Sections 1502.16(a)(7) and (6) requiring federal agencies to take into consideration depletable natural resource usage, and energy usage requirements. The Regulation requires consideration of existing usages, potential for increased resource and energy usage based on the Project, along with mitigation considerations if applicable.

**Methodology:** In this task the Contractor Team will quantify the potential use and future demand of natural resources and energy supply, with a focus on the potential environmental impacts to water resources during construction and consumable materials. Effects will be assessed for up to six action alternatives and the No Action Alternative. The task will itemize the usage and impacts for each project alternative. The Action Alternatives are expected to have potential increases in use of sand and gravel, concrete, metals, and other natural resources. The Action Alternatives are expected to have potential increases in use of energy supply such as natural gas, fuel oil, gasoline, and electrical utilities.

Additionally, this task will use FAA guidance to identify potential significance or intensity of environmental consequences. Note, there is not an established significance threshold for natural resource and energy use, but FAA does provide a factor to inform context for quantity of usage.

Finally, this task will include consideration of potential mitigation measures such as best management practices to minimize usage, and utilizing energy from renewable or environmentally sustainable sources.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts, as viable, and define permit requirements. It is expected

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that this task will include consideration of potential mitigation measures such as best management practices to minimize usage, and utilizing energy from renewable or environmentally sustainable sources.

**Technical Report and DEIS:** The Contractor will develop a technical report to document the methodology used to assess impacts to natural resources and energy supply. Related assumptions, coordination and findings will be described. The Contractor will summarize the information in the Technical Report for insertion into the environmental consequences chapter of the EIS. The Contractor will also develop an appendix for the DEIS that will include the methodology and necessary compatible land use assurances.

**Responsibility:**
This task will be conducted by Pinyon.

**Deliverables:**
- Draft and Final Natural Resources and Energy Use Technical Report
- EIS Chapter/Impacts – Natural Resources and Energy Use

**Assumptions:**
- Assumes usage will be evaluated; however, since FAA has not established significance thresholds for energy supply, potential energy demand will be considered against projected available future supplies.

### 10.1.10 Noise and Compatible Land Use

**Task Purpose:** The purpose of this subtask is to describe the potential future noise environment with an additional one or two runways and compare those conditions to the future of DEN with no additional runways.

**Methodology:** Noise exposure contours for the Action Alternatives will be developed for the year after implementation (2030) of the seventh runway, (2035) five years after the seventh runway, and five years later (2040) some years after the implementation of the 8th runway.

The fleet mix developed under Task 5 will be used to develop the noise model input data for 2030, 2035, and 2040. Other noise model input previously developed will be applied as appropriate (runway use, flight track locations and use) and new input will be incorporated from simulation modeling to represent each alternative. New inputs will include future runway use after the new runway(s) become operational and new arrival and departure procedures for the new runway(s) are in place. The new runway usage, geometry and usage of the new flight procedures will be developed based on previous planning documentation, including simulation of alternatives, developed by DEN's planning consultant. The Contractor will validate the runway use, track use and other assumptions with the Sponsor and the FAA (Air Traffic Control, Airport District Office, etc.). The Contractor will submit any non-standard noise modeling input requests to the FAA's Denver Airports District Office for review and coordination with FAA AEE.

The resulting noise contours will be overlaid onto existing and future land use maps to determine whether noise sensitive sites would be subject to changes in aviation related noise levels. Results will be documented in the EIS and methodology, assumptions and input will be documented in the Noise Technical Memorandum.

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**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable. Mitigation may include evaluation of operational measures that be established to help reduce noise impacts, these measures would require input from the FAA ATO. There are no permit requirements.

**Technical Report and DEIS:** The Contractor will develop a technical report to document the methodology used to assess impacts due to noise and associated with compatible land use. Related assumptions, coordination and findings will be described. The Contractor will summarize the information in the Technical Report for insertion into the environmental consequences chapter of the EIS. The Contractor will also develop an appendix for the DEIS that will include the methodology and necessary compatible land use assurances.

### Optional Tasks: Supplemental Noise Analysis

To aid in the public understanding of community noise exposure, up to three supplemental noise analyses may be performed.

- To provide a baseline of comparison with future alternatives on a single event basis, up to ten aircraft flight profiles for two Action Alternatives and the No Action Alternative, using Sound Exposure Level (SEL) contours, will be performed.
- To provide an additional analysis accounting for the frequency of events, the metrics number of events above (NA) and time above (TA) will be presented for each alternative in addition to the No Action Alternative at a range of thresholds. These supplemental noise metrics will be presented at a series of grid points representing noise-sensitive locations and the centroids of census block groups within the Noise Impact Study Area.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Noise Metrics Appendix
- Draft and Final Noise Analysis Technical Report
- EIS Chapter/Impacts – Noise and Compatible Land Use
- Draft and Final Sound Exposure Level Technical Memorandum (Optional)

**Assumptions:**
- No Action and Proposed Action fleet mix will be identical for each future year
- It is assumed that the following Alternatives will be carried forward for detailed review:
  - The No Action and three Action Alternatives for the 7th runway for future years 2030 and 2035, and
  - The No Action and three Action Alternatives for the 7th and 8th runway for future years 2035 and 2040. This scenario assumes that the preferred location for the 7th runway will have already been established

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- Only custom profiles that were developed and approved for development of Existing Conditions will be modeled
- Default weather conditions as provided by AEDT will be used

### 10.1.11 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

**Task Purpose:** The purpose of this task is to identify social impacts of the Action Alternatives, including relocations and displacements, disruptions to community cohesion, and changes in surface transportation patterns. The Contractor will also identify the potential for the Action Alternatives to result in a disproportionate and adverse effect on low income or minority populations, among other underrepresented or underserved populations. The Contractor will also identify effects on health and safety risks to children.

**Methodology:** No relocations or displacements of populations, housing, or businesses are anticipated as part of the Proposed Action. Therefore, the Contractor will identify social impacts by analyzing effects of the Project on communities identified as part of Task 9.3.11, evaluating potential changes in transportation patterns, reviewing potential impacts on development proposals, and analyzing effects on employment. The Contractor will also identify any impacts that could disproportionately effect children as a result of the Action Alternatives. For this analysis, the Contractor will draw upon data gathered as part of the air and water quality, land use, and hazardous materials analyses, as well as public and agency comments.

**Impact Analysis:** Resources that would be affected by the Action Alternatives would be identified, followed by identification of populations that would experience impacts, use the affected resources, or for whom the affected resources are important for subsistence or cultural reasons. Specific categories will be evaluated as follows:

Socioeconomics - Community impacts will be assessed for projected population, housing, and employment from the Action Alternatives and will be compared to the No Action Alternative in the General Study Area to determine their significance. Additionally, any potential benefits due to the Action Alternatives will be considered in accordance with Title 40 CFR Section 1502.16(a)(10). Impacts to public services will be determined through the evaluation of impacts to the ability of public services to operate and respond to emergencies from the Action Alternatives compared to those impacts from the implementation of the No Action Alternative.

Environmental Justice – Analysis will be conducted in accordance with EO 12898, DOT Order 5610.2(b) and FAA Order 1050.1F. The Contractor will calculate the percentage of low-income or minority population the action would adversely affect compared to the general population the action would adversely affect. If this percentage exceeds 50%, a disproportionately high and adverse effect on low-income or minority populations may occur. As part of this, the Contractor is committed to meaningful public involvement by minority and low-income populations and will provide the opportunity for these populations to provide input on the

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demographic analysis and any potential impacts to environmental justice populations that may be disproportionately high and adverse. The section will include a construction impacts table as well as an operational impacts table with all environmental resource categories, and will identify if the impacts are disproportionately borne by environmental justice populations, and if so, if the impact causes a disproportionately high and adverse effect.

Children's Environmental Health and Safety Risk - Potential disproportionate risks to children's environmental health and safety will be evaluated pursuant to EO 13045 and specific health concerns for children from the Action Alternatives in comparison to the No Action Alternative will be qualitatively described. The Contractor will provide a brief discussion of potential health and safety risks related to products or substances that a child is likely to touch or ingest.

If mitigation is required for significant impacts to land uses, the document will include coordination with agencies having regulatory control, and proposed mitigation and avoidance measures taken.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts, as viable. There are no expected permit requirements.

**Technical Report and DEIS:** The Contractor will develop a Technical Report to document the methodology, coordination, and findings regarding Socioeconomic, Environmental Justice, and Children's Environmental Health and Safety Risks. The Contractor will summarize the information in the Technical Report for insertion into the environmental consequences chapter of the EIS. The Contractor will also develop an appendix that includes impact assessment methodology, analysis results, and any agency correspondence.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**

- Draft and Final Technical Report
- EIS Chapter/Impacts – Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Appendix

**Assumptions:**

- No traffic analysis will be required; traffic will be discussed qualitatively
- A human health risk assessment will not be conducted
- No relocations of populations, housing or employment

### 10.1.12 Visual Effects (including Light Emissions)

**Task Purpose:** The purpose of this subtask is to identify the light emissions and visual effects of each of the Action Alternatives.

**Methodology:** Impacts from light emissions associated with the Action Alternatives and the No Action Alternative will be determined by evaluating the extent to which lighting would change, as well as the potential for the changes to create an annoyance at sensitive land uses.

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**Impact Analysis:** Impacts to visual character and resources will be determined by considering the potential changes in landscape and views in the vicinity of the Airport. The Action Alternatives would be constructed at an already busy, large airport. Therefore, the Contractor will prepare a qualitative discussion of potential visual effects. Any comments from the surrounding communities or jurisdictional agencies indicating that they consider visual effects from the Action Alternatives objectionable will be referenced and considered.

**Mitigation/Permitting:** If mitigation is required for significant impacts to land uses, the document will include coordination with agencies having regulatory control, and proposed mitigation and avoidance measures taken.There are no expected permit requirements.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- EIS Chapter/Impacts – Visual Effects (including Light Emissions)
- Appendix

**Assumptions:**
- None

### 10.1.13 Water Resources (including wetlands, floodplains, surface waters, groundwater)

**Task Purpose:** The purpose of this task is to quantify impacts to water resources to inform the next steps for permitting and mitigation.

**Methodology:** The following methodology for water resources includes impacts to wetlands, floodplains, surface waters, and groundwater associated with the construction. Effects will be assessed for up to six action alternatives (three for the 7th Runway and three for the 8th Runway) and the No Action Alternative. Potential impacts to these resources are regulated under the following regulations.

- Section 404 of the Clean Water Act (CWA): Regulates waters of the US (WOTUS), which include wetlands and surface waters. Impacts to these features would require permitting through USACE.
- Section 402 of the CWA: Regulates discharge of pollutants to WOTUS under the National Pollutant Discharge Elimination System program. Permitting under Section 402 of the CWA is administered through the Colorado Department of Public Health and environment (CDPHE) and the City and County of Denver.
- Code of Federal Regulations (CFR) for the National Flood Insurance Program (NFIP): 44 CFR Parts 59, 60, 65, and 70 regulates floodplains. Impacts to floodplains would require permitting and/or consultation with the City and County of Denver, Colorado Water Conservation Board (CWCB), Mile High Flood District (MHFD), and the Federal Emergency Management Agency (FEMA).
- DOT Order 5650.2, *Floodplain Management and Protection*.
- Flood Risk Management Standard (FRMS) (reinstated through Executive Order 14030—Climate-Related Financial Risk in May 2021).

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Wetlands

Impacts to WOTUS (jurisdictional surface waters and wetlands) will be identified. The Contractor Team will work with the Design Consultant to identify avoidance and minimization techniques as viable for the Action Alternatives. Appropriate permitting will be identified for impacts to these resources if avoidance cannot be accomplished. The permitting approach will be discussed with USACE during agency consultation (Task 13.1, Agency Meetings). If mitigation for impacts to WOTUS is required, either because the threshold for mitigation is met, or at the request of the USACE District Engineer, it is assumed that no onsite mitigation will occur, and wetland banking credits will be acquired by DEN. Pinyon will assist the Sponsor in identifying viable wetland mitigation bankers and forecasted credit availability as necessary.

Floodplains

The analysis will determine if there would be significant floodplain encroachment, based on the intensity of the encroachment and its impacts on the floodplain's natural and beneficial values. Potential direct and indirect impacts to floodplains will be considered including loss of floodplain area; reduction of floodplain capacity; and changes to water quality, runoff, and hydrology as a result of new or modified structures, placement of fill, change in impervious surfaces, and construction activities in and adjacent to floodplain should any of the Action Alternatives encroach on FEMA-designated floodplains. This scope assumes that the Design Team will be responsible for any needed Letters of Map Revision if there are unavoidable impacts to the 100-year floodplain that require FIRM map revisions.

Surface Waters

To identify potential impacts, the Contractor Team will:

- Review Design Team preliminary design plans for stormwater management to determine if water quality requirements being met. This includes review of documentation against FAA Revisory Circular (AC) 150/5370-10E, Standards for Specifying Construction at Airports.
- Review Design Team documentation for impacted areas from permanent improvements, including drainage, grading and continued potential pollutant sources (i.e. De-icing pipes and ponds). Review receiving streams and length of potential impacts by increased surface water runoff, increased velocity and other potential water quality impacts.
- Consultation with Local and State agencies that have authority over water quality and issuance of water quality permits to discuss project location, impacts and mitigation. Include guidance and recommendations as part of preliminary and/or final documentation.

Groundwater

Impacts to groundwater both during construction with dewatering activities, and following construction, will be evaluated to determine if federal, state or local water quality standards would be exceeded or if there is a potential to contaminate public drinking water supply.

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A technical memorandum will be prepared to describe the methodologies, document the coordination and report the findings, and any proposed mitigation, if necessary, for all water resources.

**Mitigation/Permitting:** If impacts to the resource are determined, the Contractor will develop a mitigation strategy to reduce impacts to below applicable significance thresholds, as viable, and define permit requirements.

**Technical Report and DEIS:** The Contractor will develop a Technical Report to document the methodology, coordination, and findings regarding Water Resources. The Contractor will summarize the information in the Technical Report for insertion into the environmental consequences chapter of the EIS. The Contractor will also develop an appendix that includes impact assessment methodology, analysis results, and any agency correspondence.

**Responsibility:**
This task will be conducted by Pinyon and EES.

**Deliverables:**
- Draft and Final Water Resources Technical Report
- EIS Chapter/Impacts – Water Resources

**Assumptions:**
- CAD and GIS files will be developed by the Design Consultant and will be supplied to the Contractor for impact analysis support
- All permitting efforts will be completed by the Design Team or PMT after a determination is rendered for the EIS

### 10.1.14 Non-Impacted Categories

Based on the nature of the Proposed Action and the Airport environmental setting, no impacts are anticipated relative to the following environmental impact categories:

- Coastal Resources
- Wild and Scenic Rivers.

Documentation will include statements that these resources are not present.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- None

**Assumptions:**
- None

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## Task 10.2 Prepare Environment Consequences Annotated Outline

The purpose of this task is to compile an annotated outline of the Environmental Consequences chapter to submit to the FAA for review and comment. The annotated outline will document the methodology, references and resources to be used in the development of the Environmental Consequences sections of the DEIS. Information from Tasks 10.1.1 through 10.1.14 will be included. For the purposes of developing a budget, it is assumed that the FAA will provide comments on the annotated outline for the Contractor Team's use in the development of the Draft Chapter, however, no revised/or final annotated outline will be submitted.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**

- Environmental Consequences Annotated Outline

**Assumptions:**

- One round of review by the FAA (and the Sponsor at FAA's discretion)
- Comments received will be incorporated into the development of the Draft Affected Environment chapter, however no revised annotated outline will be prepared or submitted

## Task 10.3 Prepare Draft Environmental Consequences Chapter

The purpose of this task is to develop the Draft Environmental Consequences Chapter. The methodology, coordination, analysis, and findings associated with Tasks 10.1.1 through 10.1.14 will be succinctly documented. For the purposes of developing a budget, it is assumed that one round of review of the Environmental Consequences Chapter will be completed by the FAA. The Contractor will revise the Environmental Consequences Chapter to reflect the FAA's comments upon the completion of their review.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**

- Draft Environmental Consequences chapter (electronic)

**Assumptions:**

- Two rounds of review by the FAA (and the Sponsor at FAA's discretion)
- Revised Environmental Consequences chapter will be included in Preliminary DEIS

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## Task 11 PREPARE AND DISTRIBUTE DEIS

The Contractor will organize the preliminary DEIS in a format consistent with NEPA requirements, including FAA Orders 1050.1F and 5050.4B. This document will include all previously prepared sections of text, the remaining chapters of the document, as well as appendices and attachments, as appropriate. The preliminary DEIS will meet the page limit requirements as indicated in the amended CEQ regulations.

### Task 11.1 Preliminary DEIS to the FAA

A preliminary DEIS will be prepared for the Sponsor's review. The preliminary DEIS will include the following:

- Cover Page;
- Executive Summary;
- Table of Contents
- Chapter 1 – Background and Proposed Action
- Chapter 2 - Purpose and Need;
- Chapter 3 - Alternatives;
- Chapter 4 - Affected Environment, Environmental Consequences and Mitigation;
- Chapter 5 - Public and Agency Involvement;
- Chapter 6 - List of Preparers;
- List of Abbreviations, Acronyms, & Glossary; and
- Appendices including List of Agencies and People Consulted and Proof of Consultation.

As part of this task, the Contractor will prepare the Public and Agency Involvement chapter, the List of Preparers, and the List of Abbreviations, Acronyms & Glossary. This task also includes the preparation of the public and agency involvement appendix, as well as the compilation of other appendices for submittal.

A meeting will be held upon completion of FAA review of the Preliminary DEIS and submittal of FAA's consolidated comments to the Contractor. The FAA and Contractor will participate in a two-day meeting to discuss the comments and resolve any issues. The meeting will be held virtually. At a minimum, the Contractor PM, Deputy PM, and a support person will attend this meeting along with any technical experts needed based on the nature of the FAA's comments.

The Contractor will provide a comment-response matrix and revise the preliminary DEIS with FAA comments. The preliminary Draft will then be provided back to the FAA for verification that all comments have been addressed. Three rounds of review by FAA are expected.

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**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**

- Preliminary DEIS to the FAA (electronic)
- Revised Preliminary DEIS/Comment-Response Matrix for the FAA
- Preliminary DEIS and Revised Preliminary DEIS /Comment-Response Matrix for FAA review (electronic)
- Meeting agenda and meeting notes from Comments Meeting

**Assumptions:**

- Three rounds of FAA review
- One 2-day meeting with FAA with participation from six members of Contractor Team

## Task 11.2 Concurrence of Preferred Alternative and DEIS

Prior to release of the Preliminary DEIS for review by concurrence agencies or cooperating agencies (if applicable) the FAA must approve the release of the document. The Contractor will distribute the Preliminary DEIS to concurrence agencies and cooperating agencies (if applicable) for their review prior to the publication of the DEIS. If a Preferred Alternative has been selected, the Contractor will request a 30-day review.

After a 30-day agency review of the Preliminary DEIS, the Contractor will prepare for and attend either an in person one-day workshop with the agencies, FAA, and the Sponsor (at FAA's discretion) or up to four meetings with individual agencies as needed to discuss agency comments. At a minimum, the Contractor PM, Deputy PM, and a support person will attend this meeting along with any technical experts needed based on the nature of the agencies' comments. A comment-response matrix will be prepared by the Contractor and provided to FAA for review and approval. After the FAA's review and approval of the responses to agency comments on the Preliminary DEIS, responses will be provided to agencies with a request for concurrence to release the DEIS with the selected preferred alternative (if selected) within 15 days. If a response is not received within 15 days, concurrence will be assumed.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**

- Preliminary DEIS (electronic) for concurrence or cooperating agency review with letters to request concurrence
- Revised Preliminary DEIS and Comment-Response Matrix for FAA review (electronic)
- Meeting materials (agenda, PowerPoint presentation, handouts, and meeting notes from Agency Meeting(s)

**Assumptions:**

- Agencies will have 30 days to review and comment on the Preliminary DEIS, followed by a meeting to review comments if requested

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- Agency comments will not result in additional technical analysis for the DEIS
- Agencies will have 15 days following review of responses to their comments to sign the agreement to release the DEIS and Preferred Alternative Concurrence

## Task 11.3 Prepare and Distribute DEIS to Public

Upon FAA approval, the Contractor will prepare and publish the DEIS. In conjunction with the FAA, the Contractor will develop a distribution list to include libraries (or other locations to display the DEIS) and interested agencies/communities. The Contractor will prepare distribution letters to the parties on the accepted distribution list and distribute the document. Up to 20 hard copies (five copies for the Sponsor, one copy for the FAA, and the remaining copies for others will be distributed. In addition, the Contractor will provide electronic copies of the document on thumb drives for public distribution. The Contractor will upload the DEIS on the Project website, and will work with the Sponsor to upload to DEN's website.

Transmittals letters will be developed to send the DEIS to the agencies, media, community groups, elected officials, and public repositories. The letters will briefly describe the proposed action, request comments on the DEIS, and announce the Public Hearing logistics.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**

- Draft and Final EIS distribution list
- 20 hard copies of the DEIS (with appendices on CD or thumb drive)
- Electronic copies of the DEIS

**Assumptions:**

- DEIS will be available for public and agency review for no less than 45 days.

## Task 11.4 Publish Notice of Availability

The Contractor will assist the FAA in the preparation of the required NOA for the DEIS. The NOA will include a brief description of the proposed action, purpose and need, alternatives, and environmental impacts. It also will provide the time and locations of the Public Hearings, information on how and when to submit comments, and the FAA's responsibilities under the NEPA process. The Contractor will work with FAA staff to ensure the expeditious publication of the NOA in the Federal Register. The Public Hearings will occur no sooner than 30 days following publication of the NOA in the Federal Register.

The notice will be published in the "legal notice" section of *The Denver Post, Denver Gazette* and *Denver Business Journal* one (1) time each week for two (2) consecutive weeks prior to the date of the formal public hearing. The notice will also be posted on the Project website and social media accounts as included in the Social Media Plan, and will work with GCM to include on the DEN website.

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**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**

- Draft and Final NOA
- Affidavits of Publication from newspapers
- Proof of publication to all outlets to include in public involvement appendix and AR

**Assumptions:**

- Three reviews of NOA by FAA

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## Task 12 PREPARE AND DISTRIBUTE FEIS

The Contractor will collect and organize public and agency comments provided on the DEIS. This includes the creation of a database (e.g., spreadsheet) that organizes all comments according to the substantive issues raised and a summary of public and agency comments. The Contractor will follow the submittal process described above. The FAA will then share the revised response to comments with other federal agencies as applicable.

### Task 12.1 Respond to Comments Received on DEIS

The Contractor will assist the FAA in responding to comments on the DEIS and updating the DEIS as needed in response to comments. The Contractor will review the agency comment letters and Public Hearing comments, and identify individual comments. Upon close of the comment period, the Contractor will consolidate comments and a meeting will be scheduled with the FAA to discuss the comments and to identify comments that will require a response and comments that will require edits to the document. Based on comment category, the Contractor will respond to comments as appropriate and/or distribute the comments to the parties with the appropriate expertise to respond.

- Individual comments will be numbered, categorized and entered into a database that is available to the FAA. The database will be structured along the following lines:
  - Document identification number;
  - Name and address (physical or email, if available) of the originator; and
  - Based on an encoding system accepted by the Sponsor, potential impacts or other issues raised in the comment document.

The Contractor will then prepare preliminary responses and update associated documentation for FAA review. Depending on the number of comments received, the Contractor will respond to comments by either (1) Bracket comments with include individual responses, or (2) Comment-Response matrix in which all comments are included in a table, themes are summarized, and one response is provided to those themes. For the purposes of developing a cost, it is assumed that there will be no more than 500 individual comments requiring responses. Electronic copies of the Draft FEIS will be provided for review/comment.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft Bracketed Comments and Responses or Comment-Response Matrix for Sponsor and FAA review
- Preliminary FEIS

**Assumptions:**
- One meeting held to review comments, meeting is expected to be virtual to allow efficient participation by Contractor Team.
- No more than 500 individual comments requiring response
- Responses to comments will be drawn from existing materials developed in this Scope of Work, and will not require additional analysis

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- Preliminary FEIS will be submitted to FAA electronically

## Task 12.2 Respond to FAA Comments on Preliminary FEIS

The Contractor will respond to the FAA's comments with a comment-response matrix and revise the Preliminary FEIS. The Contractor will provide a comment-response matrix and revise the Preliminary FEIS with FAA comments. The revised Preliminary FEIS will then be provided back to the FAA for verification that all comments have been addressed.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Preliminary FEIS/Comment-Response Matrix for FAA review
- Revised Preliminary FEIS /Comment-Response Matrix for FAA review

**Assumptions:**
- Two rounds of FAA review and verification of revisions

## Task 12.3 Formally Submit FEIS to FAA

The Contractor will develop the FEIS by incorporating FAA comments. Upon approval of the FEIS by the FAA, the FAA will issue the appropriate decision document and start the approval process. The signed decision document will be provided to the Contractor. The Contractor will then print and distribute the FEIS including the decision document. The Contractor will prepare distribution letters to the parties on the accepted distribution list. The Contractor will print up to 20 hard copies (five copies for the Sponsor/DEN, one copy and one electronic copy on a thumb drive for the FAA, and the remaining copies will be for others expected to request a hard copy of the document. The Contractor will also provide electronic copies of the document on thumb drives for public distribution. It is expected that the document will be made available on the Project website, DEN's website and FAA's website.

The Contractor will prepare an NOA for FAA review. Three rounds of review are expected. The notice will be published in the "legal notice" section of *The Denver Post, Denver Gazette* and *Denver Business Journal* one (1) time. The notice will also be posted on the Project website and will work with GCM to include on the DEN website. The notice will also be posted on the Project website and will work with GCM to include on the DEN website, as well as DEN and FAA's social media accounts in accordance with the approved Social Media Plan.

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**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**

- 20 hardcopies of FEIS (with appendices on thumb drive)
- Electronic copies of FEIS
- Draft and Final NOA
- Affidavits of publication from local newspapers
- Proof of publication to various outlet for inclusion in AR

**Assumptions:**

- FAA will draft the Finding (assumed Record of Decision)
- Three rounds of review of NOA by FAA

## Task 12.4 Formally Submit Administrative Record

The Contractor will maintain a draft AR throughout the Project. After publication of the FEIS and completion of the 30-day waiting period for issuance of the Record of Decision, the Contractor will deliver the draft AR for FAA review. Upon agreement on the AR the AR will be archived as directed by the FAA as part of the Project closeout activities.

Electronic files of the AR will be sent to the FAA at the conclusion of the Project.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**

- Draft and Final Administrative Record (electronic)

**Assumptions:**

- No hard copy will be provided

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# Task 13 PUBLIC AND AGENCY INVOLVEMENT

The purpose of this task is to assist the FAA in conducting coordination with agencies and the public.

## Task 13.1 Agency Meetings

As described in Task 2.6.2, an Agency Involvement Plan will provide a plan to engage agencies based on anticipated environmental impacts associated with the Proposed Action. An engagement schedule will be developed that will define points at which meetings or other engagement is expected to occur. For purposes of budgeting and scoping, it is assumed that the Contractor PM, DPM, and up to eight members of the Contractor Team will participate in up to twenty (20) agency coordination meetings.

**Kick-Off Workshop/Tour:** At the start of the EIS process, the Contractor will conduct an in-person workshop/field trip to introduce the participants to updates to the potential alternatives for consideration, FAA requirements, and the purpose and need for the Proposed Action. It is assumed the Contractor PM and DPM and six members of the Contractor Team will attend the Kick-Off Workshop/Tour.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Meeting materials including agendas, presentation and notes
- Meeting materials for Kick-Off Workshop / Tour (in-person)

**Assumptions:**
- Up to eight members of the Contractor Team will attend the Kick-Off Workshop meeting
- Assumes two specific trips by the PM and DPM (other in-person meetings would occur during other trips)
- Assumes meetings would have optional virtual attendance
- Assumes meeting attendance will be reviewed by FAA prior to meeting

## Task 13.2 Community/Stakeholder Meetings

Throughout the Project, the Contractor, upon agreement from the FAA, will be responsible for holding community and/or stakeholder meetings as requested by the public or elected officials to respond to questions and obtain feedback. Translation services will be provided for meetings and materials upon request. In addition to holding meetings, the Contractor will use the PIMA tool (see Task 14) to track feedback and questions from the public, as well as locations of the individuals making the comments. Periodically throughout the Project, the Contractor will review the locations of the feedback and meeting attendees engaged in the Project so far – and will reach out proactively to community groups, Registered Neighborhood Associations (RNOs), non-profits, etc. as needed in areas with minimal engagement to ensure they are aware of the Project and have an opportunity to engage. It is assumed that the Contractor PM or Deputy PM, and two additional members of the Contractor Team will participate in up to 30 stakeholder

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meetings (beyond the Public Hearings). It is assumed that all of these meetings will be structured so that attendees can join in-person or virtually using PIMA (see Task 14).

The Contractor Team will work with the FAA to develop a "Discussion Points Sheet" that provides standard answers to environmental review based questions so that the Sponsor/GCM are able to respond to questions about the Project in settings that are not part of the environmental process.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**
- Meeting materials including agendas, presentations and notes
- Discussion Points sheet, and updates to the discussion points as the Project progresses

**Assumptions:**
- Ten specific trips by the PM or DPM (other in-person meetings would occur during other trips)
- Up to 30 community/stakeholder meetings

### Task 13.3 Public Hearings (DEIS Publication)

As directed by the Sponsor and the FAA, the Contractor will schedule, prepare for, and participate in up to five (5) public hearings no earlier than 30 days after publication of the DEIS. A presentation will be prepared and made by the Contractor (if preferred by the FAA), followed by an Open House format meeting with boards and "stations" to discuss the Project with the Sponsor, FAA and the Contractor Team. During the hearing, attendees will be able to informally discuss their concerns and questions one on one with project representatives, however a court reporter will also be available to transcribe official verbal comments. Translation services will be provided for meetings and materials upon request. A facilitator with local, related experience will be available at each of the Public Hearings to promote a fair and open process for meeting participants.

The meetings will also be accessible virtually through the PIMA platform (see Task 14). Virtual participants will be able to view the presentation, ask questions via the Chat function, and access meeting materials, such as boards online. Verbal comments and chat comments provided during the meetings will be documented by the Contractor as official comments that will receive responses in the FEIS. The meeting presentation and information will remain available online after the public hearings. An overview of the public hearing process anticipated in this scope of work follows:

- **Coordination Meetings (Two):** The Contractor team will participate in two coordination meetings with the FAA to discuss meeting materials, and to prepare for the public hearings. It is expected four members of the Contractor Team will attend.
- **Media Walk Through (One):** To keep the local media informed, a Media walk-through will be conducted before the first public hearing. The Contractor, if directed by the FAA, will assist

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in notification of local television, radio, and newspaper representatives of the scoping meetings and the availability of the special Media preview. Any additional materials for the press beyond those set forth in this scope will be the responsibility of the FAA.

- **Hybrid Meetings (Five) Attendance:** The public hearings will focus on presenting the Project need, alternatives, and environmental impact category studies, and obtaining comments from the public. The hearings will each be held for two hours each at varying times of day to accommodate the most participants. Meetings will be conducted in hybrid format (See Task 14.1.1). The Contractor Team will provide up to 12 team members to participate in the public hearings. A court reporter will be provided to take official verbal scoping comments.
- **Materials Preparation:** The Contractor will prepare and present a PowerPoint presentation describing the proposed project, the EIS process, and the DEIS findings. A handout will be prepared, as well as project figures, along with instructions on how to submit comments will be available in person and from the virtual meeting platform. Up to 20 meeting boards will be prepared with project information. All materials must be reviewed and approved by the FAA.
- **Public Hearing Promotion:** The Contractor will develop a social media campaign to promote the upcoming public hearings, will develop, print and place not more than 30 yard signs throughout the surrounding neighborhoods, will send meeting notices out to the RNOs surrounding DEN and will place up to eight advertisements in local and community papers. All meeting attendees will be asked to sign up using the PIMA system. All materials must be reviewed and approved by the FAA.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**

- Meeting materials including presentation, handout, and boards
- Up to 20 color presentation boards (anticipated to be 30 x 40 inch format)
- Name tags and sign-in sheets
- PIMA integration with website to provide access to meetings and to accept comments
- Draft and Final social media contents
- Draft and Final yard signs
- Draft and final communications to RNOs surrounding DEN

**Assumptions:**

- Three rounds of review of the PowerPoint Presentation by FAA
- Three rounds of review by FAA of the social media plan, yard signs, meeting notices and advertisements
- CIG will coordinate meeting logistics (locations, court reporter, a/v equipment). It is assumed that security personnel will not be needed for the Public Hearings
- An agreed upon meeting facilitator will be hired as a direct expense to the Contractor.
- Contractor will provide up to 12 team members to participate in each Public Hearing
- Flights and five-night hotel stay by four members of the Contractor Team

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# Task 14 PUBLIC INVOLVEMENT MANAGEMENT APPLICATION (PIMA), WEBSITE DEVELOPMENT AND NEWSLETTERS

## Task 14.1 PIMA Base Deployment and Configuration

The Contractor will use the DEN EA deployment of PIMA, used to track stakeholder interactions and for the gathering and managing of input from the public, host public meetings (in person or online), and report on engagement analytics internally and externally. Members of the public (i.e., stakeholders) will be able to offer feedback through PIMA's interactive web-based tools such as comment forms, virtual meetings and interactive maps, typically supported with background materials that may include a pre-recorded videos, live videos, infographics, and other methods. FAA must review and approve all materials/information prior to public dissemination.

The Contractor will set up and configure a new Project within the DEN EA deployment of PIMA according to FAA website style guides and will accommodate accessibility and equity needs according to FAA specification. PIMA will be integrated with the Project website to provide a consistent similarly branded and consistent user experience for public stakeholder interaction, to include project subscription forms; comment forms; online surveys; meeting sign-in and participation; and interactive maps. The Contractor will monitor PIMA analytics and incorporate the metrics into the monthly report in Task 2.9. Comment summaries will be included as part of public meeting summaries in Task 6.5, Scoping Report and for Task 13, Public and Agency Involvement.

The following capabilities will be provided by PIMA as part of deployment and configuration:

- Configurable comment forms, response messaging and stakeholder mailing lists
- Email module with templates/history for mass broadcast and usage tracking
- Event creation, invitations, and management of comment or questions – for both in-person and virtual meeting events
- Management of virtual meetings via streaming video (live or pre-recorded), virtual reality, or GIS story map format
- Establish unique URLs for each virtual event and enable meeting registration and commenting
- Interactive maps, showing stakeholder participation statistics and geospatial project data (boundaries, alternative routes, etc.)

The Contractor will configure an outreach dashboard, utilizing PIMA analytics overlaid with an interactive map that shows regional participation to help visualize outreach statistics, shown via charts or graphs. From this interactive map/dashboard, members of the general public will be able to provide feedback and will be able to see feedback that others have shared if desired by Sponsor/FAA, while having any personal contact or identifiable information obscured.

The Contractor will set up and configure the interactive map for the dashboard to also include relevant mapping layers gathered from Sponsor data sources for information and educational purposes. The interactive map will include simple functions such as: zooming to a region;

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turning on/off datasets; filtering datasets; and viewing a pop-up of dataset attribution or project findings.

### 14.1.1 Hybrid Community/Stakeholder Meetings

As described in Task 13.2 the Contractor will use PIMA for Community/Stakeholder Meetings to provide attendees a virtual option to participate. Meeting invitations will be designed and sent to identified participants as approved by the Sponsor, GCM and the FAA, which may include property owners within and adjacent to the Project boundary, key affected parties / stakeholders, using the PIMA mass email function. Invitations will also be posted as a project link on the DEN website. PIMA will be used for virtual, in-person public meetings or hybrid community/stakeholder meetings.

The Contractor will develop content and support of online/virtual meetings – including any live online meetings – using PIMA. Meeting content will introduce the Project, show the presentation, and then allow participants to ask questions / provide comments and collaborate with the project team, like DEN in-person meetings. A phone number will be available to call-in if participants are not able to connect using a computer. Support will include the development of any of the following:

- Pre-recorded video with voice-over narration
- Live video production using multiple video sources and screen-sharing capabilities;
- Esri Story Maps;
- Virtual reality or mixed reality spaces.

Online meeting support will be provided for up to ten (10) community/stakeholder meetings for the duration of this scope of work. If support is needed for additional events, it will require a supplemental agreement and fee to this Scope of Work.

### 14.1.2 Hybrid Public Hearings

As described in Task 13.3, the Contractor will use PIMA at the Public Hearings to provide attendees with the option to sign-in for the meeting and submit comments online. Prior to deployment of the online comment forms, the Contractor will conduct a dry run with the FAA, Sponsor, and Contractor Team at least one week prior to the first event for this plan, confirming that all questions on the comment form and registration form are acceptable to use. Following the dry run, the Contractor will incorporate any feedback into PIMA and release the final comment and registration forms for public use on the website and at stakeholder events.

The Contractor's PIMA will be used for Virtual Public Hearings. Draft public hearing content will be developed and sent to the FAA for review. Two virtual dry run meetings will be held prior to each public hearing.

- First dry-run will be to work out logistics and address possible technical issues. It will be a technical try-out. This is anticipated to be held 3 weeks prior to the public hearing.
- Second dry-run will follow the format of the actual public hearing and will have additional Sponsor and Contractor staff serve as stakeholders during the meeting

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and provide feedback on the hearing. This is anticipated to be held two weeks prior to the public hearing. The second dry-run will be followed by a training session, providing the Contractor Team with the general user experience, administration, and analytics/reporting available within PIMA.

### 14.1.3 As-Needed Support and Maintenance

The Contractor will monitor and provide the FAA with as-needed support and maintenance of PIMA until completion of the EIS process, as well as document and prioritize additional configuration to be performed as part of ongoing support activities. The Contractor will provide stakeholder database support, technical support, maintenance, hosting, and will deploy packaged application enhancements from other PIMA deployments up to two (2) times. The Contractor will provide training to the FAA for these packaged enhancements to ensure successful use and adoption by FAA and Sponsor staff (if requested by FAA).

Specific enhancements desired by the FAA or the Contractor Team will be documented and agreed upon via email understanding with the FAA's PM and will include the anticipated schedule and labor hours to perform. If entirely new functionality is desired that requires a level of effort beyond the associated remaining hours for this task, the FAA's PM will be proactively made aware prior to work commencing in order to determine whether the work should be performed as part of this scope of work or as a supplemental.

## Task 14.2 Website Requirements and Design

The Contractor will use the domain acquired and configured as part of the EA to update the design the Project specific website for use by the public and agencies in obtaining information on the NEPA process (including meetings) and documents related to the Project. The website will continue to be capable of collecting public comments through the entire public engagement process, via utilization of the Contractor's PIMA solution. To ensure consistency in the event that the EA is elevated to an EIS, sub-domains will be used (e.g., ea.newdenrunway.com and eis.newrunwayden.com).

The Contractor will perform the following services relating to Sponsor requirements, design sensitivities, development and public launch, relating to the Project website:

- **Requirements Workshops:** develop a configuration spreadsheet that defines specific technical and system requirements for the Web design and implementation. The Contractor will provide the FAA a list of agreed upon website requirements.
- **Environment Setup:** updates may be required to establish the sub-domain for the EIS, however the majority of this setup will have occurred as part of the EA scope of work.
- **Design Layout:** update site designs and mockups based on branding and requirements gathered from the FAA. The Contractor will provide the FAA with a sitemap, and look and feel (mockup) of the website, for FAA acceptance prior to beginning the next task.
- **Development and Launch:** develop and deploy the revised EIS website (sub-domain), based on approved site mockups and designs. The completed website will be presented

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to the FAA for up to three iterations – assessing content, branding and user experience – prior to launch.

- **Training and Support:** Upon completion of development and launch, the Contractor will conduct one instructor-led "train-the-trainer" session. The training session will orient the primary users to all system functionality, with expressed concentration updating the site as needed. Throughout the entire project lifecycle, the Contractor will monitor site security, patches, URL and hosting renewals, and backups on a periodic basis, and perform site content updates as needed.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final website design

**Assumptions:**
- Three reviews by FAA
- One instructor-led "train-the-trainer" session

## Task 14.3 Newsletters

The Contractor will prepare newsletters in both English and Spanish to inform the public of project progress at key points in the development of the DEIS. It is anticipated that three newsletters will be developed and distributed (e.g., Scoping, Alternatives Development, Public Hearing) in association with community/stakeholder meetings and the DEIS public hearings. Upon approval from the FAA, the newsletters will be available on the Project website and will be e-mailed to elected officials, media contacts and community organizations. Additional printed copies will be available for FAA and DEN distribution. It is expected that the majority of recipients will receive the newsletters electronically, however, for each of the three newsletters the Contractor will print 3,000 copies of the English-version and 250 copies of the Spanish version.

**Responsibility:**
This task will be conducted by the Contractor.

**Deliverables:**
- Draft and Final Newsletters (electronic) to FAA (3)
- 3,000 copies of each newsletter (3)

**Assumptions:**
- Three reviews of each newsletter by FAA

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## Task 15 FREEDOM OF INFORMATION ACT REQUESTS

Includes coordination with the FAA, searching the administrative and project files for the requested information, making copies of the requested material, and transmitting the material to the FAA for distribution.

**Responsibility:**
This task will be conducted by the Contractor with assistance from the Contractor Team.

**Deliverables:**

- To be determined

**Assumptions:**

- None

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## OPTIONAL TASK 1 – SUSTAINABILITY, RESILIENCE, AND ENVISION®

This optional task includes efforts specifically related to achieving the requirements that the Sponsor has set for this project to achieve the Silver level of certification, at a minimum, under the Institute for Sustainable Infrastructure's (ISI) Envision rating system. Potential uses of this task may include additional coordination, public outreach and stakeholder efforts to achieve maximum Quality of Life and/or Leadership credits; additional coordination with agencies to discuss mitigation beyond what is required to achieve Superior, Conserving or Restorative levels of achievement in Natural World or Resource Allocation credits when analysis indicates there will be impacts to a resource (e.g., stormwater, water quality, soil health); additional consideration of methods to reduce emissions and pollutants, to assess vulnerabilities due to climate change to achieve additional credits toward Climate and Resilience.

Hours to assist the Sponsor in a range of tasks are included, however specific tasks would be defined in coordination with the Sponsor if the Optional task is requested.

**Responsibility:**
This task will be conducted by the Contractor and the Contractor Team.

**Deliverables:**

- To be determined

**Assumptions:**

- Specific tasks will be defined upon approval to initiate this Optional task

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# QUALITY ASSURANCE / QUALITY CONTROL

## Introduction

The purpose of the Project Quality Plan (PQP) is to produce a high-quality environmental review based on sound technical analysis that will stand the test of intense scrutiny. This plan details the specific procedures, steps, and the Contractor responsibilities that are fundamental to meet the stated purpose. The Contractor will take a proactive approach to management of quality on all deliverables. This approach is founded on the Contractor's Quality Management System (QMS), which establishes a consistent process for deliveries across all geographies and disciplines.

### Core Principles

The following tenets form the core of the PQP:

- Understanding of client issues, expectations, and requirements
- Knowledge and understanding of local, state and federal environmental review processes and requirements
- Correct application of appropriate environmental planning criteria and standards
- Use of appropriate technology
- Client approval of methodologies, inputs, and technologies
- Organization, thoroughness, and presentation of product and technical data
- Cost effectiveness
- Adherence to schedule
- QC technical review (NEPA and Colorado regulations)
- Accountability at all levels of the Contractor Team

### Project Quality Plan (PQP)

The Contractor will prepare and follow a PQP, which will be developed by the Contractor's PM and the dedicated project quality manager (PQM). The elements of the PQP include independent quality assurance (QA) functions with quality control (QC) built into each work product as it is developed. Sub-contractors will be contractually required to follow the Contractor's PQP specific to their Scope of Work, or an approved PQP that meets the Contractor's requirements. The Contractor will conduct routine audits to confirm compliance and maintenance of records.

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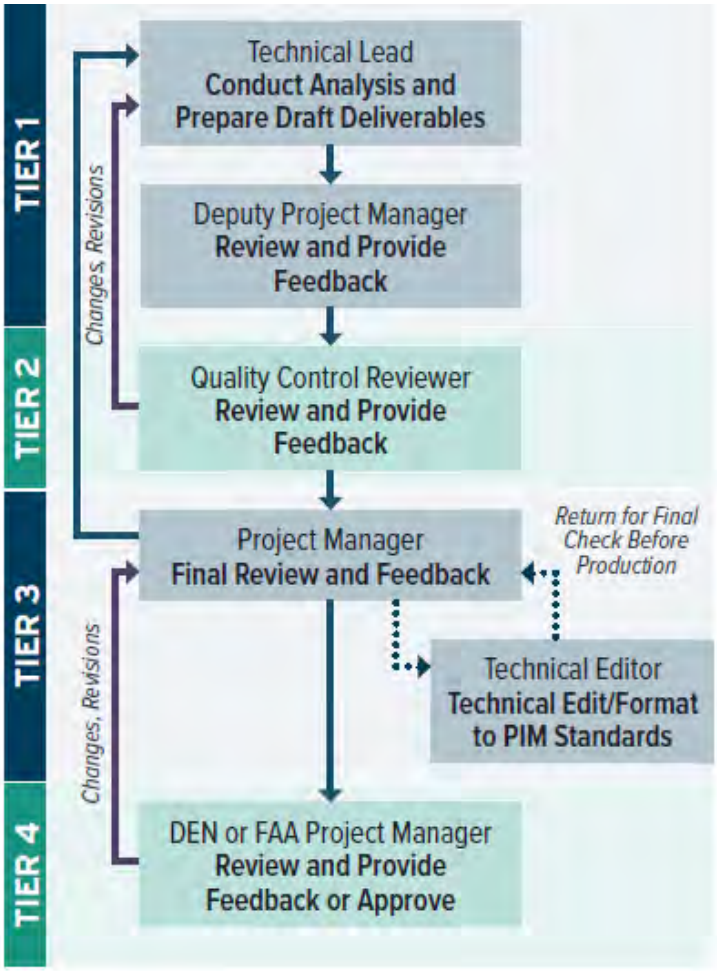
## Internal Processes for EIS Data Review and Validation

**Figure 1** illustrates all materials provided by team members will undergo a thorough review for technical accuracy by the Contractor Team, and deliverables will only be advanced to the Sponsor and FAA for review after each step of the process has been followed. As shown, the Contractor's Deputy PM will conduct the initial review of the Contractor Team's deliverables, followed by a Quality Control Technical Reviewer. The Contractor's PM will then conduct the final review and provide to the technical editor to ensure consistency with formatting and PIM standards.

Figure 1

Four Tier QA/QC Process




The Contractor (HNTB) will be responsible for all analysis and deliverables. To manage this aspect of delivery, our schedule specifically includes time to review and technically edit all team member deliverables.

Technical Analysis – the Contractor Team will conduct a literature search and develop a bibliography of references and methodologies to be used in the acquisition of environmental data, analysis processes, and the development and preparation of the EIS. All technical analyses will be reviewed by a subject matter expert on the Contractor Team.

Project Deliverables - Standards for document formats, templates, and styles, along with a list of standard terms and abbreviations, will be developed and maintained by our team as part of the PIM. All deliverables to the Sponsor and the FAA will go through our QC process. Any technical memorandums and versions of the NEPA document will also be reviewed by the Contractor's technical editor.

Administrative File - Instructions will be provided to specify what materials should be included in the Administrative File (AF) and will include sample forms for records of telephone conversations and memos to the file. Documents will be submitted for review by the PM or DPM for inclusion in the AF.

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Review Checklist – The Contractor's Client Deliverable Quality Matrix (CDQM) will be used through the development and delivery of the EIS. At appropriate points in the process, the PM and PQM will review and update the CDQM.

### Quality Assurance / Control Organization

**Figure 2** graphically depicts the organization for implementation of the QA/QC Plan for the Project. The following summarizes the responsibilities of management and staff.

Project Quality Manager (PQM)

The Project Quality Manager (PQM) is an independent member of the project team, reporting to the principal-in-charge and the Contractor's Office Quality Manager in the Contractor's Denver office. The PQM is responsible for overseeing the PQP's implementation and updates and will confirm compliance with all QMS requirements, including by making sure that all project staff remain current on the PQP. The PQM is responsible for ensuring the QC Plan is followed and updated as necessary.

Project Manager

The PM is accountable to the Principal-in-Charge and the FAA for day-to-day performance and implementation of the QC Plan. The PM will assign tasks to staff with the appropriate expertise. The PM will closely monitor the schedule. If necessary, staffing will be adjusted to meet project schedules. The PM will ensure that adequate time will be available for technical reviews prior to document delivery.

Quality Control Technical Reviewers

The Contractor Team has identified QC Technical Reviewers who will be responsible for providing critical review of methodologies and analytical techniques; adhering to state and federal processes; and evaluating the quality of opinions, solutions and conclusions offered. The QC Technical Reviewers include a CEQ and NEPA reviewer and a Colorado Environmental Regulations reviewer.

Technical Editor

The Contractor's technical editor will review major deliverables, including technical memorandums and submittals of the DEIS prior to submittal to the Sponsor and FAA.

Project Planners, Environmental Planners, Engineers, Technical Support, Sub-Contractors

These professionals are accountable to the PM for contributing to the day-to-day delivery of quality work and using quality control procedures in their areas of expertise and assigned responsibilities.

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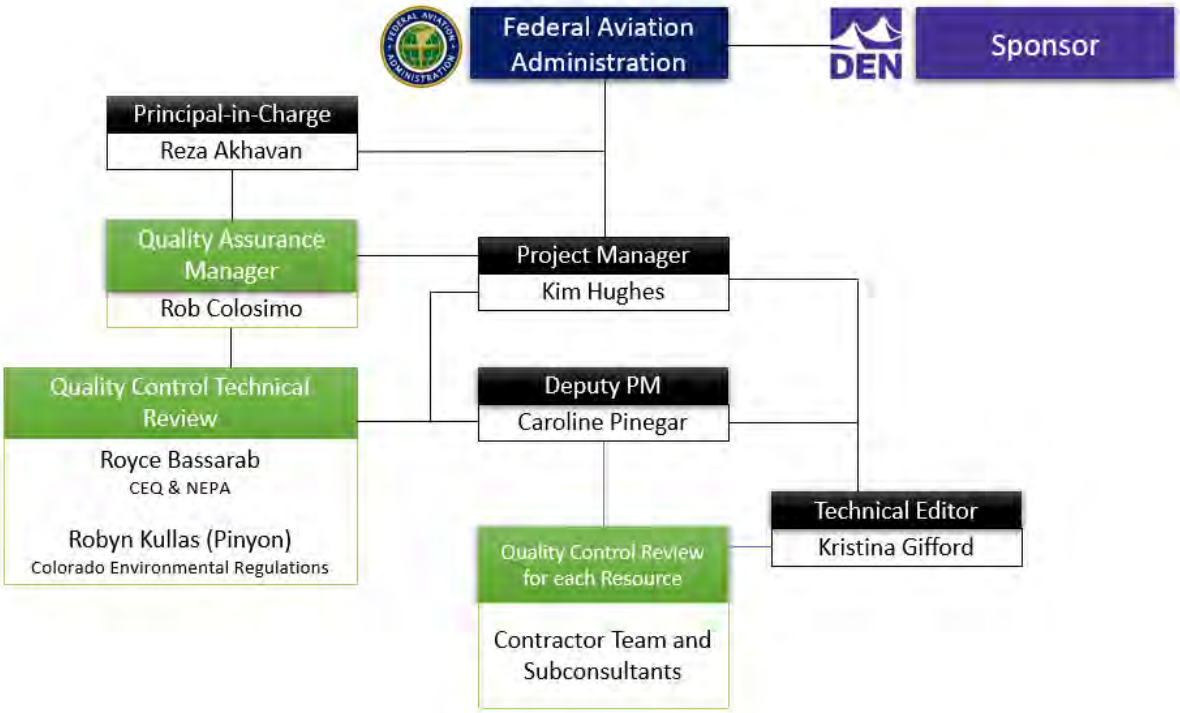
## Figure 2

## Quality Control / Quality Assurance Organization



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# Exhibit C
# DEN Contract No 202057147

# PROFESSIONAL SERVICES
# NEPA ENVIRONMENTAL REVIEW

# TASK ORDER PROPOSALS AND EXECUTION PROCESS

Revised: August 2021

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# 1 INTRODUCTION

## 1.1 GENERAL SCOPE

1.1.1 The Airport maintains professional services contracts to provide various engineering, architectural, and cost estimating services on an as needed basis. The Task Order scopes of work are defined on an individual basis. Conducting these services may include, but are not limited to: performing studies; site inspections; field investigations; developing and maintaining documents, plans, specifications; and preparing cost estimates.

1.1.2 Should a Task Order scope of work require an engineering discipline that is not currently represented on the Consultant's team, the Consultant will be requested to add that discipline as part of the team for that specific Task Order scope of work. Consultant will identify a specialty subconsultant for the required discipline and will submit the subconsultant's qualifications, personnel pay classifications, and agreed hourly billing rates if the rates are not included on Exhibit B for the City's approval prior to contracting for services with that subconsultant.

1.1.3 The term "Task Order" means all of the work associated with the proposal preparation; preparation of applicable NEPA documents, plans, specifications, and estimates; and all professional services as requested by the Senior Vice President of Airport Infrastructure Management (SVP of AIM) Development or the designated DEN representative.

# 2 CONSULTANT'S SPECIFIC SCOPE OF WORK

## 2.1 CONSULTANT SERVICES

2.1.1 The Consultant, as deemed necessary by the SVP of AIM Development or the designated DEN representative, will be required to provide professional services for specific task scopes of work. The Consultant must have licensed professional engineers in the State of Colorado. The Consultant's scope of work requirements are detailed in, and its activities will comply with, the Agreement.

2.1.2 Specific task scopes of work, which will be issued with a Task Order Request for Proposals, may include but are not limited to the following:

2.1.2.1 All scope of work identified in Exhibit B of the Agreement.

2.1.2.2 Energy and/or LEED analysis and conformance to latest energy requirements.

2.1.2.3 Cost estimating services.

2.1.2.4 Agreement closeout services.

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## 2.2 TASK ORDER SCOPE OF WORK

2.2.1 The SVP of AIM Development or the designated DEN representative will issue to the Consultant a Task Order Request for Proposal (see form PS-02) for each specific Task Order. The Consultant will prepare and submit a fee proposal and its Task Order schedule within 14 days of receipt of the signed Task Order Request for Proposal, unless an alternate delivery duration is defined by the DEN Project Manager in the Task Order Request for Proposal. Task Order Requests for Proposal may not result in an executed Task Order.

2.2.2 The Consultant shall provide a fee proposal that includes the following:

2.2.2.1 A narrative of the understanding of the requested Task Order including all assumptions, exclusions, expenses, and breakdown of scope of work performed by all subconsultants.

2.2.2.2 A completed Fee Proposal Spreadsheet (see Form PS-F) broken down by personnel pay classifications, agreed hourly billing rates (see Exhibit B), schedule, and hours necessary to complete the Task Order scope of work.

2.2.2.3 A schedule identifying all phases of scope of work with DEN review durations.

2.2.2.4 Identification of a not-to-exceed amount for the Task Order scope of work.

## 2.3 TASK ORDER REQUEST FOR PROPOSAL

2.3.1 For each Task Order scope of work issued, the City will review the fee proposal and Task Order schedule. The Consultant will not begin work on any Task Order scope of work without having received a fully executed Task Order Authorization (see form-PS-03). In the event of approval of the Consultant's fees and schedule, the Consultant will perform such work within the time agreed and for the compensation that is approved by the SVP of AIM Development or the designated DEN representative.

## 2.4 CONSULTANT'S PERSONNEL ASSIGNED TO THIS AGREEMENT

2.4.1 The Consultant will assign a lead project manager to this Agreement who has experience and knowledge of NEPA requirements. The project manager will be the contact person in dealing with the airport on matters concerning this Agreement and will have the full authority to act for the Consultant's organization and at the direction of the SVP of AIM Development or the designated DEN representative. This project manager will remain the project manager under the Agreement during the entire Agreement term, while in the employ of the

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Consultant, or until such time that his / her performance is deemed unsatisfactory by the City and a formal written request is submitted which requests the removal of the project manager.

2.4.2 Should the City request the removal of a project manager, the Consultant will replace that project manager with a person of similar or equal experience and qualifications. The replacement project manager is subject to the approval of the SVP of AIM Development or the designated DEN representative.

2.4.3 The Consultant may choose to replace a project manager with a principal, associate principal or other individual that is at a higher hourly billing rate. The time that the principal, associate principal or other individual devotes to tasks that are normally performed by a project manager will be billed at the project manager hourly billing rate. DEN will not pay for work not related to DEN or that DEN deems is not necessary for the scope of work required of Consultant or its project manager.

2.4.4 The Consultant may submit, and the City will consider a request for reassignment of a project manager, should the Consultant deem it to be in the best interest of the Consultant's organization or for that project manager's career development or in the best interest of the City. Reassignment will be subject to the approval of the SVP of AIM Development or the designated DEN representative.

2.4.5 If the City allows the removal of a project manager, the replacement project manager must have similar or equal experience and qualifications to that of the original project manager. The replacement project manager's assignment to this Agreement is subject to the approval of the SVP of AIM Development or the designated DEN representative.

2.5 DILIGENCE

2.5.1 The Consultant will perform the services defined by the individual Task Order scope of work in a timely manner and as directed by the SVP of AIM Development or the designated DEN representative.

2.5.2 The Consultant shall submit their QA/QC plan with all Task Order proposals and a current status of the plan per Task Order at any time requested by the DEN Project Manager.

2.6 COOPERATION

2.6.1 The Consultant will fully cooperate and coordinate with other Consultants and approved DEN contractors performing work at DEN, including particularly those consultants and contractors whose work connects or interfaces with the Consultant's Task Order scope of work. The Consultant's fee proposal for each Task Order will include coordination with consultants that have current projects and future DEN projects that are identified at the time that the Consultant is preparing a fee proposal.

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# 3 MISCELLANEOUS REQUIREMENTS

## 3.1 EXISTING FACILITY INFORMATION

3.1.1 City Supplied Documents: As tasks are defined, DEN will make available the Agreement record documents, when they exist, related to that specific Task Order scope of work.

3.1.1.1 Electronic files of Construction Drawings (Task Order Specific)

3.1.1.2 Available BIM files for areas of work (Task Order Specific)

3.1.1.3 Electronic copies of available Technical Specifications (Task Order Specific)

3.1.1.4 3-D Scans of spaces (Task Order Specific)

3.1.2 Information Gathering: The Consultant may include in its fee proposal for each Task Order, the cost of providing personnel at DEN to gather Task Order information from the DEN AIM Records Management section or other DEN departments. This will include, but not be limited to: review of hard copy project records documents, review of electronic record documents, site investigations, etc. The DEN electronic documents are not necessarily representative of as-builts conditions in the field. The Consultant's Task Order fee proposals may require field verification of existing conditions. Once the Task Order Authorization is received by the Consultant, the Consultant will begin the work authorized under the Task Order.

## 3.2 AIRPORT SECURITY REQUIREMENTS

3.2.1 Airport Badges: The Consultant will obtain Airport ID badges for personnel who work in the Restricted Area. All badging requirements are described within the Agreement, original RFP documents, and DEN and Federal Aviation Administration rules and regulations.

# 4 TASK ORDER EXECUTION

## 4.1 TASK ORDER NOTICE TO PROCEED

4.1.1 Notification: The City will provide written notification to the Consultant to proceed with a Task Order scope of work. This written notification will come in the form of a signed Task Order Authorization (see form PS-03). The Consultant will not be authorized to proceed with the work described in a Task Order Request For Proposal, and the City will not be obligated to fund any work performed by the Consultant, until the City has provided signed, written notification to the Consultant that the work is to be performed.

4.1.2 Kick-off meeting: Upon written notification to the Consultant to proceed with a Task Order scope of work, the City will schedule and hold a meeting with the Consultant and all stakeholders to review the scope of work and schedule, familiarize the Consultant with all internal processes, establish invoicing final requirements, and establish required

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meetings dates. The City will provide monthly training for the Primavera Unifier system to Consultants.

4.1.3 Schedules: Immediately following the kick-off meeting, the Consultant shall submit to DEN's Project Manager, a rolling three-week, look-ahead schedule, for the following three week's work, unless a different schedule is established in the Task Order scope of work.

4.2 ADDITIONAL SERVICES

4.2.1 Changes to the scope of work initiated by the DEN Project Manager will be issued to the Consultant via a Task Order Request for Proposal for Additional Services (see form PS-05). Initiation of this form does not guarantee additional work acceptance or grant schedule relief.

4.2.2 Within 14 days upon receipt of the Task Order Request for Proposal for Additional Services, or another time period as defined in writing by the DEN Project Manager, the Consultant shall provide a not-to-exceed fee proposal that includes the following:

4.2.2.1 A narrative of the understanding of the requested change including all assumptions, exclusions, expenses, and breakdown of additional scope of work performed by all subconsultants.

4.2.2.2 A completed Task Order Proposal Spreadsheet (see Form PS-F) broken down by personnel pay classifications, agreed hourly billing rates, schedule, and hours necessary to complete the additional scope of work.

4.2.2.3 A revised schedule identifying all phases of scope of work with DEN reviews.

4.2.3 Additional Services Authorization: Approval of the Consultant's proposal will be through an executed Additional Services Authorization (see form PS-06). The Consultant cannot proceed on any work changes without an executed Task Order amendment.

4.3 TASK ORDER CLOSEOUT

4.3.1 Task Order Closeout Initiation: Task Order closeout will not begin without written approval from the DEN Project Manager.

4.3.2 Task Order Closeout Documents: Professional Services Affidavit of Completion Letter (see form PS-26) and Final Statement of Accounting (see form CM-93).

4.3.3 Task Order Final Payment: Final payment to the Consultant will not be released until all above information is complete and the Final Lien Release – Professional Services (see form PS-09) is submitted.

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## 5 REFERENCED FORMS

All referenced forms can be found on the flydenver sharepoint site. Link below
https://flyden.sharepoint.com/sites/teams/AIMDev/PD%20Forms/Forms/By%20Category.aspx?FilterField1=FormType&FilterValue1=PS%20Forms&FilterType1=Choice&FilterDisplay1=PS%20Forms&viewid=1ca6b48c%2Dee57%2D4366%2D801a%2D8d2ca9bf08b9&id=%2Fsites%2Fteams%2FAIMDev%2FPD%20Forms

| Form # | Name |
|---|---|
| PS-02 | Task Order Request for Proposal.docx |
| PS-03 | Task Order Authorization (for Design).xlsx |
| PS-04 | Task Order Authorization Amendment (for Design).xlsx |
| PS-05 | Request for Proposal for Additional Services.docx |
| PS-06 | Additional Services Authorization (for Design).docx |
| PS-07 | Project Records Audit Checklist – Design.xlsx |
| PS-08 | Partial Lien Release.docx |
| PS-09 | Final Lien Release – Professional Services.docx |
| PS-24 | Design Closeout Checklist – Design-Professional-Task Order Services.pdf |
| PS-26 | Professional Services Affidavit of Completion Letter.docx |
| PS-50 | Task Order Scoping Meeting Agenda.docx |
| CM-93 | Final Statement of Accounting.docx |

END OF EXHIBIT

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HNTB

# DEN RUNWAY
## ENVIRONMENTAL REVIEW 2021

No. 202057147 | March 1, 2021

DENVER INTERNATIONAL AIRPORT
DEN

Photograph provided courtesy of Denver International Airport

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# 1 Cover Letter

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**HNTB Corporation**
The HNTB Companies
Infrastructure Solutions

1700 Lincoln St.
Ste. 2450
Denver, CO 80203

www.hntb.com

March 1, 2021

HNTB

| 107 | 4800 | 57 |
|---|---|---|
| YEARS IN BUSINESS | EMPLOYEES | U.S. OFFICES |

Tony Deconinck
Contract Administrator
Denver International Airport
Airport Office Building
8500 Peña Boulevard, Room 8810
Denver, CO 80249-6340

RE: RFP NO. 202057147 DEN Runway Environmental Review 2021

To enhance airfield capacity and accommodate forecast demand, Denver International Airport (DEN) anticipates the need for a seventh runway by 2028. As one of the country's leading aviation planning, environmental, and engineering firms with a strong local presence in Denver, HNTB is ideally suited to provide the environmental review needed for the successful delivery of DEN's runway program. The HNTB Team brings the operational excellence and experience needed to deliver a legally defensible, quality-driven Environmental Assessment (EA) or Environmental Impact Statement (EIS).

DEN intends to contract for environmental review, design, and program management by late 2021 to implement its runway program, which will require an aggressive schedule and an efficient approach. HNTB and our highly qualified team members bring the right combination of aviation NEPA experience and knowledge of environmental resources specific to Denver to help DEN realize success. As a firm that provides planning, engineering, architecture, environmental, construction management, design-build, and technology services, HNTB has the resources to problem-solve any issue. We offer proven capability to coordinate effectively with DEN's design services and PMT teams for timely and cost-effective delivery.

**TRUSTED PARTNER:** For the past three decades, HNTB has partnered with DEN to turn plans into reality. We have provided DEN assistance with stakeholder engagement, meeting Federal Aviation Administration (FAA) requirements, civil airside standards, civil 3D and BIM, and local permitting requirements. Specific to this project, HNTB has conducted environmental analyses for the FAA at DEN and has performed the noise contours biennially for DEN's Intergovernmental Agreement (IGA) with Adams County since 2002.

**PROVEN EXPERIENCE:** Our environmental and noise work at DEN combined with our demonstrated track record of legally defensible NEPA documents for aviation projects nationwide, and our proven ability to provide objective assistance to FAA and DEN concurrently, give us the understanding needed to make this team successful. HNTB is uniquely positioned for this work based on our strategic use of local team members, knowledge of and coordination with key stakeholders, attention to schedule, and purposeful collaboration with DEN's other contractors. HNTB has worked with airport sponsors and the FAA nationwide to deliver National Environmental Policy Act (NEPA) documents in accordance with FAA Orders and Council on Environmental Quality requirements for many airport improvements, including the development of new runways. We have worked diligently with airport sponsors and FAA engineers, planners, environmental specialists, lawyers, and air traffic controllers to deliver documents that consistently receive Findings of No Significant Impact (FONSIs) and Records of Decision (RODs). HNTB has specific One Federal Decision experience and key staff on this project have used the tenets of the Executive Order as part of streamlined EISs and recent EAs.

**FOCUSED PROJECT MANAGER:** To deliver a high-quality and defensible NEPA document, HNTB built a nationally recognized team led by Project Manager (PM) Kim Hughes, PE, who has 35 years of experience leading aviation EAs and EISs across the U.S. for airport sponsors and the FAA. Kim's dedication to sound environmental planning, stakeholder engagement, and thorough documentation will guide our entire team's

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efforts. Under Kim's leadership, HNTB is the only firm to complete an EA and receive a FONSI/ROD working directly for the FAA, specifically for pre-Metroplex airspace changes at DEN, while also providing services to DEN — proving that we can support both the FAA and DEN in a non-conflicted manner. Kim brings lessons learned as the PM for a George Bush Intercontinental Airport (IAH) EIS that considered the implementation of two runways to meet airfield capacity needs and focused on reducing delays and accommodating specific weather conditions. This experience will help inform a sound purpose and need for this project.

**MEANINGFUL DBE ROLES:** HNTB is committed to integrating local DBE team members and providing meaningful roles that will add value to this project. By teaming with local firms CIG, EES, and Pinyon, we commit to meet or exceed DEN's 15% DBE goal. We carefully selected trusted team members (Exhibit 1.1) that have successfully delivered on prior DEN projects. Each of these firms will be subcontracted to and managed by HNTB. For stakeholder engagement, we have partnered with CIG, who has recent experience with DEN and the surrounding community. For much of our resource analysis, we have partnered with Pinyon and EES because of their thorough understanding of DEN and its environs. We commit HNTB and these firms, and specifically all key personnel, to perform this work for the duration of the contract term.

*Exhibit 1.1 — The HNTB Team's roles, percentage of work, and current EIS work.*

| Firm | Role on This Project | % of Work | Ongoing EIS Work |
|---|---|---|---|
| HNTB Corporation *(Kim and staff committed to this project are not currently working on any EIS projects.)* | Prime: Project management; documentation; noise analysis, other resource categories; QA/QC | 82% | I-69 Ohio River Crossing EIS (subconsultant); Last Chance Grade EIS; Sepulveda Transit Corridor EIS |
| CIG *(DBE, SBE, MWBE)* | Subconsultant: Public involvement; socioeconomics, EJ, and children's env. health and safety risks | 8% | None at this time. |
| Pinyon *(DBE, SBE, MWBE)* | Subconsultant: Biological resources; water analysis; natural and historic, archaeological and cultural resources assessment; quality control | 4% | ADOT I-11 EIS |
| Entitlement and Engineering Solutions (EES) *(DBE, SBE, MWBE)* | Subconsultant: Water quality review; land entitlements | 3% | None at this time. |
| Crawford, Murphy, & Tilly Inc. (CMT) | Subconsultant: Air quality and climate analysis | 3% | None at this time. |

**EFFICIENT APPROACH:** Our approach for the environmental review includes achieving maximum productivity from our team, many of whom have worked with Kim for over 10 years, with minimum wasted effort and expense. We will use local team members and our nationwide experience at commercial airports to leverage lessons learned, deliver high-quality documentation, commit to the necessary one-year (EA) or two-year (EIS) schedule to meet CEQ regulations, and most importantly, to assist DEN in achieving a new runway by 2028. While schedule is critical, HNTB recognizes DEN's focus on flexible and responsive phased development, environmental stewardship, and meaningful community engagement. This awareness, in combination with our history with DEN and local expertise, positions us to resolve complex issues quickly and cost-efficiently.

HNTB is focused on delivering this exciting project and we welcome the opportunity to continue to strengthen our relationship with DEN and the FAA. Should you have any questions, please do not hesitate to contact us.

Best Regards,

Juan Uribe, PE
Denver Officer Leader
juribe@hntb.com
(720) 651-4450

Kim Hughes, PE
Project Manager
khughes@hntb.com
(703) 253-5856

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# 2 Cost Effectiveness

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# 2. Cost Effectiveness

HNTB's approach to completing the NEPA documentation for future runways at DEN is based on providing a technically sound, legally defensible NEPA document adhering to *HNTB's 4for4 commitment: quality work, on time, on budget, and to our client's satisfaction.* Risks are inherent to managing costs associated with any environmental review. HNTB's commitment to DEN is to identify and maximize opportunities to control and reduce the cost of this critical work. HNTB offers cost effectiveness and value based on our experience, our approach to and recognition of schedule, streamlined analysis, focused stakeholder coordination, and our HNTB processes and technologies. Our core environmental team has worked together for over 10 years completing NEPA documents and noise analyses for aviation projects. This experience will generate valuable cost efficiencies from Day One and throughout the life of the project.

## OPPORTUNITIES TO REDUCE COSTS

Our team has strategized how we will streamline the project schedule and maximize efficiency. Key to this will be making sure that no time, work effort, or cost is wasted if the FAA decides that the EA needs to be elevated to an EIS.

To support this goal, we propose conducting scoping and environmental analysis at an EIS-level, consistent with our FAA-approved approach to other EAs. Through this approach, we will make sure that efforts will not need to be repeated, and will avoid backtracking in our progress, which would result in wasted time, resources, and thus costs.

As shown in our project schedule (Exhibit 4.4), the four decision points to elevate to an EIS would likely have varying impacts to the project schedule. Our team anticipates that the earlier a decision is made to elevate to an EIS, the less impact there would be to project cost and schedule. Making this decision at the first EIS decision point (after scoping) would have minimal effects to the project schedule, whereas after the final EIS decision point (after comment period of the Draft EA) could result in significantly more project costs. We believe that a proactive approach should be taken at each of these decision points to assist DEN in giving the FAA as much information to guide their decision as possible.

We propose prioritizing analysis of the impact categories with the highest likelihood of resulting in significant impacts or impediments towards an EA (e.g., environmental justice (EJ), noise, air quality, and water resources). HNTB stands ready to begin noise and air quality analysis immediately given our ongoing work with DEN.

## HNTB VALUE

### KNOWLEDGEABLE AND EXPERIENCED PM

Our proposed PM, Kim Hughes, has 35 years of experience in the aviation field and has managed over 100 EAs and four EISs. Her experience managing FAA-approved NEPA documentation, along with her long history of working at DEN, is our team's top asset for managing the project in the most cost-effective manner. Kim's history of technical excellence and ability to manage large projects through schedule challenges, including unforeseen changes in scope, is central to her ability to minimize costs when changes occur. Her familiarity with the project lifecycle is useful in understanding how the environmental document fits into the overall project.

**Bringing Experience and Expertise to DEN**

Kim has directly relevant experience as the HNTB PM for EISs for:

- George Bush Intercontinental Airport
- Ontario International Airport
- Potomac TRACON
- Washington Baltimore Metropolitan Airspace Redesign

She was also the project coordinator (quality control) for the New York, New Jersey, and Philadelphia Metropolitan Area Airspace Redesign EIS

### EXPERTISE IN AVIATION NEPA DOCUMENTATION

The HNTB Team is an agile, self-performing unit with a familiarity built on years of collaboration. Kim has worked with most of the key staff on this project, including Caroline Pinegar, Royce Bassarab, and Yue Xu on environmental documentation and noise analyses for aviation projects for more than 10 years. With demonstrated success in projects of similar size and complexity, the HNTB Team will leverage knowledge of innovative solutions from other commercial service airports nationwide. Simultaneously, the substantial local, Denver-based office of HNTB and our four subconsultants CIG,

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Pinyon, EES, and CMT (formerly KBE), bring an understanding of local dynamics and the natural environment. HNTB selected our subconsultants to mitigate anticipated project risks related to schedule, environmental impacts, and local public concern.

Kim and our team have served as the FAA's consultant for the development of streamlined EISs for new runways and runway extensions, as well as airspace actions in two major metropolitan areas. We have worked with the FAA on complex EAs within the last 10 years, including the RNAV EA at DEN. Within the last three years, HNTB's key staff for this project, with Kim as PM, have received four FONSIs or FONSI/RODs for aviation EAs, and just published a Draft EA in February 2021; most of these documents have included impact analyses and scoping to an EIS level due to the projects' complexity. Kim and her team have confronted a wide range of challenges, such as changes to project design or the proposed projects themselves, challenges with environmental resources, updates to regulations, changing direction in NEPA compliance, and litigation. We will use this experience and insight to facilitate a cost-effective environmental review.

**Proof of Success: Martin State Airport EA**

Kim and Caroline recently published a Draft EA for Martin State Airport (MTN), a general aviation airport for which the FAA considered converting to an EIS due to potentially unmitigable impacts. Kim and Caroline were able to maintain progress on the EA by coordinating closely with agencies with jurisdiction over impacts to perform additional studies to develop alternatives acceptable to the agencies. The Draft EA was released in February 2021.

## KNOWLEDGE AND EXPERIENCE AT DEN

Noise will be one of the most—if not *the* most—critical pieces of the EA and needs to be prioritized to determine if there are significant impacts associated with any runway alternatives to determine the appropriate level of NEPA review as quickly as possible. Key team members Yue and Royce, under Kim's leadership, have performed the technical noise analysis for the Noise Release Study agreement since 2011. We bring an understanding of the complexity of DEN's airspace and are experienced in the analysis and incorporation of new flight procedures into the noise model.

HNTB has developed procedures and processes to efficiently analyze noise impacts specifically at DEN, *and* we understand the noise concerns of Adams County and other communities surrounding DEN. HNTB's key staff for this project worked extensively with the DEN Noise Office staff and the FAA on the implementation of PBN procedures during the development of the pre-Metroplex 2012 EA. This experience allows us to apply these procedures efficiently within the DEN airspace structure as it relates to noise exposure contours and runway alternatives analysis. Our industry knowledge, staff expertise, and history of working with DEN on these projects for nearly 20 years is a competitive edge that only HNTB can claim, translating into efficiencies and cost savings.

## ENVIRONMENTAL STREAMLINING AND ONE FEDERAL DECISION (OFD) EXPERIENCE

Interest in streamlining and improving the NEPA and permitting process has been around since NEPA's infancy. Kim was the PM for an EIS that examined the need for one to two runways at George Bush Intercontinental Airport (IAH). The EIS was a streamlined project and adhered to the Vision 100 provisions for formal streamlining, and the impact analysis focused on noise, air quality, wetlands and water quality and environmental justice communities. The project was approximately 65% complete before being terminated by the sponsor. While OFD was not yet in place, Kim and Caroline gained valuable experience in agency interaction and critical concurrence points as part of this effort.

**Value-add for DEN: OFD Expertise**

Our experience, along with a deep bench of national expertise in USDOT NEPA documentation under OFD available to this team, brings value to DEN as their proven best practices and development of schedules will provide a roadmap to stay on track, meet project deadlines, and find opportunities to reduce labor hours and costs.

The tenets of OFD prioritize cost-efficiency. From the start, we will focus efforts on open communication, concurrent reviews, and on developing a permitting timetable with agencies with decision points for the EA or EIS to make sure the CEQ requirements can be met. Whether the DEN environmental document is an EA or an EIS, aspects of OFD will require consideration to develop streamlined NEPA documents, and will require commitments for multiple agencies at both federal and state-level.

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## UNIQUE VALUE-ADDED PROCESSES OR TECHNOLOGIES

HNTB has a deep bench of national resources, including experts who focus strictly on making sure we have access to and expertise in the latest technology, such as public outreach technology specifically for use in the NEPA process.

### PUBLIC INVOLVEMENT MANAGEMENT APPLICATION (PIMA)

HNTB has partnered with major transportation agencies over the past five years to modernize public involvement and better serve stakeholder and organizational communication needs via PIMA. Tailored specifically for NEPA outreach, PIMA is proprietary to HNTB; our exclusive rights to use this application results in no fees or licenses to our clients. PIMA brings cost efficiencies through stakeholder participation management, attendee analysis and reporting. With this software, we can create custom surveys and polls that enable question ranking and preference tracking, manage meeting logistics, and handle mailing and correspondence efficiently. PIMA will eliminate most administrative work involved in public outreach and streamline the public engagement process, saving work-hours and costs on this project.

### WEBSITE INTEGRATION AND ArcGIS ONLINE

HNTB provides website design, development, and content management on many projects that require public engagement services. Using leading Content Management Systems (CMS), we help clients create a customized project brand that is responsive to both desktop and mobile devices. We use efficient time and labor-saving processes including a GIS "web first" approach with ArcGIS Online (AGOL) that directly ties into any interactive mapping on the project website or within PIMA (comment forms and surveys). The geospatial data is stored in AGOL as a single source of truth and can be leveraged for environmental analysis, visualization, and dissemination to the public. This technology eliminates redundancy and results in instant updates to share with DEN, including non-GIS users.

### VIRTUAL REALITY (VR) AND AUGMENTED REALITY (AR)

HNTB has seen significant value in incorporating VR and AR as part of its strategic public

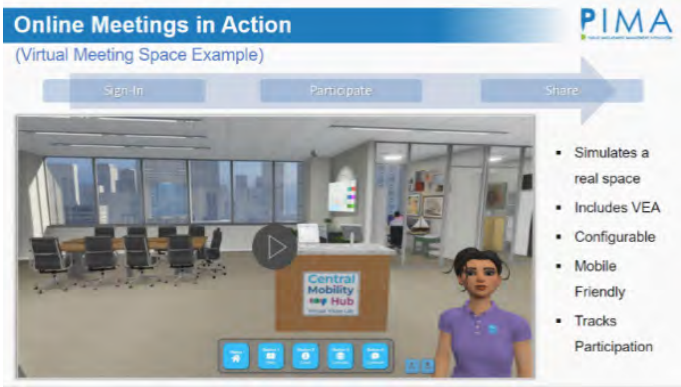


*Exhibit 2.1 – A sample of HNTB's PIMA virtual meeting space. More information about PIMA can be found on our technology solutions site at HNTB.com/technology.*

engagement approach. When warranted, VR can simulate spaces for public meetings and open houses. For example, HNTB created a "Virtual Vision Lab" in which we can recreate DEN's real physical space to effectively engage the public and invite them to learn about the project. Virtual stations allow stakeholders to view streaming video animations, explore interactive maps, or browse PDF files from virtual easels. Attendees to the Virtual Vision Lab are able to join the meeting after signing in through PIMA, which tracks attendance, and can also share their feedback through PIMA comment forms located at one of the virtual stations. By presenting key information in a unique way, stakeholders can explore the topics they care about and provide comments directly to DEN and the HNTB Team in real time, promoting an early understanding of issues or misconceptions that can be addressed promptly before they become issues.

## CONTROLLING COSTS

### RIGHT PEOPLE, RIGHT PLACES

Kim has assembled a team of local and national resources who are experts in the project's potential major environmental issues. Our national resources also bring experience anticipating and minimizing costly changes from commercial airports across the country. Our Denver staff understand local priorities and have worked with local stakeholders.

Given the distribution of commercial airports across the country and the unique nature of aviation environmental expertise and experience, the vast majority of the team's aviation environmental work is performed for our aviation clients from a distance. By necessity, we have mastered remote

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### Silver Linings of COVID-19

If COVID-19 has taught us anything, it is how to be the most efficient and productive in a virtual world. As much of the world has had to do in the past year, HNTB has adapted to an almost entirely virtual business model. All of our meetings have video capabilities, we are in constant communication throughout the day via chats and messaging, and we have mastered virtual public meeting and workshop facilitation. The interactive website we will develop for this project will also enable the public to virtually experience the project.

project management, delivery, and exceeded our 4for4 commitments for our aviation clients (often recurring or on-call clients) time and time again. Travel by non-local staff will be limited to the necessary players and will be planned to maximize our efforts so that we can accomplish multiple objectives. In the case of DEN, non-local HNTB team members can use HNTB resources in our Denver office. While Kim will always be available, we have the ability to rely on knowledgeable Denver-based HNTB staff for a variety of quick-notice requirements. Limiting the need for non-local staff to travel is key to controlling costs.

## SUBCONTRACTOR MANAGEMENT

HNTB has an ongoing commitment to the communities we serve, and is committed to the meaningful integration of our local Disadvantaged Business Enterprises (DBE) team members. For this project, our approach was to choose a diverse set of firms with expertise in the areas that we believe will require the most attention for the environmental review, have a record of delivering for DEN, and will augment our team's strengths based on proven experience and relationships.

To provide the best possible service and value to DEN, we strategically selected the best partners for our team, while keeping in mind the ideal number of firms to manage efficiently and with a focus on providing an equitable distribution of meaningful work to our DBE partners. The HNTB Team has been sized appropriately to provide maximum value to DEN and FAA. Three of our four team members are DBE firms that will be conducting the bulk of the in-person work efforts for this project, including field surveys and in-person focused outreach. Although HNTB provides the full range of services needed to complete this project, HNTB solicited support from local DBE firms that will augment the team's value and will provide cost efficiencies based on their familiarity with the local environment, their experience at DEN, and their local presence. That said, HNTB will strategically use resources to provide technical review of project deliverables to maintain cost-effective quality control (QC). See Section 8: DBE Utilization Plan for more detail.

## HNTB'S PROVEN PROCESSES

Our primary process for cost effective delivery is HNTB's Sophisticated Delivery Approach (SDA). This defines our standards of performance for project delivery and outlines the implementation of our Project Management Plan (PMP) and our Project Quality Plan (PQP), which have been developed over time to make sure HNTB and our subconsultants are following proven best practices for project delivery in the industry.

### Project Quality Plan

As PM, Kim will lead the development of a comprehensive work plan that supports DEN and FAA. Whether the formal environmental review spans one year (EA) or two years (EIS), HNTB will be ready to address possible changes over the project's life. Change can occur at any point, making it critical to establish a basis for measuring change using the contract terms, scope of work, schedule, project work plan and evaluation criteria. Our PQP is further discussed in Section 6: QA/QC.

### Project Instructions Manual (PIM)

To maintain cost efficiency in documentation, Kim and Caroline will develop a PIM and make its consistent use mandatory by all team members. Discussed further in Section 6, this tool effectively minimizes redundant work efforts, extraneous rounds of QC, and repetitive communication between team members, adding project value and mitigating unnecessary costs for DEN.

### Team Collaboration Tools

The primary vehicle to coordinate our work efforts with team members will be Microsoft Teams. The platform has already proven useful in coordinating efforts to respond to the RFQ among the HNTB Team. In addition to cost-effective virtual team meetings and chats, Microsoft Teams provides secure electronic access via computers or phones to project documents, templates, calendars, and deliverables. It will also let us share, revise, and edit files simultaneously, in real time.

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# 3 Organization and Management

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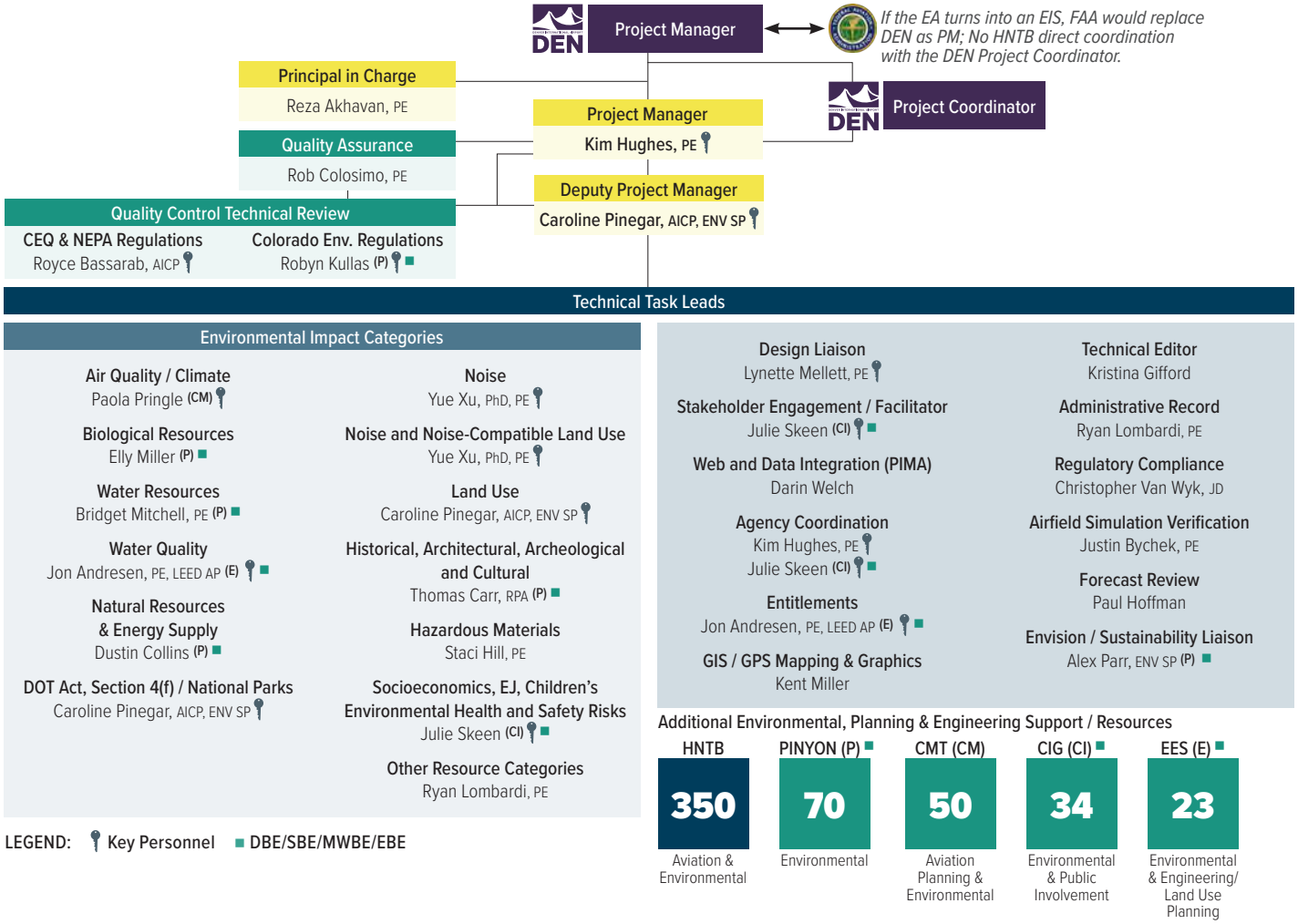
# 3. Organization and Management

## ORGANIZATIONAL CHART

HNTB's efficient team (Exhibit 3.1) has clearly defined roles to minimize time and effort for team management and to increase focus on the development of the EA or EIS. **Our highly skilled team will be supported by our local HNTB staff who are currently working at DEN.**

*Exhibit 3.1 – The HNTB Team's organizational chart.*




## ADMINISTRATIVE STRUCTURE

**PM Kim Hughes** and **Deputy PM Caroline Pinegar** will serve as trusted advisors to DEN and the FAA and will manage all EA/EIS efforts on this project. Kim and Caroline have worked together for more than 10 years, leading teams to produce numerous complex NEPA documents. Kim and Caroline will be aided by senior resources with extensive experience in analyses and documentation to meet CEQ and NEPA requirements as well as aviation planning and design. Our organizational chart (Exhibit 3.1) identifies the technical areas that each of our team members will lead and support, and the lines of authority between our PM and key team members.

**Reza Akhavan** will be the project's Principal-in-Charge. Reza's partnership with DEN goes back many years. As CDOT's Transportation Director, he served on the Denver Mayor's Task Force with executives from DEN and FAA to evaluate proper use of federally funded Peña Boulevard. His leadership roles in public service combined with key positions in the private sector give him a unique perspective with direct benefits to DEN. His experience includes overseeing several EAs and EISs including I-25 Valley Highway EIS and I-70 East EIS. Reza will make sure that HNTB's resources conform to project standards and will conduct audits during the project to receive feedback on the team's quality of services.

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The HNTB Team includes senior technical reviewers as part of the QC process. The QC technical reviewers — **Royce Bassarab** for CEQ and NEPA regulations and **Robyn Kullas** for Colorado Environmental Regulations — will report to Kim and Caroline. Royce offers additional senior-level review support for technical analyses, bringing an understanding of CEQ and NEPA regulations that is always up-to-date, as well as experience gained from working at FAA headquarters. Robyn brings her extensive history of developing NEPA documents in Colorado and confirming that state regulations are reviewed appropriately for federal agency documentation.

We selected this team to be cost-effective to mitigate potential project risks and to deliver successfully. We will prioritize this project using dedicated environmental staff to meet the project schedule and deliver a quality product for DEN and the FAA.

## PROJECT MANAGER
### Kim Hughes, PE

**Benefits to DEN**

- More than 100 NEPA documents completed
- Experience successfully working with the FAA to deliver comprehensive, legally sufficient EIS documents
- Will be a committed PM to DEN/FAA throughout the NEPA process

Kim leads HNTB's national aviation environmental practice. She has a proven track record of project management expertise, successfully managing large, complex projects throughout the project life cycle, from feasibility studies and master plans to facility design, environmental permitting, and construction management. Most of Kim's project management skills have been applied to environmental analysis and documentation, specifically FAA-approved NEPA documentation. With 35 years of experience in the aviation field, Kim has managed over 100 EAs and four EISs.

Kim's management experience with airfield capacity-enhancing projects for similar airports include EAs at MSP and ANC for runway extensions and EISs at IAH and ONT for new runways. She also led the NEPA documentation for three FAA air traffic EISs under contact to a large aerospace firm. Working directly for DEN, Kim has provided noise and air quality analyses, and she also presented findings to the public of the environmental review to obtain FAA approval for construction of Runway 16/34. She was the PM for the DEN Part 150 Study, and since 2002 has been the PM for development of noise contours to meet the requirements of DEN's Intergovernmental Agreement (IGA) with Adams County. Within the last 10 years, Kim has managed complex FAA EAs such as:

**Proven PM**

Kim is highly skilled at translating highly technical aviation-focused information to the general public — a valuable talent demonstrated during multiple public meetings for the RNAV and RNP procedures at DEN, APA, and BJC. She has earned FAA's confidence to present on their behalf, and will bring these same skills and level of trust again for the DEN Runway NEPA document.

- **Airport Layout Plan Phase 1 Improvements at BWI Airport EA and Section 4(f) Evaluation** including 24 projects, extensive obstruction removal and legal challenges (FONSI/ROD 2020).
- **Programmatic EA for the Western Land Area at IAD,** where development of a general plan considered multiple options for non-aeronautical development for 416 acres (FONSI 2018).
- **FAA Area Navigation (RNAV) and Required Navigation Performance (RNP) Procedures at DEN, Centennial Airport (APA) and Rocky Mountain Metropolitan Airport (BJC) EA,** including implementation of more than 30 NextGen procedures, extensive interaction with FAA air traffic and coordination with the National Park Service (FONSI/ROD 2012).

These complex projects examined potential environmental impacts such as air quality, noise, traffic, threatened and endangered species, archaeological and historic architectural resources, water quality, as well as DOT Section 4(f) properties, impact categories that will be important to the NEPA documentation for DEN.

Kim will be fully committed to preparing a technically and legally sufficient NEPA document and assisting the FAA and DEN with required agency consultations in an efficient and cost-effective manner through issuance of a FONSI, FONSI/ROD, or ROD. Exhibit 3.2 includes Kim's current project commitments. Kim has the availability to manage the DEN EA/EIS and commits to this project with her current

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administrative and project workload. As the PM, Kim will be responsible for the development of the EA/EIS in its entirety. Kim is located in Arlington, Virginia.

*Exhibit 3.2 – Kim's ongoing project commitments.*

| Project | Role | Anticipated Completion Date | Time Commitment |
|---|---|---|---|
| MAA Comprehensive Environmental Services On-Call | Project Manager | Current Contract: March 31, 2021<br>New Contract: Est. April 15, 2026 | 15% (potential) |
| ONT Planning On-Call Services | Env. Task Manager | 2023 | 10% (potential) |
| SFO NEPA On-Call Planning Services | Project Manager | 2026 (no current tasking) | 10% (potential) |
| DEN IGA Noise Contours | Project Manager | 2025 (limited biennial assignment) | Less than 2% annually |

## ADDITIONAL KEY STAFF MEMBERS

Key staff from the HNTB Team significantly involved in the DEN NEPA document have extensive aviation NEPA experience, environmental analysis expertise, and expertise in aviation design.

### Caroline Pinegar, AICP, ENV SP
### Deputy Project Manager

Caroline has 15 years of environmental planning experience focused on NEPA documentation for aviation projects. Caroline has recent experience as senior environmental planner/deputy PM on complex EAs such as the Airport Layout Plan Phase 1 Improvements at BWI Airport EA and Section 4(f) Evaluation and the Programmatic EA for Western Lands at IAD. For both projects, she coordinated directly with FAA environmental specialists and legal counsel to meet document review needs and progress the project. Caroline also has local experience, leading many aspects of the FAA RNAV and RNP Procedures at DEN, APA, and BJC EA. Caroline will assist Kim in focusing the NEPA document to meet FAA's technical and legal requirements. She is currently the Chair of the Training and Credentialing Committee for Institute for Sustainable Infrastructure (ISI). Caroline reports to Kim and is located in Portland, Maine.

### Royce Bassarab, AICP
### Quality Technical Reviewer: CEQ and NEPA Regulations

Royce has 21 years of aviation environmental experience, with a focus on the noise impact of aircraft operations as well as policy review while working directly for the FAA. He has assisted FAA with NEPA documentation, supported aviation noise research projects and acoustical tests for airport sound insulation programs, and completed air quality and greenhouse gas (GHG) emissions inventories for multiple airports. Royce has experience at DEN as a task leader on the IGA noise contours and the alternatives and noise analysis for FAA RNAV and RNP Procedures at DEN, APA, and BJC EA. As a quality control technical reviewer for CEQ and NEPA regulations, Royce will work with Kim and Caroline to complete detailed quality control reviews with focus on meeting NEPA implementing regulations. Royce reports to Kim and is located in Baltimore, Maryland.

### Yue Xu, PhD, PE
### Noise; Noise and Noise-Compatible Land Use

Yue brings 13 years of experience completing noise studies for NEPA documents, aviation activity forecasting, and various aspects of airport planning. Yue has worked closely with the federal, state, and local stakeholders to verify accurate modeling and clear documentation of the environmental impacts introduced by sponsors for proposed actions. Yue is an active member of the FAA's AEDT Design Review Group that supports the development of advances in the FAA's required noise model. Since 2015, Yue has served as a task leader to develop the DEN IGA noise contours. Yue will be responsible for all airport noise-related analyses, as well as noise-compatible land use analysis. Yue reports to Kim and is located in New York City, New York.

### Robyn Kullas (P)
### Colorado Environmental Regulations

Robyn is Pinyon's NEPA and Planning Technical Group Manager. She has worked on transportation-related NEPA compliance projects for the FHWA, FAA, CDOT, RTD, and DEN. Her

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work at DEN includes the 61st Avenue and Peña Boulevard LEED Site Assessment. Robyn will be responsible for verifying compliance with Colorado Environmental Regulations. Robyn is located in Denver, Colorado.

### Paola Pringle (CM)
### Air Quality/Climate

Paola brings more than 21 years of experience in environmental consulting, specializing in air permitting and compliance, regulatory analysis, air quality impact analyses, air emission inventories, GHG emissions inventories, climate impact analyses, and mobile and stationary source air dispersion modeling. She has been involved with numerous air quality and GHG assessments in support of the NEPA and the Clean Air Act (CAA) for aviation projects. Paola was involved in updating the FAA *Aviation Emissions and Airport Air Quality Handbook* (version 3 update 1) which is used nationwide for air quality assessments for airports of all sizes. Paola will be responsible for the air quality and climate analysis. Paola is located in St. Petersburg, Florida.

### Julie Skeen
### Stakeholder Engagement/ Facilitator; Agency Coordination; Socioeconomics, EJ, Children's Environmental Health and Safety Risks

Julie brings 25 years of experience in public outreach and stakeholder engagement, NEPA, and strategic planning specifically focused on infrastructure projects and initiatives, including for DEN, the City and County of Denver, and the FAA. Julie brings strong communication skills focused on communicating highly technical information. As the lead for stakeholder engagement, Julie will work with Kim and Caroline to develop and deliver a stakeholder engagement program for the NEPA document. Julie is located in Denver, Colorado.

### Lynette Mellett, PE
### Design Liaison

Lynette has 18 years of experience providing aviation planning, engineering, and construction services to airports throughout the U.S. She has extensive experience handling day-to-day details of workflow management between team members. Lynette is the quality manager for the civil design of the A-West and B-West Concourse Expansion at DEN. Lynette will be the environmental review team's representative to liaison with the design team and the PMT to make sure that design efforts are well considered in the NEPA document. Lynette is located in Kansas City, Missouri.

### Jon Andresen, PE, LEED AP (E)
### Water Quality/Entitlements

Jon has over 25 years of civil engineering experience in commercial and transportation projects focusing on water quality design and entitlements for commercial development. He oversaw EES's drainage and stormwater quality design team for DEN's eastern Concourse B and C Expansion project and continues to support construction administration. Jon will be responsible for supporting water-related analyses as well as any needed entitlement studies. Jon is located in Denver, Colorado.

## PAST EXPERIENCE WORKING AS A TEAM

HNTB has established relationships with our team members through work in the Denver area or for airport sponsors across the U.S. Exhibit 3.3 demonstrates the recent experience our firms have working together.

*Exhibit 3.3 – Our team's experience working with HNTB.*

| Firm | Firm's Teaming Experience with HNTB |
|---|---|
| CIG | CIG and HNTB worked together on DEN projects, including the Hotel and Transit Center and on the Gate Expansion and Renewal Program Communications Activities. |
| CMT | CMT and HNTB have a history of working together for over 20 years. More recently, CMT staff provided air quality analysis for BWI and MTN EAs as a subconsultant to HNTB. CMT also recently completed the air quality analysis for the Long Beach Airport (LGB) EA as a partner to HNTB. |
| EES | EES and HNTB worked together on the RTD Northwest Area Mobility Study for the RTD in Denver. |
| Pinyon | Pinyon and HNTB worked together on the RTD Northwest Area Mobility Study and the Colorado Center Bike/Pedestrian Bridge. |

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# 4 Project Approach/ Schedule

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# 4. Project Approach/Schedule

## NEPA PROCESS AND PROCEDURES

The schedule (Exhibit 4.4) illustrates the environmental review process and procedures we will follow to complete either an EA or EIS, including the process outlined in the RFQ for review of a new runway(s) at DEN. In accordance with NEPA, federal agencies must disclose to the public the potential environmental impacts resulting from, and reasonable alternatives to, a proposed federal action. There will be necessary federal actions for the development of a new runway(s) at DEN.

DEN will start the environmental review as an EA. FAA will review the findings developed for the EA at four milestones: 1) after completion of scoping; 2) after completion of analyses needed for environmental consequences; 3) before release of the draft EA; 4) and after public comments are received on the draft EA. FAA may determine at any of these milestones that the environmental review should continue as an EIS. Under CEQ's *Update to the Regulations Implementing the Procedural Provisions of the NEPA*, if the environmental review is to be completed through an EA, it must be completed within one year after the decision is made. If it is determined that an EIS is the correct NEPA documentation, it must be completed within two years of issuance of the Notice of Intent (NOI) to prepare the EIS.

HNTB understands the importance of both the changing policy landscape and the continued desire to streamline the NEPA process for the environmental review of the seventh and potentially eighth runway at DEN. Our experience working with the FAA on the IAH EIS demonstrates our familiarity with addressing streamlining requirements. HNTB environmental staff have overseen transportation projects associated with OFD and will bring that experience to DEN and the FAA. Although environmental policy is expected to continue to evolve, HNTB expects that requirements to adhere to the tenets of OFD, to post projects on the Permitting Dashboard, and other means to improve the NEPA process will remain in place. Meeting these guidelines to complete the NEPA documentation will require close coordination and project management, and clear and concise writing to streamline documentation while still conveying all necessary analysis.

### Regulations and Requirements

The HNTB Team has in-depth knowledge of federal and state resource agencies' regulations and requirements, including:

- NEPA and CEQ's implementing regulations
- DOT Order 5610.1C
- FAA Orders 1050.1F and 5050.4B and Desk References
- Special purpose laws such as Section 106, Endangered Species Act, Section 4(f)
- Environmental laws and regulations specific to Colorado

## METHOD AND DELIVERY APPROACH

The following outlines key elements to deliver the DEN NEPA document.

### ENVIRONMENTAL ISSUE ANALYSIS/RESOLUTION

Exhibit 4.1 describes our approach to key environmental categories.

*Exhibit 4.1 — The HNTB Team's identified environmental issues and approach to resolutions.*

| Water Resources: Waters of the U.S., Including Wetlands (WOUS) | |
|---|---|
| From preliminary research, issues related to WOUS impacts are likely as there may be construction in areas containing these resources. | **Approach:** If it is determined that a delineation of WOUS has not been completed for the project study area, we will complete the needed delineation. WOUS associated with Second Creek, Patton Creek, and unnamed drainages cross the study area. Bridget Mitchell, our water resources technical lead, will use her Denver-based experience to facilitate delineations and assist DEN/FAA with agency coordination. Alternatives analysis will need to be detailed enough to assess potential impacts to WOUS through an accurate limit of disturbance (LOD) and will incorporate avoidance, minimization and/or mitigation of these resources as is necessary to meet future permitting needs. Coordination with the Runway Design Team will be required to determine the LOD. |
| **Water Resources: Surface Waters, Including Floodplains** | |
| The proposed action has the potential to result in both temporary and long-term effects on water quality due to erosive soils. | **Approach:** To assess potential impacts for the new runways, Jon Andresen and Lynette Mellett will coordinate extensively with the Runway Design Team. It is assumed that the Runway Design Team will be charged with developing preliminary design that includes potential treatment of surface waters to meet DEN's MS4 permit. The HNTB Team is aware of ongoing concerns related to water quality and will work with the Runway Design Team to recommend mitigation measures that are feasible, functional, and maintainable. |

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*Exhibit 4.1 Continued — The HNTB Team's identified environmental issues and approach to resolutions.*

| | |
|---|---|
| **Air Quality** | |
| New runway(s) will result in emission impacts due to changes in the capacity of the airfield and construction of the project. Changes in non-attainment status may be of particular concern. | **Approach:** Emission inventories will be prepared for the U.S. EPA criteria air pollutants/precursor pollutants for disclosure under NEPA by CMT. The operational inventory will be prepared for future years with and without the new runway(s) using the results of airfield simulation. If the future aircraft fleet mix and operational levels do not change because of the new runway(s), an increase in emissions, if any, could only result from aircraft taxi and delay. If only aircraft taxi and delay must be evaluated, the level of effort for the air quality assessment could be streamlined. We will prepare emission inventories for construction activities for each calendar year. We will complete emission inventories using the required computer models, as well as guidelines, tools, and methods developed by the FAA and U.S. EPA. Emissions of $PM_{10}$, CO, NOx, and VOCs will be further evaluated to determine if the general conformity requirements of the CAA are applicable. |
| **Climate** | |
| The proposed project may result in GHG emission impacts due to changes in the capacity of the airfield and construction of the project. | **Approach:** Although there are no federal standards for aviation-related GHG emissions, it is well-established that GHG emissions can affect climate and with new Executive Orders issued by the Biden Administration, reduction in GHG emissions will be a focus for federal agencies. CMT will prepare an operational GHG emissions inventory for future years with and without the new runway(s), and construction activities for each construction year. GHG emission inventories will be prepared for the primary GHGs associated with airport operations, including carbon dioxide ($CO_2$), methane ($CH_4$), and nitrous oxide ($N_2O$). Emissions will be presented in metric tons of $CO_2$ equivalent ($CO_2e$) relevant to their Global Warming Potentials (GWP). For both the operational and construction GHG emission inventories, the required computer models, guidelines, tools, and methods developed by the FAA and U.S. EPA will be used. |
| **Noise and Noise Compatible Land Use** | |
| With or without the introduction of significant noise impacts, construction of one or more runways has the potential to introduce new aircraft overflights over noise-sensitive land uses. | **Approach:** Land uses surrounding DEN are typically compatible with aviation noise since the airport was constructed in a remote location. However, there is growing demand to develop closer to the airport, which should be considered for future impacts. We have a proven approach to analyzing noise in accordance with FAA Order 1050.1F as evidenced by the noise analyses we have successfully completed for the FAA, including at DEN. HNTB will work with DEN to retrieve statistically acceptable radar data to capture annualized runway and flight track use, using our work on the IGA noise contours as the foundation for existing conditions. We will use the most recent version of the FAA's approved noise modeling software (Aviation Environmental Design Tool (AEDT)). HNTB has participated on AEDT's Design Review Group since its inception. FAA Order 1050.1F provides for supplemental metrics analysis, if warranted, to characterize specific noise effects, and may be advisable for DEN. This type of analysis would only be undertaken after FAA Denver ADO approval. |
| **Socioeconomics, EJ, and Children's Environmental Health and Safety Risks** | |
| Preliminary demographic data indicates there is a potential for some alternatives to result in environmental justice (EJ) impacts. | **Approach:** Working with CIG, we will design a meaningful public involvement program to include special outreach to these EJ communities, as well as others that may be vocal about new runway(s). The HNTB Team recommends ensuring that minority/low income populations are provided notice of meetings so that they will be given the opportunity to learn about and comment on the proposed action. We recommend using the popular format for conducting scoping meetings: workshop followed by a presentation and opportunities to comment. This format lends itself to using a variety of high-tech tools and high-touch interactions to reach people of all ethnic and socioeconomic backgrounds. Known issues will be addressed in a forthright manner. The EJ analysis will likely be focused on whether the EJ communities would be subject to disproportionate adverse noise or direct socioeconomic effects. |
| **Biological Resources** | |
| The proposed project area has the potential to provide habitat for federal- and state-listed threatened and endangered species as well as species of state special concern. | **Approach:** Coordination with U.S. Fish and Wildlife Service will be needed during scoping. The project is within the range of several threatened and endangered species; specifically, Preble's Meadow Jumping Mouse and Ute ladies'-tresses orchid. However, there is low potential for the presence of suitable habitat for these species in the study area. A habitat assessment for federally and state listed species would be performed. However, species-specific surveys are not anticipated. Vegetation within and near the study area could provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act; specifically, raptors within 0.5-mile of the project and burrowing owls which could use prairie dog towns located within the study area. Early identification of nesting habitat and coordination with the Colorado Parks and Wildlife (CPW) will be required. |

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## FORECAST AND MODELING INCORPORATION

We understand that the forecast for use in noise and air quality analyses and simulation of runway alternatives will be provided by DEN. Paul Hoffman and Justin Bychek, HNTB staff experienced in these areas, will review the materials for use in development of the NEPA document. If after review, comments or additional clarification is needed, it is expected that the DEN Project Manager will coordinate these needs with DEN's planners.

## SCOPING, OUTREACH, AND ENGAGEMENT

Our public engagement team offers a decade of experience supporting major infrastructure projects and initiatives at DEN, including the Great Hall project, the Hotel and Transit Center, and the current Gate Expansion project. Our approach to scoping, stakeholder outreach, and engagement is to establish a robust and inclusive outreach and engagement program to confirm overall project awareness and to identify potential project impacts in real time. Our approach combines CIG's local expertise and understanding of the community with HNTB's innovative technology approach that streamlines the public engagement process through web and data integration with our proprietary Public Involvement Management Application (PIMA).

Shortly after NTP, we will deploy the project website and establish a schedule of opportunities for public participation. As shown in Exhibit 4.4, agency and public scoping meetings are proposed as soon as the team coordinates with DEN, the PMT, and the Runway Design Team to develop initial meaningful information and materials to share. Stakeholder engagement will continue throughout the project in appropriate methods and formats, and will be adaptable based on the audience. Based on our local DEN experience and the proven effectiveness delivered with PIMA, we propose a multi-layered approach, accomplished through our execution of the process shown in Exhibit 4.2.

> "PIMA has become our 'one-stop shop' for all of our PI activities leading up to and after a public information meeting or hearing. Through our partnership with HNTB and other public agencies, we're working together to make it the most comprehensive VPI solution possible.
> *- Valerie Brewer, Iowa DOT Program Manager*

*Exhibit 4.2 — Our team's proven approach to public engagement.*

### 1 PLAN

**Develop a Public Involvement Plan (PIP)**

- Identify stakeholders, residents, and members of the traveling public including harder to engage communities.
- Detail outreach plans throughout the life of the project, including our scoping method and timeline.
- Leverage existing relationships with DEN's Global Communications and Marketing Team (GCM) to define the review/approval processes and formalize procedures.
- Apply experience and identify outreach technology to effectively engage the public virtually and in person.

### 2 ESTABLISH

**Establish an online engagement platform to house project info and provide feedback tools**

- Develop and deploy a project-tailored website using Content Management Systems (CMS) that are responsive to desktop and mobile devices.
- Create project branding and an intuitive user experience to verify that relevant information is presented in a succinct, meaningful way.
- Create an integrated experience between the project website and our PIMA solution to allow the public to subscribe to the project, share feedback or questions, and participate in surveys or online meetings.
- Publish updates periodically with key events and information to keep stakeholders engaged.

### 3 IDENTIFY AND IMPLEMENT

**Identify and implement outreach tactics unique to the diverse stakeholders including communities surrounding DEN**

- Launch and track survey participation through PIMA to generate real-time results through a secure dashboard for areas likely to respond well to online engagement.
- Engage elected officials with updates at key milestones.
- Connect with communities less likely to visit the website or follow social media through a combination of online engagement and more traditional communication methods such as fliers, local newspapers, city council newsletters, and engagement with locally-based organizations and nonprofits with trusted relationships with community members.
- Reach the traveling public through QR codes on airport signage to access project information, online surveys, or virtual public meeting spaces.

### 4 ANALYZE AND DOCUMENT

**Analyze and document feedback received in real time**

- Understand stakeholder feedback trends by generating reports and performing map or chart visualizations to address concerns and support more informed decision-making.
- Use PIMA to reduce clerical work and enable efficient compliance with Administrative File requirements and NEPA.
- Organize, track, and generate comments received as reports through PIMA.
- Analyze and convert data to maps/charts to determine the trend of project favorability, topics of concern, and more.
- Evaluate the reach and effectiveness of outreach to identify gaps and adjust to proactively connect with communities that have not yet been engaged.

**SHARE** – Work with technical team to document feedback received and share themes with DEN in real time. Document outreach activities and responses in final NEPA document.

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After publishing the EA or EIS, we anticipate holding multiple public workshops or public hearings at accessible locations (or virtually) in accordance with FAA Order 1050.1F.

### COORDINATION WITH DESIGN TEAM AND PMT

To successfully commission a new runway, all teaming partners of the environmental, design, and PMT teams need to coordinate closely and regularly to meet DEN's needs. Our experience in each of these roles uniquely qualifies us to facilitate this coordination while emphasizing quality and maximizing efficiency. As the design engineer for preliminary and final design of the new Runway 9C-27C at ORD, HNTB's engineers and planners have recent, relevant experience with the complexities of runway design. Our team will coordinate with the Runway Design Team to make sure the environmental review fully incorporates all design requirements.

### PROJECT SCHEDULE, RESPONSIBILITIES, AND WORK PRODUCTS

As shown in Exhibit 4.4, the HNTB core team will use their over 10-year history of working together to maintain the highest quality standards that meet a one-year schedule (EA) or a commitment to two years from the NOI issuance (EIS).

### KEY STAFF AND AVAILABILITY

Exhibit 4.3 illustrates the anticipated time available for our team's proposed key staff.

*Exhibit 4.3 — Our key staff members' availability.*

| Staff Member | Time % | Staff Member | Time % |
|---|---|---|---|
| Kim Hughes | 70% | Lynette Mellett | 25% |
| Caroline Pinegar | 80% | Julie Skeen | 40% |
| Yue Xu | 35% | Paola Pringle | 30% |
| Robyn Kullas | 15% | Royce Bassarab | 25% |
| Jon Andresen | 25% | | |

## COORDINATING WITH THE FAA, THE SPONSOR, AND GENERAL PUBLIC

HNTB will be responsible for coordinating work efforts between the subconsultants, the FAA, and DEN. All coordination will be conducted according to the provisions of the MOU between the FAA and DEN and may vary depending on level of NEPA documentation. We suggest that an Environmental Project Management Team (EPMT) be established and meet regularly to drive the schedule and quickly identify and resolve any project concerns. It is expected that the EPMT would invite technical leads to specific meetings as needed to be cost effective.

Our team will carefully craft a PIP tailored by defining the audiences, messages, outreach activities and communications tools to appropriately communicate with and engage the public. Details are described in the Scoping, Outreach, and Engagement (Exhibit 4.2) section of this proposal.

## UNDERSTANDING OF UNIQUE ISSUES

### AVAILABILITY OF LAND

DEN is unique in that it has land available for six new runways, but its success has drawn development closer. Protecting the ability to use additional runways must be considered. While there are development guidelines in place, as stipulated in the 1998 IGA, the noise exposure performance standards (NEPS) to the west of DEN also impact the ability to operate existing and future new runways. Development of new runways in an east-west configuration have the potential to violate the NEPS. While compliance with the NEPS is not within the requirements for noise analysis defined in 1050.1F and 5050.4B, it will be a topic for DEN's consideration.

### MOVING AHEAD IN UNPRECEDENTED TIMES

DEN is ahead of the curve related to rebounding from the COVID-19 pandemic. However, perception of constructing new DEN runways if the economy lags should be addressed as part of the public involvement for the NEPA document. Our proposed outreach for the environmental review includes coordination with the GCM to make sure the need for additional runways is well understood by the public.

### THE NEED FOR MORE THAN ONE NEW RUNWAY

Ultimately the decision to include more than one new runway within one NEPA document will rely on the simulation of airfield alternatives provided by DEN. If it is determined that delay will build quickly after implementing the seventh runway, due to forecast growth at DEN or because the seventh runway only benefits airfield capacity in limited but critical configurations, an eighth runway should be included in the NEPA document. Conversely, if there will be an extensive lag in the need for the eighth runway it may not be ripe for inclusion in a NEPA document that considers the seventh runway.

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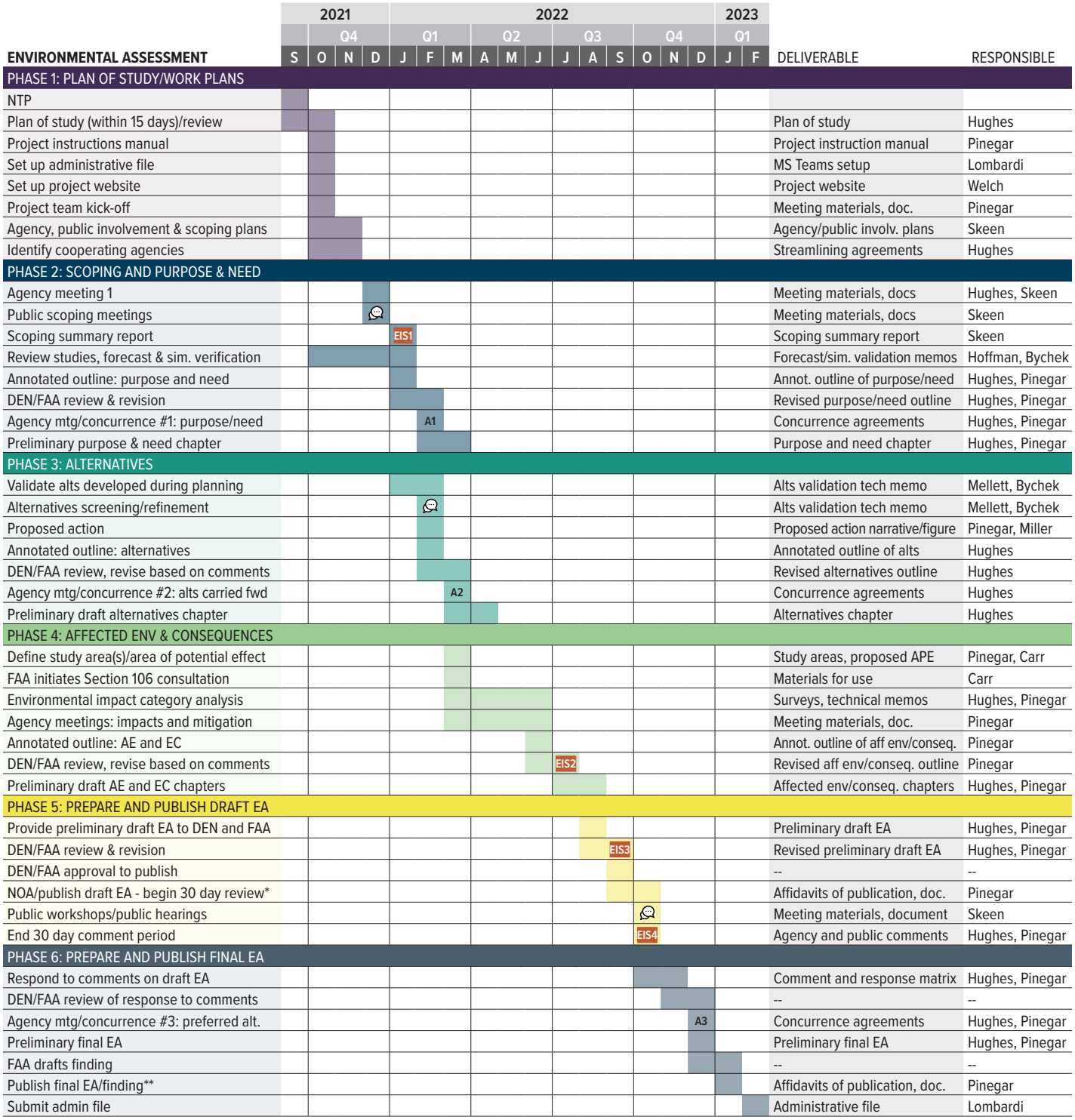
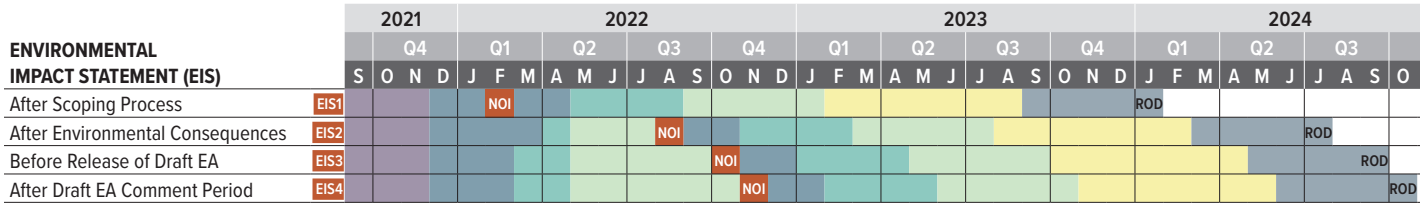
*Exhibit 4.4 – The HNTB Team's project schedule, work products, and responsibilities.*




**EIS Schedule Assumptions**

* Phase 5: Draft EIS (DEIS) would require review by Cooperating Agencies prior to publication, notice of publication of DEIS in the *Federal Register,* and file with the EPA. Public Meeting 30 days later, and a minimum 45-day public comment period.

** Phase 6 would require minimum of 30-day notice of Final EIS (FEIS) in Federal Register prior to Record of Decision. Schedule assumes NOI in *Federal Register* and filing with the EPA would occur within one month of FAA's EIS decision point.

**LEGEND**

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5: DEIS
- Phase 6: FEIS

- Public/Stakeholder Outreach
- A# Agency Concurrence Point
- EIS# EIS Decision Point
- NOI Notice of Intent
- ROD Record of Decision

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# 5 Project Experience

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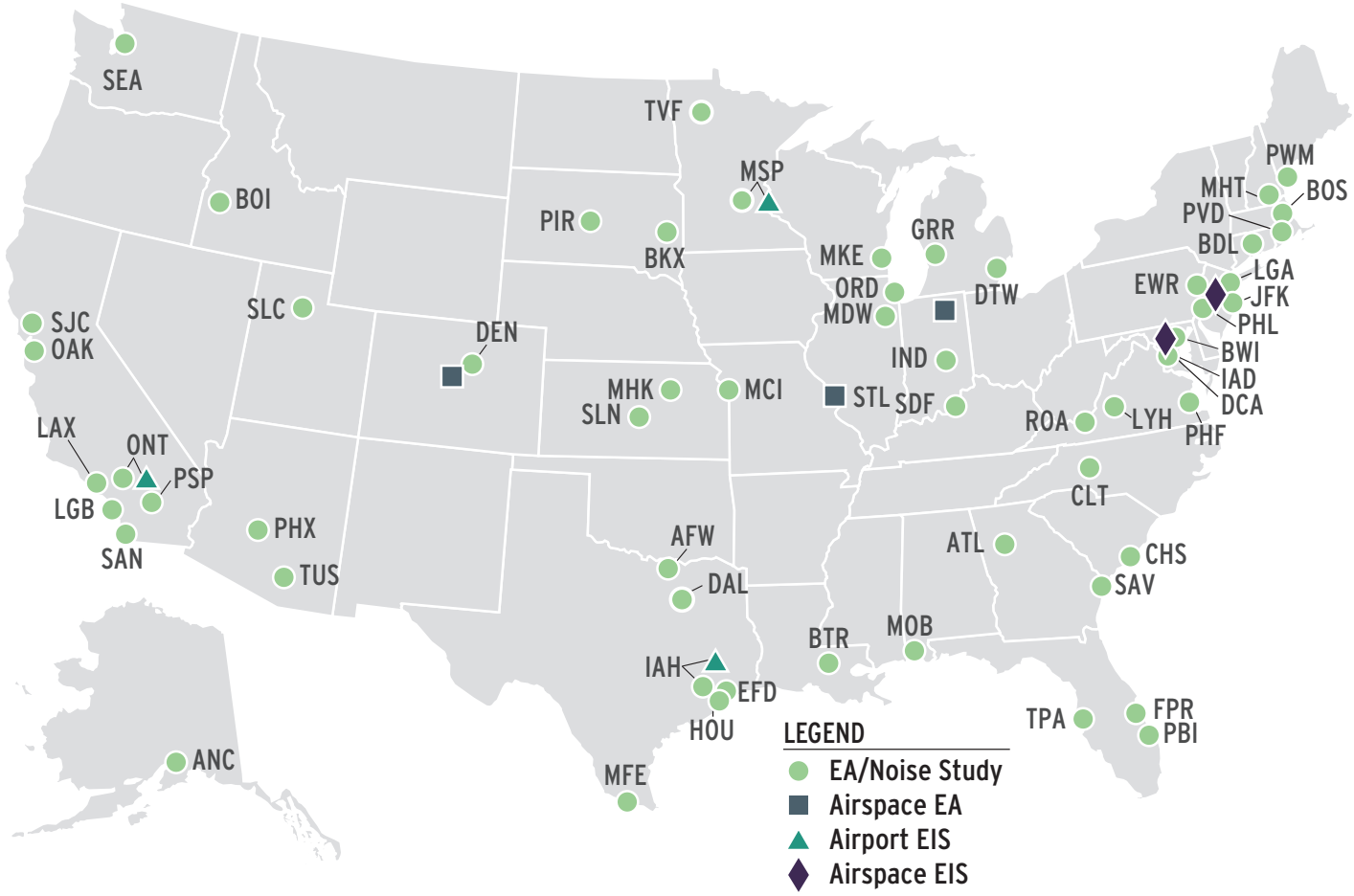
# 5. Project Experience

Our top priority is to make DEN and the FAA successful by meeting the one- or two-year schedule commitment for NEPA documentation. HNTB has provided environmental and noise analysis services since the inception of the NEPA and 14 CFR Part 150. From general aviation airports to large commercial airports, we complete assessments on time, within budget, and in compliance with FAA requirements. The map in Exhibit 5.1 identifies commercial airports where HNTB has provided environmental services. Under the direction of PM Kim Hughes, HNTB has successfully completed many EAs and EISs covering a wide range of proposed actions. In all cases, HNTB maintained a high level of quality and technical accuracy in the work and products delivered. FONSIs or FONSI/RODs were issued for all EAs. Although one EIS was challenged in court, it withstood legal scrutiny and a ROD was issued in a timely fashion.

HNTB constantly works to earn and maintain the trust of airports and the FAA to deliver high-quality, defensible environmental documentation. Moreover, we have a strong history of EA work in Denver, establishing our firm as a trusted partner for local agencies.

*Exhibit 5.1 – DEN will benefit from HNTB's best practices and lessons learned gained from our experience providing environmental services for commercial airports across the country.*



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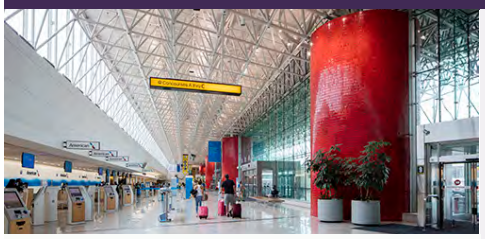
## Comprehensive Environmental Planning Services, Baltimore/Washington International Thurgood Marshall Airport (BWI) and Martin State Airport (MTN) | HNTB



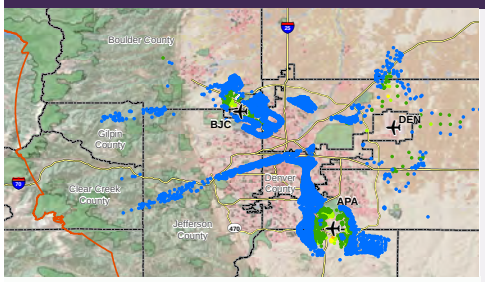
**Location:** Linthicum, MD
**Client:** Maryland Department of Transportation (MDOT)/Maryland Aviation Administration (MAA)
**Total Contract Amount:** $18.5M entire contract, $3.65M BWI EA, MTN EA $2.72M
**Principal-in-Charge:** Bill Brooks, PE
**Technical Project Manager:** Kim Hughes
**Key Design Staff:** Caroline Pinegar, Environmental Planner; Yue Xu, Noise Analyst; Royce Bassarab, Noise Support; Paola Pringle, Air Quality Support
**Original Est. Schedule:**
BWI EA (5/2016–12/2017),
Re-Issued Draft EA (11/2018–3/2020)
**Actual Schedule of Completion:**
5/2016–12/2020*
**Client Reference:** Kevin Clarke, MAA, Director of Planning, (410) 859–7787

Since 2011, HNTB has held an on-call environmental planning services contract. Project Manager Kim Hughes has led a multi-firm multidisciplinary team, successfully overseeing more than 70 task orders at BWI and Martin State airports. HNTB recently completed an EA for BWI that included projects and connected actions needed over a five-year period to meet FAA design standards, enhance airfield safety and efficiency, accommodate existing and anticipated passenger demand and improve customer service. We reviewed multiple alternatives for each component of the Proposed Action and completed extensive environmental analysis to address community concerns, and define and position for permits needed from federal and state agencies. The EA also included a Section 4(f) determination for potential impacts to public trails and parks. Notably, HNTB conducted the first all-virtual public workshop due to the COVID 19 pandemic for an FAA EA in May of 2020 for this project. FAA issued the FONSI/ROD for the BWI EA in November 2020.

HNTB also assisted the MAA with a complex EA for projects at MTN that were needed to meet FAA standards, enhance airfield safety, improve airfield efficiency, and accommodate existing and future demand. This EA teetered on the edge of becoming an EIS for more than two years, and the Proposed Action has continued on the path of an EA only through extensive work with federal and state resource agencies to develop mitigation plans (e.g., marking and lighting plans allowing trees in critical resource locations to remain, application of an extensive wildlife hazard management plan, and extensive field reviews to form a detailed affected environment). The Draft EA was issued February 2021.

* *Decision made to re-issue draft EA in response to legal challenges regarding noise impacts, forecast and all analyses updated, extended FAA review time due to staffing challenges.*

## FAA RNAV/RNP Procedures EA, DEN, Centennial (APA), and Rocky Mountain Metropolitan (BJC) Airports | HNTB




**Location:** Colorado State
**Client:** FAA
**Total Contract Amount:** $929,000
**Principal-in-Charge:** Michael Inabinet, PE
**Technical Project Manager:** Kim Hughes
**Key Design Staff:** Caroline Pinegar, Environmental Planner; Royce Bassarab, Environmental Planner; Yue Xu, Noise
**Original Est. Schedule:** 11/2009–9/2010
**Actual Schedule of Completion:**
11/2009–8/2012; Multiple modifications to the Proposed Action increased the study time and budget.
**Client Reference:** Marina Landis, Environmental Protection Specialist, FAA Operations Support Group, (425) 203-4561

HNTB completed a complex EA for the implementation of new RNAV procedures for DEN, APA, and BJC, which were designed to improve the safety and efficiency of the Denver Complex Airspace. The Preferred Alternative included 17 RNAV STARs (inclusive of RNP approaches), 16 RNAV SIDs procedures at DEN, four RNAV STARs for aircraft arriving to APA and BJC each, and one RNAV SID for APA and BJC each.

An extensive noise study area was defined by considering the proposed RNAV procedures up to 10,000 feet above ground level for SIDs, starting at 7,000 feet AGL for STARs and up to 18,000 feet above ground level where RNAV procedures occur over National Parks. As part of the design process, the FAA and HNTB worked with DEN noise staff, representatives of Colorado Parks and Wildlife (CPW) and National Park Service (NPS) to consider noise-sensitive resources. HNTB participated in the RNAV working group meetings, dating back to 2009, and worked closely throughout the process to ensure that the noise modeling adequately represented the design and intent of the procedures. The original schedule was extended on multiple occasions due to the continued development and refinement of the procedures. Coordination included interactions with air traffic controllers from the Air Traffic Control Tower, Terminal Radar Approach Control and Center, airlines, members of the public, and DEN staff. Because the RNAV procedures included changes of flight patterns over Rocky Mountain Nation Park and two Colorado state parks, additional coordination with the CPW and NPS was undertaken in the development of the procedures.

HNTB developed and led the public involvement for the EA, including presenting at public workshops and agency scoping meetings focused on explaining FAA's NextGen goals and the potential changes in noise exposure in a manner that the general public could understand. The draft EA was published in June 2012, and the FAA issued a FONSI/ROD in August 2012.

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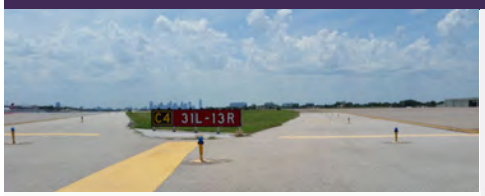
## General Plan and Programmatic EA for the Western Land Area (WLA), Washington Dulles International Airport (IAD) | HNTB

**Location:** Loudoun County, VA
**Client:** Metropolitan Washington Airports Authority (MWAA)
**Total Contract Amount:** $1M
**Principal-in-Charge:** Nick Antonucci, PE
**Technical Project Manager:** Kim Hughes
**Key Design Staff:** Caroline Pinegar, NEPA Lead; Yue Xu, Noise; Paola Pringle, Air Quality Planner
**Original Est. Schedule:** 5/2016–1/2018 (General Plan and EA)
**Actual Schedule of Completion:** 5/2016–3/2018 (delay internal to MWAA)
**Client Reference:** Steven Baker, MWAA Deputy VP of Real Estate Development, (703) 572-5593

HNTB assisted MWAA in advancing commercial development of a 416-acre property known as Western Lands at the western boundary of IAD. HNTB worked with MWAA's real estate management staff to complete a series of pre-development decisions and obtain regulatory agency buy-in as a prerequisite to project design and construction.

HNTB delivered a General Plan that MWAA used to establish a framework of comprehensive planning, zoning, and subdivision decisions for the primary street and utility grids. HNTB also prepared a Programmatic Environmental Assessment (PEA) to obtain FAA approval on the General Plan. Primary environmental concerns were visual impacts, traffic along the state route, and threatened and endangered species due to the potential presence of the federally threatened Northern Long-Eared Bat. Frequent and regular coordination with FAA led to minimal FAA comments on the Draft EA. Agency scoping and coordination with Loudoun County, Virginia Department of Transportation (VDOT), the State Historic Preservation Office (SHPO), and USFWS and other local, state and federal agencies was required for the development of the PEA. FAA issued the FONSI March 2018.

## Runway 13R/31L Reconstruction EA, Dallas Love Field (DAL) | HNTB

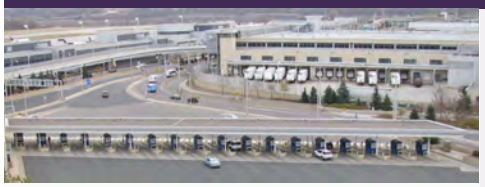



**Location:** Dallas, TX
**Client:** City of Dallas
**Total Contract Amount:** EA $509K
**Principal-in-Charge:** Stephen Knobbe
**Technical Project Manager:** Steve Pembleton
**Key Design Staff:** Kim Hughes, Technical Lead for EA; Yue Xu, Noise
**Original Est. Schedule:** 10/2018–5/2019
**Actual Schedule of Completion:** 10/2018–5/2019
**Client Reference:** Clifford York, City of Dallas Department of Aviation, (214) 670-6157

HNTB performed both the design and environmental documentation for the reconstruction of Runway 13R/31L, the primary commercial service runway at DAL, and associated taxiway improvements. The design team's construction phasing work determined that the preferred construction phasing will require a 9-10 month runway closure. Noise has been a significant concern for DAL and open communication with the public about the temporary impacts associated with the extended closure of primary runway was critical for community acceptance and trust in the airport into the future. HNTB completed an EA to fully disclose the temporary impacts related to the runway use change during construction.

To model the potential changes to the noise during construction, existing (2018) and future (2021) fleet mixes and runway use were developed. An airport capacity analysis determined that the runway closure would not materially impact airfield capacity and operational levels with all activity shifted to one runway. A detailed analysis of construction air emissions using Airport Construction Emissions Inventory Tool (ACEIT) was completed to determine whether a Conformity Determination would be required. Default model assumptions were updated to reflect specific project quantities as they relate to concrete and asphalt demolition, and concrete and subbase placement volumes for the reconstructed runway and new taxiways. FAA issued the FONSI May 2019.

## On-Call Aviation Planning Services, Minneapolis-St. Paul Airport (MSP) | HNTB



**Location:** Minneapolis, MN
**Client:** Metropolitan Airport Commission (MAC)
**Total Contract Amount:** $1.2M
**Principal-in-Charge:** Greg Albjerg
**Technical Project Manager:** Greg Albjerg
**Key Design Staff:** Kim Hughes, Quality Manager and noise analysis doc.; Caroline Pinegar, Environmental Planner; Yue Xu, Noise Analyst
**Original Est. Schedule:** EA schedule 11/2010–9/2012
**Actual Schedule of Completion:** 11/2010–1/2013
**Client Reference:** Dana Nelson, MAC Director, Stakeholder Engagement, (612) 725-6330

HNTB has provided on-call airport planning services to the MAC since 1978, and recent assignments have included a robust EA for Phases I and II of the MSP Long Term Comprehensive Plan (LTCP) and multiple noise analyses. From 2010 to 2013, HNTB assisted the MAC in preparing an EA to evaluate and disclose the potential environmental impacts of the proposed improvements through 2020 as identified in the MSP LTCP. HNTB developed the EA document, analyzed, and developed landside alternatives and prepared detailed airline schedule projections and airfield simulation studies. HNTB participated in public and agency coordination, including presenting and preparing scoping and open house materials. FAA issued the FONSI/ROD March 2013.

Since 2007, HNTB has developed and published an annual contour to disclose to the public the noise exposure experienced by the surrounding communities for the previous year. Preparation of this analysis is required under the approved Consent Decree and agreement between the MAC and the cities of Minneapolis, Eagan and Richfield in response to potential limitations on noise mitigation proposed by the MAC.

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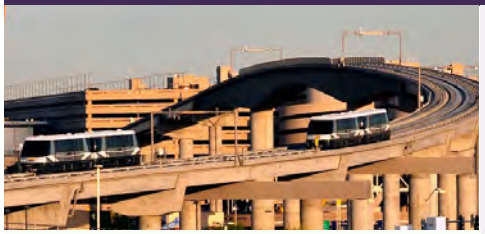
## EA for Proposed Sky Train, Phoenix Sky Harbor International Airport (PHX) | HNTB



**Location:** Phoenix, AZ
**Client:** City of Phoenix Aviation Department
**Total Contract Amount:** $393.4K
**Principal-in-Charge:** Darlene Gee
**Technical Project Manager:** Kim Hughes
**Key Design Staff:** Caroline Pinegar, Environmental Planner
**Original Est. Schedule:** 1/2017–4/2018
**Actual Schedule of Completion:** 1/2017–3/2018
**Client Reference:** Sarah Carter, Program Manager, (602) 320-2972

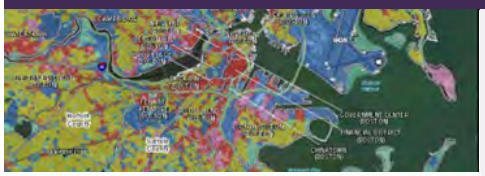
HNTB completed a Focused EA for the PHX Sky Train Stage 2, an extension of the existing Sky Train from Terminal 3 to the existing rental car center. The primary need for the proposed project was to improve ground access to the Airport and efficiency of the on-airport roadway system. Efficiency of landside passenger facilities at PHX is needed to accommodate forecast demand and maintain an acceptable level of service to passengers. The project was also needed to enhance the safety of the on-airport roadway system (e.g., remove RCC buses from airport roadway, reduce vehicle hazards, etc.). HNTB developed a clear and concise purpose and need for the Proposed Action, and combined the affected environment and environmental consequences chapters to reduce documentation size. FAA hired new environmental staff during the development of the document which required revisions to documentation style. HNTB worked extensively with the Sky Train designers to verify that the environmental review incorporated all aspects for the Sky Train system, including construction of a transportation center, a central utility plant, propulsion facilities, right-of-way (ROW) transfers, as well as multiple connected actions needed for the completion of the Sky Train system. The FONSI was issued in March 2018, ahead of schedule. In 2019, HNTB completed an amendment to this EA related to a change in ROW transfers needed to accommodate utility needs.

## O'Hare Modernization Program (OMP) Environmental Impact Statement (EIS), Chicago O'Hare International Airport (ORD) | CMT

**Location:** Chicago, IL
**Client:** Federal Aviation Administration
**Total Contract Amount:** EIS: $229K; 2005 Reevaluation: $332K; 2019 Reevaluation: $112K
**Principal-in-Charge:** Laura Sakach
**Technical Project Manager:** Carrol Fowler
**Key Design Staff:** Paola Pringle, Air Quality
**Original Est. Schedule:** EIS: 2003–2005; 2005 Reevaluation: 2014–2015; 2019 Reevaluation: 2018–2019
**Actual Schedule of Completion:** EIS: ROD issued 9/2005; 2005 Reevaluation ROD issued 9/2015; 2009 Reevaluation ROD issued 6/2019
**Client Reference:** Amy Hanson, FAA Environmental Protection Specialist, (847)-294-8251

CMT staff led the air quality assessment and provided technical analysis for the OMP EIS and two EIS Re-evaluations—performed to examine the effects of runway configurations to provide near-term relief to noise impact communities surrounding the airport and to evaluate changes to the construction schedule. The analysis included emissions inventories and atmospheric dispersion modeling of both construction- and operation-related emission sources. The results of the air quality analysis demonstrated that the improvements complied with all applicable state and federal laws, including NEPA, the Clean Air Act, and FAA Orders. Of note, ORD's EIS was the first federal document to provide an evaluation of hazardous air pollutants, an evaluation that required extensive coordination with both the FAA, the Illinois Environmental Protection Agency, and the U.S. EPA.

## Runway 33L Area Navigation (RNAV) Standard Instrument Departure EA, Boston Logan International Airport (BOS) | HNTB



**Location:** Boston, MA
**Client:** Federal Aviation Administration (FAA)
**Total Contract Amount:** $195K
**Principal-in-Charge:** Michael Inabinet, PE
**Technical Project Manager:** Kim Hughes
**Key Design Staff:** Royce Bassarab, NEPA Lead; Caroline Pinegar, Environmental Planner
**Original Estimated Schedule:** 9/2012–3/2013
**Actual Schedule of Completion:** 9/2012–12/2014 ROD/FONSI was received 5/2013, but litigation continued through 12/2014. HNTB worked efficiently to limit the need for additional funding to provide additional services for public coordination and to assist with litigation support.
**Client Reference:** Veronda Johnson, Environmental Specialist, FAA, (404) 305-5598

HNTB assisted the FAA Eastern Service Center with the environmental analysis necessary to prepare a focused EA for the implementation of an RNAV standard instrument departure (SID) procedure for Runway 33L at BOS. Prior to the EA, the FAA, Massport and the Logan Airport Community Advisory Committee (CAC) analyzed several procedure designs for Runway 33L, but they were either not operationally feasible or did not reduce noise. The FAA determined that potential increases in noise, although not meeting significance criteria, could be highly controversial on environmental grounds and precluded the use of a categorical exclusion (CE) due to the existence of extraordinary circumstances.

Successful completion of the EA required consultation with representatives from the Boston Terminal Radar Approach Control (A90), the FAA RNAV/RNP group, regional counsel and the local CAC, as well as extensive public review. Noise was analyzed for more than 84,000 locations within the 1,500-square-mile study area, yielding no significant impacts.

The Draft EA received notable interest from the public and resulted in the FAA's extension of the comment period and an expansion of the scope of work. HNTB supported the FAA in holding additional teleconferences and meetings with the CAC, Massachusetts State House and other interested parties, as needed. A FONSI/ROD was issued June of 2013, which was challenged in the U.S. Court of Appeals for the First Circuit, which found in favor of the FAA in December 2014.

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# 6 Quality Assurance/ Quality Control

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# 6. Quality Assurance/Quality Control

As a part of our culture and commitment to quality, HNTB takes a proactive approach to the management of quality on our projects. This approach is founded on HNTB's Quality Management System (QMS), which establishes a consistent process and enables us to exceed our clients' expectations on deliveries across all geographies and disciplines. Regardless of project size, all HNTB projects must have an approved Project Quality Plan (PQP).

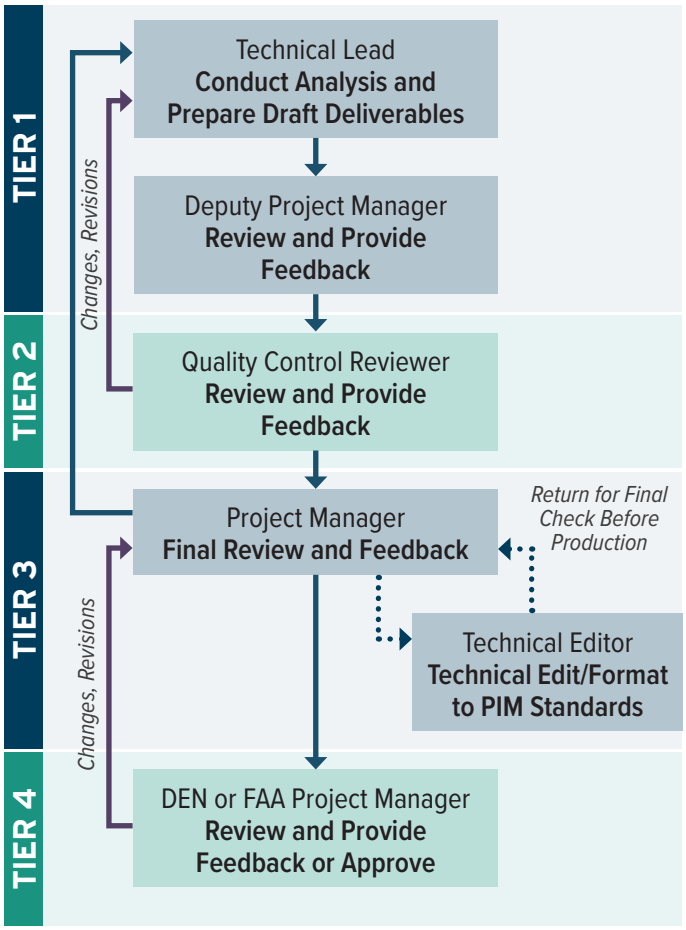
## PROJECT QUALITY PLAN

PM Kim Hughes and Rob Colosimo, our dedicated project quality manager (PQM) for this project, will develop a detailed DEN Runway Environmental Review PQP to support the development of a high-quality NEPA document based on sound technical analysis that will stand the test of intense scrutiny. The elements of the PQP include independent quality assurance (QA) functions with quality control (QC) built into each work product as it is developed. The PQP will be integrated into the Plan of Study as required, and will include a description of the QC's internal and external review procedures. Each of our four subconsultants will be contractually required to follow the HNTB PQP or an HNTB-approved quality plan specific to their scope of services. HNTB undertakes routine audits to confirm compliance and maintenance of records.

## INTERNAL PROCESSES FOR EA/EIS DATA REVIEW AND VALIDATION

As the prime consultant, HNTB will be responsible for all analysis and deliverables. Consistent with our four-tier QA/QC process shown in Exhibit 6.1, all materials provided by team members will undergo a thorough review for technical accuracy by HNTB experts, and deliverables will only be advanced to DEN and FAA for review after each step of the process has been followed. Adherence to our PQP will lead to a NEPA document that is technically sound, easy to read, understandable to non-technical audiences, and written in one voice. To manage this aspect of delivery, our schedule specifically includes time to review and technically edit all team member deliverables.

*Exhibit 6.1 – HNTB's four tier QA/QC process.*




## TECHNICAL ANALYSIS

The HNTB Team will conduct a thorough literature search and develop a bibliography of references and methodologies to be used in the acquisition of environmental data, analysis processes, and the development and preparation of the EA/EIS. As warranted, we will submit draft protocols to the FAA and appropriate agencies. Kim will make sure that common databases are used throughout the completion of the various technical analyses. All technical analyses will be reviewed by an HNTB subject matter expert.

## PROJECT DELIVERABLES

Standards for document formats, templates, and styles, along with a list of standard terms and abbreviations, will be developed and maintained by our team as part of the PIM. This list will include items such as standardized names for alternatives to be used in the environmental document. Standards for GIS, both printed and electronic deliverables,

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**PROOF OF SUCCESS**

**Airport Layout Plan Phase 1 Improvements at BWI Airport EA and Section 4(f) Evaluation**

Our PQP for this project included the development of a QA/QC matrix, which was reviewed monthly to track progress and identify issues. The matrix identified multiple levels of internal review prior to delivery to the Maryland Aviation Administration (MAA) with each review period incorporated into the schedule. We found multiple levels of review were essential for quality deliverables. Our cross-functional review, PM review, and PQM review verified components of the deliverable, all the way down to source updates in the bibliography and cross-references throughout the rest of the document.

will be developed to make sure they conform to applicable standards, guidelines, and policies of DEN and the FAA.

All deliverables to DEN and the FAA will go through our rigorous QC process. Any technical memorandums and versions of the NEPA document will also be reviewed by our technical editor, Kristina Gifford.

Meeting notes will be prepared for all meetings to identify action items, responsible parties and deadlines. All meeting notes will go through our QC process prior to submittal to DEN. Draft notes will be distributed to DEN and the FAA to verify that issues and resolutions are properly documented. Final meeting notes will be distributed and entered into the Administrative File.

### ADMINISTRATIVE FILE

Instructions will be provided to specify what materials should be included in the Administrative File (AF) and will include sample forms for records of telephone conversations and memos to the file. Documents will be submitted for review by Kim and Caroline for inclusion in the AF.

### REVIEW CHECKLIST

A review checklist, HNTB's Client Deliverable Quality Matrix (CDQM), will be used through the entire development and delivery of the environmental document. At appropriate points in the process, the PM and PQM will review and update the CDQM. Working copies will be included in the project file and the final review checklist will be reconciled with DEN/FAA as necessary.

## QA/QC ORGANIZATION

HNTB's PQM is a team effort. PM Kim Hughes is accountable to the principal-in-charge, Reza Akhavan, and to DEN (or FAA in the case of an EIS) for day-to-day performance and implementation of the PQP. Both Kim and Reza will make sure the team is delivering on our 4for4 commitment – quality work, on time, on budget, and to your complete satisfaction.

Rob Colosimo will serve as an independent member of the project management team, reporting to Reza, our principal-in-charge and Office Quality Manager. Located in Denver, Rob is a project manager with 21 years of experience in project management, civil engineering, land development, and regulatory compliance. Rob is responsible for overseeing the PQP's implementation and updates. Rob will constantly confirm compliance with all QMS requirements, including by making sure that all project staff remain current on the PQP. He will meet with DEN or FAA after the submittal of the preliminary environmental document and, as needed thereafter, to obtain feedback on the quality of the project deliverables.

Kim and Rob's efforts are supported by QC technical reviewers Royce Bassarab and Robyn Kullas. They are responsible for providing critical review of methodologies and analytical techniques; adhering to state and federal processes; and evaluating the quality of opinions, solutions and conclusions offered.

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# 7 References

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# 7. References

**Baltimore/Washington International Thurgood Marshall Airport Proposed Improvements 2016-2020 Environmental Assessment and Section 4(f) Evaluation**

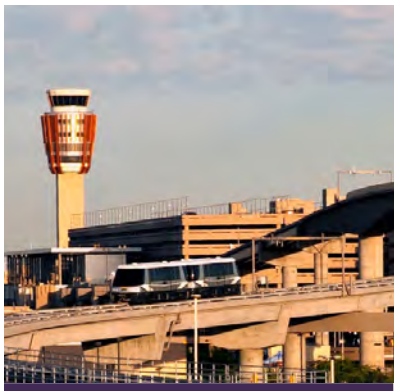
**Martin State Airport Draft Environmental Assessment For Phase I Improvements**

| Team Members | Reference |
|---|---|
| Kim Hughes<br>Caroline Pinegar<br>Yue Xu<br>Royce Bassarab<br>Ryan Lombardi<br>Kent Miller | **Genevieve Walker**<br>Environmental Specialist, Federal Aviation Administration<br>BWI and MTN EAs, Linthicum and Baltimore County, MD<br>13873 Park Center Road, Suite 490S<br>Herndon, VA 20171<br>(703) 487-3979<br>Fax number: N/A<br>Genevieve.j.walker@faa.gov |

**Denver International Airport Hotel and Transit Center**

**Denver International Airport Gate Expansion and Renewal Program Communications Activities**

| Team Members | Reference |
|---|---|
| Julie Skeen (CIG) | **Stuart Williams**<br>Senior Vice President<br>DEN (Denver, Colorado)<br>8500 Peña Blvd, Denver, CO 80249<br>(720) 840-5292<br>Fax number: N/A<br>stuart.williams@flydenver.com |



**Phoenix Sky Harbor International Airport On-Call Planning/NEPA Services**

| Team Members | Reference |
|---|---|
| Kim Hughes<br>Caroline Pinegar<br>Ryan Lombardi<br>Royce Bassarab<br>Kent Miller<br>Jessica Wyatt<br>Justin Bychek | **Sarah Carter**<br>Environmental Planning Manager, City of Phoenix Aviation Department<br>Phoenix Sky Harbor International Airport, Phoenix, AZ<br>3400 East Sky Harbor Boulevard, Suite 3300<br>Phoenix, AZ 85034-4402<br>(602) 320-2972<br>Fax number: N/A<br>Sarah.carter@phoenix.gov |

> We made a great team. One of the best firms I've ever worked with and you helped me shine in my last 5 years as a Director!
>
> *- Robin Bowie, Environmental Planning Manager, MAA*

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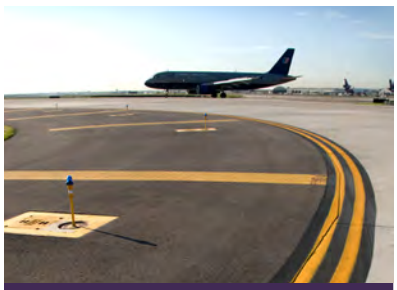
**Baltimore/Washington International Thurgood Marshall Airport and Martin State Airport Comprehensive Environmental Planning Services**

| Team Members | Reference |
|---|---|
| Kim Hughes<br>Caroline Pinegar<br>Yue Xu<br>Ryan Lombardi<br>Jessica Wyatt<br>Justin Bychek<br>Kent Miller | **Kevin Clarke**<br>Director of Planning, Maryland Aviation Administration<br>Baltimore/Washington International Thurgood Marshall Airport and Martin State Airports<br>991 Corporate Boulevard<br>Linthicum, MD 21090<br>(410) 859-7787<br>Fax number: N/A<br>kclarke@bwiairport.com |



**O'Hare International Airport Modernization Program (OMP) Environmental Impact Statement (EIS)**

| Team Members | Reference |
|---|---|
| Paola Pringle (CMT) | **Amy Hanson**<br>Environmental Protection Specialist<br>Federal Aviation Administration Chicago Airport District Office<br>2300 East Devon Ave, Des Plains, IL, 60018<br>(847) 294-8251<br>Fax number: N/A<br>amy.hanson@faa.gov |

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# 8 Disadvantaged Business Enterprise (DBE) Utilization Plan

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# 8. Disadvantaged Business Enterprise (DBE) Utilization Plan

HNTB is pleased to offer a utilization plan that supports the City and County of Denver's vision of small business equity and sustainability by growing the capacity of talented DBE firms. HNTB is committed to your vision and offers to meet or exceed your DBE target of 15%.

HNTB's Diversity and Inclusion program is a cornerstone of our firm. Many of our decisions that directly impact fair and equitable distribution of work with our small-business industry partners, as well as our advocacy for our own employees' success, are informed by a robust culture of diversity and inclusion. Founded in 1914, HNTB is a U.S. employee-owned company that has led the A/E industry in this important arena. We have a deep understanding and long history managing federal contracts according to Title 49 Code of Federal Regulations (CFR), corresponding DOT Rules and Regulations. We also have complete familiarity with the City and County of Denver's Division of Small Business Opportunity (DSBO) and the associated ordinances.

### Committed to Advancing Equity in Our Industry

The Biden Administration's Justice40 Initiative has a goal of delivering 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. With our ongoing commitment to the communities we serve and to help our clients deliver innovative solutions that lift historically underserved communities for a sustainable future, HNTB created a new leadership position, president of infrastructure and mobility equity, in February of 2021. HNTB Fellow Diana Mendes has assumed this new position and will lead HNTB's efforts to help influence transportation and mobility equity policy and actions through collaboration with leaders at the federal, state, and local level. As part of this focus, HNTB's experts will provide thought leadership on development and implementation of innovative, holistic solutions for the communities we serve.

## KEY PERSONNEL

As seen in Exhibit 8.1, HNTB built a team focused on critical project elements supported by a specialized team to focus on the quick delivery of the DEN Runway Environmental Review. Diversity is a value shared across our entire company, and will be an area of focus for our PM Kim Hughes.

*Exhibit 8.1 – Our key personnel and their duties related to the execution of the Utilization Plan.*

| Key Personnel and Role | Background and Duties on This Project |
|---|---|
| **Role:** B2GNow User<br>**Company:** HNTB<br>**Teammate:** Michelle Hall, Project Analyst, mihall@hntb.com, (720) 651-4437 | Michelle is the program's Lead B2GNow (Small Business Certification and Contract Management System) User. Her responsibilities include: adding contracts and task orders to the site, adding subconsultants to the site and audit reporting for all active contracts and task orders after payment is issued to all subconsultants. |
| **Role:** Project Manager<br>**Company:** HNTB<br>**Teammate:** Kim Hughes, Project Manager, khughes@hntb.com, (703) 253-5856 | Kim is responsible for making sure this project meets or exceeds the DBE goal of 15% participation by work-planning the required tasks and finding the right firms to support each project's scope of work. Kim will receive contracting, tracking, and monitoring support from Michelle. Kim will develop an initial work plan based on a projected breakdown of services by firm. Our initial work plan identifies specific subconsultant roles for each projected task, and guides the identification of subconsultant needs. The work plan is also used as a guide throughout the contract to inform how our actual DBE utilization is tracked against projected utilization so that adjustments in work assignments can be made if needed. This regular review of data has allowed us to meet client goals and HNTB's commitment, as well as adjust staffing and engagement should deficiencies be uncovered through progress reporting. |
| **Role:** Controller | Not Applicable |
| **Role:** Superintendent | Not Applicable |
| **Role:** Outreach/Community Engagement Coordinator; EJ/socioeconomics<br>**Company:** CIG<br>**Teammate:** Julie Skeen, Senior Strategic Director, julie@cig-pr.com, (303) 670-2537 | Julie will lead the engagement of the airport's key stakeholders and the traveling public. Her decade of experience working at DEN, combined with CIG's NEPA experience, will allow her team to develop and implement an outreach approach that is cost-effective, efficient, and consistent with DEN's mission and values. CIG's project experience at DEN includes several high-profile projects such as the DEN Hotel and Transit Center and the DEN Great Hall Project.<br>**Projects with HNTB:** DEN Hotel and Transit Center, DEN Gate Expansion and Renewal Program Communications Activities |

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*Exhibit 8.1 Continued – Our key personnel and their duties related to the execution of the Utilization Plan.*

| Key Personnel and Role | Background and Duties on This Project |
|---|---|
| **Role:** Water Quality & Land Entitlements<br>**Company:** EES<br>**Teammate:** Jon Andresen, Principal, jon.andresen@ees.us.com, (303) 572-7997 | Entitlement and Engineering Solutions (EES) is a full-service civil engineering consulting firm that will focus on delivering the water quality assessments and land entitlements for this project. EES staff have extensive expertise working with DEN, including such projects as design and permitting assistance for the current concourse expansion projects, design at the Airservices Provider Aviation Rescue and Fire Fighting (ARFF) Facility, and design support for the early enabling projects.<br>**Projects with HNTB:** Northwest Area Mobility Study – Regional Transportation District (RTD) |
| **Role:** Biological and water resources; natural resources & energy supply; historical, architectural, archaeological & cultural; Envision; QC for Colorado environmental regulations<br>**Company:** Pinyon<br>**Teammate:** Robyn Kullas, Technical Group Manager, Kullas@pinyon-env.com, (303) 980-5200 | Pinyon will lead several services for this project, including biological resources, water resources, cultural resources, and QC for Colorado environmental regulations. Pinyon's aviation work includes tasks contracted through DEN's landside, environmental and real estate on-calls; stormwater monitoring at Centennial Airport; and completion of Spill Prevention Control and Countermeasure (SPCC) Plans at Aspen Airport and Montrose Regional Airport. Pinyon has worked on several projects at DEN, including the Westin Hotel, Pond 2M-7, the Landside Employee Parking Lot, Hertz Expansion project, the DEN Engineering On-Call, 61st, and Peña Site Assessment, South Parcel Site Assessment and Peña Boulevard Design-Build.<br>**Projects with HNTB:** Colorado Center Bike/Pedestrian Bridge, RTD NW Area Mobility Study |

## CREATIVE INCLUSION STRATEGIES

HNTB brings a diverse team of knowledgeable and experienced professionals who are very familiar with the airport, know DEN's expectations, and have served in similar key positions that require complete understanding of DEN's processes and stakeholder considerations. We selected these teaming partners – most of which are small, minority-owned and operated businesses – to honor our commitment to engage DBE firms, and also because of their superior qualifications and awareness of the need to promptly advance a project requiring FAA oversight.

When contacted about potential teaming opportunities, we received capability statements and firm information from each of these firms. Below are some of the creative inclusion strategies HNTB has employed to build stronger, more diverse teams.

In late 2019, HNTB hosted a DBE networking event and food drive to meet with potential teaming partners on a large light-rail planning project. Our leadership team met with dozens of interested firms and donated hundreds of pounds of non-perishable food items to a local nonprofit organization.

In response to COVID-19 restrictions on large face-to-face meetings, HNTB also recently used video conferences to engage with potential teaming partners firms. HNTB hosted video and phone networking sessions with more than 40 firms in late 2020 for a large infrastructure project where we learned about these firm's qualifications and the value they could provide to that project and more.

## SMALL BUSINESS INITIATIVES

An initiative HNTB may use on this project is our highly successful Partners Program. HNTB developed the Partners Program – a structured business development and outreach program that is used to create sustainable relationships with our local business partners. The program pairs HNTB with small- to mid-sized DBE, SBE, and MBE firms, and focuses on assisting in the development of their sales and marketing, employee relations, project management, and business operations. The fundamentals of the Partners Program allows HNTB to bring thought leadership and best practices to provide our local partners with the resources, specialized experience, and knowledge and support that will build stronger businesses, as well as provide great value and services to the local community. This partnership allows HNTB and its local partner to receive a better understanding of what is valuable and important to the local business development, clients, and the local community in which we serve.

### BEYOND THE PARTNERS PROGRAM – EXCEEDING DBE PARTICIPATION GOALS

As project manager on the two largest runway projects for the O'Hare Modernization Program (OMP) – Runway 10C/28C and Runway 9C/27C – HNTB successfully exceeded the 30% M/W/DBE goals for each project.

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As part of these projects at O'Hare, HNTB developed a strong relationship with one of the MBE/DBE subconsultants, Milhouse Engineering and Construction. Through our long-term commitment to their owner, Wilber Milhouse, we have taken great pride in being an integral part of helping him grow his business. In 2003, the firm had five employees when HNTB added Milhouse to the team. Today, the firm has grown to 100 employees who are responsible for 25% of HNTB's Runway 9C/278C project, which has a construction value of $375M.

The Partners Program is the embodiment of HNTB's commitment to maximize opportunities for local minority-owned, woman-owned, and disadvantaged businesses by partnering, sharing best practices, and providing the needed tools for success.

> "This program has proven to be beneficial in the growth of local industry small businesses across the country. The goal of the program is to partner with our local small business industry partners, encourage and support inclusion and diversity, and ensure our teams are providing quality services to our clients and the communities we serve.
>
> *– Audrey Andrews, PhD, Associate Vice President Director, HNTB Partners Program*

## SOLICITING DBE SUPPORT

We understand DEN's commitment to developing sustainable small and disadvantaged businesses that can participate and hold meaningful roles on its multitude of programs. Our approach to DBE inclusion is to choose firms that augment our team's strengths, based on their own proven experience and relationships, to provide the best possible service and value to our clients. PM Kim Hughes reviewed the scope of work upon the RFQ release and identified areas where subconsultant support would add value to the team. We then established a list of DBE firms and began our selection process holding virtual meetings to learn about each other's capabilities and value propositions with the goal of benefiting the project.

Concurrently, Principal-in-Charge Reza Akhavan contacted several firms known as trusted partners for DEN. We shared a copy of the RFQ and informed potential teaming partners that HNTB was evaluating and selecting the most qualified individuals to join the team. After careful consideration, we informed the selected teaming partners and notified others via email that were not selected. In most cases, this was due to a misalignment of services and needs. We provided thoughtful and thorough communication so firms understood our decisions. HNTB has identified the following firms to hold lead positions as DBE partners that align with your vision and our company philosophy: Pinyon, CIG, and EES.

## COMMUNICATION PROCESS

HNTB proactively integrates subconsultants into the team through meaningful participation and open communication. This begins at kickoff, when our PM presents our Project Management Plan (PMP) that covers communication, the risk matrix, quality, schedule, safety, budget, invoicing and scope. We also request safety management plans from each subconsultant and create bridging documents between subconsultant and HNTB safety plans. These are shared with DEN and Kim to promote alignment between DEN and our subconsultants.

### DISPUTE RESOLUTION

HNTB first aims to avoid subconsultant disputes by integrating all firms into the project team through meaningful participation and open communication. Kim is committed to holding regularly scheduled check-ins to discuss assignment statuses, review products, and ask questions as they arise. Kim aims to preemptively address issues, but if a performance or prompt payment dispute does occur, HNTB applies the following dispute resolution process in collaboration with our DBE partner firms. We meet with our partner firms' leadership and discuss methods to equitably resolve any possible dispute in the most positive manner. This includes:

- Reviewing and confirming contractual obligations.
- Documenting disputed items and associated contract terms.
- Identifying non-disputed areas to continue work.
- Identifying solutions acceptable to both parties and associated contractual changes.
- Engaging DEN on changes that impact prime agreement or project performance.
- Drafting contract modification, review, and executing.

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For example, on a recent landside project for the Port of Seattle, the scope and fee for roadway illumination analysis design stated that this scope would be performed on two roadways. Our DBE subconsultant assumed the associated ramp and parking lot entrance were excluded, so their fee did not include hours to perform this design work. We worked with the subconsultant to develop a contingency release request for the additional design work and presented the release to the client. The airport client was understanding and authorized the additional budget for our DBE subconsultant.

## PROJECT EXAMPLES

HNTB has consistently met and exceeded our client's aspirational goals. As shown in Exhibit 8.2, HNTB's proven track record includes recent accomplishments at BWI under Kim's leadership, and on our current DEN Concourse Expansion Program (CEP) with more than $8.6M contracted to minority- and women- owned firms.

With accurate work planning based on past projects and regular monitoring, we are confident that we will meet or exceed DEN's DBE commitment goal. That same work planning and monitoring helps us to immediately identify if we are tracking ahead or behind on our partnering commitment so we can make adjustments as needed. After evaluating both our current and planned utilization, if we identify that our anticipated DBE percentage at the end of the contract may fall below our goal, Kim will implement strategies to achieve our planned DBE utilization. Based on what brings value to DEN and meaningful scope to our partners, we will release more of the work to our subconsultant partners rather than keep the work in-house, and if needed, we will work with DEN to add a new, experienced DBE firm to the team to take on more of the work.

## HNTB COMMITMENT

We commit to meeting your goal with 15% of DEN EIS dedicated to our DBE partners. HNTB shares DEN's value of meaningful DBE participation and supporting the growth of the small business community.

*Exhibit 8.2 – HNTB brings recent success meeting and exceeding DBE utilization goals on local and similar projects.*

| | Project Name | Teammate Engaged and Technical Support | Utilization Goal | Utilization Outcome |
|---|---|---|---|---|
| 1 | City and County of Denver, Denver Airport Concourse Expansion Project (CEP) | Ambient Energy; Corey Electrical Engineers; Frankly Lighting; Gallun Snow Associates; HCL, Inc.; LS Gallegos & Assoc. | 17% | 18% |
| 2 | MAA, Comprehensive Environmental Planning Services at BWI Marshall and MTN Airports (2011-2016) | KBE (now CMT); EAC/Archaeology; Chesapeake Environmental Management, Inc.; Airport Design Consultants Inc.<br>HNTB provided GIS/CAD support to EAC/A for use in SHPO consultation and provided the AEDT model to KBE to run air quality modeling at BWI and MTN. HNTB also provided KBE technical editing assistance for Air Quality. | 16% | 25% |
| 3 | MAA, Comprehensive Environmental Planning Services at BWI Marshall and MTN Airports (2016-2021) | KBE (now CMT); EAC/Archaeology; Chesapeake Environmental Management, Inc.; Airport Design Consultants Inc.; and Coastal Resources Inc.<br>HNTB provided GIS/CAD support to EAC/A for use in SHPO consultation and provided the AEDT model to KBE to run air quality modeling at BWI and MTN. HNTB also provided KBE technical editing assistance for Air Quality. | 19% | 38% |
| 4 | The Port of Seattle, Airfield IDIQ Support Services | Osborn Consulting; HWA GeoSciences; Landry Consulting; Grace Aviation; Jack Scott Engineering | 12% | 33% |
| 5 | The Port Authority of New York and New Jersey (PANYNJ), JFK International Airport Redevelopment Program, Program Management | Athena Consulting Group; C&G Enterprises Unlimited; Crescent Consulting Associates; DY Consultants; Garg Consulting Services; JCMS; LPE Enterprises; Luster National; Mason Tillman Assoc.; Milhouse Engineering; Paco Technologies; Patrick Jenkins & Assoc.; R.F. Wilkins Consultants; SI Engineering; Stellar Services | 30% | 32% |

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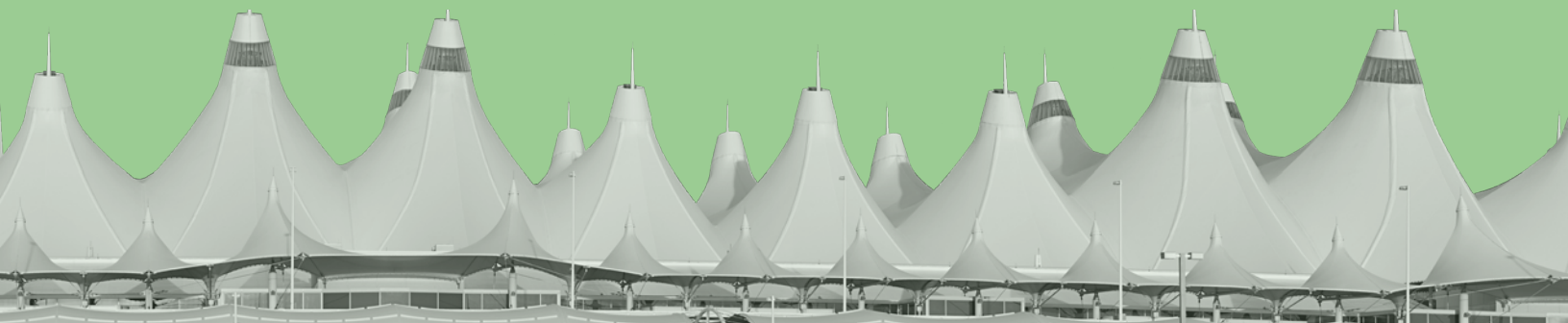
APPENDIX 1

# Forms & Attachments



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## VI. ATTACHMENT 1, SUBMITTAL FORMS
## Attachment 1, Part 1 Submittal Acknowledgement Letter

**City and County of Denver**
**Denver International Airport**

Submitter: HNTB Corporation Date: March 1, 2021

Scott Morrissey, Senior Vice President
Airport Sustainability
Airport Office Building (AOB)
Denver International Airport
8500 Pena Boulevard
Denver, Colorado 80249-6340

In response to the Request for Submittal (RFQ) dated January 28, 2021, for RFQ NO. 202057147, the undersigned hereby declares that he/she has carefully read and examined the submittal documents and hereby proposes to perform and complete the work as required in the Scope of Work. Attached hereto are the completed responses to Parts 2, 3 and 4 of the Submittal Forms.

The undersigned agrees that this submittal constitutes a valid offer to negotiate a Contract with the City and County of Denver (City) to perform the work described in the submittal documents.

After final agreement on the terms of the Contract has been reached, the undersigned agrees to execute the Contract, which will be prepared by the City, in a timely manner.

The undersigned acknowledges receipt and consideration of the following addenda to the submittal documents:

Addenda Numbers: Addendum 1

**Name of at least one (1) proposing entity that attended the Mandatory Pre-Submittal Conference. Submitter must include the code given at the Mandatory Pre-Submittal Conference:**

**Name/Company:** Kim Hughes/HNTB Corporation

**Code No.** NEPAREVIEW-57147

The undersigned certifies that he/she has examined and is fully familiar with the submittal documents and has satisfied him/herself with respect to any questions regarding the RFQ which could in any way affect the undersigned's understanding of the Scope of Work or any estimate of the cost thereof.

Signature:

Type or print name: Juan Uribe, PE, Denver Office Leader

Submitter's Business Address: 1700 Lincoln Street, Suite 2450, Denver, CO 80203

E-mail address: juribe@hntb.com

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**Attachment 1, Part 2 Submittal Data Form**

**City and County of Denver**
**Denver International Airport**
***(Please use this form)***

Submitter Name: HNTB Corporation

Submitter Address: 1700 Lincoln Street, Suite 2450, Denver, CO 80203

Phone: (720) 651-4450 Fax N/A

Email: juribe@hntb.com

Federal Identification Number: 43-1623092

Principal in Charge (Name & Title): Reza Akhavan, Vice President, NW Division Project Director

Project Manager for this RFQ (Name & Title): Kim Hughes, Associate Vice President, Environmental Services

Equal Employment Opportunity Officer: Nicole Carr

Name(s) of Professional and Public Liability Insurance Carrier(s):

Liberty Insurance Corporation, Travelers Property Casualty Company, and Lloyds of London

**Parent Company Information**
***(If Applicable)***

Name of Company: HNTB Corporation

Address: 715 Kirk Drive, Kansas City, MO 64105

Phone: (720) 651-4450 Fax: N/A

Contact Person: Juan Uribe, PE

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**Submittal is for (check one):**

- ☐ Sole Proprietorship
- ☐ Partnership
- ☒ Corporation

**If this is a corporation, then you are the (check one):**

- ☐ Subsidiary
- ☒ Parent Company

State of Incorporation: Delaware

**Is this a joint venture?**

- ☐ YES
- ☒ NO

*If this is a joint venture, a certified copy of the Joint Venture Agreement must accompany this submittal.*

Licenses to perform work (issuing authority, date and validity—please provide copies of all listed):

_____

_____

_____

**CERTIFICATION**

The undersigned certifies that to the best of his/her knowledge, the information presented in this Submittal Data Form is a statement of fact and that the Submitter has the financial capability to perform the work described in the Submitter's documents.

Signature _____ Title Denver Office Leader

Print Name Juan Uribe, PE

Date March 1, 2021

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**Attachment 1, Part 3 Disclosure of Legal and Administrative Proceedings and Financial Condition**

**City and County of Denver**
**Denver International Airport**
***(Please use this form)***

If no disclosure required in accordance with 1-13, please sign affirmation statement.

The undersign affirms that HNTB Corporation (Submitter) has not been involved in any legal or administrative proceedings which involve a claim in excess of Fifty Thousand Dollars ($50,000.00); has not filed bankruptcy within the last ten (10) years; has not been debarred or suspended from bidding/proposing on any Federal, State or local government procurements; and neither the Submitter nor its key employees have been convicted of a bid/submittal-related crime, violation or felony in the last five (5) years.

Signature _____ Title Denver Office Leader

Print Name Juan Uribe, PE

Date March 1, 2021

If disclosure is required in accordance with 1-13, please use the following space to provide information. If additional space is needed, please attach additional pages.

From time to time, HNTB Corporation is a defendant in lawsuits related to its professional services throughout the more than 60 HNTB offices in the United States. HNTB is a privately-held corporation. Statements regarding litigation and claims must remain confidential on the advice of its insurance carrier and legal counsel, and often times as a requirement of settlement release documents. Given this confidentiality requirement, we are unable to provide the level of detail outlined in the proposal request. We can, however, affirm that there are no past or present matters which would adversely affect HNTB's ability to properly perform any contracts awarded to us. HNTB and its insurer will consider requests for specific information regarding litigation directed only through its Chief General Counsel, Mr. George Wolf, 715 Kirk Drive, Kansas City, Missouri 64105; phone number (816) 472-1201.

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# III-15: DISCLOSURE OF LEGAL AND ADMINISTRATIVE PROCEEDINGS AND FINANCIAL CONDITION

## E. DUN & BRADSTREET NUMBER

041601790

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## VIII. ATTACHMENT 3, FORM W-9

# FORM W-9

Please complete the Request for Taxpayer Identification Number and Certification (FORM W-9) and submit with your submittal.

These pages are not included in the page numbering of this contract document.

DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

# Request for Taxpayer Identification Number and Certification

▶ Go to *www.irs.gov/FormW9* for instructions and the latest information.

**Give Form to the requester. Do not send to the IRS.**

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
HNTB Corporation

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☒ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶

**Note:** Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) 5

Exemption from FATCA reporting code (if any)

*(Applies to accounts maintained outside the U.S.)*

5 Address (number, street, and apt. or suite no.) See instructions.
1700 Lincoln St., Ste. 2450

Requester's name and address (optional)

6 City, state, and ZIP code
Denver, CO 80203

7 List account number(s) here (optional)

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

**Note:** If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

**Social security number**
☐☐☐ - ☐☐ - ☐☐☐☐

or

**Employer identification number**
4 3 - 1 6 2 3 0 9 2

## Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

**Sign Here** Signature of U.S. person ▶ Tax Director Date ▶ 1/12/2021

# General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9*.

## Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

*If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See* What is backup withholding, *later.*

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## XII. ATTACHMENT 7, CERTIFICATE OF GOOD STANDING

# CERTIFICATE OF GOOD STANDING

Please submit a Certificate of Good Standing
from the Office of the Secretary of the State of Colorado
for the proposing entity.

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OFFICE OF THE SECRETARY OF STATE
OF THE STATE OF COLORADO

# CERTIFICATE OF FACT OF GOOD STANDING

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,

HNTB CORPORATION

is an entity formed or registered under the law of Delaware . has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 19921122841 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 11/12/2020 that have been posted, and by documents delivered to this office electronically through 11/13/2020 @ 11:35:51 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 11/13/2020 @ 11:35:51 in accordance with applicable law. This certificate is assigned Confirmation Number 12725188 .

Jena Griswold

Secretary of State of the State of Colorado

**********End of Certificate**********

*Notice: A certificate issued electronically from the Colorado Secretary of State's Web site is fully and immediately valid and effective. However, as an option, the issuance and validity of a certificate obtained electronically may be established by visiting the Validate a Certificate page of the Secretary of State's Web site, http://www.sos.state.co.us/biz/CertificateSearchCriteria.do entering the certificate's confirmation number displayed on the certificate, and following the instructions displayed. Confirming the issuance of a certificate is merely optional and is not necessary to the valid and effective issuance of a certificate. For more information, visit our Web site, http://www.sos.state.co.us/ click "Businesses, trademarks, trade names" and select "Frequently Asked Questions."*

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OFFICE OF THE SECRETARY OF STATE
OF THE STATE OF COLORADO

# CERTIFICATE OF FACT OF GOOD STANDING

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,

HNTB Holdings Ltd

is an entity formed or registered under the law of Delaware , has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 20071185027 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 11/12/2020 that have been posted, and by documents delivered to this office electronically through 11/13/2020 @ 11:41:26 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 11/13/2020 @ 11:41:26 in accordance with applicable law. This certificate is assigned Confirmation Number 12725209 .

Jena Griswold

Secretary of State of the State of Colorado

**********End of Certificate**********

*Notice: A certificate issued electronically from the Colorado Secretary of State's Web site is fully and immediately valid and effective. However, as an option, the issuance and validity of a certificate obtained electronically may be established by visiting the Validate a Certificate page of the Secretary of State's Web site, http://www.sos.state.co.us/biz/CertificateSearchCriteria.do entering the certificate's confirmation number displayed on the certificate, and following the instructions displayed. Confirming the issuance of a certificate is merely optional and is not necessary to the valid and effective issuance of a certificate. For more information, visit our Web site, http://www.sos.state.co.us/ click "Businesses, trademarks, trade names" and select "Frequently Asked Questions."*

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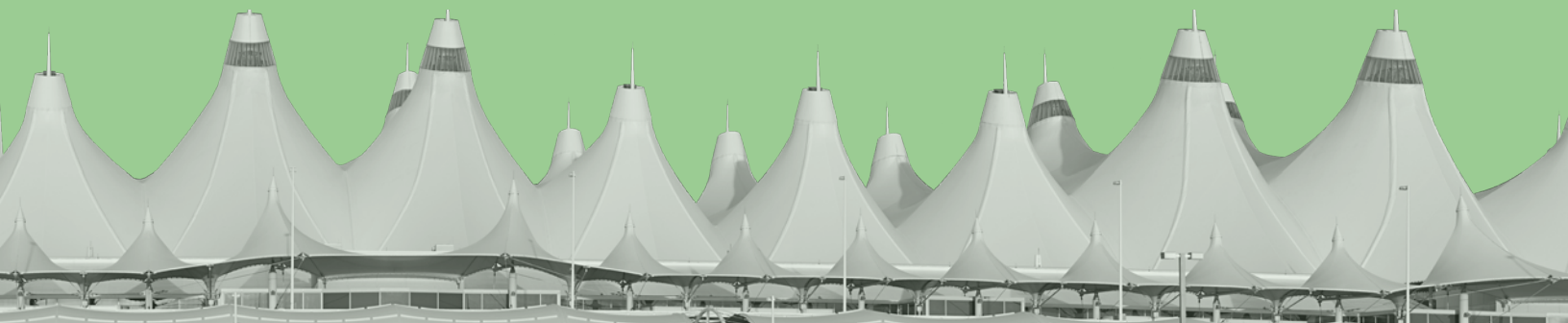
APPENDIX 2

# Resumes



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# Kim Hughes, PE

## Project Manager; Agency Coordination

**FIRM**

HNTB Corporation

**EDUCATION**

BS, Civil Engineering, Virginia Polytechnic Institute and State University, 1985

**LICENSES**

Professional Engineer
#0402021854, VA, 1991
#46920, MD, 2016
#000908467, DC, 2018

**YEARS OF EXPERIENCE**

35 years

**PROFESSIONAL AFFILIATIONS**

American Society of Civil Engineers

National Association of Environmental Professionals

Airport Council International – Working Groups: Air Quality, NEPA, Noise, Water Quality

**OTHER CAPACITY-ENHANCING ENVIRONMENTAL REVIEWS**

MSP 2020 Long-Term Comprehensive Plan EA (QC and Noise)

SAN Near-Term Improvements EIR and EA (Project Manager)

ANC Letter of Intent Capacity Upgrade EA (Project Manager)

ONT Master Plan EIR/EIS (Project Manager)

Kim is a senior airport environmental planner and leader of Aviation Environmental Services at HNTB. Her experience spans the development process from feasibility and master planning studies to facility design and environmental permitting for construction. Kim has extensive experience in completing environmental analysis and documentation needed to meet FAA's requirements for EAs and EISs for airport and airspace projects. She has worked on various projects at DEN since 1998. She was the Air Quality and Noise Analyst for Environmental Review of Runway 16/34 and the PM for DEN's only 14 CFR Part 150 Study. She is currently the PM for General Noise Services to complete noise contours biennially to meet DEN's Intergovernmental Agreement with Adams County.

## PROJECT EXPERIENCE

### MAA, BWI/MTN COMPREHENSIVE ENVIRONMENTAL PLANNING SERVICES, LINTHICUM, MD (2011–PRESENT)

As Project Manager, Kim has managed the development of two complex EAs, one for BWI and the other for MTN. Both EAs included multiple airfield and landside improvements needed over a 5-year period to accommodate future demand and enhance safety. The BWI EA required extensive coordination with FAA to address legal challenges associated with FAA's previously implemented air traffic procedural changes (FONSI/ROD 2020). The draft EA for MTN was released in February 2021 after multiple years of federal and state-level agency coordination to reduce environmental impacts to less than significant for continuance of environmental review as an EA.

### FAA, SYSTEM OPERATIONS AIRSPACE & AIM OFFICE, RNAV/RNP ENVIRONMENTAL DOCUMENTATION, NATIONWIDE (2009–2014)

Kim served as Project Manager for environmental review of RNAV/RNP procedures at various US airports. HNTB completed an EA to review RNAV/RNP procedures for DEN (including two satellite facilities BJC and APA). For the development of the EA for DEN, HNTB completed extensive coordination during the design process; FAA and HNTB worked with DEN staff as well as representatives of Colorado State Parks and the National Park Service to consider noise sensitive resources, as the RNAV procedures included changes of flight patterns over Rocky Mountain National Park and two Colorado state parks (FONSI/ROD 2012).

### HOUSTON AIRPORT SYSTEM (HAS), GEORGE BUSH INTERCONTINENTAL AIRPORT (IAH) EIS, HOUSTON, TX (2008–2010)

Kim was Project Manager for EIS to examine the need for one to two runways at IAH. The EIS was a streamline project and was required to adhere to the Vision 100 provisions for formal streamlining. Impact categories that required detailed analysis included noise, air quality, wetlands and water quality, and environmental justice. The project was approximately 65% complete before being stopped by the airport sponsor due to changed priorities.

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# Caroline Pinegar, AICP, ENV SP

## Deputy Project Manager; DOT Act, Section 4(f)/National Parks; Land Use

Caroline has 15 years of experience as an environmental planner and project manager for aviation projects, including for the FAA and DEN. Due to her understanding of FAA Order 1050.1F and the Sponsor's and FAA expectations, she can expedite review periods, leading to reduced schedules and cost efficiencies. In addition, Caroline's experience includes the development of FAA Part 150 Noise and Land Use Compatibility studies, Section 4(f) determinations, airport master plans and technical analysis for aviation projects, including terminal forecasting and noise modeling.

**FIRM**

HNTB Corporation

**EDUCATION**

MS, City and Regional Planning (MCRP)/Economic Development, Georgia Tech, 2006

BA, Historic Preservation, University of Mary Washington, 2004

**LICENSES**

American Institute of Certified Planners (AICP)

Envision Infrastructure Sustainability Professional (ENV SP)

**YEARS OF EXPERIENCE**

15 years

**PROFESSIONAL AFFILIATIONS**

Chair, Institute for Sustainable Infrastructure Training and Credentialing Committee

## PROJECT EXPERIENCE

### MWAA, GENERAL PLAN AND PEA FOR WESTERN LANDS AT WASHINGTON DULLES INTERNATIONAL AIRPORT (IAD), DULLES, VA (2016–2018)

Caroline was the NEPA Lead for a Programmatic EA to advance the commercial development of a 416-acre parcel of property owned by the MWAA, just west of IAD. In addition to the EA, Caroline was heavily involved in the development and screening of potential land uses and densities developed for the alternatives. Caroline worked closely with the FAA during the development and review of the Draft EA to deliver an expeditious approval in line with MWAA's timeline requirements.

### FAA, RNAV/RNP PROCEDURES AT DEN, APA & BJC AIRPORTS EA, DENVER REGION, CO (2009–2012)

As Environmental Planner to PM Kim Hughes, Caroline had a major role in the EA development for DEN, including Purpose and Need, Affected Environment and Environmental Consequences chapters. She attended working group sessions with air traffic controllers to provide input in the procedure development from a NEPA perspective. She collected data to assist in the development of the 17-county Noise Study Area and focused on land use compatibility, demographic and socioeconomic research, natural resources identification, threatened and endangered species, and identification of Section 4(f) resources. She organized the public and agency scoping meetings and coordinated the publication of the Draft and Final EA.

### MAA, BWI/MTN COMPREHENSIVE ENVIRONMENTAL PLANNING SERVICES, LINTHICUM, MD (2011–PRESENT)

Caroline is the Environmental Task Lead for multiple EAs, CEs, and Re-Evaluations, and works closely with Kim as PM to receive FAA approval. She was integral in receiving a FONSI from FAA for BWI Proposed Improvements and organized the Virtual Public Workshops in May 2020. After significant agency coordination to keep an EA at MTN from becoming an EIS, the Draft EA was published in February 2021 and virtual public workshops are planned for March. Caroline is well-versed in Section 4(f) due to the recreation amenities and nearby historic districts at BWI and MTN. She has worked effectively with the MAA, FAA, and relevant agencies to complete the NEPA process to everyone's satisfaction and has conducted or managed team members to conduct required analyses to address agency concerns.

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# Royce Bassarab, AICP

## CEQ & NEPA Regulations

**FIRM**
HNTB Corporation

**EDUCATION**
BA, Urban and Regional Planning, Miami University, 1999

**LICENSES**
American Institute of Certified Planners

**YEARS OF EXPERIENCE**
21 years

Royce has 21 years of varied aviation environmental experience with a focus on environmental policy, noise analysis and land use impacts of airport improvement and Performance Based Navigation (PBN) projects. In addition to experience as an FAA employee, Royce managed or supported a dozen NEPA documents and 14 CFR Part 150 studies for FAA and airport sponsors.

## PROJECT EXPERIENCE

### MAA, BWI/MTN COMPREHENSIVE ENVIRONMENTAL PLANNING SERVICES, LINTHICUM, MD (2017–PRESENT)

Royce currently provides on-site client support as a PM for noise for MDOT MAA. Responsibilities in this role include supporting the development of updated noise studies, the oversight, tracking and management of noise complaints, and support of the DC Metroplex BWI Community Roundtable. Royce additionally supports other on-call environmental planning and planning tasks as needed, including the BWI and MTN Environmental Assessments and categorical exclusions.

### CITY AND COUNTY OF DENVER, DEN INTERGOVERNMENTAL AGREEMENT NOISE RELEASE STUDY, DENVER, CO (2011–2015)

Royce was the technical and task lead for the development of noise exposure contours for existing and forecast condition and modeled noise contours between 55 and 75 DNL, inclusive of the use of RNAV procedures. Pursuant to an agreement between the CCD and Adams County, DIA releases, on a biannual basis, noise exposure contours for an evaluation of noise exposure over land uses surrounding the airport and within the Adams County Noise Overlay Zone.

### FAA OFFICE OF ENVIRONMENT AND ENERGY, ENVIRONMENTAL POLICY DIVISION, NATIONWIDE (2015–2017)

As an Environmental Protection Specialist, Royce was responsible for the development and review of FAA policy and guidance related to environmental analysis, such as the development of guidance for the use of legislative Categorical Exclusions related to performance-based navigation implementation, revisions to the FAA Order 1050.1F Desk Reference to support analysis pursuant to NEPA, and tribal consultation handbook. Royce was the PM responsible for the initial development of environmental justice and limited English proficiency capabilities within the AEDT and development of an internal FAA web-mapping application for use in environmental analysis.

### FAA SYSTEM OPERATIONS AIRSPACE AND AIM OFFICE, RNAV/RNP ENVIRONMENTAL DOCUMENTATION, VARIOUS US LOCATIONS (2012–2014)

Royce was the PM for environmental review at various U.S. airports as needed for procedure implementation. He developed a focused EA for a RNAV SID procedure at BOS, prepared the noise analysis for an EA for RNAV/RNP procedures at DEN, and detailed noise analyses for RNAV STARs and SIDs at STL (inclusive of four satellite facilities).

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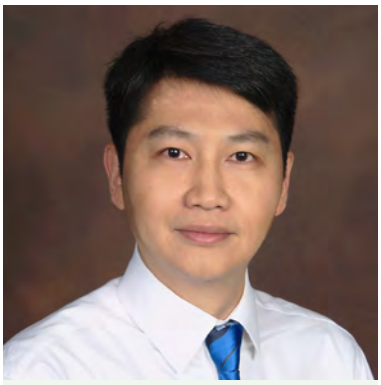

# Yue Xu, PhD, PE

## Noise; Noise and Noise-Compatible Land Use

**FIRM**

HNTB Corporation

**EDUCATION**

PhD, Civil Engineering, Virginia Polytechnic Institute and State University, Blacksburg, VA, 2008

MS, Computer Science, Civil Aviation University of China, Tianjin, China, 2002

BS, Aviation Telecommunication, Civil Aviation University of China, Tianjin, China, 1999

**LICENSES**

Professional Engineer #62329, AZ, 2016

**YEARS OF EXPERIENCE**

13 years

Yue is an environmental planner with 13 years of experience in NEPA environmental studies, aviation activity forecast, and airport planning. At HNTB, Yue applies his environmental assessment and aviation economics expertise to airport noise analysis, ground transportation noise assessment, air quality study, aviation activity forecast, airport master planning, and environmental impact assessment. His range of experience includes NEPA documentation for the FAA, the FHWA, airports agencies, and state DOTs; and forecasting and cost/benefit analyses for transportation projects. Yue is well-versed in applying the FHWA and FAA approved models to analyze noise, air quality, and climate impacts.

## PROJECT EXPERIENCE

### CITY AND COUNTY OF DENVER, DEN INTERGOVERNMENTAL AGREEMENT NOISE RELEASE STUDY, DENVER, CO (2013–PRESENT)

HNTB is tasked by the CCD to conduct a noise exposure contour study to assess land use compatibility around the airport and Adams County on a biannual basis. As Environmental Planner, Yue served as the technical lead for parsing ANOMS radar data, adjusting existing INM/AEDT flight tracks based on ANOMS, building INM/AEDT fleet mix input, and modeling noise exposure for existing and future conditions.

### MAA, AIRPORT LAYOUT PLAN PHASE 1 IMPROVEMENTS AT BWI AIRPORT EA AND SECTION 4(F) EVALUATION, LINTHICUM, MD (2014–2020)

Yue served as the primary planner for aviation activity forecast and the task lead for noise and air quality modeling. He developed fleet mixes for the base year and two future years, analyzed flight paths and procedures, and modeled noise impacts introduced by proposed improvements using AEDT. To properly model flight paths and procedure changes brought by the FAA's NextGen, Yue worked closely with the FAA to verify the proposed changes were adequately addressed in the noise study.

### MAA, DRAFT ENVIRONMENTAL ASSESSMENT FOR PHASE I IMPROVEMENTS AT MARTIN STATE AIRPORT, BALTIMORE COUNTY, MD (2014–PRESENT)

Yue served as the primary forecaster for the existing condition and future scenarios and led the noise impact modeling of various alternatives proposed by the MAA using AEDT.

### MAC, MSP NOISE ON-CALL SERVICES, MINNEAPOLIS, MN (2013–PRESENT)

As Environmental Planner, Yue serves as the technical lead for all noise related tasks requested by the Metropolitan Airports Commission, operator of MSP and six reliever airports. He leads the development of annual contours for MSP, development of custom departure profiles, analysis of RNAV procedures and LTCP noise contours. The noise analyses were conducted using both the legacy tool INM and later AEDT. He extensively investigated differences between outputs of INM and AEDT and coordinated with the MAC and FAA to evaluate and identify the cause of the differences.

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# Lynette Mellett, PE

## Design Liaison

**FIRM**

HNTB Corporation

**EDUCATION**

BS, Civil Engineering, Iowa State University, 2003

**LICENSES**

Professional Engineer
#20039, KS, 2008
#114724, TX, 2013
#2015000016, MO, 2018

**YEARS OF EXPERIENCE**

18 years

Lynette, aviation department manager for HNTB's Kansas City office, has specialized experience providing aviation planning, engineering and construction services to airports throughout the U.S. She currently serves as PM on multiple projects and is responsible for handling day-to-day details of managing workflow among team members and bringing quality deliverables on schedule and to the owning clients' satisfaction. In addition to her project duties, Lynette leads business development and strategic planning for HNTB's aviation projects in the FAA Central and Southwest Regions, and provides direction and supervision over the aviation group, staff development, project delivery, coordinates priorities/staff assignments, and quality management.

In 2017, Airport Business magazine acknowledged Lynette as an aviation expert with their prestigious "Top 40 Under 40" award. The annual award recognizes 40 aviation industry professionals under the age of 40 for their academic, professional and community achievements.

## PROJECT EXPERIENCE

### KANSAS CITY AVIATION DEPARTMENT, MCI REHABILITATE RUNWAY 1L-19R, KANSAS CITY, MO (2019–PRESENT)

Lynette is the PM for the complete reconstruction of Runway 1L-19R. This project consisted of an initial study to evaluate repair methods and justify the project for FAA funding and a high-speed location study to install centerline lights at the proper location for the future taxiways. She was responsible for leading the design team in developing the single bid package to be constructed over two years utilizing a multi-year FAA grant.

### CITY AND COUNTY OF DENVER, DEN CONCOURSE EXPANSION PROJECTS, DENVER, CO (2017–PRESENT)

Lynette is the Quality Manager for the civil design of the A- and B-West Concourse Expansion Team. The project requires close coordination with the DEN program manager, airport staff and multiple design disciplines. The civil improvements consist of adding 19 aircraft gates, new pavement, new deicing facilities, new utilities to support the concourse expansions, phasing to support the four-year project duration, jet fuel improvements, and other various improvements.

### CITY OF DALLAS, LOVE FIELD RUNWAY 13R-31L RECONSTRUCTION & REHABILITATION OF TAXIWAY C PROJECTS, DALLAS, TX (2018–PRESENT)

Lynette serves as the Quality Manager for this project. HNTB designed the complete reconstruction of Runway 13R-31L along with all connecting taxiways and construction of a new partial parallel taxiway along the southern side of the runway. The scope of services includes preparation of a focused EA, an alternatives study, final design, and bidding services. Concurrently under a separate contract, HNTB is designing the Rehabilitation of Taxiway C which is also within the Runway 13R-31L complex. The construction phasing of the two projects is intrinsically linked.

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# Robyn Kullas

## Colorado Environmental Regulations

**FIRM**

Pinyon

**EDUCATION**

MA, Energy and Environmental Analysis, Boston University, 2005

BA, Psychology, University of Connecticut, 1997

**YEARS OF EXPERIENCE**

14 years

Robyn is an Environmental Professional with 14 years of consulting experience, including NEPA compliance consisting of EAs, EISs, and categorical exclusions (CE). She is the Technical Group Manager for Pinyon's NEPA and Planning team and has extensive experience working on transportation-related NEPA compliance projects for the FHWA, FAA, CDOT, and RTD. Robyn's experience as a project manager includes the oversight of multidisciplinary project teams that include biologists, historians, hazardous materials, and air and noise specialists. She is well-versed in local, state and federal environmental clearance and permitting requirements required for infrastructure and transportation projects, especially within Colorado.

## PROJECT EXPERIENCE

### CITY AND COUNTY OF DENVER, DEN 61ST AVE AND PENA BLVD LEED SITE ASSESSMENT AND PHASE I ESA, DENVER, CO (2019)

Robyn managed the due diligence project for the proposed mixed-use development of four parcels located on DEN property. The project included evaluation of the site for environmental resources and preparation of a USGBC Site Assessment Report as well as a Phase I Environmental Site Assessment to evaluate risk. Robyn understands the level of effort and resource information necessary for this type of assessment. She successfully coordinated with the design team and resource specialists to deliver the project on time and within budget.

### CITY AND COUNTY OF DENVER, DEN REAL ESTATE ON-CALL, DENVER, CO (2018–PRESENT)

Robyn is managing the DEN Real Estate on-call. The purpose of the on-call is to assist DEN Real Estate in its implementation of the framework vision established in the DEN Strategic Development Plan, with a potential of 15,000,000 SF of commercial, industrial, and institutional development at full build-out. Robyn understands the various due diligence and environmental clearance support required for this type of development. She has experience managing projects with a multitude of local and federal stakeholders including the CCD, SHPO, USACE, and USFWS. Robyn communicates effectively with team members and agency leads to confirm the appropriate level of effort for project deliverables and clearance documentation is provided.

### REGIONAL TRANSPORTATION DISTRICT (RTD), AVIATION STATION EAST CORRIDOR COMMUTER RAIL REEVALUATION, DENVER, CO (2012–2013)

For this project, Robyn led the coordination with RTD, FTA, and the FAA to determine the appropriate level of environmental review for each resource as well as prepared the reevaluation report template for the project. Robyn managed the research, data analysis and report write-up for most resources evaluated in the Reevaluation. She made sure the Reevaluation was completed on-time, within budget, and NEPA clearance was obtained from FTA. Robyn coordinated with RTD, FTA, FAA, CCD and the Aviation Station Metro District, throughout the duration of the project.

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# Paola Pringle

## Air Quality/Climate

**FIRM**

CMT

**EDUCATION**

MS, Management, New York University Tandon School of Engineering, 2000

BS, Environmental Engineering, New York University Tandon School of Engineering, 1998

**LICENSES**

Highway Noise Analyst – FDOT 2012

OSHA 10 Hour Construction Safety & Health

Air and Waste Management Association

**YEARS OF EXPERIENCE**

21 years

Paola has more than 21 years of experience in environmental consulting, specializing in air permitting and compliance, regulatory analysis, air quality impact analyses, air emission inventories, greenhouse gas emissions inventories, climate impact analyses, and mobile and stationary source air dispersion modeling. She has been involved with numerous air quality and greenhouse assessments in support of the NEPA and the Clean Air Act. Paola has strong technical skills and is a high-level user of a wide range of air quality tools and models such as FAA's AEDT; USEPA's MOVES, CAL3QHC/CAL3QHCR, CALPUFF, and AERMOD; CARB's EMFAC and OFFROAD; as well as ACI-NA's ACERT, TRB's ACEIT, and other various state and federal web-based air and greenhouse gas emissions reporting tools.

## PROJECT EXPERIENCE

### HAS, ON-CALL AIR QUALITY SERVICES, HOUSTON, TX (2014–2021)

Paola serves as PM for a wide array of services pertaining to air quality and greenhouse gas emissions for HAS. This work includes stationary source permitting and emissions reporting, and emissions inventories. In particular, working with HAS Staff and the Texas Commission on Environmental Quality, these assignments have helped verify that the SIP for the Houston-Galveston-Brazoria Non-Attainment Area contains accurate and up-to-date emission inventories for IAH, HOU, and EFD Airports. The work for HAS involves extensive data collection, knowledge of the airport environs, presentation of results and stakeholder coordination.

### CITY OF CHICAGO, ORD AIR QUALITY SERVICES, CHICAGO, IL (2019–2021)

Paola completed the construction and mobile source emissions inventories associated with O'Hare's Modernization Plan EIS and the update to the EIS. This work included computing project-related construction emissions of criteria air pollutant, air toxics and greenhouse gases for a span of ten years. Mobile source emissions were instead estimated for an existing scenario and two future No Build and Build alternative years.

### PORT OF PORTLAND, PDX AIR QUALITY SERVICES, PORTLAND, OR (2012–2021)

Paola has developed multiple airport emissions inventories for the Port of Portland's airport improvement projects. These include air and greenhouse gas emissions inventories for the construction of taxiways, parking lots, fuel facilities, terminal gates, and hangars. Construction emissions were mainly developed using ACEIT for equipment/vehicle activities and MOVES for emission factors. These analyses were applied in support of EAs as well as CEs. She has also prepared a tool that computes airport-related emissions inventories using the FAA's AEDT and EPA's MOVES models. Using this tool and accompanying guidebook, emissions associated with aircraft engines, APUs, GSE, and GAV can be computed for any one of a 20-year timeframe. Emissions include the EPA criteria pollutants and greenhouse gases.

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**FIRM**

CIG

**EDUCATION**

MS, Environmental Sciences, University of Colorado, 1995

ABJ, Journalism and Mass Communications, Minor in Biochemistry, Phi Beta Kappa, University of Georgia, 1993

**YEARS OF EXPERIENCE**

25 years

# Julie Skeen

## Stakeholder Engagement/Facilitator; Agency Coordination; Socioeconomics, EJ, Children's Env. Health & Safety Risks

Julie offers 25 years of experience in public outreach and stakeholder engagement, meeting facilitation, communications, NEPA and strategic planning specifically focused on infrastructure projects and initiatives, including direct experience supporting the Denver International Airport, the City and County of Denver, and the FAA.

## PROJECT EXPERIENCE

### CITY AND COUNTY OF DENVER, DEN GREAT HALL REDEVELOPMENT PROJECT, DENVER, CO (2017–2018)

Julie developed and supported the implementation of strategic communication and public affairs plans for the Great Hall redevelopment and relocation of ticketing and TSA screening operations. She worked with the Great Hall Partners to move the project from the predevelopment agreement to an approved contract by city council. City council approved the initial project in 2017 and CIG transitioned into an oversight role helping GCM manage the Great Hall Builder's communications team.

### RTD, FASTRACKS PROGRAM, DENVER, CO (2006–2013)

As the Deputy Program Manager for this $7B transit expansion capital project, Julie was responsible for the successful completion of all planning efforts for the project, including environmental analyses and obtaining federal New Starts funding. She personally led the successful $1.03B New Starts grant submittal for the Eagle P3 project which provided transit service between downtown Denver and DEN. Julie was also responsible for facilitating over a hundred meetings with regional stakeholders, elected officials and the RTD Board of Directors on various technical and financial issues.

### EPA OFFICE OF FEDERAL ACTIVITIES (OFA), NEPA PROGRAMS, VARIOUS CITIES (2004–2005)

Julie provided project management support to the OFA and its ten regional counterpart offices in executing three NEPA-related programs: Section 309 Review, NEPA Compliance, and International Enforcement, Compliance and EIA. She led independent technical analyses of EISs prepared by the FHWA and other state and federal agencies focusing on potential impact areas.

### CDOT, US 287 ENV. OVERVIEW STUDY, LOVELAND, CO (2006–2007)

Julie performed technical oversight and quality review for an environmental overview study that provided an overall strategy to be used by CDOT, the City of Loveland, the City of Fort Collins, and Larimer County for right-of-way preservation, access management, and multimodal mobility while considering safety for all users in the US 287 corridor.

### CDOT, NORTH I-25 FRONT RANGE EIS, LOVELAND, CO (2006–2008)

Julie provided planning services for CDOT Region 4. Tasks included environmental analysis, travel demand forecasting, rail planning and design, highway and bridge engineering, urban and landscape design, surveying and mapping, and maintenance facility planning and design services.

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# Jon Andresen, PE, LEED AP

## Water Quality; Entitlements

**FIRM**

Entitlement and Engineering Solutions, Inc. (EES)

**EDUCATION**

BS, Civil Engineering, University of Colorado, 1995

BS, Business, Nicholls State University, 1989

**LICENSES**

Professional Engineer:

#PE.0035118, CO, 2001

LEED Accredited Professional

**YEARS OF EXPERIENCE**

25 years

Jon offers over 25 years of civil engineering experience on a large variety of projects. His experience includes management of corporate design teams, project management of small- and large-scale commercial projects, and quality assurance and oversight of design staff. Jon has been involved in all project development phases, with emphasis on engineering design and interacting with various groups within the development process to support project completion.

## PROJECT EXPERIENCE

### CITY AND COUNTY OF DENVER, DEN CONCOURSE EXPANSION PROJECT DESIGN, DENVER, CO (2018–PRESENT)

As a subconsultant, Jon and the EES team provided drainage and stormwater quality design on the eastern Concourse B and C project, as well as on-going support in construction administration. To keep each concourse open and operational, the design and construction had a dictated phased approach; as a part of the EES team, Jon has participated in several design iterations at these milestone phases as result. Jon also designed the relocation of a Denver water main along the Concourse B expansion.

### CITY AND COUNTY OF DENVER, DEN CONCOURSE EXPANSION PROJECT PERMITTING, DENVER, CO (2018–PRESENT)

Jon is involved in design and construction administrative work. Final approval has been granted for all design packages including enabling, foundations, and building connections. At the current stage of construction, when design changes occur, Jon is in charge of monitoring and ensuring the changes have been reviewed and accepted by the authority having jurisdiction. This includes (but is not limited to) City and County of Denver SUDP, SSPR and EC permits along with Denver water design modifications. Jon and the EES team have acted as the liaison between the design team, CCD and the PMT (owner's representative). This includes coordination among multiple firms on the design team. EES's involvement starts with the design directive and ends with approval of any required permits.

### CITY AND COUNTY OF DENVER, DEN AIRSERVICES PROVIDER AVIATION RESCUE AND FIRE FIGHTING (ARFF) FACILITY, DENVER, CO (2017–2019)

This project included construction of a new structure and re-grading the training area to update the facilities for the then current airport firefighting needs. Originally the plane burn area sat in an earthen depression, and stormwater collected in this area was conveyed through undersized storm sewer pipes to a detention pond. The new design paved the plane burn area and, in doing so, a trench drain was added at the periphery to drain to a newly sized storm sewer and detention system. Jon provided drainage analysis and design, as well as Stormwater Management, including erosion control plans/report and the Constructions Activities Stormwater Discharge Permit (CASDP).

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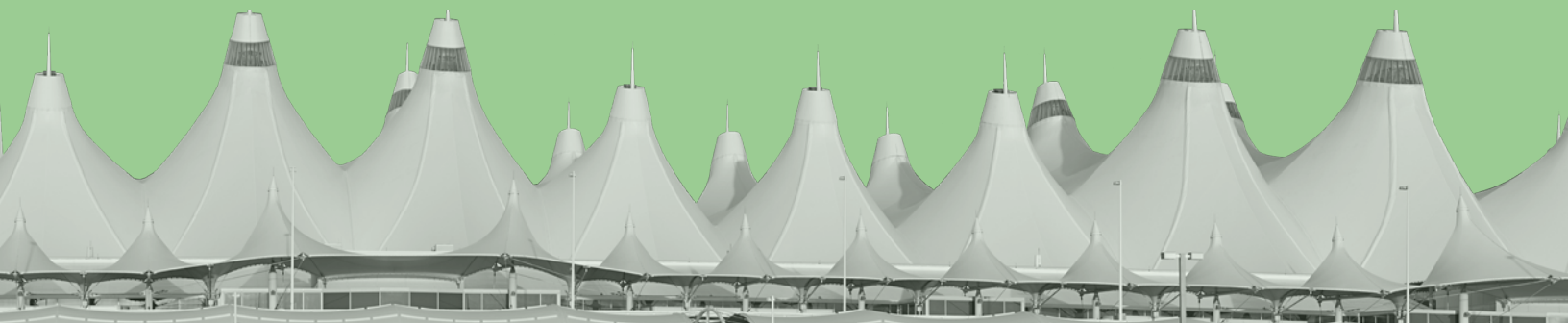
APPENDIX 3

# DBSO Forms



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DENVER
ECONOMIC DEVELOPMENT
& OPPORTUNITY

# DIVISION OF SMALL BUSINESS OPPORTUNITY (DSBO)
# COMMITMENT TO DBE PARTICIPATION

***This page must be completed by all Bidders/Proposers to indicate their commitment towards satisfying the DBE participation goal. The commitment will be incorporated into the contract and thereby the selected Bidder/Proposer's will be held to that commitment. (Please check the appropriate box):***

**COMPLETE IF YOU ARE A NON-DBE PRIME:**

☒ The City and County of Denver has specified a 15 % DBE Participation goal on this project. The Bidder/Proposer is committed to meeting 15 % DBE Participation on the contract.

**COMPLETE IF YOU ARE A DBE PRIME:**

☐ The City and County of Denver has specified a _____% DBE Participation goal on this project. The Bidder/Proposer is a certified DBE with the City and County of Denver and is committed to meeting _____% DBE Participation on the contract.

**COMPLETE IF YOU ARE UNABLE TO MEET PROJECT GOAL:**

☐ The City and County of Denver has specified a _____% DBE Participation goal on this project. The Bidder/Proposer is unable to meet this project goal but is committed to a _____% DBE Participation on the contract. The Bidder/Proposer must make adequate good faith efforts to meet this goal in order to be deemed responsive. The Bidder/Proposer must submit a detailed statement and documentation of their good faith efforts. Award of the contract will be conditioned on meeting the requirements of this section, in accordance with C.F.R. 49 part 26.

**The undersigned Bidder/Proposer hereby agrees and understands that they must comply with their DBE commitments in this project in conformity with the Requirements, Terms, and Conditions of this DBE Procurement/Contract Language.**

Bidder/Proposer (Name of Firm): HNTB Corporation

Firm's Representative: Juan Uribe, PE

Title: Denver Office Leader

Signature (Firm's Representative): Date: March 1, 2021

Address: 1700 Lincoln Street, Suite 2450

| | | |
|---|---|---|
| City: Denver | State: CO | Zip: 80203 |
| Phone: (720) 651-4450 | Email: juribe@hntb.com | |

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DENVER
ECONOMIC DEVELOPMENT
& OPPORTUNITY

# DIVISION OF SMALL BUSINESS OPPORTUNITY (DSBO)
# 1B - LIST OF PROPOSED SUBCONTRACTORS, SUBCONSULTANTS, AND/OR SUPPLIERS

**City & County of Denver Contract No.:** 202057147

**To be completed by all proposers/submitters including certified self-performing firms.**

Please list all known firms the undersigned proposes to utilize. **This form shall be utilized for RFQ/RFP/On-Call or any other procurements DSBO deems required with undetermined dollar amount associated with the proposed firms work.** Any certified firm listed must be certified by the City and County of Denver. If additional pages are required, please copy and attach the second page. Form 1A must be updated and submitted to DSBO upon contract execution and when subcontractors, subconsultants, and/or suppliers are added throughout the contract duration.

| Contractor/Consultant | | |
|---|---|---|
| Name of Firm: HNTB Corporation | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) | |
| Firm's Representative: Juan Uribe, PE | | |
| Signature: | Date: March 1, 2021 | |
| Address: 1700 Lincoln Street, Suite 2450 | | |
| City: Denver | State: CO | Zip: 80203 |
| Phone: (720) 651-4450 | Email: juribe@hntb.com | |
| Total Proposed Contract Value $: TBD | Self-Performing Contract Value $: TBD | |

| Subcontractors, Subconsultants, and/or Suppliers | |
|---|---|
| Name of Firm: Communication Infrastructure Group (CIG) | ☒ MWBE (√) ☒ SBE (√) ☒ DBE (√) ☐ EBE (√) |
| Firm's Representative: Julie Skeen | |
| Phone: (303) 905-4108 | Email: julie@cig-pr.com |
| Type of Service: Outreach and engagement | |

| | |
|---|---|
| Name of Firm: Crawford, Murphy, & Tilly, Inc. (CMT) | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: Carrol Fowler | |
| Phone: (727) 767-9404 | Email: cfowler@cmtengr.com |
| Type of Service: Air quality and noise consulting | |

| | |
|---|---|
| Name of Firm: Entitlement and Engineering Solutions, Inc. | ☒ MWBE (√) ☒ SBE (√) ☒ DBE (√) ☐ EBE (√) |
| Firm's Representative: Amanda M. O'Connor | |
| Phone: (303) 210-0222 | Email: amanda.oconnor@ees.us.com |
| Type of Service: Civil engineering, project controls, entitlements | |

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DENVER
ECONOMIC DEVELOPMENT
& OPPORTUNITY

| | |
|---|---|
| Name of Firm: Pinyon Environmental, Inc. | ☒ MWBE (√) ☒ SBE (√) ☒ DBE (√) ☐ EBE (√) |
| Firm's Representative: Robyn Kullas | |
| Phone: (303) 980-5200 | Email: kullas@pinyon-env.com |
| Type of Service: Environmental consulting services | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

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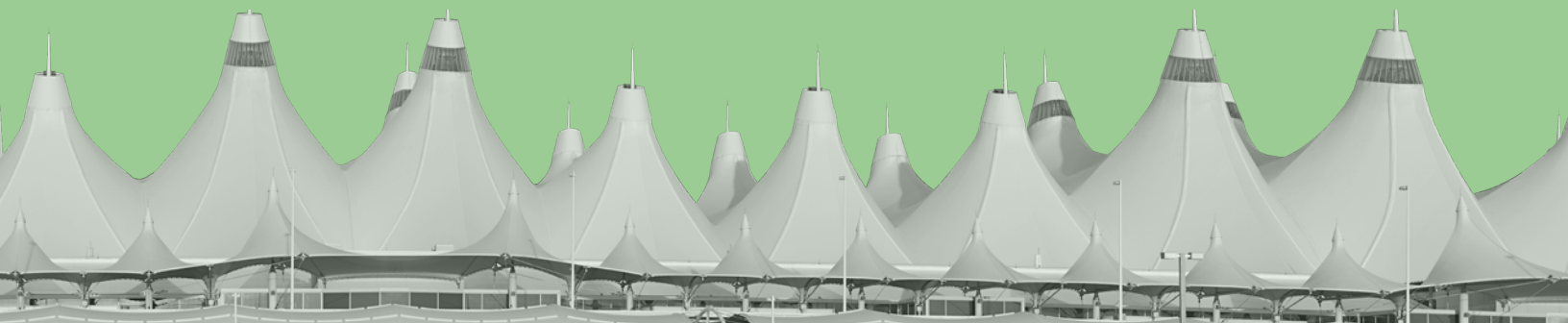
APPENDIX 4

# Diversity Survey



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| | |
|---|---|
| **Reference #** | 13593743 |
| **Status** | Complete |
| **Business Email Address** | rakhavan@hntb.com |
| **Enter Email Address of City and County of Denver contact person facilitating this solicitation.** | contract.procurement@flydenver.com |
| **Please provide the City Agency that is facilitating this solicitation:** | Denver International Airport |
| **Project Name** | DEN Runway Environmental Review 2021 |
| **Solicitation No. (Check Below if Not Applicable)** | 202057147 |
| **Name of Your Company** | HNTB Corporation |
| **What Industry is Your Business?** | Professional |
| **Address** | 1700 Lincoln St., Suite 2450 |
| **City** | Denver |
| **State** | Colorado |
| **Zip Code** | 80203 |
| **Business Phone Number** | (303)501-2789 |
| **1. How many employees does your company employ?** | Over 100 |
| **Number of Full Time:** | 4847 |
| **Number of Part Time:** | 400 |
| **2. Do you have a Diversity and Inclusiveness Program?** | Yes |
| **2.1. Employment and retention?** | Yes |
| **2.2. Procurement and supply chain activities?** | Yes |
| **2.3. Customer Service?** | Yes |
| **3. Provide a detailed narrative of your company's diversity and inclusiveness principles and programs. This may include, for example, (i) diversity and inclusiveness employee training programs, equal opportunity policies, and the budget amount spent on an annual basis for workplace diversity; or (ii) diversity and inclusiveness training and information to improve customer service. (If Not Applicable, please type N/A below)** | Effective Date: 4/1/2004<br>Policy Revision Date: 1/2/2019<br>HNTB will not discriminate against any employee or applicant for<br>employment because of race, color, religion, creed, sex, national<br>origin, age, disability, pregnancy status, sexual orientation, gender<br>identity, veterans' status, marital status, genetic information,<br>citizenship status, or other status protected by law. HNTB will take<br>affirmative action to ensure that applicants are employed, and the |

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employees are treated during employment, without regard to their
race, color, religion, creed, sex, national origin, disability, pregnancy
status, sexual orientation, gender identity, veterans' status, marital
status, genetic information, citizenship status or other status
protected by the law. Such action shall include, but not be limited to
the following: recruitment, hiring, training, development,
compensation, transfer, promotion, discipline, and termination.
HNTB agrees to post in conspicuous places, available to employees
and applicants for employment, this Affirmative Action and EEO
Policy.
HNTB develops written Affirmative Action Plans for women and
minorities, individuals with disabilities and covered veterans. These
plans comply with Federal requirements for government contractors,
and serve to help carry out HNTB's equal employment opportunity
and affirmative action policy. HNTB invites any employee or any
applicant for employment to review HNTB's written Affirmative Action
program. These plans are available for review upon request. Any
questions or requests to review should be directed to your Human
Resources Director.
HNTB will, in all solicitations or advertisements for employees placed
by or on behalf of HNTB, state that all qualified applicants will
receive consideration for employment without regard to race, color,
religion, creed, sex, national origin, age, disability, pregnancy status,
sexual orientation, gender identity, veterans' status, marital status,
genetic information and citizenship status or other status protected
by law.
HNTB shall base employment decisions on the principles of equal
employment opportunity and with the intent to further HNTB's
commitment to affirmative action and equal employment. At no time
will any covered employee, or covered applicant for employment,
who exercises his/her rights pursuant to HNTB's Affirmative Action
program be subject to discipline, or have his/her opportunities for

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| | |
|---|---|
| | employment adversely affected.<br>HNTB will not discharge or in any other manner discriminate against<br>employees or applicants because they have inquired about,<br>discussed, or disclosed their own pay or the pay of another<br>employee or applicant. However, employees who have access to the<br>compensation information of other employees or applicants as a part<br>of their essential job functions cannot disclose the pay of other<br>employees or applicants to individuals who do not otherwise have<br>access to compensation information, unless the disclosure is (a) in<br>response to a formal complaint or charge, (b) in furtherance of an<br>investigation, proceeding, hearing, or action, including an<br>investigation conducted by the employer, or (c) consistent with the<br>contractor's legal duty to furnish information.<br>Applicants and employees are invited to self-identify their race,<br>gender, as an individual with a disability, and Protected Veteran.<br>These self-identifications are strictly voluntary and confidential, and<br>will not result in retaliation of any sort.<br>HNTB employees must comply with this policy and report any<br>violations of illegal discrimination, as specified in the Integrity<br>Reporting policy. |
| **4. Does your company regularly communicate its diversity and inclusiveness policies to employees?** | Yes |
| **If you answered Yes to Question 4, how does your company regularly communicate its diversity and inclusiveness policies to employees? (Select all that apply)** | • Employee Training<br>• Pamphlets<br>• Public EEO Postings |
| **5. How often do you provide training and diversity and inclusiveness principles?** | Annually |
| **5.1 What percentage of the total number of employees generally participate?** | 76-100% |
| **6. State how you achieve diversity and inclusiveness in supply and procurement activities. This may include,for example, narratives of training programs, equal opportunity policies, diversity or inclusiveness partnership programs, mentoring and outreach programs, and the amount and description of budget spent on an annual basis for procurement and supplier diversity and** | HNTB values a diverse workforce that reflects the communities in<br>which we live, work, and play. As such, we value diverse teams who<br>lend varied approaches, viewpoints, and ideas to complex projects.<br>Our commitment to diversity and inclusion, in addition to our<br>community involvement, were recognized by the |

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| | |
|---|---|
| **inclusiveness. (If Not Applicable, please type N/A below)** | American Council of Engineering Companies (ACEC), which honored us with the 2020 Diversity and Inclusion Award in the Large Firm Category. HNTB's long-standing EEO program is aimed at building awareness, recruiting and hiring diverse team members, and engaging with our communities in meaningful ways. All offices have an outreach plan each year with specific goals. A portion of internal L&D resources is used for Inclusion and Diversity programming, training and updating the topic on the Sophisticated Approach to People (HNTB's internal website). HNTB periodically performs in-depth analyses of its total employment process to determine whether and where impediments o equal opportunity exist. HNTB provides mentorship opportunities to college students and partners with the Conference of Minority Transportation Officials (COMTO) to provide internships to college students. HNTB attends career fairs hosted by national professional organizations, such as the National Society of Black Engineers and the Society of Hispanic Professional Engineers. HNTB's EEO program expands on details about training opportunities. |
| **7. Do you have a diversity and inclusiveness committee?** | Yes |
| **7.1 If Yes, how often does it meet?** | Quarterly |
| **8. Do you have a budget for diversity and inclusiveness efforts?** | Yes |
| **9. Does your company integrate diversity and inclusion competencies into executive/manager performance evaluation plans?** | No |
| **I attest that the information represented herein is true, correct and complete, to the best of my knowledge.** | Check Here if the Above Statement is True. |
| **Name of Person Completing Form** | Reza Akhavan |
| **Today's Date** | 02-10-2021 |
| **Last Update** | 2021-02-10 13:59:05 |
| **Start Time** | 2021-02-10 13:53:08 |
| **Finish Time** | 2021-02-10 13:59:05 |

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| | |
|---|---|
| **IP** | 75.106.227.210 |
| **Browser** | IE |
| **Device** | Desktop |
| **Referrer** | https://fs7.formsite.com/CCDenver/form161/index.html |

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# Exhibit E

## Denver International Airport

### AIM Development

## Professional Services Agreements

### Core Staff Rates & Fees

Contract Name: Future Runway Environmental Services

Contract Number: 202057147

City and County of Denver

**Company Proprietary Information**

Release to others outside of Denver International Airport AIM Development Department is prohibited without expressed written permission from the company named above.

Revision June 2021

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# EXHIBIT E

| | |
|---|---|
| Prime Consultant | HNTB Corporation |
| DEN Contract Number | DEN Runway Environmental Review 2021 |
| DEN Contract Name | 202057147 |
| Project Name | |
| Project Number | |
| MWBE / SBE Contractual Goal | 15% |

## Prime Consultant and Sub-Consultants Listings

| | Company Name | Prime / Sub-Constractor | MWBE / SBE Goal % |
|---|---|---|---|
| 1 | HNTB Corporation (HNTB) | Prime | |
| 2 | Communication Infrastructure Group (CIG) | Sub-Contractor | 8% |
| 3 | Crawford, Murphy, & Tilly Inc. (CMT) | Sub-Contractor | |
| 4 | Entitlement and Engineering Solutions, Inc. (EES) | Sub-Contractor | 3% |
| 5 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | 4% |
| 6 | Enter Company Name | | |
| 7 | Enter Company Name | | |
| 8 | Enter Company Name | | |
| 9 | Enter Company Name | | |
| 10 | Enter Company Name | | |
| 11 | Enter Company Name | | |
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# EXHIBIT E

| | |
|---|---|
| Prime Consultant | HNTB Corporation |
| DEN Contract Number | DEN Runway Environmental Review 2021 |
| DEN Contract Name | 202057147 |
| Project Name | 0 |
| Project Number | 0 |
| DBE Contractual Goal | 15% |

## Core Staff Rates

| | Company Name | Prime / Sub-Constractor | Name | Position | Base Rate | X | Multiplier | = | Fully Burdened Rate |
|---|---|---|---|---|---|---|---|---|---|
| 1 | HNTB Corporation (HNTB) | Prime | Kimberly Hughes | Sr. Environmental Project Manager | $111.44 | | 2.71 | | $301.66 |
| 2 | HNTB Corporation (HNTB) | Prime | Caroline Pinegar | Sr. Environmental Planner | $68.00 | | 2.71 | | $184.07 |
| 3 | HNTB Corporation (HNTB) | Prime | Royce Bassarab | Sr. Environmental Planner | $73.68 | | 2.71 | | $199.44 |
| 4 | HNTB Corporation (HNTB) | Prime | Kim Demuth | Sr. Environmental Project Manager | $105.84 | | 2.71 | | $286.50 |
| 5 | HNTB Corporation (HNTB) | Prime | Reza Akahavan | Principal In Charge | $143.28 | | 2.71 | | $387.84 |
| 6 | HNTB Corporation (HNTB) | Prime | Ryan Lombardi | Environmental Planner IV | $58.56 | | 2.71 | | $158.52 |
| 7 | HNTB Corporation (HNTB) | Prime | Yue Xu | Environmental Planner IV | $56.56 | | 2.71 | | $153.10 |
| 8 | HNTB Corporation (HNTB) | Prime | Justin Bychek | Principal Aviation Planner | $125.04 | | 2.71 | | $338.47 |
| 9 | HNTB Corporation (HNTB) | Prime | Jessica Wyatt | Principal Aviation Planner | $129.04 | | 2.71 | | $349.30 |
| 10 | HNTB Corporation (HNTB) | Prime | Andrew Blaisdell | Sr. Aviation Planner | $86.56 | | 2.71 | | $234.31 |
| 11 | HNTB Corporation (HNTB) | Prime | Ken Poon | Aviation Planner III | $55.52 | | 2.71 | | $150.29 |
| 12 | HNTB Corporation (HNTB) | Prime | Lynette Mellett | Engineer IX | $81.04 | | 2.71 | | $219.37 |
| 13 | HNTB Corporation (HNTB) | Prime | Elizabeth Pankau | Engineer II | $40.88 | | 2.71 | | $110.66 |
| 14 | HNTB Corporation (HNTB) | Prime | Robert McFadden | Engineer VIII | $70.80 | | 2.71 | | $191.65 |
| 15 | HNTB Corporation (HNTB) | Prime | Staci Hill | Science Project Manager | $82.40 | | 2.71 | | $223.05 |
| 16 | HNTB Corporation (HNTB) | Prime | Kristina Gifford | Sr. Technical Editor | $55.54 | | 2.71 | | $150.34 |
| 17 | HNTB Corporation (HNTB) | Prime | Darin Welch | Design Developer | $81.04 | | 2.71 | | $219.37 |
| 18 | HNTB Corporation (HNTB) | Prime | Ian Grasshoff | Sr. GIS Analyst | $55.12 | | 2.71 | | $149.20 |
| 19 | HNTB Corporation (HNTB) | Prime | Lacey Duncan | Sr. GIS Analyst | $45.12 | | 2.71 | | $122.14 |
| 20 | HNTB Corporation (HNTB) | Prime | Daniel Chun | GIS Analyst | $36.16 | | 2.71 | | $97.88 |
| 21 | HNTB Corporation (HNTB) | Prime | Aaron Ford | Design Developer | $83.76 | | 2.71 | | $226.73 |
| 22 | HNTB Corporation (HNTB) | Prime | Ria Doshi | GIS Administrator | $62.16 | | 2.71 | | $168.26 |
| 23 | HNTB Corporation (HNTB) | Prime | Marie Turner | Graphic Designer | $43.28 | | 2.71 | | $117.15 |
| 24 | HNTB Corporation (HNTB) | Prime | William (Bill) Cozzens | GIS Administrator | $61.60 | | 2.71 | | $166.75 |
| 25 | HNTB Corporation (HNTB) | Prime | Kellen Gorman | GIS Analyst | $34.80 | | 2.71 | | $94.20 |
| 26 | HNTB Corporation (HNTB) | Prime | Kent Miller | Sr. GIS Analyst | $46.88 | | 2.71 | | $126.90 |
| 27 | HNTB Corporation (HNTB) | Prime | Robert Colosimo | Project Assurance Quality Manager | $87.04 | | 2.71 | | $235.61 |
| 28 | HNTB Corporation (HNTB) | Prime | Mari Czachowski | Project Controls Manager II | $62.56 | | 2.71 | | $169.34 |
| 29 | HNTB Corporation (HNTB) | Prime | Michelle Hall | Cost Manager II | $40.24 | | 2.71 | | $108.93 |
| 30 | HNTB Corporation (HNTB) | Prime | Jennifer Salcedo | Cost Manager I | $28.88 | | 2.71 | | $78.18 |
| 31 | Communication Infrastructure Group (CIG) | Sub-Contractor | Laurie Meza | Public Information Manager | $83.41 | | 3.07 | | $256.11 |
| 32 | Communication Infrastructure Group (CIG) | Sub-Contractor | Julie Skeen | Public Information Strategic Director | $69.61 | | 3.07 | | $213.74 |
| 33 | Communication Infrastructure Group (CIG) | Sub-Contractor | Joy Wasendorf | Public Information Counselor | $50.48 | | 3.07 | | $155.00 |
| 34 | Communication Infrastructure Group (CIG) | Sub-Contractor | Nick Harper | Public Information Account Supervisor | $45.67 | | 3.07 | | $140.23 |
| 35 | Communication Infrastructure Group (CIG) | Sub-Contractor | Caroline Frizell | Public Information Senior Associate | $39.90 | | 3.07 | | $122.51 |
| 36 | Communication Infrastructure Group (CIG) | Sub-Contractor | Madison Tischler Ward | Public Information Senior Associate | $39.90 | | 3.07 | | $122.51 |
| 37 | Communication Infrastructure Group (CIG) | Sub-Contractor | Abby Tillinghast | Public Information Associate II | $32.02 | | 3.07 | | $98.32 |
| 38 | Communication Infrastructure Group (CIG) | Sub-Contractor | Kara Bertetto | Public Information Associate | $27.20 | | 3.07 | | $83.52 |
| 39 | Communication Infrastructure Group (CIG) | Sub-Contractor | Kristan Butler | Public Information Graphic Designer | $39.15 | | 3.07 | | $120.21 |
| 40 | Crawford, Murphay, & Tilly Inc. (CMT) | Sub-Contractor | Paola Pringle | Senior AQ Scientist | $51.35 | | 3.05 | | $156.84 |
| 41 | Crawford, Murphay, & Tilly Inc. (CMT) | Sub-Contractor | Carrol Fowler | Project Env Scientist | $75.00 | | 3.05 | | $229.08 |
| 42 | Crawford, Murphay, & Tilly Inc. (CMT) | Sub-Contractor | Robbie Gross | Mid-Level Air Quality Scientist | $43.15 | | 3.05 | | $131.80 |
| 43 | Crawford, Murphay, & Tilly Inc. (CMT) | Sub-Contractor | Justin Godin | Mid-Level Air Quality Scientist | $40.10 | | 3.05 | | $122.48 |
| 44 | Crawford, Murphay, & Tilly Inc. (CMT) | Sub-Contractor | Lindsay Baumaister | Mid-Level Environmental Scientist | $41.54 | | 3.05 | | $126.88 |
| 45 | Crawford, Murphay, & Tilly Inc. (CMT) | Sub-Contractor | Ryan Gaharty | Jr. Air Quality Scientist | $34.38 | | 3.05 | | $105.01 |
| 46 | Crawford, Murphay, & Tilly Inc. (CMT) | Sub-Contractor | Evan Howard | Engineering Technician | $22.15 | | 3.05 | | $67.65 |
| 47 | Entitlement and Engineering Solutions, Inc. (EES) | Sub-Contractor | Amanda O'Connor | Principal In Charge | $125.47 | | 2.45 | | $306.77 |
| 48 | Entitlement and Engineering Solutions, Inc. (EES) | Sub-Contractor | Jon Andresen | Project Manager Functional IV | $105.92 | | 2.45 | | $258.97 |
| 49 | Entitlement and Engineering Solutions, Inc. (EES) | Sub-Contractor | Steve Kandelind | Engineer IV | $48.30 | | 2.45 | | $118.09 |
| 50 | Entitlement and Engineering Solutions, Inc. (EES) | Sub-Contractor | Jonathan Greenhut | Engineer II | $35.00 | | 2.45 | | $85.58 |
| 51 | Entitlement and Engineering Solutions, Inc. (EES) | Sub-Contractor | Renee Heffner | Cost Manager III | $59.14 | | 2.45 | | $144.60 |
| 52 | Entitlement and Engineering Solutions, Inc. (EES) | Sub-Contractor | Ryan Kelley | Engineer Technican I | $32.00 | | 2.45 | | $78.24 |
| 53 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Robyn Kullas | Environmental Planner IV | $49.91 | | 3.41 | | $170.08 |
| 54 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Bridget Mitchell | Engineer V | $53.87 | | 3.41 | | $183.57 |
| 55 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Chris Rolison | Engineer III | $37.55 | | 3.41 | | $127.96 |
| 56 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Dustin Collins | Scientist 4 | $54.92 | | 3.41 | | $187.15 |
| 57 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Kaitlin Meszaros | Scientist 3 | $39.23 | | 3.41 | | $133.68 |
| 58 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Pamela Roszell | Environmental Planner III | $42.33 | | 3.41 | | $144.25 |
| 59 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Pamela Wegener | Scientist 2 | $26.94 | | 3.41 | | $91.80 |
| 60 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Jake Fritz | GIS Analyst | $27.69 | | 3.41 | | $94.36 |
| 61 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Ashley Bushey | Archaeologist/Historian II | $44.68 | | 3.41 | | $152.26 |
| 62 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Sean Fallon | Archaeologist/Historian I | $30.33 | | 3.41 | | $103.36 |
| 63 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Daniel Gilbert | Archaeologist/Historian | $24.04 | | 3.41 | | $81.92 |
| 64 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Paige Rooney | Archaeologist/Historian | $16.00 | | 3.41 | | $54.52 |
| 65 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Elly Miller | Scientist 3 | $39.86 | | 3.41 | | $135.83 |
| 66 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Mark Fletcher | Scientist 2 | $26.97 | | 3.41 | | $91.91 |
| 67 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Matt Santo | Scientist 3 | $38.38 | | 3.41 | | $130.79 |
| 68 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Chase Taylor | Scientist 3 | $39.21 | | 3.41 | | $133.62 |
| 69 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Karlene Thomas | Engineer VI | $62.29 | | 3.41 | | $212.27 |

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|---|---|---|---|---|---|---|---|
| 70 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Lauren Evans | Engineer VII | $78.55 | 3.41 | $267.67 |
| 71 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Alex Parr | Scientist 2 | $31.70 | 3.41 | $108.02 |
| 72 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Stephanie Pastore | Cost Manager I | $30.30 | 3.41 | $103.25 |
| 73 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Gina Sanchez | Document Controller II | $35.02 | 3.41 | $119.34 |
| 74 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Matt Siegel | Contract Administrator II | $31.97 | 3.41 | $108.94 |
| 75 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Denise Krejci | Cost Manager II | $38.86 | 3.41 | $132.42 |
| 76 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Carl McCarthy | Cost Engineer | $27.86 | 3.41 | $94.94 |
| 77 | Pinyon Environmental, Inc. (Pinyon) | Sub-Contractor | Michelle Marin | Scientist 4 | $48.35 | 3.41 | $164.76 |

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# Exhibit E

| Area of Expertise | Position | Professional Experience | Title | Qualifications / Role Description |
|---|---|---|---|---|
| Scheduling | Scheduler I | Level 1 | Junior scheduler | Set up baseline schedules, progress updates against baseline, reporting support |
| | Scheduler II | Level 2 | Mid-Level Scheduler | |
| | Scheduler III | Level 3 | Senior Scheduler | Set up baseline schedules, progress updates against baseline, develop schedule reports, contractor schedule reviews, time impacts assessments for change orders, P6 / EPPM Set up, database administration |
| | Scheduler Manager | Level 4 | Team Lead | |
| Cost Management | Cost Engineer | Level 1 | Junior Cost Engineer | Update cost reports, provide PM support |
| | Cost Manager I | Level 2 | Mid-Level Cost Manager | |
| | Cost Manager II | Level 3 | Senior Cost Manager | Set up budgets, assess performance against that baseline budgets (EV, burn rates, forecasting) provide analysis to PMs, provide portfolio cost reporting to DEN |
| | Cost Manager III | Level 4 | Team Lead Cost Management | |
| Risk Management | Risk Manager I | 2 years | Junior Risk Engineer | |
| | Risk Manager II | 2-5 years | Mid-Level Risk Manager | Update project risk registers, monitor contingency draw down on project and portfolio level |
| | Risk Manager III | 5-10 Years | Senior Risk Manager | Run project specific risk workshops to develop risk registers, contingency and float requirements, provide analysis on risk profile for portfolio |
| | Risk Manager IV | 10 - 20 Years or more | Team Lead Risk Management | |
| Document Management | Document Controller I | 2 years | Junior Document Controller | |
| | Document Controller II | 2-5 years | Mid-Level Document Controller | Provide document management services in line with DEN's processes |
| | Document Manager I | 5-10 Years | Senior Document Manager | Develop new document control procedures / adjust existing procedures, expertise in record management, manage document repository systems |
| | Document Manager II | 10 - 20 Years or more | Team Lead for Document Management | |
| Project Controls / Reporting | Project Controls Engineer I | 2 years | Junior Project Controls Engineer | |
| | Project Controls Engineer II | 2-5 years | Mid-Level Project Controls Engineer | Provide reporting analysis and support, preparation of meetings, integrate information provided from scheduling and cost team |
| | Project Controls Manager I | 5-10 Years | Senior Project Controls Manager | Support DEN's Project Controls Manager, provide trend analysis, forecasting, performance assessments, quality control for DEN's CIP portfolio; performance meeting preparation |
| | Project Controls Manager II | 10 - 20 Years or more | Team Lead for Project Controls | |
| Contract Management | Contract Administrator I | 2 years | Junior Contract Administrator | |
| | Contract Administrator II | 2-5 years | Mid-Level Contract Administrator | Change order management compliance with contracts |
| | Contract Manager I | 5-10 Years | Senior Contract Manager | Prepares requests for proposals and reviews technical specifications for accuracy. Will develop bid documents, bid evaluations, and award recommendations for issuance of contracts. Based on experience, the scope of projects evaluated will vary as well as the degree of supervision required of other technical staff. Will resolve contract-engineering problems that may involve evaluation, analysis, and modification or adoption of standard procedures. |
| | Contract Manager II | 10 - 20 Years or more | Team Lead Contract Management | |
| Estimating | Estimator I Civil | 2 years | Junior Estimator | Provide support to senior estimators; develop simple estimates with oversight from senior estimator |
| | Estimator II Civil | 2-5 years | Mid-Level Estimator | Provide budgetary estimates for particular trade, review design estimates |
| | Estimator III Civil | 5-10 Years | Senior Estimator | Provide budgetary estimates, review design estimates, review proposals and bid tabs, provide analysis on estimate deviations |
| | Estimating Manager Civil | 10 - 20 Years or more | Estimating Manager | Review design estimates, provide independent estimates for change orders, support contract and change order negotiations, market condition analysis |
| | Estimator I Structural | 2 years | Junior Estimator | Provide support to senior estimators; develop simple estimates with oversight from senior estimator |
| | Estimator II Structural | 2-5 years | Mid-Level Estimator | Provide budgetary estimates for particular trade, review design estimates |
| | Estimator III Structural | 5-10 Years | Senior Estimator | Provide budgetary estimates, review design estimates, review proposals and bid tabs, provide analysis on estimate deviations |
| | Estimating Manager Structural | 10 - 20 Years or more | Estimating Manager | Review design estimates, provide independent estimates for change orders, support contract and change order negotiations, market condition analysis |
| | Estimator I Architectural | 2 years | Junior Estimator | Provide support to senior estimators; develop simple estimates with oversight from senior estimator |
| | Estimator II Architectural | 2-5 years | Mid-Level Estimator | Provide budgetary estimates for particular trade, review design estimates |
| | Estimator III Architectural | 5-10 Years | Senior Estimator | Provide budgetary estimates, review design estimates, review proposals and bid tabs, provide analysis on estimate deviations |
| | Estimating Manager Architectural | 10 - 20 Years or more | Estimating Manager | Review design estimates, provide independent estimates for change orders, support contract and change order negotiations, market condition analysis |
| | Estimator I Electrical | 2 years | Junior Estimator | Provide support to senior estimators; develop simple estimates with oversight from senior estimator |
| | Estimator II Electrical | 2-5 years | Mid-Level Estimator | Provide budgetary estimates for particular trade, review design estimates |
| | Estimator III Electrical | 5-10 Years | Senior Estimator | Provide budgetary estimates, review design estimates, review proposals and bid tabs, provide analysis on estimate deviations |
| | Estimating Manager Electrical | 10 - 20 Years or more | Estimating Manager | Review design estimates, provide independent estimates for change orders, support contract and change order negotiations, market condition analysis |
| | Estimator I Mechanical | 2 years | Junior Estimator | Provide support to senior estimators; develop simple estimates with oversight from senior estimator |
| | Estimator II Mechanical | 2-5 years | Mid-Level Estimator | Provide budgetary estimates for particular trade, review design estimates |
| | Estimator III Mechanical | 5-10 Years | Senior Estimator | Provide budgetary estimates, review design estimates, review proposals and bid tabs, provide analysis on estimate deviations |
| | Estimating Manager Mechanical | 10 - 20 Years or more | Estimating Manager | Review design estimates, provide independent estimates for change orders, support contract and change order negotiations, market condition analysis |
| | Estimator I Plumbing | 2 years | Junior Estimator | Provide support to senior estimators; develop simple estimates with oversight from senior estimator |
| | Estimator II Plumbing | 2-5 years | Mid-Level Estimator | Provide budgetary estimates for particular trade, review design estimates |
| | Estimator III Plumbing | 5-10 Years | Senior Estimator | Provide budgetary estimates, review design estimates, review proposals and bid tabs, provide analysis on estimate deviations |
| | Estimating Manager Plumbing | 10 - 20 Years or more | Estimating Manager | Review design estimates, provide independent estimates for change orders, support contract and change order negotiations, market condition analysis |
| | Estimator I Comms / IT | 2 years | Junior Estimator | Provide support to senior estimators; develop simple estimates with oversight from senior estimator |
| | Estimator II Comms / IT | 2-5 years | Mid-Level Estimator | Provide budgetary estimates for particular trade, review design estimates |
| | Estimator III Comms / IT | 5-10 Years | Senior Estimator | Provide budgetary estimates, review design estimates, review proposals and bid tabs, provide analysis on estimate deviations |
| | Estimating Manager Comms / IT | 10 - 20 Years or more | Estimating Manager | Review design estimates, provide independent estimates for change orders, support contract and change order negotiations, market condition analysis |
| | Estimator I Security | 2 years | Junior Estimator | Provide support to senior estimators; develop simple estimates with oversight from senior estimator |
| | Estimator II Security | 2-5 years | Mid-Level Estimator | Provide budgetary estimates for particular trade, review design estimates |
| | Estimator III Security | 5-10 Years | Senior Estimator | Provide budgetary estimates, review design estimates, review proposals and bid tabs, provide analysis on estimate deviations |
| | Estimating Manager Security | 10 - 20 Years or more | Estimating Manager | Review design estimates, provide independent estimates for change orders, support contract and change order negotiations, market condition analysis |
| Unifier Support | Technical Support I | 2 years | Junior Technical Support Unifier | Unifier Certification Required |
| | Technical Support II | 2-5 years | Mid-Level Technical Support Unifier | Unifier Certification Required |
| | Technical Support III | 5-10 Years | Senior Technical Support Unifier | Unifier Certification Required |
| Unifier Development | Unifier Systems Developer I | 2 years | Junior Developer Unifier | Unifier Certification Required, Business Process Design, Implementation, Testing |
| | Unifier Systems Developer II | 2-5 years | Mid-Level Developer Unifier | Unifier Certification Required, Business Process Design, Implementation, Testing |
| | Unifier Systems Developer III | 5-10 Years or more | Senior Developer Unifier | Unifier Certification Required, Business Process Design, Implementation, Testing |
| Primavera P6 Support | Technical Support I | 2 years | Junior Technical Support P6 | Primavera P6 Certification Required |
| | Technical Support II | 2-5 years | Mid-Level Technical Support P6 | Primavera P6 Certification Required |
| | Technical Support III | 5-10 Years | Senior Technical Support P6 | Primavera P6 Certification Required |
| Analytics Development | Data Architect I | 2 years | Junior Data Architect | Data Model, Data Mapping |
| | Data Architect II | 2-5 years | Mid-Level Data Architect | Data Model, Data Mapping |
| | Data Architect III | 5-10 Years | Senior Data Architect | Data Model, Data Mapping |
| | Data Architect IV | 10 Years or more | Team Lead Data Architect | Data Model, Data Mapping |
| | Data Analyst I | 2 years | Junior Data Analyst | Dashboard Development, Systems Integration |
| | Data Analyst II | 2-5 years | Mid-Level Data Analyst | Dashboard Development, Systems Integration |
| | Data Analyst III | 5-10 Years | Senior Data Analyst | Dashboard Development, Systems Integration |
| | Data Analyst IV | 10 Years or more | Team Lead Data Analysts | Dashboard Development, Systems Integration |
| Project Management | Project Manager Functional II | 2-5 years | Mid-Level Project Manager | Unifier / Analytics / Primavera Certified (as applicable), Organizational Change Management, Training, Roll-Out |
| | Project Manager Functional III | 5-10 Years | Senior Project Manager | Unifier / Analytics / Primavera Certified (as applicable), Organizational Change Management, Training, Roll-Out |
| | Project Manager Functional IV | 10 - 20 Years | Team Lead Project Manager / Principal | Unifier / Analytics / Primavera Certified (as applicable), Organizational Change Management, Training, Roll-Out |
| Architectural Design | Architect I | Level 1 | | Entry level of professional work requiring bachelor's degree in architecture and no experience, or degree equivalent education and experience. Works under close supervision; receives specific and detailed instructions regarding tasks and expected results. Performs elementary architectural assignments and works from designs of others, compiles data, performs elementary design computations, prepares architectural plans/renderings, and inspects architectural features of structures in field. |
| | Architect II | Level 2 | | Developmental level performs routine architectural assignments under direct supervision. Works from designs of others, compiles data, performs design computations, makes quantity takeoffs and prepares estimates, prepares architectural plans and renderings, consults manufacturers, evaluates materials, writes architectural specifications, and inspects architectural features of structures in the field. Limited judgment is required on work details when making preliminary selections and adaptations of alternatives. Assignments may include higher-level work for training/development. Minimum of 1-year at preceding level required, or an MS degree. Supervisor screens assignments for unusual or difficult problems and selects techniques/procedures for non-routine work. Receives close supervision on new aspects of assignments. Performs specific/limited portions of assignments suited to more experienced architects using prescribed methods. |
| | Architect III | Level 2 | | Independently evaluates, selects, and applies standard architectural techniques, procedures, and criteria using judgment for minor adaptations and modifications. Assignments have clear and specific objectives requiring investigation of limited set of variables. Minimum of 1-year at preceding level required. Receives instruction on specific assignment objectives, complex features, and possible solutions. Assistance is required on unusual problems and assignments reviewed for sound application of professional judgment. Performs architectural assignments with direction, not immediate supervision and with limited design responsibility. Recommends and selects procedures. Writes reports and specifications covering architectural matters. May be assisted by architects or technicians. May be responsible for phases of individual revenue-producing projects. |

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# Exhibit E

| Area of Expertise | Position | Professional Experience | Title | Qualifications / Role Description |
|---|---|---|---|---|
| | Architect IV | Level 3 | | Fully competent architect in all conventional aspects of architecture. Performs work requiring independent judgment in evaluation, selection, and substantial adaptation/modification of standard techniques, procedures, and criteria. Independently solves problems encountered. Minimum of 2-years at preceding level required. Registration as a licensed architect is required. Performs architectural assignments under general supervision. Selects and determines procedures in architectural matters. Writes reports and specifications. Reviews completed reports, plans, estimates, and calculations. Prepares and/or supervises preparation of architectural plans and renderings, consults manufacturers, evaluates and selects materials, and inspects architectural features of structures in the field. Independently performs most assignments with instruction concerning general results expected. Receives technical guidance on unusual or complex issues and supervisory approval on proposed project plans. Supervises a few architects or technicians on assigned work. |
| | Architect V | | | Applies sound and diverse knowledge of architectural principles and practices in broad array of assignments and related fields. Acts independently regarding architectural methods and complexities. Requires use of advanced techniques and modification/extension of theories, precepts, and practices of individual's field. Registration as a licensed architect is required. Supervision and guidance mainly concern overall objectives, critical issues, new concepts, and policy matters. Consults with supervisor regarding unusual complexities and developments. Performs more visible architectural work with responsibility for independent action and decision. Plans, directs, and supervises architectural aspects of report, design, or construction projects. Responsible for finished plans, specifications, or approval of materials and construction. Typical duties/responsibilities include one or more of following: 1) supervises, coordinates, and reviews work of small staff of architects and technicians, 2) as individual researcher or staff specialist, carries out complex or novel assignments requiring development of new or improved techniques and procedures. Minimum of 4-years at preceding level required. |
| | Architect VI | Level 4 | | Responsible for interpreting, organizing, executing, and coordinating assignments. Plans and develops architectural projects concerning unique and/or controversial complexities which significantly impact major company programs. Involves exploration of subject area, definition of scope, selection of items for investigation, and development of novel concepts and methods. Maintains liaison with individuals and units in or outside firm with responsibility for technical matters pertaining to individual's field. Registration as licensed architect required. Supervision received is mainly administrative, with assignments based on broad, general objectives and limits. Typical duties/responsibilities include one or more of following: 1) plans, organizes, and supervises work of staff of architects and technicians (approx. 10-20 individuals), 2) as individual researcher, consultant, or staff specialist conceive plans and conducts research in areas of considerable scope and complexity. Minimum of 4-years at preceding level required. |
| | Architect VII | Level 4 | | Makes authoritative decisions and recommendations of significant impact on firm's primary architectural activities. Initiates and maintains contacts with key architects and officials of other organizations and companies, requiring skill in persuasion and negotiation of critical issues. Individual demonstrates creativity, foresight, and maturity in architectural judgment when anticipating and solving unprecedented architectural complexities, determining program objectives and requirements, organizing programs and projects, and developing standards and guides for diverse architectural activities. Registration as licensed architect is required. Typical duties and responsibilities include one or more of following: 1) planning, organizing, and supervising work of large staff of architects and technicians (greater than 20 individuals), 2) As individual researcher or consultant, is recognized leader/authority in firm concerning broad area of specialization or narrow but highly specialized field. Minimum of 4-years at preceding level required. |
| | Architect VIII | Level 5 | | Makes authoritative decisions and recommendations of significant impact on firm's primary architectural activities. Negotiates critical and controversial issues with top-level architects, engineers, and officers of other organizations and firms. Individual demonstrates high degree of creativity, foresight, and judgment in planning, organizing, and guiding extensive and/or unique architectural programs and activities. Registration as licensed architect is required. Receives general administrative direction. Responsible for one or more diverse and large-scope programs critical to overall firm objectives. Supervises several individuals of "Architect VII" classification. Minimum of 4-years at preceding level required. |
| Surveying | Chain/Rod Technician | | | Stakes out and elevates survey points. Performs maintenance of certain equipment and maintains supplies for survey crew. |
| | Land Surveyor | | | Responsible for initiating and completing both the preliminary and final land surveys and ensuring that accuracy of surveys reflects the integrity of design and meets all requirements. Is required to be a Registered Land Surveyor with a minimum of 5 years of broad survey experience and some technical-school training. May supervise the activities of survey crews and provide training to staff. |
| | Party Chief | | | Organizes and maintains efficiency of field survey crew in completing specific jobs. Accurately calculates and records field data that are clear and understandable. Reviews job specifications and determines the best course for completing the fieldwork in an efficient and safe manner. (Is non-registered) |
| Construction | Chief Construction Representative | | | Plans and coordinates all field-inspection activities and reviews the work of Inspectors to ensure compliance with job specifications. Will prepare summary reports, respond to various problems of Inspectors, authorize expenses and overtime, and assist Resident Engineers in completion of construction work in accordance with design. Requires 10 or more years of experience with some technical training or the equivalent. |
| | Construction Coordinator | | | Position supervises the installation of (discipline) equipment, systems, and components, using the technical knowledge and experience to aid installing contractors. Assures that equipment, systems, and components can be constructed without unnecessary delay. Coordinates scheduling of construction and provides communication with project management regarding progress and conflicts. Provides interpretation of specifications and contracts and monitors the construction process, verifying that work completed is in accordance with contract documents. |
| | Construction Manager | | | Responsible, through subordinate Resident Construction Managers, for overall management direction of several construction projects. Accountability includes timely and satisfactory completion of construction projects, assuring satisfactory client service, participating in business- development activities, key field-position staffing, project plans, objectives setting/performance evaluation, and related management activities. |
| | Construction Representative | | | Ensures, through testing and observation, that the project construction complies with plans and specifications and that contractor follows the contract documents. Is experienced in a given discipline of inspection work and/or has the capability to monitor several types of work activity. Requires 2 to 5 years of inspection experience. |
| | Field Engineer | | | Position monitors the activities of contractors on the construction site within a discipline or multiple disciplines based on experience. Initiates action as required to keep construction progress in line with overall project schedule and in conformance with the contract documents. Assists Resident Engineer or Construction Manager in the coordination of activities. Provides daily inspection of construction activities. Reviews contractors' payment applications, change orders, and equipment-vendor-payment requests, making recommendations to their supervisor. Schedules equipment and/or material delivery with contractor schedules to meet project schedule. |
| | Field Superintendent | | | Responsible for the day-to-day construction activities of contractors on-site with regard to scheduling manpower and expediting receipt of equipment and materials for utilization at various phases of work. Will review shop drawings, negotiate change orders, resolve contractor conflicts, and provide site coordination on items pertinent to meeting specific cost and time requirements with the contract documents. Requires significant field-construction exposure that may be gained through practical construction experience and/or a degree in engineering with good field/design experience. |
| | Materials Manager | | | Monitors, reviews, and coordinates all materials movement and storage. May be required to negotiate materials' shipping and arrival times with carriers and schedule intra-facility materials movement. Oversees warehousing of raw materials and finished goods. Reviews accuracy of freight bills and rates for inbound and outbound shipments. May revise shipping routes for cost-effectiveness, when possible. |
| | Resident Construction Manager 1 | | | Responsible for all field-construction activities on small to medium-size projects. Accountability includes overall project-site management and adherence to schedule, budget, and specifications. |
| | Resident Construction Manager 2 | | | Responsible for all field-construction activities on a large-scale project. May have own project work force, and will act as prime client contact on construction matters including participation in negotiations and securing client approvals. |
| | Resident Engineer | | | Position is responsible for multiple construction projects or a single project of a large scale requiring multiple disciplines. This includes reviewing design and bidding documents; soliciting, receiving, and evaluating contractor bids; supervising construction progress and scheduling; starting up process systems/equipment or facilities for turning over to the owner's personnel. Supervises field staff and contractors on the site with responsibility for quality construction in accordance with plans and specifications. Is responsible for approval of change orders, invoices, and payment applications which may include final payment. |
| | Senior Construction Manager | | | Oversees the managerial direction of many projects where technical complexity is at the highest and client/owner relationships are of great importance, sensitivity, and impact to the firm. Accountability includes timely and satisfactory completion of construction projects, assuring satisfactory client service, participating in business-development activities, key field-position staffing, project plans, objectives setting/performance evaluation, and related management activities. |
| | Senior Construction Representative | | | This level has significant inspection experience with capability of handling large projects of moderate complexity and may oversee the work of lesser-experienced Inspectors. Requires 6 to 9 years of experience with some technical training or the equivalent. |
| Engineering | Engineer I | | | Entry-level professional requiring Bachelor's Degree in Engineering and no experience, or the equivalent (to a degree) in appropriate education and experience. Works under close supervision; receives specific and detailed instructions for required tasks and results expected. Performs a variety of routine tasks, which provide experience and familiarity with engineering staff, methods, practices, and programs. Usually assumes no responsibility for direction of others. |
| | Engineer II | | | Continuing developmental level, performs standard engineering work requiring application of standard techniques and procedures. Limited exercise of judgment required when less common methods or procedures are necessary. Assignments may include higher-level work for training/developmental purposes. Supervisor screens assignments for unusual complexities and selects non-routine techniques and procedures to be applied. Receives close supervision on new aspects of assignments. Using prescribed methods, performs specific and limited segments of an experienced include higher-level work for training/development. Minimum of 1-year at preceding level required, or an MS degree. |

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# Exhibit E

| Area of Expertise | Position | Professional Experience | Title | Qualifications / Role Description |
|---|---|---|---|---|
| | Engineer III | | | Independently evaluates, selects, and applies standard engineering techniques and procedures while using judgment when making minor adaptations and modifications. Assignments have clear and specific objectives and require investigation of limited number of variables. Receives instructions on specific assignment objectives, complex features, and possible solutions. Assistance given for unusual problems and normally reviewed for application of sound professional judgment. Performs work involving conventional plans, investigations, surveys, structures, or equipment with relatively few complex features for which there are few precedents. May be assisted by engineers or include higher-level work for training/development. include higher-level work for training/development. Minimum of 3-years at preceding level required, or an MS degree. |
| | Engineer IV | | | Fully competent engineer in all conventional aspects of subject matter or functional area of assignments; plans and conducts work requiring judgment in independent evaluation, selection, and substantial adaptation/modification of standard techniques, procedures, and criteria. Devises new solutions to problems encountered. Independently performs most assignments with instruction only regarding general expected results. Receives technical guidance for unusual or complex problems and supervisory approval of proposed project plans. May supervise a few engineers and/or technicians on project basis. include higher-level work for training/development. Minimum of 3-years at preceding level required, or an MS degree. |
| | Engineer V | | | Applies diversified knowledge of engineering principles and practices to broad variety of assignments and related fields. Makes decisions independently regarding engineering complexities and methods. Requires use of advanced techniques and modification and extension of theories, precepts, and practices in individual's field. Registration as licensed Professional Engineer may be required. Supervision and guidance relate largely to overall objectives, critical issues, new concepts, and policy matters. Consults with supervisor concerning unusual problems and developments. Typical duties and responsibilities include one or more of the following: 1) supervises, coordinates, and reviews work of small staff of engineers and/or technicians; 2) as individual researcher or staff specialist, performs complex or novel assignments requiring development of new and/or improved techniques and procedures. Minimum of 3-years at preceding level required, or an MS degree. |
| | Engineer VI | | | Has full responsibility for interpreting, organizing, executing and coordinating assignments. Plans and develops engineering projects concerned with unique or controversial complexities which have important impact on major company programs. This involves exploration of subject area, definition of scope, selection of areas for investigation, and development of novel concepts. Acts as technical liaison to individuals within and outside his organization with responsibility to act independently regarding technical matters pertaining to individual's field. Registration as a licensed PE is required for most in this classification. Supervision received is essentially administrative, with assignments given in broad terms concerning general objectives and limitations. Typical duties and responsibilities include one or more of the following: 1) plans, organizes, and supervises work of staff of engineers and technicians (approx.15-30); 2) as individual researcher, consultant, or staff specialist, conceives plans and conducts research in areas of considerable scope and complexity. |
| | Engineer VII | | | Makes authoritative decisions and recommendations having important impact on extensive engineering activities of company. Initiates and maintains extensive contacts with key engineers and officials of other organizations and companies, requiring skill in persuasion and negotiation of critical issues. Individuals at this level demonstrate a high degree of creativity, foresight, and mature judgment in anticipating and solving unprecedented engineering complexities, determining program objectives and requirements, organizing programs and projects, and developing standards and guidelines for diverse engineering activities. Registration as a licensed Professional Engineer is a requirement. Typical duties and responsibilities include one or both of the following: 1) planning, organizing, and supervising work of large staff of engineers and technicians (in excess of 30 individuals); 2) as individual researcher or consultant, is recognized leader and authority in company in broad area of specialization or intensely specialized field. Minimum of 5-years at preceding level required, or an MS degree. |
| | Engineer VIII | | | Makes authoritative decisions and recommendations having significant impact on extensive engineering and related activities of company. Negotiates critical and controversial issues with top-level engineers and officers of other organizations and companies. Individuals at this level demonstrate a high degree of creativity, foresight, and mature judgment in planning, organizing, and guiding extensive engineering programs and activities of outstanding novelty and/or importance. Registration as a licensed Professional Engineer is required. Receives general administrative direction. Is responsible for one or more programs of such diversity and scope to be of critical importance to overall company objectives. Supervises several individuals whose are within Engineer 7 classification. Minimum of 5-years at preceding level required, or an MS degree. |
| | Engineer IX | | | Provides overall supervision to Department to assure that technical, administrative, man-hour, and schedule targets of Department are met within framework of established corporate or organizational policy and in accordance with applicable professional standards, design-control procedures, and corporate or organizational procedures and guidelines. |
| | Engineer Technican I | | | Performs simple and routine tasks under close supervision or from detailed procedural guidelines. Gathers and maintains engineering data such as testing results, drawings, etc.; performs computations by substituting numbers in specified formulas; plots data and draws simple curves and graphs. |
| | Engineer Technican II | | | Performs standardized or prescribed assignments involving a sequence of related operations. Con- ducts a variety of standardized tests; may prepare test specimen; sets up and operates standard test equipment; records test data. Extracts engineering data from various prescribed sources; processes the data following well-defined methods; presents the data in prescribed form. |
| | Engineer Technican III | | | Performs non-routine assignments of substantial variety and complexity. Receives objectives and technical advice from supervisor or engineer. May be assisted by lower-level Technicians. Compiles and computes a variety of engineering data; may analyze test and design data; develops or prepares schematics, designs, specifications, parts lists; or makes recommendations regarding these items. May conduct tests or experiments requiring selection and adaptation or modifications of equipment or procedures; records data; analyzes data and prepares reports. |
| | Engineer Technican IV | | | Performs non-routine and complex assignments with responsibility for planning and conducting a complete project of relatively limited scope or a portion of a larger and more-diverse project. Engineer outlines objectives, requirements, and design approaches. Maybe assisted by lower-level Technicians. Reviews and analyzes a variety of engineering data to determine requirements to meet engineering objectives; may calculate design data; prepares layouts, detailed specifications, parts lists, estimates, procedures, etc. |
| | Instrument Technician | | | Maintains and operates all instruments and measuring devices needed to complete different types of surveying assignments. Has ability to operate the following equipment: transit, level, the odolites, hp distance meter, ranger, chain, electrotope, and tellurometer. |
| Interior Design | Interior Design Apprentice | | | Assists basic drawing preparation, model making, and assembly assignments. Requires basic graphic skills and design ability. Actively interested in interior design with some design/drafting experience beyond high school level. |
| | Interior Designer I | | | Degree in Interior Design with limited experience in professional office. Requires basic understanding of design and planning principles with ability to interpret and document design concepts and knowledge of drawing techniques and procedures with drafting ability. |
| | Interior Designer II | | | Degree in Interior Design with minimum 2 years' experience in professional office. Requires basic knowledge of programming and functional analysis as well as knowledge of space planning principles. Applies design principles in development and preparation of presentation drawings. Requires ability to interpret plans and specifications and knowledge of interior code requirements, construction administration procedures, and electrical/HVAC systems. |
| | Interior Designer III | | | Degree in Interior Design with minimum 4 years' experience in professional office. Experience at Level II with substantial knowledge of construction document production. Ability to initiate technical research. Coordinates construction administration and performs tasks such as submission review, file organization, and field construction installation review. Ability to work in all phases of small to medium sized projects and/or specialized phase of large, complex projects. |
| | Interior Designer IV | | | Degree in Interior Design with minimum 6 years' professional experience and Architect License. Ability to develop functional requirements and project-design criteria for wide variety of building types and design complexities. Requires substantial knowledge of design and planning principles, building and planning code requirements, specification preparation and organization, construction costs and methods, and contract preparation and negotiation. Ability to direct work efforts of others, develop detailed design concepts, produce contract documents, interpret ordinances, and interpret client needs. Works directly with clients on projects of any size. |
| | Interior Designer V | | | Degree in Interior Design with minimum 8 years' professional experience and Architect License. Extensive experience in all areas of interior design with ability to work in all phases of a project's development including large and/or complex projects. Requires substantial experience in project management and ability to function as project leader in team environment. |
| | Interior Designer VI | | | Degree in Interior Design with minimum 10 years' professional experience and Architect License. Extensive experience in all phases of interior architectural projects and their management. Serves as primary contact with clients, consultants, and public agencies on all assigned projects. Determines standards for project development. Requires substantial knowledge of architectural contract preparation and use. Organizes and leads contract negotiations while providing leadership to project teams. Responsible for developing schedules, manpower allocations, and budgets on all assigned projects. |
| Auditing | Internal Auditor | | | Is responsible for auditing accounting, financial, and statistical reports and data within the company to ensure the accuracy of information and compliance with established accounting principles and company policies. Is able to conduct audits of a moderately complex nature and provide evaluation of findings. Normally has a Bachelor's Degree and 3 to 4 years' experience. |

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# Exhibit E

| Area of Expertise | Position | Professional Experience | Title | Qualifications / Role Description |
|---|---|---|---|---|
| | Job Captain | | | Provides coordination of drafting required to for bidding purposes and construction. May be called to work on multiple concurrent projects with primary concern for construction documents. Assists in investigation and design of projects. Provides supervision and quality-control review of drafting group. Requires thorough knowledge of architectural drafting, detailing, building materials, building codes, and construction. General direction received from Project Manager, Team Leader, or Architect with deviations from standards referred to Supervisor. |
| | Laboratory Technician 1 | | | Entry-level laboratory services where work is closely supervised and in accordance with well-defined standards and procedures of an uncomplicated nature. Does not require degree. 1-2 years' experience and familiarity with laboratory procedures. |
| | Laboratory Technician 2 | | | Performs routine scientific tasks under close supervision or from detailed and controlled laboratory procedures. May gather and maintain specified scientific data records for supervisor and performs routine chemical or biological analyses. Requires Associate Degree and/or equivalent 2-3 years' laboratory experience. |
| | Laboratory Technician 3 | | | Performs standardized or prescribed assignments involving a sequence of related operations. Conducts variety of standardized tests; may prepare test specimens; sets-up and operates standard laboratory testing equipment of moderate complexity; records test data providing some basic analyses and interpretations. Requires 4-5 years' laboratory experience or bachelor's degree. |
| | Laboratory Technician 4 | | | Performs wide variety of non-routine assignments of differing complexities under general supervisory direction. Receives objectives and technical advice from supervisor or project scientists. Maybe assisted by lower-level technician. Compiles data and computes results for a variety of scientific procedures and techniques. Sufficiently experienced in applicable scientific procedures and techniques to independently conduct tests or experiments for scientific projects and provide initial analyses of results to supervisor. Can select, modify, and/or adapt equipment or procedures to specific project needs. Requires 6-7 years' laboratory experience or a bachelor's degree with 1-2 years experience. |
| | Laboratory Technician 5 | | | Performs non-routine and complex scientific laboratory assignments with responsibility for planning and conducting complete projects of limited scope or portions of larger and more diverse projects. Can direct and coordinate efforts of other laboratory technicians when required. Fully competent and proficient in operating sophisticated scientific equipment, having ability to independently perform complex procedures and techniques with accuracy. Requires 8-10 years' laboratory experience with some advanced technical schooling. |
| | Supervising Laboratory Technician/Laboratory Technician 6 | | | Supervises employees engaged in technical laboratory services. Conducts technically complex laboratory analyses requiring significant knowledge in specific area. May conduct complex research activities involving analysis and evaluation of research data in support of established scientific effort. Requires at least 10 years' laboratory experience with advanced technical schooling in area of specialization. |
| Landscaping | Landscape Architect I (Entry Level) | | | Entry level professional work requiring bachelor's degree in applicable science and no experience, or the equivalent (to a degree) in education and experience. (See the description of Architect I For comparable scope of work) |
| | Landscape Architect II | | | Intermediate professional level with developing ability to perform moderately complex project tasks with some independence. Normally reports to higher-level professional regarding work scope, schedule, analysis of design difficulties, and evaluation and re commendation of design solutions. Normally has science degree with at least 1-2 years' applicable work experience. |
| | Landscape Architect III | | | Fully competent in all conventional aspects of landscape architecture. Plans and conducts work requiring judgment in independent evaluation, selection, and substantial adaptation and/or modification of standard techniques, procedures, and criteria. Generally receives technical guidance on unusual or complex situations and supervisory approval of prepared project plans. May direct work of others on project-assignment basis. Normally has science degree with at least 3 to 4 years' applicable experience. |
| | Manager of Landscape Architecture | | | Provides technical and administrative supervision and direction to assigned landscape architecture and support staff. Oversees and schedules all aspects of work within established operating unit of firm. |
| | Project Accountant | | | Performs various specialized accounting functions of moderate complexity and ensures that procedures and practices are being followed in accordance with company policy, accounting principles, and contractual obligations. Coordinates the project accounting system within the company and works with technical staff to ensure compliance with contractual requirements. May supervise the activities of various accounting clerks and be responsible for the preparation of periodic reports for management. Normally requires a degree in accounting with at least 2 years of experience or equivalent training and experience. |
| | Project Manager | | | Responsible for supervising, directing, and coordinating construction management of commercial, industrial, and/or municipal projects including direct liaison with owner, designers, and contractors regarding project feasibility, cost, staffing, completion, and maintenance. Will negotiate pricing/fee with project owner; formulate and implement budget and work plan; prepare project-status reports; and oversee the review of plans and drawings in accordance with contract documents. Requires an engineering degree in applicable discipline with a minimum of 7 years' experience in construction management. |
| | Senior Landscape Architect | | | Interprets, organizes, executes, and coordinates project assignments. Normally has science degree with 5 years' or more applicable experience. Responsible for complex and/or diverse project assignment design and development, and may supervise lesser-experienced staff toward assigned project task completion. |
| Quality Control | Quality-Control Engineer | | | Position involves the performance of conventional quality-control functions within a discipline to ensure accuracy and completeness of design as they relate to materials, equipment, systems, and methods required in construction. Ensures that proper testing and analysis are undertaken and completed in the evaluation of these materials, equipment, and systems. |
| Specialist Services | Scientist 1 | | | Entry level professional requiring Bachelor's Degree in Science and no experience, or the equivalent (to a degree) in appropriate education and experience. Works under close supervision, receives specific and detailed instructions for required tasks and results expected. Performs a variety of routine scientific tasks, which provide experience and familiarity with scientific staff, methods, practices, and programs. Usually assumes no responsibility for direction of others, except for possible assistance in collection data. |
| | Scientist 2 | | | Continuing developmental level, performs standard scientific work requiring application of standard techniques and procedures. Limited exercise of judgment required when less common methods or procedures are necessary. Detects problems when using standardized procedures because of the condition of the sample, difficulties with the equipment, etc. Conducts specific phases of projects for more experienced scientists. For training and developmental purposes, assignments may include some work that is typical of a higher level. Performance generally requires a minimum of 1 year as Scientist 1 or related experience, or an MS Degree. |
| | Scientist 3 | | | Independently evaluates, selects, and applies standard scientific techniques and procedures while using judgment when necessary to adapt standard methods and techniques. Assignments have clear and specified objectives and require investigation of limited number of variables. Generally requires a minimum of 1 year Scientist 2 or related experience or a Ph.D. Degree without experience. Receives instructions on specific assignment objectives, complex features, and possible solutions. Assistance given for unusual problems and normally reviewed for application of sound professional judgment. May supervise or coordinate work of technicians and be assisted by lower-level scientists. |
| | Scientist 4 | | | Fully competent scientist in all conventional aspects of subject matter or functional area of assignments; plans and conducts work requiring: a) mastery of specialized techniques or ingenuity when selecting and evaluating solutions to unforeseen or novel complexities, and b) ability to apply analytical solutions to wide variety of problems and assimilate details and their significance toward various scientific analyses, procedures, and tests. Requires sufficient professional experience to assure competence as a fully trained scientist in individual's discipline or expertise. Generally requires 1 to 2 years Scientist 3 or related experience. Independently performs most assignments with instruction only regarding general expected results. Receives technical guidance for unusual or complex problems and supervisory approval of proposed project plans. May supervise small staff of scientists and technicians on project basis. |
| | Scientist 5 | | | Applies diversified knowledge of scientific principles and practices to broad variety of assignments and related fields. Requires use of advanced techniques and modification and extension of theories, precepts, and practices in individual's field. Participates in planning and executing project programs using specialized knowledge of complexities, methods and probable value of results. May serve as expert in narrow specialty (e.g. Ornithology, Ichthyoplankton, Radiology, etc.) making recommendations and conclusions, which serve as basis for undertaking or rejecting specific project tasks. Requires sufficient breadth of knowledge and Scientist 4 work experience to have achieved a position of identifiable expertise within organization. Professional certification may be required. Supervision and guidance relate largely to overall objectives, critical issues, new concepts, and policy matters. Consults with supervisor or specialized outside-authority concerning unusual problems and developments. Typical duties and responsibilities include one or more of the following: 1) In supervisory capacity, plans, organizes, and directs assigned project programs. Independently defines scope and critical elements of projects and selects steps to be taken. Supervises small staff (2-5) of Scientists 1- 4 and technicians on project basis; 2) As individual researcher or specialist, performs complex or novel assignments requiring development of new or improved techniques and procedures. |
| Aviation NEPA Analysis and Documentation | Sr. Environmental Project Manager | 20 years or more | Environmental Planner/Engineer | Manages aviation based environmental planning projects including administrative tasks related to the project, project team assignments and scheduling. Serves as primary point-of-contact with client and other project consultants. Estimates fees, determines work scope and prepares proposals and contracts. Coordinates all work efforts among project team, project sub-consultants and other disciplines as necessary. |
| Aviation NEPA Analysis and Documentation | Sr. Environmental Planner | 15 years or more | Environmental Planner/Engineer | Coordinates with project manager, project designer and other disciplines on aviation based environmental planning projects to ensure that the client's technical requirements of projects are fully met. Performs various project support tasks and responsible for significant portions of environmental review and NEPA documentation, presentations and public facilitation. May oversee work of more junior staff. |
| Aviation NEPA Analysis and Documentation | Environmental Planner IV | 10-15 years | Environmental Planner/Engineer | Coordinates with project manager, deputy project manager, project designer and other disciplines on aviation based environmental planning projects to ensure that the client's technical requirements of projects are fully met. Responsible for significant environmental analyses (i.e., noise, Section 4(f), air quality, cumulative impacts, etc.) as part of environmental review and NEPA documentation. May oversee work of junior staff. |
| Aviation NEPA Analysis and Documentation | Environmental Planner III | 6 - 10 years | Environmental Planner/Engineer | Supports aviation focused studies and planning activities related to the preparation of NEPA documents and other technical reports. Performs technical analysis utilizing GIS modeling tools. Coordinate with, sub-consultants and in-house personnel on a regular basis to complete assigned tasks. May oversee the work of more junior staff. |

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# Exhibit E

| Area of Expertise | Position | Professional Experience | Title | Qualifications / Role Description |
|---|---|---|---|---|
| Aviation NEPA Analysis and Documentation | Environmental Planner II | 3-6 years | Environmental Planner/Engineer | Performs various aspects of environmental planning assignments. Work emphasis on technical aspects of environmental review and documentation and includes limited task assignee duties. May oversee the work of more junior staff. |
| Aviation NEPA Analysis and Documentation | Environmental Planner I | 0-3 years | Environmental Planner/Engineer | Supports more senior environmental planners. Assigned to handle specific environmental analyses under supervisor. |
| Aviation Planning | Principal Aviation Planner | 12 years or more | Aviation Planner | Determines objectives and requirements within aviation practice, organizes programs and projects and develops standards and guides for diverse aviation planning activities. |
| Aviation Planning | Sr. Aviation Planner | 10 years or more | Aviation Planner | Directs and oversees technical work for a variety of airport planning and preliminary design projects. Leads capacity analyses for airport facilities and development of aviation activity forecasts. Develops project concepts and alternatives and technical reports for airport planning studies. Interprets and oversees airport simulation models. Coordinates with sub-consultants and in-house personnel on a regular basis to complete assigned tasks. May oversee the work of more junior staff. |
| Aviation Planning | Aviation Planner III | 6- 10 years | Aviation Planner | Conducts field surveys, investigations, and collects data in support of airport planning studies. Conducts independent and group research as needed. Performs capacity analyses for airport facilities. Prepares a wide array of AutoCAD and ArcGIS drawings. Develops narrative reports for airport planning studies. Programs, calibrates, and runs simulation models. Coordinates with sub-consultants and in-house personnel on a regular basis to complete assigned tasks. May oversee the work of more junior staff. |
| Aviation Planning | Aviation Planner II | 3-6 years | Aviation Planner | Prepares technical plans and reports, written reports on small to medium sized planning projects. Final production of comprehensive plans and reports, graphics associated with public meetings, presentation drawings, reports, etc. Conducts research and detailed analysis of data. Coordinates with sub-consultants and in-house personnel on a regular basis to complete assigned tasks. May oversee the work of more junior staff. |
| Aviation Planning | Aviation Planner I | 0-3 years | Aviation Planner | Develops and/or works from design plans of others, compiles data, performs basic design and technical solutions, prepare graphics and reports for limited portions of project. Collects data, organizes and applies recognized tools of analysis to provide comprehensive review of the data. Supports more senior planners. Assigned to handle specific aviation analyses under supervision. |
| NEPA Analysis and Documentation | Science Project Manager | 12 years or more | Environmental Planner/Engineer | Provides expert technical guidance and assistance in geology, hydrology, chemistry, biology or other related sciences for all phases of projects, including planning, investigation, design and construction activities. Directs environmental surveys and studies of proposed project sites and interprets findings and prepares the necessary scientific reports. |
| NEPA Analysis and Documentation | Graphic Designer | 6 years or more | Graphic Designer | Creates initial materials, concepts and ideas that conform to project needs and timelines. Develops materials for presentations, such as boards, PowerPoint presentations and leave behinds. Designs and performs preliminary layout of various materials, including brochures, flyers, media release templates, exhibit boards, newsletters, report covers and other printed materials. |
| NEPA Analysis and Documentation | Sr. Technical Editor | 8 years or more | Technical Writer | Works with technical staff to write content for environmental reports. Edits and formats content written by others, ensuring consistency in writing style and approach through various documents. |
| Technology | Design Developer | 12 years or more | Geospatial System Development Specialist | Provides technology services by using significant expertise to work on complex software, web application or system development. Works independently designing, developing, configuring, testing, implementing and maintaining applications or systems. Leads large projects of complex scope and may serve in a lead role for the team. |
| Technology | GIS Administrator | 8 years or more | Geospatial System Development Specialist | Provides geospatial technology services by using significant expertise to work on projects involving geospatial systems and web applications. Works independently developing, configuring, testing, implementing and maintaining geospatial systems and web applications. Develops or customizes highly complex geospatial applications and interfaces using advanced programming tools and languages. Develops or customizes highly complex geospatial applications and interfaces using advanced programming tools and languages. |
| Technology | Sr. GIS Analyst | 8 years or more | Geospatial System Development Specialist | Provides technology services to include geospatial systems to complete analyses and graphical output for inclusion in studies and reports. May complete assignments will limited supervision. |
| Technology | GIS Analyst | 3- 7 years | Geospatial System Development Specialist | Provides technology services to include geospatial systems to complete analyses and graphical output of inclusion in studies and reports. Assigned to handle specific analyses under supervision. |
| Quality | Project Assurance Quality Manager | 10 years or more | Project Assurance Quality Manager | Develop, implement and manage the quality of project deliverables through a Project Quality Plan (PQP). Provide initial and recurring training to project team members on the PQP. Proactively work with the project team to ensure compliance with the PQP including the oversight of quality check and review activities. Manages quality audit and corrective/preventive action systems. |
| Air Quality | Senior AQ Scientist | 10 - 20 Years | Senior AQ Scientist | Fully competent scientist in subject matter; plans and conducts work requiring: a) mastery of specialized techniques or ingenuity, and b) ability to apply analytical solutions to wide variety of problems. Requires sufficient professional experience to assure competence as a fully trained scientist in individual's discipline or expertise. Supervises small staff of scientists and technicians on project basis. |
| Air Quality | Project Env Scientist | 20 Years or More | Project Env Scientist | Applies diversified knowledge of scientific principles and practices to broad variety of assignments and related fields. Participates in planning and executing project programs. Serves as expert in specialty (e.g. regulations, compliance) making recommendations and conclusions. Typical duties and responsibilities include one or more of the following: 1) In supervisory capacity, plans, organizes, and directs assigned project programs. Independently defines scope and critical elements of projects and selects steps to be taken. Supervises small staff (2-5) on project basis; 2) As individual researcher or specialist, performs complex or novel assignments requiring development of new or improved techniques and procedures. |
| Air Quality | Jr. Air Quality Scientist | 1 - 5 Years | Air Quality Scientist | Requires a Ph.D. Degree and 1-3 years of experience. Independently evaluates, selects, and applies standard scientific techniques and procedures. As individual researcher or specialist, performs complex or novel assignments requiring development of new or improved techniques and procedures. |
| Air Quality | Mid-Level Air Quality Scientist | 5-15 Years | Air Quality Scientist | Evaluates, selects, and applies scientific techniques/procedures. Assignments have clear and specified objectives and require investigation of limited number of variables. Assistance given for unusual problems and normally reviewed for application of sound professional judgment. |
| Air Quality | Engineering Technician | 1 - 5 Years | Engineering Technician | Entry level position requiring Bachelor's Degree in Science. Works under close supervision, receives specific and detailed instructions for required tasks and results expected. Performs a variety of routine scientific tasks. |
| Air Quality | Senior Level Environmental Scientist | 10 - 20 Years | Environmental Scientist | Independently evaluates, selects, and applies standard scientific techniques and procedures while using judgment when necessary to adapt standard methods and techniques. Assignments have clear and specified objectives and require investigation of limited number of variables. Assistance given for unusual problems and normally reviewed for application of sound professional judgment. May supervise or coordinate work of technicians and be assisted by lower-level scientists. |
| Air Quality | Mid-Level Environmental Scientist | 1 - 10 Years | Environmental Scientist | Continuing developmental level, performs standard scientific work requiring application of standard techniques and procedures. Detects problems when using standardized procedures. Conducts specific phases of projects for more experienced scientists. |
| Communications | Public Information Manager | 15+ years | Principal | Manages overall job/provides executive oversight |
| Communications | Public Information Strategic Director | 15+ years | Senior Strategic Director | Strategic directions and day-to-day management of the project |
| Communications | Public Information Counselor | 8-10 years | Counselor | Provides strategic direction and quality control |
| Communications | Public Information Account Supervisor | 6-8 years | Account Supervisor | Account strategist and account supervision |
| Communications | Public Information Senior Associate | 5-6 years | Senior Associate | Project manager and day-to-day contact |
| Communications | Public Information Associate II | 5+ years | Associate II | Mid-level project management |
| Communications | Public Information Associate | 3-5 years | Associate | Project support |
| Communications | Public Information Specialist | 0-3 years | Specialist | Project support account coordination |
| Communications | Public Information Graphic Designer | 3 - 8 years | Graphic Designer | Graphic design |
| Communications | Public Information Art Director | 8-10 years | Creative Art Director | Creative direction, graphic design and production supervision |
| Cultural | Archaeologist/Historian | Minimum of 0 year experience | Archaeologist/Historian | Conduct fieldwork, including both survey and data recovery projects, and assist in the preparation of reports. Some experience in recording, collecting, handling, analyzing, evaluating, and reporting cultural resource data or the completion of an academically approved archaeological field school. |
| Cultural | Archaeologist/Historian I | Masters Degree in related field-Minimum of 3 years experience | Archaeologist/Historian I | Direct on-site supervision of fieldwork, make initial evaluations and recommendations for significance, effect, and treatment, and write descriptive technical reports. Oversee performance of junior and mid level archaeologists. |
| Cultural | Archaeologist/Historian II | Masters Degree in related field - Minimum of 6 years experience | Archaeologist/Historian II | Responsible for technical completeness and competency of all submissions and work performed, including performance of junior-archaeologists and historians, development of work plans, research designs, and mitigation proposals, adherence to professional standards, and integration of field data into comparative regional perspectives for analytical (evaluative) purposes. |
| Environmental | Env Planner IV | 10-20 years or more | Environmental Manager | Senior-level aviation NEPA Project Manager; provides technical and management support to the PMT; monitors NEPA team activities for adherence to scope, budget and schedule; conducts or coordinates QA/QC reviews of environmental documents; supervises Environmental Support staff |
| Environmental | Env Planner III | 10-20 years or more | Environmental Support | Senior-level Environmental Planner/NEPA practitioner; provides technical support to the Environmental Manager; reviews environmental planning studies including NEPA documents for completeness, accuracy, and legal sufficiency |
| DBE Program Development/Compliance | DBE Program Manager | 8-20 years | DBE Program Manager | Senior-level position involves developing and executing the DBE Program to include outreach, solicitation, contract compliance and capacity building initiatives. Responsible for ensuring program deliverables are met. |
| DBE Contract Compliance, monitoring and reporting | DBE Compliance Officer | 3-7 years | DBE Compliance Officer | Mid-level position involves dat to day monitoring and tracking of DBE Program and PMT goals. Responsible for meeting with DSBO and responding to all requests for information, monitoring prompt payment, B@G compliance and mitigation of issues. |
| Information Technology | IT Systems Administrator - Senior (New) | 5 Year or more | IT Systems Administrator - Senior | Performs full performance professional information technology work planning and coordinating the installation and configuration of operating system hardware and software and user application software; maintaining and repairing complex problems with system hardware and software; and modifying operating system hardware and software to increase performance and meet technical design requirements. |
| Administrative | Administrative Support Assistant - V | 3 Years or more | Administrative Support Assistant - V | Performs permanently assigned lead work in office support duties on a different shift or in a different location from the work unit supervisor or in a work unit where the first line supervisor's span of control is ten or more employees and performs the job responsibilities of the work unit or function. |
| Risk Management | Risk Manager III | 5-10 years or more | Risk Manager | Run project specific risk workshops to develop risk registers, contingency and float requirements, provide analysis on risk profile for portfolio |
| Risk Management | Risk Manager III | 5-10 years or more | Sr. Risk Manager | Run project specific risk workshops to develop risk registers, contingency and float requirements, provide analysis on risk profile for portfolio |
| Risk Management | Risk Manager IV | 10-20 years or more | Risk Management Lead | Manages teams of risk prfessionals to ddevelop comprhensive tools and anaylis of qualitative and quantative risk of large programs using industry standard tools and analysis |
| Scheduling | Scheduler III | 5-10 years or more | Scheduler III | Set up baseline schedules, progress updates against baseline, develop schedule reports, contractor schedule reviews, time impacts assessments for change orders, P6 / EPPM Set up, database administration |
| Scheduling | Scheduler II | 3-5 years | Scheduler II | Review monthly contractor submssion for logic and progress while confirming the work in place through site visits.<br>Draft corespondene on monthly schedule reviw fore PMT support KPI reporting |
| Airspace Engineering | Senior Airspace Engineer | >15 Years | FAA and Airspace Planning Support | Senior Level aviation and airspace engineer; provides technical and management support to DEN in the evaluation of the efficacy of certain FAA flight procedure developments; coordinates with various FAA lines of business including flight standards, flight operations, Tracon; works closely wiht DEN operations and planning personnel to define impacts of certain procedures; reviews enivornment planning studies including NEPA documents for completeness, accuracy, and efficacy in terms of flight procedures. |
| Executive | Principal In Charge | | | As a senior executive, is responsible for direction and control of a specific segment of the firm's activities to ensure operating plans are implemented to achieve corporate/partnership objectives. Has ownership-level responsibility and requires professional registration. May function as Project Partner or Principal-in-Charge on projects. |
| Management | Project Manager | | | Responsible for administering all phases of project through construction. Has primary responsibility for budgeting, scheduling, planning, design, specification, and working drawings on a given project with authority to direct, control, and monitor all activities. Normally requires registration, but breadth of individual experience may replace registration. |
| Quality | Quality Manager | | | Position involves the performance of conventional quality-control functions within a discipline to ensure accuracy and completeness of design as they relate to materials, equipment, systems, and methods required in construction. Ensures that proper testing and analysis are undertaken and completed in the evaluation of these materials, equipment, and systems. |

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# Exhibit E

| Area of Expertise | Position | Professional Experience | Title | Qualifications / Role Description |
|---|---|---|---|---|
| Environmental | Sustainability Lead | | | Position involves liaison activities 'coordination with PMT Sustainability Lead, participate in meetings, workshops, delivery reviews. Responsible for coordination of Jacobs design teams, ensuring compliance with DEN Sustainability program, Envision and LEED project requirements. |
| Administrative | Technical Editor | | | Performs editing and/or rewriting of technical reports and documents subject to approval of author. Ensures consistency and clarity of style within technical reports. Usually works without direct daily supervision, but is in regular contact with technical staff to clarify reports, meaning, format, and style of their work. Requires a Bachelor's Degree in English or Journalism with basic understanding of technical content of reports. |
| Administrative | Project Admin. | | | Performs various administrative functions for a senior executive and/or an executive of an operating group. Functions involve the preparation of certain reports, the analysis of reports with recommended actions, and the supervision and/or monitoring of work activities within the group for the responsible executive. This position often times is the coordinator of the administrative-support services of the group. |
| Estimating | Estimating Manager | | | Position involves the preparation of quantity takeoffs (computerized or manual) from which cost database, prices of materials, and labor values can be determined and applied. Requires knowledge of technical methods, procedures, and the types of construction work involved. Requires the capability of applying sound cost-estimating and cost-control methods that are pertinent to the project and the evaluation, analysis, modification, or adoption of standard techniques. The degree of complexity of assignments will be dependent upon experience and technical know-how. |
| Surveying | Survey Technician | | | Position involves research, calculations, and processing of record information and terrestrial survey data. Responsible for survey control, topographic mapping, and boundary surveys to support engineering design. |
| | Photogrammetrist | | | Position involves mission planning, aerial data processing, and feature modeling to create project base mapping. Responsible for creating design level mapping and orthophotography using stereo imagery and LiDAR captured from airborne platforms. |
| Utilities | Utility Investigator | | | Position involves research, field locating, and marking of underground utilities. Responsible for locating underground utilities to ASCE 38-02 Quality Level B standard. |
| Architectural Design | Architect Department Head | | | Provides technical and administrative supervision to Department assuring the technical, administrative, man-hour, and schedule targets are met within framework of established corporate policy and in accordance with applicable professional standards, design-control procedures, corporate and divisional procedures, and design guidelines. |
| Planner | Planner V | | | Associate functions as a Program discipline leader and may serve as a Senior Project Manager or Project Director on large and complex multidiscipline projects. Associate typically directs/mentors discipline associates and Project Managers in professional, technical, and operational best practices. Associate is responsible for managing and implementing Program procedures, processes, and production criteria to maintain quality deliverables and profitable operations. |
| Planner | Planner IV | | | Associate functions as a senior professional planning discipline lead on major projects and may serve as a Senior Project Manager or Project Director on large and complex multidiscipline projects. Associate develops and evaluates plans, policies, program objectives, and criteria for a variety of projects and Program activities. |
| Planner | Planner III | | | Associate functions as a professional planning discipline lead on conventional projects with the responsibility to act independently regarding technical matters pertaining to the individual's field. Associate may also act as a Project Manager on small to moderate multidiscipline projects and works under the direction of a professional planner in meeting project contractual and quality control requirements. |
| Planner | Planner II | | | Associate independently performs planning tasks, such as research investigation, data analysis, report preparation and documentation, and other related tasks requiring the knowledge of planning principles, practices, and techniques. Associate may serve as a task manager on projects with the ability to make recommendations within the scope of experience and training. |
| Drafting | CAD/BIM Manager | | | Serves as the project's BIM/CAD subject matter expert and guides the design team with the development, implementation, and support of digital delivery solutions and applications. Provides guidance to project team regarding BIM development, automation concepts, content management and data integration to meet project goals. Manages modeling effort and assists with troubleshooting and resolving issues relative to the digital delivery plan. Provides QC of work in progress and deliverables. |
| Drafting | CAD Drafter 4 | | | Involved in planning graphic presentations of complex designs having distinctive design features differing significantly from drafting precedents. May recommend minor design changes. May direct preparation of drawings by other draftspersons of lesser experience. Should be proficient in CAD design applications. |
| Drafting | CAD Drafter 3 | | | Experienced draftsperson able to perform non-routine and complex drafting assignments requiring application of standardized drawing techniques. Works independently with occasional advice from supervisor and may direct efforts of less-experienced draftspersons. Should have good, working skills in CAD operations. |
| Drafting | CAD Drafter 2 | | | Entry-level individual with some specialized technology relating to CAD or engineering such as Associates Degree or CAD Drafter 1 experience. Copies detailed plans and drawings. |
| Drafting | CAD Drafter 1 | | | Entry level with high school drafting training or other appropriate basic CAD experience. Copies sketches, layouts, and drawings prepared by others. |
| Inspection | Field Inspector IV | | | Involved in field-inspection activities and reviews the work of Inspectors to ensure compliance with job specifications. Will prepare summary reports, respond to various problems of Inspectors and assist Resident Engineers in completion of construction work in accordance with design. |

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# EXHIBIT E

| Level Name | Level Description |
|---|---|
| Level 1, Entry | Assignments are concentrated in one functional area within individual's discipline or field. Works with close direction as to approach and desires end results. Becomes familiar with techniques, approaches, and procedures and the nature of engineering systems, equipment, etc., applicable to assignments. Requires engineering degree and 0 to 1 year's experience or the equivalent experience. |
| Level 2, Developmental | Individual is capable of independently performing most conventional technical functions within discipline. Work is reviewed for application of sound professional judgment. May provide technical direction to a few support personnel. Requires engineering degree plus 2 to 3 years' engineering or equivalent experience. |
| Level 3, Full Experience | Fully experienced and competent individual capable of performing all functions within a discipline and capable of solving difficult problems requiring substantial evaluation, analysis, and modification or adoption of standard techniques or methods. May provide technical direction to a small group of professionals and/or support personnel. Requires engineering degree plus 4 to 6 years' engineering experience or the equivalent. |
| Level 4, Supervisory | Supervisory level responsible for the technical activities related to numerous projects. Staffs, establishes objectives, and reviews performance of activities on projects directed. Requires engineering degree plus 7 to 9 years' experience or the equivalent. |
| Level 5, Managerial | Individual has full managerial responsibility for a given scope of work and the direction, control, and utilization of a staff of professionals and support personnel (at least ten or more in number). Is responsible for the scheduling, budgeting, and quality of projects within assigned discipline and scope of work. Requires engineering degree plus 10 or more years' related experience or the equivalent. |

| TOTAL FEE SUMMARY | | | | | | |
|---|---|---|---|---|---|---|
| FIRM | DISCIPLINE | DBE, SBE, MWBE | TYPE | COST | % | DBE, SBE, MWBE % |
| **HNTB** | Prime Contractor | | *Labor* | *$ 3,330,795* | | N/A |
| | | | *Expenses* | *$ 180,309* | | |
| | | | Total | **$ 3,511,104** | 62.65% | |
| **Pinyon** | Bio, Cult, Natural, Water | DBE, SBE, MWBE | *Labor* | *$ 727,852* | | 60.55% |
| | | | *Expenses* | *$ 6,870* | | |
| | | | Total | **$ 734,722** | 13.11% | |
| **CMT** | Air Quality | | *Labor* | *$ 710,470* | | N/A |
| | | | *Expenses* | *$ 83,031* | | |
| | | | Total | **$ 793,501** | 14.16% | |
| **EES** | Water Quality | DBE, SBE, MWBE | *Labor* | *$ 108,569* | | 9.03% |
| | | | *Expenses* | *$ 84* | | |
| | | | Total | **$ 108,653** | 1.94% | |
| **CIG** | Public Engagement | DBE, SBE, MWBE | *Labor* | *$ 365,691* | | 30.42% |
| | | | *Expenses* | *$ 90,826* | | |
| | | | Total | **$ 456,517** | 8.15% | |
| | | | *Total Labor* | $ 5,243,378 | | |
| | | | *Total Expenses* | $ 361,121 | | |
| | | | *Total Subconsultant Labor* | *$ 1,912,583* | | |
| | **SUBTOTAL** | | | **$ 5,604,498** | **100.0%** | |
| **SUBCONSULTANT MARK-UP (LABOR ONLY)** | | | | $ 95,629 | 5.0% | |
| | **SUBTOTAL** | | | **$ 5,700,128** | | |
| | | | | | | |
| | **GRAND TOTAL** | | | **$ 5,700,128** | | |
| | | | | | | |
| | **DBE, SBE, MWBE TOTAL** | | | **$ 1,299,893** | | **22.80%** |

| BASE TASKS FEE SUMMARY | | | | | | |
|---|---|---|---|---|---|---|
| FIRM | DISCIPLINE | DBE, SBE, MWBE | TYPE | COST | % | DBE, SBE, MWBE % |
| **HNTB** | Prime Contractor | | *Labor* | *$ 2,506,085* | | N/A |
| | | | *Expenses* | *$ 151,193* | | |
| | | | Total | **$ 2,657,277** | 64.27% | |
| **Pinyon** | Bio, Cult, Natural, Water | DBE, SBE, MWBE | *Labor* | *$ 667,067* | | 59.71% |
| | | | *Expenses* | *$ 6,870* | | |
| | | | Total | **$ 673,937** | 16.30% | |
| **CMT** | Air Quality | | *Labor* | *$ 253,984* | | N/A |
| | | | *Expenses* | *$ 8,031* | | |
| | | | Total | **$ 262,015** | 6.34% | |
| **EES** | Water Quality | DBE, SBE, MWBE | *Labor* | *$ 84,407* | | 7.56% |
| | | | *Expenses* | *$ 84* | | |
| | | | Total | **$ 84,491** | 2.04% | |
| **CIG** | Public Engagement | DBE, SBE, MWBE | *Labor* | *$ 365,691* | | 32.73% |
| | | | *Expenses* | *$ 90,826* | | |
| | | | Total | **$ 456,517** | 11.04% | |
| | | | *Total Labor* | $ 3,877,233 | | |
| | | | *Total Expenses* | $ 257,004 | | |
| | | | *Total Subconsultant Labor* | *$ 1,371,148* | | |
| | **SUBTOTAL** | | | **$ 4,134,237** | **100.0%** | |
| **SUBCONSULTANT MARK-UP (LABOR ONLY)** | | | | $ 68,557 | 5.0% | |
| | **SUBTOTAL** | | | **$ 4,202,794** | | |
| | | | | | | |
| | **GRAND TOTAL** | | | **$ 4,202,794** | | |
| | | | | | | |
| | **DBE, SBE, MWBE TOTAL** | | | **$ 1,214,945** | | **28.91%** |

| OPTIONAL TASKS FEE SUMMARY | | | | | | |
|---|---|---|---|---|---|---|
| FIRM | DISCIPLINE | DBE, SBE, MWBE | TYPE | COST | % | DBE, SBE, MWBE % |
| **HNTB** | Prime Contractor | | *Labor* | *$ 824,710* | | N/A |
| | | | *Expenses* | *$ 29,117* | | |
| | | | Total | **$ 853,827** | 58.07% | |
| **Pinyon** | Bio, Cult, Natural, Water | DBE, SBE, MWBE | *Labor* | *$ 60,786* | | 71.56% |
| | | | *Expenses* | *$ -* | | |
| | | | Total | **$ 60,786** | 4.13% | |
| **CMT** | Air Quality | | *Labor* | *$ 456,487* | | N/A |
| | | | *Expenses* | *$ 75,000* | | |
| | | | Total | **$ 531,487** | 36.15% | |
| **EES** | Water Quality | DBE, SBE, MWBE | *Labor* | *$ 24,162* | | 28.44% |
| | | | *Expenses* | *$ -* | | |
| | | | Total | **$ 24,162** | 1.64% | |
| **CIG** | Public Engagement | DBE, SBE, MWBE | *Labor* | *$ -* | | 0.00% |
| | | | *Expenses* | *$ -* | | |
| | | | Total | **$ -** | 0.00% | |
| | | | *Total Labor* | $ 1,366,145 | | |
| | | | *Total Expenses* | $ 104,117 | | |
| | | | *Total Subconsultant Labor* | *$ 541,435* | | |
| | **SUBTOTAL** | | | **$ 1,470,262** | **100.0%** | |
| | **SUBCONSULTANT MARK-UP** | | | $ 27,072 | 5.0% | |
| | **SUBTOTAL** | | | **$ 1,497,333** | | |
| | | | | | | |
| | **GRAND TOTAL** | | | **$ 1,497,333** | | |
| | | | | | | |
| | **DBE, SBE, MWBE TOTAL** | | | **$ 84,948** | | **5.67%** |

**SUMMARY**

| WORK TASKS | PHASE TOTAL HOURS | LABOR COST | TOTAL DIRECT COSTS | TOTAL COST |
|---|---|---|---|---|
| **Task 1: Scope Development** | 558 | $ 129,662.08 | $ 200.00 | $ 129,862.08 |
| **Subtotal Hours for Task 1** | **558** | **$ 129,662.08** | **$ 200.00** | **$ 129,862.08** |
| **Task 2: Project Management** | | | | |
| **2.1 Environmental Project Management Team** | 506 | $ 111,466.00 | $ 9,254.40 | $ 120,720.40 |
| Project Initiation Meeting | 94 | $ 22,308.64 | $ - | $ 22,308.64 |
| Ongoing EPMT Meetings | 412 | $ 89,157.36 | $ 9,254.40 | $ 98,411.76 |
| **2.2 Program Management Team Coordination** | 300 | $ 70,199.18 | $ 180.00 | $ 70,379.18 |
| **2.3 Simulation and Other DEN Planning Meetings** | 372 | $ 80,903.36 | $ 7,518.40 | $ 88,421.76 |
| **2.4 Contractor Team Coordination** | 1025 | $ 221,660.21 | $ - | $ 221,660.21 |
| Kick-Off Team Meeting | 115 | $ 26,138.89 | $ - | $ 26,138.89 |
| Ongoing Subcontractor Management | 168 | $ 43,434.00 | $ - | $ 43,434.00 |
| Ongoing Contractor Team Coordination Meetings | 742 | $ 152,087.32 | $ - | $ 152,087.32 |
| **2.5 SharePoint Coordination - DEN PMO** | 274 | $ 58,710.62 | $ - | $ 58,710.62 |
| Meetings with DEN PMO | 128 | $ 29,613.88 | $ - | $ 29,613.88 |
| User Training | 80 | $ 14,643.72 | $ - | $ 14,643.72 |
| Ongoing Coordination with PMO | 66 | $ 14,453.02 | $ - | $ 14,453.02 |
| **2.6 Preparation of Project Instructions Manual** | 151 | $ 29,578.81 | $ 200.00 | $ 29,778.81 |
| Develop Templates | 41 | $ 7,664.91 | $ - | $ 7,664.91 |
| Develop AGOL Specifications | 24 | $ 3,190.80 | $ - | $ 3,190.80 |
| Develop Quality Assurance Plan | 36 | $ 8,731.00 | $ - | $ 8,731.00 |
| Prepare the Project Instructions Manual | 50 | $ 9,992.10 | $ 200.00 | $ 10,192.10 |
| **2.7 Public and Agency Involvement Plan** | 193 | $ 32,125.90 | $ - | $ 32,125.90 |
| 2.7.1 Public Involvement Plan | 134 | $ 20,578.84 | $ - | $ 20,578.84 |
| 2.7.2 Agency Involvement Plan | 59 | $ 11,547.06 | $ - | $ 11,547.06 |
| **2.8 Administrative File and Administrative Record** | 268 | $ 49,499.68 | $ 200.00 | $ 49,699.68 |
| 2.8.1 Administrative File | 192 | $ 33,727.60 | $ 100.00 | $ 33,827.60 |
| 2.8.2 Administrative Record | 76 | $ 15,772.08 | $ 100.00 | $ 15,872.08 |
| **2.9 Project Reporting and Invoicing** | 638 | $ 109,797.46 | $ 100.00 | $ 109,897.46 |
| **Subtotal Hours for Task 2** | **3727** | **$ 763,941.22** | **$ 17,452.80** | **$ 781,394.02** |
| **Task 3: Government to Government Consultation** | 265 | $ 43,179.33 | $ 12,716.20 | $ 55,895.53 |
| Meeting and coordination materials | 123 | $ 19,410.97 | $ 200.00 | $ 19,610.97 |
| Meetings | 142 | $ 23,768.36 | $ 12,516.20 | $ 36,284.56 |
| **Subtotal Hours for Task 3** | **265** | **$ 43,179.33** | **$ 12,716.20** | **$ 55,895.53** |
| **Task 4: Review of Previous Studies/ Airfield Simulation Verification** | | | | |
| Review of Previous Studies | 200 | $ 41,896.60 | $ 200.00 | $ 42,096.60 |
| Airfield Simulation Verification | 404 | $ 76,261.88 | $ - | $ 76,261.88 |
| **Subtotal Hours for Task 4** | **604** | **$ 118,158.48** | **$ 200.00** | **$ 118,358.48** |
| **Task 5: Proposed Action, Purpose & Need, and Alternatives** | | | | |
| **5.1 Proposed Action** | 114 | $ 20,759.76 | $ 100.00 | $ 20,859.76 |
| **5.2 Purpose and Need** | 220 | $ 44,585.28 | $ 100.00 | $ 44,685.28 |
| 5.2.1 Develop Purpose and Need Statement | 72 | $ 16,101.12 | $ - | $ 16,101.12 |
| 5.2.2 Develop Purpose and Need Chapter | 148 | $ 28,484.16 | $ 100.00 | $ 28,584.16 |
| **5.3 Alternatives** | 534 | $ 118,038.36 | $ 200.00 | $ 118,238.36 |
| 5.3.1 Development and Screening of Alternatives | 376 | $ 81,417.76 | $ - | $ 81,417.76 |
| 5.3.1.1 Development of Conceptual Alternatives | 224 | $ 41,615.52 | $ - | $ 41,615.52 |
| 5.3.1.2 Screening of Alternatives | 152 | $ 39,802.24 | $ - | $ 39,802.24 |
| 5.3.2 Draft and Final Technical Memorandum | 78 | $ 18,787.64 | $ 100.00 | $ 18,887.64 |
| 5.3.3 Develop Alternatives Chapter | 80 | $ 17,832.96 | $ 100.00 | $ 17,932.96 |
| **Subtotal Hours for Task 5** | **868** | **$ 183,383.40** | **$ 400.00** | **$ 183,783.40** |
| **Task 6: Detailed Fleet Mix Forecast** | | | | |
| **6.1 Prepare Fleet Mix Forecasts** | 186 | $ 32,049.20 | $ - | $ 32,049.20 |
| **6.2 Fleet Mix Forecast Documentation and FAA Approval** | 72 | $ 16,013.60 | $ - | $ 16,013.60 |
| **Subtotal Hours for Task 6** | **258** | **$ 48,062.80** | **$ -** | **$ 48,062.80** |
| **Task 7: Pre-Scoping** | | | | |
| **7.1 Prepare for Meetings** | 410 | $ 66,462.42 | $ 2,822.00 | $ 69,284.42 |
| **7.2 Public and Stakeholder Pre-Scoping Meetings** | 272 | $ 48,748.88 | $ 16,062.80 | $ 64,811.68 |
| **7.3 Agency Pre-Scoping Meetings** | 61 | $ 13,227.20 | $ 151.20 | $ 13,378.40 |
| **Subtotal Hours for Task 7** | **743** | **$ 128,438.50** | **$ 19,036.00** | **$ 147,474.50** |
| **Task 8: Scoping** | | | | |
| **8.1 Scoping Plan** | 266 | $ 39,722.44 | $ - | $ 39,722.44 |
| Coordination with Sponsor, GCM, FAA | 92 | $ 12,196.36 | $ - | $ 12,196.36 |
| Develop Scoping Plan | 174 | $ 27,526.08 | $ - | $ 27,526.08 |

**SUMMARY**

| WORK TASKS | PHASE TOTAL HOURS | LABOR COST | TOTAL DIRECT COSTS | TOTAL COST |
|---|---|---|---|---|
| **8.2 Preparation of Scoping Information and Project Mailing Lists** | 321 | $ 50,329.64 | $ 5,280.00 | $ 55,609.64 |
| Public Notice and Mailing List | 58 | $ 8,415.66 | $ 4,350.00 | $ 12,765.66 |
| Scoping Meeting Package | 80 | $ 15,372.40 | $ 930.00 | $ 16,302.40 |
| Additional Notification Efforts | 183 | $ 26,541.58 | $ - | $ 26,541.58 |
| **8.3 Scoping Meetings** | 819 | $ 141,444.17 | $ 35,961.70 | $ 177,405.87 |
| 8.3.1 Public Scoping Meetings | 652 | $ 110,426.74 | $ 32,928.00 | $ 143,354.74 |
| Coordination Meetings | 46 | $ 9,556.16 | $ - | $ 9,556.16 |
| Media Walk Through | 32 | $ 5,918.66 | $ - | $ 5,918.66 |
| Meeting Attendance | 208 | $ 39,682.60 | $ 21,023.00 | $ 60,705.60 |
| Materials Preparation | 366 | $ 55,269.32 | $ 11,905.00 | $ 67,174.32 |
| 8.3.2 Agency Scoping Meetings | 167 | $ 31,017.43 | $ 3,033.70 | $ 34,051.13 |
| Meeting Attendance | 63 | $ 12,303.69 | $ 1,971.20 | $ 14,274.89 |
| Materials Preparation | 104 | $ 18,713.74 | $ 1,062.50 | $ 19,776.24 |
| **8.4 Scoping Comments** | 218 | $ 32,872.30 | $ - | $ 32,872.30 |
| Scoping Comments Database and Update Mailing List | 148 | $ 20,348.92 | $ - | $ 20,348.92 |
| Scoping Issues Summary | 70 | $ 12,523.38 | $ - | $ 12,523.38 |
| **8.5 Scoping Report** | 78 | $ 13,992.02 | $ 200.00 | $ 14,192.02 |
| **Subtotal Hours for Task 8** | **1702** | **$ 278,360.57** | **$ 41,441.70** | **$ 319,802.27** |
| **Task 9: Preliminary Engineering** | 244 | $ 58,113.36 | $ 13,366.40 | $ 71,479.76 |
| **Subtotal Hours for Task 9** | **244** | **$ 58,113.36** | **$ 13,366.40** | **$ 71,479.76** |
| **Task 10: Affected Environment** | | | | |
| **10.1 Study Areas and Analysis Years** | 133 | $ 21,014.84 | $ - | $ 21,014.84 |
| 10.1.1 General Study Area | 74 | $ 10,863.94 | $ - | $ 10,863.94 |
| 10.1.2 Analysis Years | 4 | $ 1,017.74 | $ - | $ 1,017.74 |
| 10.1.3 Technical Memorandum (Draft and Final) | 55 | $ 9,133.16 | $ - | $ 9,133.16 |
| **10.2 Data Collection, Base Mapping and GIS Administration** | 392 | $ 72,201.44 | $ - | $ 72,201.44 |
| **10.3 Existing Conditions Analysis** | 3,346 | $ 433,302.46 | $ 9,937.00 | $ 443,239.46 |
| 10.3.1 Air Quality | 144 | $ 23,064.46 | $ - | $ 23,064.46 |
| Air Quality Assessment Protocol Development | 60 | $ 10,857.96 | $ - | $ 10,857.96 |
| Existing Conditions | 84 | $ 12,206.50 | $ - | $ 12,206.50 |
| 10.3.2 Biological Resources (including fish, wildlife and plants) | 659 | $ 67,859.23 | $ 2,810.00 | $ 70,669.23 |
| Site Visit (includes wetlands) | 483 | $ 46,427.47 | $ 5,560.00 | $ 51,987.47 |
| AE Chapter/Tech Memo | 176 | $ 21,431.76 | $ - | $ 21,431.76 |
| 10.3.3 Climate | 80 | $ 12,049.02 | $ - | $ 12,049.02 |
| 10.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 50 | $ 8,715.98 | $ - | $ 8,715.98 |
| 10.3.5 Farmlands | 8 | $ 1,328.56 | $ - | $ 1,328.56 |
| 10.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 85 | $ 18,426.24 | $ 3,025.00 | $ 21,451.24 |
| Reviews (Database, DEN, Solid Waste, P2) | 20 | $ 4,673.60 | $ 3,025.00 | $ 7,698.60 |
| AE Chapter/Tech Memo | 65 | $ 13,752.64 | $ - | $ 13,752.64 |
| 10.3.7 Historical, Architectural, Archeological and Cultural Resources | 1118 | $ 121,264.64 | $ 4,060.00 | $ 125,324.64 |
| Class I File Search, Desktop Review, APE and Methodology | 126 | $ 14,288.80 | $ 500.00 | $ 14,788.80 |
| Pedestrian Survey and Mapping | 820 | $ 87,001.40 | $ 3,560.00 | $ 90,561.40 |
| Class III Cultural Resources Report | 172 | $ 19,974.44 | $ - | $ 19,974.44 |
| 10.3.8 Land Use | 12 | $ 2,099.92 | $ - | $ 2,099.92 |
| 10.3.9 Natural Resources and Energy Supply | 142 | $ 18,291.88 | $ - | $ 18,291.88 |
| 10.3.10 Noise and Compatible Land Use | 484 | $ 76,788.86 | $ - | $ 76,788.86 |
| Noise Protocol Development | 39 | $ 7,752.70 | $ - | $ 7,752.70 |
| Flight Track Development | 160 | $ 22,370.00 | $ - | $ 22,370.00 |
| Runway and Track Use | 24 | $ 3,410.40 | $ - | $ 3,410.40 |
| Custom Profiles (if needed) | 84 | $ 13,363.80 | $ - | $ 13,363.80 |
| Noise Modeling | 140 | $ 23,031.32 | $ - | $ 23,031.32 |
| Results Documentation | 37 | $ 6,860.64 | $ - | $ 6,860.64 |
| 10.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 34 | $ 6,323.82 | $ - | $ 6,323.82 |
| 10.3.12 Visual Effects (including light emissions) | 4 | $ 664.28 | $ - | $ 664.28 |
| 10.3.13 Water Resources | 506 | $ 72,290.17 | $ 42.00 | $ 72,332.17 |
| Wetlands | 217 | $ 25,623.60 | $ - | $ 25,623.60 |
| Floodplains | 58 | $ 7,650.47 | $ - | $ 7,650.47 |
| Stormwater | 118 | $ 18,477.66 | $ 42.00 | $ 18,519.66 |
| Groundwater | 113 | $ 20,538.44 | $ - | $ 20,538.44 |
| 10.3.14 On-going and Reasonably Foreseeable Projects | 28 | $ 5,463.96 | $ - | $ 5,463.96 |
| **10.4 Prepare Affected Environment Annotated Outline** | 64 | $ 10,860.82 | $ - | $ 10,860.82 |
| **10.5 Prepare Draft Affected Environment Chapter** | 736 | $ 102,728.71 | $ 200.00 | $ 102,928.71 |
| **Subtotal Hours for Task 10** | **4,671** | **$ 640,108.27** | **$ 10,137.00** | **$ 650,245.27** |
| **Task 11: Environmental Consequences** | | | | |

**SUMMARY**

| WORK TASKS | PHASE TOTAL HOURS | LABOR COST | TOTAL DIRECT COSTS | TOTAL COST |
|---|---|---|---|---|
| | | | | |
| | | | | |
| **11.1 Conduct Environmental Impact Analysis** | 2142 | $ 317,384.87 | $ 42.00 | $ 317,426.87 |
| 11.1.1 Air Quality | 373 | $ 54,284.24 | $ - | $ 54,284.24 |
| Agency Coordination | 30 | $ 5,574.52 | $ - | $ 5,574.52 |
| Data Collection | 28 | $ 4,244.24 | $ - | $ 4,244.24 |
| Operational Emissions Inventories Preparation | 174 | $ 24,327.02 | $ - | $ 24,327.02 |
| Constuction Emissions Inventories Preparation | 134 | $ 19,004.22 | $ - | $ 19,004.22 |
| General Conformity Rule Applicability Analysis | 7 | $ 1,134.24 | $ - | $ 1,134.24 |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 144 | $ 20,642.36 | $ - | $ 20,642.36 |
| *OPTIONAL TASK: Lead Emissions Inventory* | 30 | $ 4,937.32 | $ - | $ 4,937.32 |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 624 | $ 83,289.32 | $ 35,000.00 | $ 118,289.32 |
| *OPTIONAL TASK: Formal Conformity Determination* | 184 | $ 35,199.32 | $ - | $ 35,199.32 |
| *OPTIONAL TASK: Air Quality Deliverabloes* | 124 | $ 18,278.90 | $ - | $ - |
| 11.1.2 Biological Resources (including fish, wildlife and plants) | 204 | $ 24,683.36 | $ - | $ 24,683.36 |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 140 | $ 18,469.62 | $ - | $ 18,469.62 |
| 11.1.3 Climate | 90 | $ 13,500.46 | $ - | $ 13,500.46 |
| 11.1.4 Department of Transportation Act: Section 4(f) and 6(f) | 42 | $ 7,652.38 | $ - | $ 7,652.38 |
| *OPTIONAL TASK: Section 4(f) Evaluation* | 68 | $ 12,388.12 | $ - | $ 12,388.12 |
| *OPTIONAL TASK: Additional Section 4(f) Evaluation* | 68 | $ 12,388.12 | $ - | $ 12,388.12 |
| 11.1.5 Farmlands | 1 | $ 166.07 | $ - | $ 166.07 |
| 11.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 36 | $ 7,970.76 | $ - | $ 7,970.76 |
| 11.1.7 Historical, Architectural, Archeological and Cultural Resources | 228 | $ 26,426.62 | $ - | $ 26,426.62 |
| Section 106 Effects Analysis | 224 | $ 25,655.26 | $ - | $ 25,655.26 |
| EC Chapter | 4 | $ 771.36 | $ - | $ 771.36 |
| 11.1.8 Land Use | 13 | $ 2,415.95 | $ - | $ 2,415.95 |
| 11.1.9 Natural Resources and Energy Supply | 88 | $ 11,167.56 | $ - | $ 11,167.56 |
| 11.1.10 Noise and Compatible Land Use | 618 | $ 101,780.24 | $ - | $ 101,780.24 |
| Flight Track Development | 152 | $ 25,006.96 | $ - | $ 25,006.96 |
| Runway and Track Use/Validation | 76 | $ 12,807.48 | $ - | $ 12,807.48 |
| Noise Modeling | 320 | $ 51,348.00 | $ - | $ 51,348.00 |
| Results Documentation | 70 | $ 12,617.80 | $ - | $ 12,617.80 |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 166 | $ 28,671.40 | $ - | $ 28,671.40 |
| 11.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 36 | $ 7,006.68 | $ - | $ 7,006.68 |
| 11.1.12 Visual Effects (including light emissions) | 4 | $ 664.28 | $ - | $ 664.28 |
| 11.1.13 Water Resources | 405 | $ 59,001.99 | $ 42.00 | $ 59,043.99 |
| Wetlands | 91 | $ 10,626.44 | $ - | $ 10,626.44 |
| Floodplains | 53 | $ 8,120.44 | $ - | $ 8,120.44 |
| Stormwater | 188 | $ 27,431.59 | $ 42.00 | $ 27,473.59 |
| Groundwater | 73 | $ 12,823.52 | $ - | $ 12,823.52 |
| 11.1.14 Non-Impacted Categories | 4 | $ 664.28 | $ - | $ 664.28 |
| **11.2 Prepare Environmental Consequences Annotated Outline** | 36 | $ 6,242.02 | $ - | $ 6,242.02 |
| **11.3 Prepare Draft Environmental Consequences Chapter** | 762 | $ 116,631.51 | $ 200.00 | $ 116,831.51 |
| **Subtotal Hours for Task 11 (No Optional Tasks)** | **2940** | **$ 440,258.40** | **$ 242.00** | **$ 440,500.40** |
| **Task 12: Prepare and Distribute Draft EA** | | | | |
| **12.1 Preliminary Draft EA to Sponsor** | 125 | $ 22,243.71 | $ - | $ 22,243.71 |
| Additional EA Chapters | 33 | $ 5,844.43 | $ - | $ 5,844.43 |
| Prepare Preliminary Draft | 92 | $ 16,399.28 | $ - | $ 16,399.28 |
| **12.2 Response to Comments and Revise the Preliminary Draft** | 669 | $ 105,348.10 | $ - | $ 105,348.10 |
| 12.2.1 Respond to the Sponsor's Comments and Revise | 285 | $ 43,252.45 | $ - | $ 43,252.45 |
| 12.2.2 Respond to FAA Comments | 277 | $ 41,383.01 | $ - | $ 41,383.01 |
| 12.2.3 Review Preliminary Draft EA with Agencies | 107 | $ 20,712.64 | $ - | $ 20,712.64 |
| **12.3 Prepare and Distribute Draft EA to Public** | 70 | $ 12,606.40 | $ 2,200.00 | $ 14,806.40 |
| **12.4 Publish Notice of Availability (NOA)** | 13 | $ 2,801.63 | $ 600.00 | $ 3,401.63 |
| **Subtotal Hours for Task 12** | **877** | **$ 142,999.84** | **$ 2,800.00** | **$ 145,799.84** |
| **Task 13: Prepare and Distribute Final EA** | | | | |
| **13.1 Respond to Comments Received on Draft EA** | 216 | $ 39,461.28 | $ - | $ 39,461.28 |
| **13.2 Respond to Comments on Prelim Final EA** | 430 | $ 70,983.16 | $ - | $ 70,983.16 |
| 13.2.1 Respond to the Sponsor's Comments and Revise | 216 | $ 36,488.10 | $ - | $ 36,488.10 |
| 13.2.2 Respond to FAA Comments | 214 | $ 34,495.06 | $ - | $ 34,495.06 |
| **13.3 Formally Submit Final EA to FAA and Sponsor** | 80 | $ 14,782.52 | $ 2,800.00 | $ 17,582.52 |
| **13.4 Formally Submit Administrative Record** | 60 | $ 11,701.12 | $ - | $ 11,701.12 |
| **Subtotal Hours for Task 13** | **786** | **$ 136,928.08** | **$ 2,800.00** | **$ 139,728.08** |
| **Task 14: Public and Agency Involvement** | | | | |
| **14.1 Agency Meetings** | 625 | $ 119,256.75 | $ 24,558.40 | $ 143,815.15 |
| Kick-Off Workshop/Tour | 122 | $ 25,545.68 | $ 1,596.80 | $ 27,142.48 |

**SUMMARY**

| WORK TASKS | PHASE TOTAL HOURS | LABOR COST | TOTAL DIRECT COSTS | TOTAL COST |
|---|---|---|---|---|
| | | | | |
| | | | | |
| Materials Preparation | 270 | $ 48,951.86 | $ 5,730.00 | $ 54,681.86 |
| Meeting Attendance | 233 | $ 44,759.21 | $ 17,231.60 | $ 61,990.81 |
| **14.2 Community/Stakeholder Meetings** | 1173 | $ 216,111.71 | $ 56,844.00 | $ 272,955.71 |
| Materials Preparation | 558 | $ 93,688.46 | $ 22,500.00 | $ 116,188.46 |
| Meeting Attendance | 615 | $ 122,423.25 | $ 34,344.00 | $ 156,767.25 |
| **14.3 Public Hearings** | 939 | $ 156,182.78 | $ 48,309.56 | $ 204,492.34 |
| Coordination Meetings and Media Walk-Thru | 68 | $ 13,458.28 | $ - | $ 13,458.28 |
| Meeting Attendance | 303 | $ 57,421.27 | $ 24,214.00 | $ 81,635.27 |
| Materials Preparation | 452 | $ 70,589.67 | $ 12,845.56 | $ 83,435.23 |
| Promotion/Marketing of Public Hearing | 116 | $ 14,713.56 | $ 11,250.00 | $ 25,963.56 |
| **Subtotal Hours for Task 14** | **2737** | **$ 491,551.24** | **$ 129,711.96** | **$ 621,263.20** |
| **Task 15: Public Involvement Management Application (PIMA) and Website** | | | | |
| **15.1 PIMA Base Deployment and Configuration** | 756 | $ 121,863.36 | $ 6,000.00 | $ 127,863.36 |
| 15.1.1 Hybrid Community/Stakeholder Meetings | 312 | $ 48,257.20 | $ - | $ 48,257.20 |
| 15.1.2 Hybrid Public Hearings | 108 | $ 19,106.36 | $ - | $ 19,106.36 |
| 15.1.3 As-Needed Support and Maintenance | 336 | $ 54,499.80 | $ 6,000.00 | $ 60,499.80 |
| **15.2 Website Requirements and Design** | 650 | $ 141,509.98 | $ 400.00 | $ 141,909.98 |
| **Subtotal Hours for Task 15** | **1406** | **$ 263,373.34** | **$ 6,400.00** | **$ 269,773.34** |
| **Task 16: Freedom of Information Act (FOIA) Requests** | 56 | $ 10,713.76 | $ 100.00 | $ 10,813.76 |
| **Subtotal Hours for Task 16** | **56** | **$ 10,713.76** | **$ 100.00** | **$ 10,813.76** |
| *OPTIONAL TASK 1: Analysis of One Additional Alternative* | 1245 | $ 218,359.27 | $ 10,000.00 | $ 228,359.27 |
| ***Subtotal Hours for OPTIONAL TASK 1*** | **1,245** | **$ 218,359.27** | **$ 10,000.00** | **$ 228,359.27** |
| *OPTIONAL TASK 2: Analysis of Additional Alternatives* | 3659 | $ 637,628.79 | $ 30,000.00 | $ 667,628.79 |
| ***Subtotal Hours for OPTIONAL TASK 2*** | **3,659** | **$ 637,628.79** | **$ 30,000.00** | **$ 667,628.79** |
| *OPTIONAL TASK 3: Sustainability, Resilience, and Envision®* | 380 | $ 71,233.32 | $ 11,377.60 | $ 82,610.92 |
| ***Subtotal Hours for OPTIONAL TASK 3*** | **380** | **$ 71,233.32** | **$ 11,377.60** | **$ 82,610.92** |
| *OPTIONAL TASK 4: Agency Concurrence Agreements* | 162 | $ 31,910.80 | $ 11,377.60 | $ 43,288.40 |
| ***Subtotal Hours for OPTIONAL TASK 4*** | **162** | **$ 31,910.80** | **$ 11,377.60** | **$ 43,288.40** |
| *OPTIONAL TASK 5: Cooperating Agencies* | 333 | $ 61,252.33 | $ 601.60 | $ 61,853.93 |
| ***Subtotal Hours for OPTIONAL TASK 5*** | **333** | **$ 61,252.33** | **$ 601.60** | **$ 61,853.93** |
| *OPTIONAL TASK 6: Contractor Team SharePoint Site* | 320 | $ 73,542.40 | $ 5,760.00 | $ 79,302.40 |
| ***Subtotal Hours for OPTIONAL TASK 6*** | **320** | **$ 73,542.40** | **$ 5,760.00** | **$ 79,302.40** |
| *OPTIONAL TASK 7: Cumulative Impacts* | 220 | $ 37,953.46 | $ - | $ 37,953.46 |
| ***Subtotal Hours for OPTIONAL TASK 7*** | **220** | **$ 37,953.46** | **$ -** | **$ 37,953.46** |
| | | | | |
| **Total Hours (No Optional Tasks)** | 22,442 | $ 3,877,232.67 | $ 257,004.06 | $ 4,134,236.73 |
| | | | | |
| **Total Hours (Optional Tasks Only)** | 7,867 | $ 1,366,144.85 | $ 104,116.80 | $ 1,470,261.65 |
| | | | | |
| **Total Hours (ALL Tasks)** | **30,309** | **$ 5,243,377.52** | $ 361,120.86 | $ 5,604,498.38 |
| | | | | **TOTAL - ALL** |

**HNTB**

| Work Tasks | Project Manager | Deputy PM | Environmental Planner II | Aviation/Env Planner | Aviation/Env Planner II | GIS Administrator | Graphics | Principal in Charge | QAPM | Proj Analyst | QC HazMat/Water | HazMat/ Water Quality | Technical Editor | Web & Data Integration | Design Liaison | Principal Planner | Aviation Planner II | Forecast Planner | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $316.03 | $192.84 | $166.07 | $160.40 | $208.95 | $132.95 | $141.80 | $406.33 | $246.84 | $169.93 | $300.15 | $233.68 | $157.51 | $229.82 | $229.82 | $354.60 | $157.45 | $245.48 | | |
| **Task 1: Scope Development** | 180 | 204 | 36 | 0 | 0 | 8 | 0 | 0 | 16 | 0 | 0 | 12 | 0 | 20 | 0 | 4 | 0 | 0 | 480 | $ 116,035.28 |
| **Subtotal Hours for Task 1** | **180** | **204** | **36** | **0** | **0** | **8** | **0** | **0** | **16** | **0** | **0** | **12** | **0** | **20** | **0** | **4** | **0** | **0** | **480** | $ 116,035.28 |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | | | | |
| **2.1 Environmental Project Management Team** | 116 | 136 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 272 | $ 68,256.24 |
| Project Initiation Meeting | 20 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 80 | $ 19,404.72 |
| Ongoing EPMT Meetings | 96 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | $ 48,851.52 |
| **2.2 Program Management Team Coordination** | 48 | 48 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 12 | 8 | 8 | 0 | 0 | 148 | $ 41,610.88 |
| **2.3 Simulation and Other DEN Planning Meetings** | 64 | 64 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 40 | 80 | 0 | 372 | $ 80,903.36 |
| **2.4 Contractor Team Coordination** | 156 | 216 | 28 | 4 | 0 | 0 | 0 | 26 | 40 | 0 | 0 | 14 | 0 | 12 | 14 | 8 | 2 | 0 | 520 | $ 129,082.40 |
| Kick-Off Team Meeting | 12 | 24 | 4 | 4 | 0 | 0 | 0 | 2 | 40 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 92 | $ 21,654.56 |
| Ongoing Subcontractor Management | 48 | 96 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | $ 43,434.00 |
| Ongoing Contractor Team Coordination Meetings | 96 | 96 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 12 | 8 | 0 | 0 | 260 | $ 63,993.84 |
| **2.5 SharePoint Coordination - DEN PMO** | 6 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 176 | 0 | 0 | 0 | 0 | 212 | $ 48,211.38 |
| Configuration, Deployment and Meetings with DEN PMO | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 128 | $ 29,613.88 |
| User Training | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 16 | 0 | 0 | 0 | 0 | 18 | $ 4,144.48 |
| Ongoing Coordination with PMO | 2 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 66 | $ 14,453.02 |
| **2.6 Preparation of Project Instructions Manual** | 9 | 40 | 24 | 0 | 16 | 24 | 8 | 2 | 24 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 151 | $ 29,578.81 |
| Develop Templates | 1 | 8 | 8 | 0 | 16 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | $ 7,664.91 |
| Develop AGOL Specifications | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 3,190.80 |
| Develop Quality Assurance Plan | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | $ 8,731.00 |
| Prepare the Project Instructions Manual | 4 | 24 | 16 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 50 | $ 9,992.10 |
| **2.7 Public and Agency Involvement Plan** | 16 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | $ 12,385.32 |
| 2.7.1 Public Involvement Plan | 8 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | $ 4,649.94 |
| 2.7.2 Agency Involvement Plan | 8 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | $ 7,735.38 |
| **2.8 Administrative File and Administrative Record** | 24 | 40 | 200 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | $ 49,499.68 |
| 2.8.1 Administrative File (electronic) | 8 | 24 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | $ 33,727.60 |
| 2.8.2 Administrative Record (electronic) | 16 | 16 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | $ 15,772.08 |
| **2.9 Project Reporting and Invoicing** | 24 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 370 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 442 | $ 79,715.14 |
| **Subtotal Hours for Task 2** | **463** | **652** | **256** | **104** | **16** | **24** | **8** | **56** | **74** | **370** | **0** | **16** | **4** | **208** | **50** | **56** | **82** | **0** | **2439** | $ 539,243.21 |
| **Task 3: Government to Government Consultation** | 12 | 36 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | $ 13,526.08 |
| Coordination materials | 4 | 20 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | $ 7,912.40 |
| Meetings | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 5,613.68 |
| **Subtotal Hours for Task 3** | **12** | **36** | **4** | **0** | **0** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **68** | $ 13,526.08 |
| **Task 4: Review of Previous Studies/ Airfield Simulation Verification** | | | | | | | | | | | | | | | | | | | | |
| Review of Previous Studies | 40 | 16 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 40 | 0 | 132 | $ 31,683.04 |
| Airfield Simulation Verification | 4 | 4 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 320 | 0 | 404 | $ 76,261.88 |
| **Subtotal Hours for Task 4** | **44** | **20** | **0** | **32** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **80** | **360** | **0** | **536** | $ 107,944.92 |
| **Task 5: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | | | | |
| **5.1 Proposed Action** | 16 | 32 | 16 | 0 | 0 | 48 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | $ 20,759.76 |
| **5.2 Purpose and Need** | 40 | 88 | 48 | 0 | 0 | 16 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | $ 40,697.04 |
| 5.2.1 Develop Purpose and Need Statement | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | $ 12,212.88 |
| 5.2.2 Develop Purpose and Need Chapter | 16 | 64 | 48 | 0 | 0 | 16 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | $ 28,484.16 |
| **5.3 Alternatives** | 92 | 200 | 128 | 0 | 0 | 48 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 534 | $ 118,038.36 |
| 5.3.1 Development and Screening of Alternatives | 64 | 128 | 96 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 376 | $ 81,417.76 |
| 5.3.1.1 Development of Conceptual Alternatives | 24 | 80 | 80 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | $ 41,615.52 |
| 5.3.1.2 Screening of Alternatives | 40 | 48 | 16 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 152 | $ 39,802.24 |
| 5.3.2 Draft and Final Technical Memorandum | 12 | 32 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 78 | $ 18,787.64 |
| 5.3.3 Develop Alternatives Chapter | 16 | 40 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 80 | $ 17,832.96 |
| **Subtotal Hours for Task 5** | **148** | **320** | **192** | **0** | **0** | **112** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **60** | **0** | **0** | **844** | $ 179,495.16 |
| **Task 6: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | | | | |
| **6.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 186 | $ 32,049.20 |
| **6.2 Fleet Mix Forecast Documentation and FAA Approval** | 8 | 8 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16 | 72 | $ 16,013.60 |
| **Subtotal Hours for Task 6** | **8** | **8** | **8** | **184** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **40** | **258** | $ 48,062.80 |
| **Task 7: Pre-Scoping** | | | | | | | | | | | | | | | | | | | | |
| **7.1 Prepare for Meetings** | 24 | 80 | 40 | 0 | 0 | 80 | 8 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 236 | $ 42,386.16 |
| **7.2 Public and Stakeholder Pre-Scoping Meetings** | 32 | 32 | 32 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | $ 24,036.06 |
| **7.3 Agency Pre-Scoping Meetings** | 8 | 8 | 8 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | $ 8,772.22 |
| **Subtotal Hours for Task 7** | **64** | **120** | **80** | **0** | **0** | **80** | **8** | **12** | **2** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **372** | $ 75,194.44 |
| **Task 8: Scoping** | | | | | | | | | | | | | | | | | | | | |
| **8.1 Scoping Plan** | 10 | 22 | 28 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | $ 12,546.42 |
| Coordination with Sponsor, GCM, FAA | 6 | 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | $ 3,717.50 |
| Develop Scoping Plan | 4 | 16 | 24 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | $ 8,828.92 |
| **8.2 Preparation of Scoping Information and Project Mailing Lists** | 18 | 50 | 72 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 | $ 27,534.42 |
| Public Notice and Mailing List | 2 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,346.30 |
| Scoping Meeting Package - Mail to agencies | 8 | 24 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | $ 13,799.20 |
| Mailers) | 8 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | $ 11,388.92 |
| **8.3 Scoping Meetings** | 68 | 116 | 116 | 48 | 0 | 80 | 20 | 0 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 460 | $ 87,151.60 |
| 8.3.1 Public Scoping Meetings | 52 | 84 | 84 | 36 | 0 | 60 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 334 | $ 63,095.88 |
| Coordination Meetings | 8 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 5,399.52 |
| Media Walk Through | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,699.76 |
| Meeting Attendance | 32 | 32 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | $ 26,730.88 |
| Materials Preparation | 8 | 40 | 40 | 4 | 0 | 60 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | $ 28,265.72 |
| 8.3.2 Agency Scoping Meetings | 16 | 32 | 32 | 12 | 0 | 20 | 4 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | $ 24,055.72 |
| Meeting Attendance | 8 | 8 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | $ 8,552.16 |
| Materials Preparation | 8 | 24 | 24 | 4 | 0 | 20 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | $ 15,503.56 |
| **8.4 Scoping Comments** | 8 | 24 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | $ 17,784.88 |
| Scoping Comments Database and Update Mailing List | 4 | 16 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | $ 10,992.36 |
| Scoping Issues Summary | 4 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | $ 6,792.52 |
| **8.5 Scoping Report** | 2 | 8 | 40 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 66 | $ 11,632.22 |
| **Subtotal Hours for Task 8** | **106** | **220** | **320** | **48** | **0** | **80** | **24** | **0** | **11** | **0** | **0** | **8** | **8** | **0** | **0** | **0** | **0** | **0** | **825** | $ 156,649.54 |
| **Task 9: Preliminary Engineering** | 40 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 160 | 0 | 0 | 0 | 244 | $ 58,113.36 |
| **Subtotal Hours for Task 9** | **40** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **160** | **0** | **0** | **0** | **244** | $ 58,113.36 |
| **Task 10: Affected Environment** | | | | | | | | | | | | | | | | | | | | |
| **10.1 Study Areas and Analysis Years** | 8 | 10 | 28 | 0 | 0 | 24 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | $ 13,011.60 |
| 10.1.1 General Study Area | 2 | 4 | 12 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | $ 6,587.06 |
| 10.1.2 Analysis Years | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | $ 1,017.74 |
| 10.1.3 Technical Memorandum (Draft and Final) | 4 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | $ 5,406.80 |
| **10.2 Data Collection, Base Mapping and GIS Administration** | 0 | 4 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 0 | 0 | 0 | 0 | 362 | $ 68,516.42 |
| **10.3 Existing Conditions Analysis** | 40 | 84 | 62 | 288 | 20 | 188 | 0 | 0 | 7 | 0 | 16 | 88 | 16 | 0 | 0 | 0 | 16 | 0 | 825 | $ 146,638.38 |
| 10.3.1 Air Quality | 10 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | $ 4,488.86 |
| Air Quality Assessment Protocol Development | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 2,528.24 |
| Existing Conditions | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | $ 1,960.62 |
| 10.3.2 Biological Resources (including fish, wildlife and plants) | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,806.84 |
| Site Visit (includes wetlands) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| AE Chapter/Tech Memo | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,806.84 |
| 10.3.3 Climate | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | $ 1,296.34 |
| 10.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 2 | 24 | 8 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | $ 8,715.98 |
| 10.3.5 Farmlands | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 1,328.56 |
| 10.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 8 | 52 | 8 | 0 | 0 | 0 | 0 | 0 | 85 | $ 18,426.24 |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | $ 4,673.60 |
| AE Chapter/Tech Memo | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 8 | 32 | 8 | 0 | 0 | 0 | 0 | 0 | 65 | $ 13,752.64 |
| 10.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 1,542.72 |
| Class I File Search, Desktop Review, APE and Methodology | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | $ 771.36 |
| Pedestrian Survey and Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Class III Cultural Resources Report | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | $ 771.36 |
| 10.3.8 Land Use | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,099.92 |
| 10.3.9 Natural Resources and Energy Supply | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | $ 771.36 |
| 10.3.10 Noise and Compatible Land Use | 12 | 0 | 6 | 288 | 20 | 140 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 484 | $ 76,788.86 |
| Noise Protocol Development | 4 | 0 | 2 | 16 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | $ 7,752.70 |
| Flight Track Development | 0 | 0 | 0 | 40 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 160 | $ 22,370.00 |
| Runway and Track Use | 0 | 0 | 0 | 8 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 3,410.40 |
| Custom Profiles (if needed) | 0 | 0 | 0 | 80 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | $ 13,363.80 |
| Noise Modeling | 4 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 140 | $ 23,031.32 |
| Results Documentation | 4 | 0 | 4 | 24 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | $ 6,860.64 |
| 10.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 2 | 24 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | $ 6,323.82 |
| 10.3.12 Visual Effects (including light emissions) | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | $ 664.28 |
| 10.3.13 Water Resources | 4 | 0 | 8 | 0 | 0 | 12 | 0 | 0 | 4 | 0 | 8 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | 80 | $ 17,249.20 |

**Expenses per Task**

| Work Tasks | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor | Total Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mileage Rate $ 0.56 | | | | | | | | | | |
| **Task 1: Scope Development** | 0 | $ - | $ - | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 | $ 116,035.28 | $ 116,235.28 |
| **Subtotal Hours for Task 1** | **0** | **$ -** | **$ -** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 200.00** | **$ 116,035.28** | $ 116,235.28 |
| **Task 2: Project Management** | | | | | | | | | | | $ - | |
| **2.1 Environmental Project Management Team** | 240 | $ 134.40 | $ 9,120.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 9,254.40 | $ 68,256.24 | $ 77,510.64 |
| Project Initiation Meeting | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,404.72 | $ 19,404.72 |
| Ongoing EPMT Meetings | 240 | $ 134.40 | $ 9,120.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 9,254.40 | $ 48,851.52 | $ 58,105.92 |
| **2.2 Program Management Team Coordination** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 180.00 | $ 180.00 | $ 41,610.88 | $ 41,790.88 |
| **2.3 Simulation and Other DEN Planning Meetings** | 240 | $ 134.40 | $ 7,184.00 | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 7,518.40 | $ 80,903.36 | $ 88,421.76 |
| **2.4 Contractor Team Coordination** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 129,082.40 | $ 129,082.40 |
| Kick-Off Team Meeting | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 21,654.56 | $ 21,654.56 |
| Ongoing Subcontractor Management | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 43,434.00 | $ 43,434.00 |
| Ongoing Contractor Team Coordination Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 63,993.84 | $ 63,993.84 |
| **2.5 SharePoint Coordination - DEN PMO** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 48,211.38 | $ 48,211.38 |
| Configuration, Deployment and Meetings with DEN PMO | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 29,613.88 | $ 29,613.88 |
| User Training | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,144.48 | $ 4,144.48 |
| Ongoing Coordination with PMO | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 14,453.02 | $ 14,453.02 |
| **2.6 Preparation of Project Instructions Manual** | 0 | $ - | $ - | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 | $ 29,578.81 | $ 29,778.81 |
| Develop Templates | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,664.91 | $ 7,664.91 |
| Develop AGOL Specifications | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,190.80 | $ 3,190.80 |
| Develop Quality Assurance Plan | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,731.00 | $ 8,731.00 |
| Prepare the Project Instructions Manual | 0 | $ - | $ - | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 | $ 9,992.10 | $ 10,192.10 |
| **2.7 Public and Agency Involvement Plan** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,385.32 | $ 12,385.32 |
| 2.7.1 Public Involvement Plan | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,649.94 | $ 4,649.94 |
| 2.7.2 Agency Involvement Plan | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,735.38 | $ 7,735.38 |
| **2.8 Administrative File and Administrative Record** | 0 | $ - | $ - | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 | $ 49,499.68 | $ 49,699.68 |
| 2.8.1 Administrative File (electronic) | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 33,727.60 | $ 33,827.60 |
| 2.8.2 Administrative Record (electronic) | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 15,772.08 | $ 15,872.08 |
| **2.9 Project Reporting and Invoicing** | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 79,715.14 | $ 79,815.14 |
| **Subtotal Hours for Task 2** | **480** | **$ 268.80** | **$ 16,304.00** | **$ 700.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 180.00** | **$ 17,452.80** | **$ 539,243.21** | $ 556,696.01 |
| **Task 3: Government to Government Consultation** | 320 | $ 179.20 | $ 11,712.00 | $ 300.00 | $ - | $ - | $ - | $ - | $ 525.00 | $ 12,716.20 | $ 13,526.08 | $ 26,242.28 |
| Coordination materials | 0 | $ - | $ - | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 | $ 7,912.40 | $ 8,112.40 |
| Meetings | 320 | $ 179.20 | $ 11,712.00 | $ 100.00 | $ - | $ - | $ - | $ - | $ 525.00 | $ 12,516.20 | $ 5,613.68 | $ 18,129.88 |
| **Subtotal Hours for Task 3** | **320** | **$ 179.20** | **$ 11,712.00** | **$ 300.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 525.00** | **$ 12,716.20** | **$ 13,526.08** | $ 26,242.28 |
| **Task 4: Review of Previous Studies/ Airfield Simulation Verification** | | | | | | | | | | | $ - | $ - |
| Review of Previous Studies | 0 | $ - | $ - | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 | $ 31,683.04 | $ 31,883.04 |
| Airfield Simulation Verification | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 76,261.88 | $ 76,261.88 |
| **Subtotal Hours for Task 4** | **0** | **$ -** | **$ -** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 200.00** | **$ 107,944.92** | $ 108,144.92 |
| **Task 5: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | $ - | $ - |
| **5.1 Proposed Action** | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 20,759.76 | $ 20,859.76 |
| **5.2 Purpose and Need** | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 40,697.04 | $ 40,797.04 |
| 5.2.1 Develop Purpose and Need Statement | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,212.88 | $ 12,212.88 |
| 5.2.2 Develop Purpose and Need Chapter | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 28,484.16 | $ 28,584.16 |
| **5.3 Alternatives** | 0 | $ - | $ - | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 | $ 118,038.36 | $ 118,238.36 |
| 5.3.1 Development and Screening of Alternatives | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 81,417.76 | $ 81,417.76 |
| 5.3.1.1 Development of Conceptual Alternatives | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 41,615.52 | $ 41,615.52 |
| 5.3.1.2 Screening of Alternatives | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 39,802.24 | $ 39,802.24 |
| 5.3.2 Draft and Final Technical Memorandum | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 18,787.64 | $ 18,887.64 |
| 5.3.3 Develop Alternatives Chapter | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 17,832.96 | $ 17,932.96 |
| **Subtotal Hours for Task 5** | **0** | **$ -** | **$ -** | **$ 400.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 400.00** | **$ 179,495.16** | $ 179,895.16 |
| **Task 6: Detailed Fleet Mix Forecast** | | | | | | | | | | | $ - | $ - |
| **6.1 Prepare Fleet Mix Forecasts** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 32,049.20 | $ 32,049.20 |
| **6.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 16,013.60 | $ 16,013.60 |
| **Subtotal Hours for Task 6** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 48,062.80** | $ 48,062.80 |
| **Task 7: Pre-Scoping** | | | | | | | | | | | $ - | $ - |
| **7.1 Prepare for Meetings** | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 42,386.16 | $ 42,486.16 |
| **7.2 Public and Stakeholder Pre-Scoping Meetings** | 200 | $ 112.00 | $ 7,100.00 | $ 672.00 | $ - | $ - | $ - | $ - | $ 1,025.00 | $ 8,909.00 | $ 24,036.06 | $ 32,945.06 |
| **7.3 Agency Pre-Scoping Meetings** | 0 | $ - | $ - | $ 112.00 | $ - | $ - | $ - | $ - | $ - | $ 112.00 | $ 8,772.22 | $ 8,884.22 |
| **Subtotal Hours for Task 7** | **200** | **$ 112.00** | **$ 7,100.00** | **$ 884.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 1,025.00** | **$ 9,121.00** | **$ 75,194.44** | $ 84,315.44 |
| **Task 8: Scoping** | | | | | | | | | | | $ - | $ - |
| **8.1 Scoping Plan** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,546.42 | $ 12,546.42 |
| Coordination with Sponsor, GCM, FAA | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,717.50 | $ 3,717.50 |
| Develop Scoping Plan | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,828.92 | $ 8,828.92 |
| **8.2 Preparation of Scoping Information and Project Mailing Lists** | 0 | $ - | $ - | $ 280.00 | $ 600.00 | $ - | $ - | $ - | $ 150.00 | $ 1,030.00 | $ 27,534.42 | $ 28,564.42 |
| Public Notice and Mailing List | 0 | $ - | $ - | $ - | $ 600.00 | $ - | $ - | $ - | $ - | $ 600.00 | $ 2,346.30 | $ 2,946.30 |
| Scoping Meeting Package - Mail to agencies | 0 | $ - | $ - | $ 280.00 | $ - | $ - | $ - | $ - | $ 150.00 | $ 430.00 | $ 13,799.20 | $ 14,229.20 |
| Mailers) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,388.92 | $ 11,388.92 |
| **8.3 Scoping Meetings** | 200 | $ 112.00 | $ 7,100.00 | $ 2,022.50 | $ - | $ - | $ - | $ - | $ 2,025.00 | $ 11,259.50 | $ 87,151.60 | $ 98,411.10 |
| 8.3.1 Public Scoping Meetings | 200 | $ 112.00 | $ 7,100.00 | $ 1,680.00 | $ - | $ - | $ - | $ - | $ 2,025.00 | $ 10,917.00 | $ 63,095.88 | $ 74,012.88 |
| Coordination Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,399.52 | $ 5,399.52 |
| Media Walk Through | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,699.76 | $ 2,699.76 |
| Meeting Attendance | 200 | $ 112.00 | $ 7,100.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,212.00 | $ 26,730.88 | $ 33,942.88 |
| Materials Preparation | 0 | $ - | $ - | $ 1,680.00 | | $ - | $ - | $ - | $ 2,025.00 | $ 3,705.00 | $ 28,265.72 | $ 31,970.72 |
| 8.3.2 Agency Scoping Meetings | 0 | $ - | $ - | $ 342.50 | $ - | $ - | $ - | $ - | $ - | $ 342.50 | $ 24,055.72 | $ 24,398.22 |
| Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,552.16 | $ 8,552.16 |
| Materials Preparation | 0 | $ - | $ - | $ 342.50 | $ - | $ - | $ - | $ - | $ - | $ 342.50 | $ 15,503.56 | $ 15,846.06 |
| **8.4 Scoping Comments** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 17,784.88 | $ 17,784.88 |
| Scoping Comments Database and Update Mailing List | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 10,992.36 | $ 10,992.36 |
| Scoping Issues Summary | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,792.52 | $ 6,792.52 |
| **8.5 Scoping Report** | 0 | $ - | $ - | $ 200.00 | | $ - | $ - | $ - | $ - | $ 200.00 | $ 11,632.22 | $ 11,832.22 |
| **Subtotal Hours for Task 8** | **$ 200.00** | **$ 112.00** | **$ 7,100.00** | **$ 2,502.50** | **$ 600.00** | **$ -** | **$ -** | **$ -** | **$ 2,175.00** | **$ 12,489.50** | **$ 156,649.54** | $ 169,139.04 |
| **Task 9: Preliminary Engineering** | 640 | $ 358.40 | $ 12,608.00 | $ 400.00 | $ - | $ - | $ - | $ - | $ - | $ 13,366.40 | $ 58,113.36 | $ 71,479.76 |
| **Subtotal Hours for Task 9** | **640** | **$ 358.40** | **$ 12,608.00** | **$ 400.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 13,366.40** | **$ 58,113.36** | $ 71,479.76 |
| **Task 10: Affected Environment** | | | | | | | | | | | $ - | $ - |
| **10.1 Study Areas and Analysis Years** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 13,011.60 | $ 13,011.60 |
| 10.1.1 General Study Area | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,587.06 | $ 6,587.06 |
| 10.1.2 Analysis Years | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,017.74 | $ 1,017.74 |
| 10.1.3 Technical Memorandum (Draft and Final) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,406.80 | $ 5,406.80 |
| **10.2 Data Collection, Base Mapping and GIS Administration** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 68,516.42 | $ 68,516.42 |
| **10.3 Existing Conditions Analysis** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,025.00 | $ 3,025.00 | $ 146,638.38 | $ 149,663.38 |
| 10.3.1 Air Quality | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,488.86 | $ 4,488.86 |
| Air Quality Assessment Protocol Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,528.24 | $ 2,528.24 |
| Existing Conditions | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,960.62 | $ 1,960.62 |
| 10.3.2 Biological Resources (including fish, wildlife and plants) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,806.84 | $ 2,806.84 |
| Site Visit (includes wetlands) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,806.84 | $ 2,806.84 |
| 10.3.3 Climate | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,296.34 | $ 1,296.34 |
| 10.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,715.98 | $ 8,715.98 |
| 10.3.5 Farmlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,328.56 | $ 1,328.56 |
| 10.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,025.00 | $ 3,025.00 | $ 18,426.24 | $ 21,451.24 |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,025.00 | $ 3,025.00 | $ 4,673.60 | $ 7,698.60 |
| AE Chapter/Tech Memo | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 13,752.64 | $ 13,752.64 |
| 10.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,542.72 | $ 1,542.72 |
| Class I File Search, Desktop Review, APE and Methodology | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 771.36 | $ 771.36 |
| Pedestrian Survey and Mapping | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class III Cultural Resources Report | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 771.36 | $ 771.36 |
| 10.3.8 Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,099.92 | $ 2,099.92 |
| 10.3.9 Natural Resources and Energy Supply | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 771.36 | $ 771.36 |
| 10.3.10 Noise and Compatible Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 76,788.86 | $ 76,788.86 |
| Noise Protocol Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,752.70 | $ 7,752.70 |
| Flight Track Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 22,370.00 | $ 22,370.00 |
| Runway and Track Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,410.40 | $ 3,410.40 |
| Custom Profiles (if needed) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 13,363.80 | $ 13,363.80 |
| Noise Modeling | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 23,031.32 | $ 23,031.32 |
| Results Documentation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,860.64 | $ 6,860.64 |
| 10.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,323.82 | $ 6,323.82 |
| 10.3.12 Visual Effects (including light emissions) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 664.28 | $ 664.28 |
| 10.3.13 Water Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 17,249.20 | $ 17,249.20 |

HNTB

| Work Tasks | Project Manager | Deputy PM | Environmental Planner II | Aviation/Env Planner | Aviation/Env Planner II | GIS Administrator | Graphics | Principal in Charge | QAPM | Proj Analyst | QC HazMat/Water | HazMat/ Water Quality | Technical Editor | Web & Data Integration | Design Liaison | Principal Planner | Aviation Planner II | Forecast Planner | | | | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $316.03 | $192.84 | $166.07 | $160.40 | $208.95 | $132.95 | $141.80 | $406.33 | $246.84 | $169.93 | $300.15 | $233.68 | $157.51 | $229.82 | $229.82 | $354.60 | $157.45 | $245.48 | | | | | |
| Wetlands | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 5 | $ 1,510.96 |
| Floodplains | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 5 | $ 911.12 |
| Stormwater | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 5 | $ 911.12 |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 8 | 36 | 8 | 0 | 0 | 0 | 0 | 0 | | | | 65 | $ 13,916.00 |
| 10.3.14 On-going and Reasonably Foreseeable Projects | 4 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 28 | $ 5,463.96 |
| **10.4 Prepare Affected Environment Annotated Outline** | 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 10 | $ 2,067.70 |
| **10.5 Prepare Draft Affected Environment Chapter** | 12 | 20 | 60 | 0 | 24 | 0 | 4 | 0 | 4 | 0 | 4 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | | | | 160 | $ 32,556.40 |
| **Subtotal Hours for Task 10** | **61** | **126** | **150** | **288** | **45** | **362** | **4** | **0** | **12** | **0** | **20** | **118** | **20** | **208** | **0** | **0** | **16** | **0** | | | | **1,430** | **$ 262,790.50** |
| **Task 11: Environmental Consequences** | | | | | | | | | | | | | | | | | | | | | | | |
| **11.1 Conduct Environmental Impact Analysis** | 43 | 60 | 83 | 392 | 48 | 124 | 0 | 0 | 6 | 0 | 4 | 40 | 4 | 0 | 0 | 0 | 16 | 0 | | | | 820 | $ 143,513.78 |
| 11.1.1 Air Quality | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 8 | $ 2,035.48 |
| Agency Coordination | 4 | 4 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 8 | $ 2,035.48 |
| Data Collection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | $ - |
| Operational Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | $ - |
| Constuction Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | $ - |
| General Conformity Rule Applicability Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 1,264.12 |
| *OPTIONAL TASK: Lead Emissions Inventory* | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 1,264.12 |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 1,264.12 |
| *OPTIONAL TASK: Formal Conformity Determination* | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 1,264.12 |
| *OPTIONAL TASK: Air Quality Deliverables* | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 12 | $ 2,592.68 |
| 11.1.2 Biological Resources (including fish, wildlife and plants) | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 771.36 |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 8 | $ 2,035.48 |
| 11.1.3 Climate | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 2 | $ 632.06 |
| 11.1.4 Department of Transportation Act: Section 4(f) and 6(f) | 2 | 24 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 42 | $ 7,652.38 |
| *OPTIONAL TASK: Section 4(f) Evaluation* | 4 | 40 | 0 | 8 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 68 | $ 12,388.12 |
| *OPTIONAL TASK: Additional Section 4(f) Evaluation* | 4 | 40 | 0 | 8 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 68 | $ 12,388.12 |
| 11.1.5 Farmlands | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | $ 166.07 |
| 11.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | | | | 36 | $ 7,970.76 |
| 11.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 8 | $ 1,542.72 |
| Section 106 Effects Analysis | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 771.36 |
| EC Chapter | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 771.36 |
| 11.1.8 Land Use | 1 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 13 | $ 2,415.95 |
| 11.1.9 Natural Resources and Energy Supply | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 664.28 |
| 11.1.10 Noise and Compatible Land Use | 20 | 0 | 28 | 392 | 48 | 112 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | | | | 618 | $ 101,780.24 |
| Flight Track Development | 8 | 0 | 16 | 80 | 8 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 152 | $ 25,006.96 |
| Runway and Track Use/Validation | 4 | 0 | 8 | 40 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 76 | $ 12,807.48 |
| Noise Modeling | 0 | 0 | 0 | 240 | 24 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | | | | 320 | $ 51,348.00 |
| Results Documentation | 8 | 0 | 4 | 32 | 8 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 70 | $ 12,617.80 |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 12 | 2 | 8 | 80 | 24 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 166 | $ 28,671.40 |
| 11.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 4 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 36 | $ 7,006.68 |
| 11.1.12 Visual Effects (including light emissions) | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 664.28 |
| 11.1.13 Water Resources | 10 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 40 | $ 9,547.24 |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 1 | $ 246.84 |
| Floodplains | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 5 | $ 1,211.04 |
| Stormwater | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 9 | $ 2,175.24 |
| Groundwater | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 25 | $ 5,914.12 |
| 11.1.14 Non-Impacted Categories | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 4 | $ 664.28 |
| **11.2 Prepare Environmental Consequences Annotated Outline** | 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 10 | $ 2,067.70 |
| **11.3 Prepare Draft Environmental Consequences Chapter** | 40 | 40 | 80 | 0 | 24 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 192 | $ 40,209.76 |
| **Subtotal Hours for Task 11 (No Optional Tasks)** | **84** | **108** | **163** | **392** | **73** | **124** | **4** | **0** | **10** | **0** | **4** | **40** | **4** | **0** | **0** | **0** | **16** | **0** | | | | **1022** | **$ 185,791.24** |
| **Task 12: Prepare and Distribute Draft EA** | | | | | | | | | | | | | | | | | | | | | | | |
| **12.1 Preliminary Draft EA to Sponsor** | 5 | 24 | 64 | 0 | 4 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | | | | 125 | $ 22,243.71 |
| Additional EA Chapters | 1 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 33 | $ 5,844.43 |
| Prepare Preliminary Draft | 4 | 16 | 40 | 0 | 4 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | | | | 92 | $ 16,399.28 |
| **12.2 Response to Comments and Revise the Preliminary Draft** | 40 | 64 | 24 | 8 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 168 | $ 36,117.92 |
| 12.2.1 Respond to the Sponsor's Comments and Revise | 12 | 24 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 60 | $ 12,952.56 |
| 12.2.2 Respond to FAA Comments | 12 | 24 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 52 | $ 11,083.12 |
| 12.2.3 Review Preliminary Draft EA with Agencies | 16 | 16 | 16 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 56 | $ 12,082.24 |
| **12.3 Prepare and Distribute Draft EA to Public** | 4 | 8 | 40 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | | | | 70 | $ 12,606.40 |
| **12.4 Publish Notice of Availability (NOA)** | 4 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 13 | $ 2,801.63 |
| **Subtotal Hours for Task 12** | **53** | **96** | **136** | **8** | **9** | **24** | **4** | **0** | **6** | **0** | **0** | **16** | **24** | **0** | **0** | **0** | **0** | **0** | | | | **376** | **$ 73,769.66** |
| **Task 13: Prepare and Distribute Final EA** | | | | | | | | | | | | | | | | | | | | | | | |
| **13.1 Respond to Comments Received on Draft EA** | 24 | 40 | 80 | 40 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 208 | $ 38,190.72 |
| **13.2 Respond to Comments on Prelim Final EA** | 16 | 48 | 48 | 8 | 12 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 152 | $ 29,942.52 |
| 13.2.1 Respond to the Sponsor's Comments and Revise | 8 | 24 | 24 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 84 | $ 16,791.24 |
| 13.2.2 Respond to FAA Comments | 8 | 24 | 24 | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 68 | $ 13,151.28 |
| **13.3 Formally Submit Final EA to FAA and Sponsor** | 4 | 24 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | | | | 80 | $ 14,782.52 |
| **13.4 Formally Submit Administrative Record** | 8 | 8 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 60 | $ 11,701.12 |
| **Subtotal Hours for Task 13** | **52** | **120** | **208** | **48** | **12** | **32** | **0** | **0** | **8** | **0** | **0** | **12** | **8** | **0** | **0** | **0** | **0** | **0** | | | | **500** | **$ 94,616.88** |
| **Task 14: Public and Agency Involvement** | | | | | | | | | | | | | | | | | | | | | | | |
| **14.1 Agency Meetings** | 104 | 124 | 104 | 0 | 0 | 40 | 8 | 4 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 394 | $ 84,491.40 |
| Kick-Off Workshop/Tour | 24 | 24 | 24 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 76 | $ 17,823.88 |
| Materials Preparation | 40 | 60 | 40 | 0 | 0 | 40 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 190 | $ 37,800.48 |
| Meeting Attendance | 40 | 40 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 128 | $ 28,867.04 |
| **14.2 Community/Stakeholder Meetings** | 180 | 180 | 160 | 0 | 20 | 90 | 40 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 678 | $ 142,596.98 |
| Materials Preparation | 60 | 60 | 120 | 0 | 20 | 90 | 40 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 394 | $ 73,264.46 |
| Meeting Attendance | 120 | 120 | 40 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 284 | $ 69,332.52 |
| **14.3 Public Hearings** | 58 | 124 | 148 | 48 | 12 | 80 | 16 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 496 | $ 93,675.98 |
| Coordination Meetings and Media Walk-Thru | 8 | 8 | 8 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 36 | $ 8,308.04 |
| Meeting Attendance | 40 | 40 | 40 | 40 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 164 | $ 35,038.92 |
| Materials Preparation | 8 | 60 | 100 | 0 | 12 | 80 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 278 | $ 46,611.52 |
| Promotion/Marketing of Public Hearing | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 18 | $ 3,717.50 |
| **Subtotal Hours for Task 14** | **342** | **428** | **412** | **48** | **32** | **210** | **64** | **16** | **8** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | | | | **1568** | **$ 320,764.36** |
| **Task 15: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | | | | | | | | | | | | | |
| **15.1 PIMA Base Deployment and Configuration** | 16 | 40 | 0 | 0 | 0 | 520 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | | | | 756 | $ 121,863.36 |
| 15.1.1 Hybrid Community/Stakeholder Meetings | 8 | 24 | 0 | 0 | 0 | 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | | | | 312 | $ 48,257.20 |
| 15.1.2 Hybrid Public Hearings | 8 | 16 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | | | | 108 | $ 19,106.36 |
| 15.1.3 Deployment, Configuration, As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 220 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | | | | 336 | $ 54,499.80 |
| **15.2 Website Requirements and Design** | 2 | 8 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 560 | 0 | 0 | 0 | 0 | | | | 650 | $ 141,509.98 |
| **Subtotal Hours for Task 15** | **18** | **48** | **0** | **0** | **0** | **600** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **724** | **0** | **0** | **0** | **0** | | | | **1406** | **$ 263,373.34** |
| **Task 16: Freedom of Information Act (FOIA) Requests** | 8 | 8 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 56 | $ 10,713.76 |
| **Subtotal Hours for Task 16** | **8** | **8** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | | | | **56** | **$ 10,713.76** |
| *OPTIONAL TASK 1: Analysis of One Additional Alternative* | 77 | 152 | 82 | 68 | 8 | 76 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 28 | 120 | 0 | | | | 695 | $ 138,780.45 |
| ***Subtotal Hours for OPTIONAL TASK 1*** | **77** | **152** | **82** | **68** | **8** | **76** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **80** | **28** | **120** | **0** | | | | **695** | **$ 138,780.45** |
| *OPTIONAL TASK 2: Analysis of Additional Alternatives* | 215 | 456 | 244 | 180 | 16 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240 | 80 | 360 | 0 | | | | 2011 | $ 398,073.57 |
| ***Subtotal Hours for OPTIONAL TASK 2*** | **215** | **456** | **244** | **180** | **16** | **220** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **240** | **80** | **360** | **0** | | | | **2,011** | **$ 398,073.57** |
| *OPTIONAL TASK 3: Sustainability, Resilience, and Envision®* | 48 | 112 | 48 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 248 | $ 50,056.88 |
| ***Subtotal Hours for OPTIONAL TASK 3*** | **48** | **112** | **48** | **0** | **0** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | | | | **248** | **$ 50,056.88** |
| *OPTIONAL TASK 4: Agency Concurrence Agreements* | 28 | 50 | 68 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 162 | $ 31,910.80 |
| ***Subtotal Hours for OPTIONAL TASK 4*** | **28** | **50** | **68** | **0** | **0** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | | | | **162** | **$ 31,910.80** |
| *OPTIONAL TASK 5: Cooperating Agencies* | 42 | 74 | 82 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 222 | $ 44,351.96 |
| ***Subtotal Hours for OPTIONAL TASK 5*** | **42** | **74** | **82** | **0** | **0** | **24** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | | | | **222** | **$ 44,351.96** |
| *OPTIONAL TASK 6: Contractor Team SharePoint Site* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 320 | 0 | 0 | 0 | 0 | | | | 320 | $ 73,542.40 |
| ***Subtotal Hours for OPTIONAL TASK 6*** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **320** | **0** | **0** | **0** | **0** | | | | **320** | **$ 73,542.40** |
| *OPTIONAL TASK 7: Cumulative Impacts* | 16 | 30 | 48 | 6 | 0 | 24 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | | | | 132 | $ 24,862.00 |
| ***Subtotal Hours for OPTIONAL TASK 7*** | **16** | **30** | **48** | **6** | **0** | **24** | **0** | **0** | **2** | **0** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | | | | **132** | **$ 24,862.00** |
| **Total Hours (No Optional Tasks)** | 1,683 | 2,554 | 2,005 | 1,152 | 187 | 1,672 | 132 | 84 | 165 | 370 | 24 | 236 | 68 | 1,160 | 210 | 208 | 474 | 40 | | | | 12,424 | **$ 2,506,084.53** |
| **Total Hours (Optional Tasks Only)** | 470 | 960 | 588 | 350 | 48 | 472 | 0 | 4 | 2 | 0 | 0 | 6 | 0 | 320 | 320 | 108 | 480 | 0 | 0 | 0 | 0 | 4,128 | **$ 824,710.34** |
| **Total Hours (ALL Tasks)** | 2,153 | 3,514 | 2,593 | 1,502 | 235 | 2,144 | 132 | 88 | 167 | 370 | 24 | 242 | 68 | 1,480 | 530 | 316 | 954 | 40 | | | | 16,552 | **$ 3,330,794.87** |
| | | | | | | | | 0.7% | 1.3% | 3.0% | | | | | | | | | | | | | |

Expenses per Task

| Work Tasks | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor | Total Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mileage Rate | | | | | | | | | | |
| | | $ 0.56 | | | | | | | | | | |
| Wetlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,510.96 | $ 1,510.96 |
| Floodplains | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 911.12 | $ 911.12 |
| Stormwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 911.12 | $ 911.12 |
| Groundwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 13,916.00 | $ 13,916.00 |
| 10.3.14 On-going and Reasonably Foreseeable Projects | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,463.96 | $ 5,463.96 |
| **10.4 Prepare Affected Environment Annotated Outline** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,067.70 | $ 2,067.70 |
| **10.5 Prepare Draft Affected Environment Chapter** | 0 | $ - | $ - | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 | $ 32,556.40 | $ 32,756.40 |
| **Subtotal Hours for Task 10** | **0** | **$ -** | **$ -** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 3,025.00** | **$ 3,225.00** | **$ 262,790.50** | $ 266,015.50 |
| **Task 11: Environmental Consequences** | | | | | | | | | | | $ - | $ - |
| **11.1 Conduct Environmental Impact Analysis** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 143,513.78 | $ 143,513.78 |
| 11.1.1 Air Quality | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,035.48 | $ 2,035.48 |
| Agency Coordination | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,035.48 | $ 2,035.48 |
| Data Collection | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Operational Emissions Inventories Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Constuction Emissions Inventories Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| General Conformity Rule Applicability Analysis | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,264.12 | $ 1,264.12 |
| *OPTIONAL TASK: Lead Emissions Inventory* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,264.12 | $ 1,264.12 |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,264.12 | $ 1,264.12 |
| *OPTIONAL TASK: Formal Conformity Determination* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,264.12 | $ 1,264.12 |
| *OPTIONAL TASK: Air Quality Deliverables* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,592.68 | |
| 11.1.2 Biological Resources (including fish, wildlife and plants) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 771.36 | $ 771.36 |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,035.48 | $ 2,035.48 |
| 11.1.3 Climate | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 632.06 | $ 632.06 |
| 11.1.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,652.38 | $ 7,652.38 |
| *OPTIONAL TASK: Section 4(f) Evaluation* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,388.12 | $ 12,388.12 |
| *OPTIONAL TASK: Additional Section 4(f) Evaluation* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,388.12 | $ 12,388.12 |
| 11.1.5 Farmlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 166.07 | $ 166.07 |
| 11.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,970.76 | $ 7,970.76 |
| 11.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,542.72 | $ 1,542.72 |
| Section 106 Effects Analysis | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 771.36 | $ 771.36 |
| EC Chapter | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 771.36 | $ 771.36 |
| 11.1.8 Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,415.95 | $ 2,415.95 |
| 11.1.9 Natural Resources and Energy Supply | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 664.28 | $ 664.28 |
| 11.1.10 Noise and Compatible Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 101,780.24 | $ 101,780.24 |
| Flight Track Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 25,006.96 | $ 25,006.96 |
| Runway and Track Use/Validation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,807.48 | $ 12,807.48 |
| Noise Modeling | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 51,348.00 | $ 51,348.00 |
| Results Documentation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,617.80 | $ 12,617.80 |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 28,671.40 | $ 28,671.40 |
| 11.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,006.68 | $ 7,006.68 |
| 11.1.12 Visual Effects (including light emissions) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 664.28 | $ 664.28 |
| 11.1.13 Water Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 9,547.24 | $ 9,547.24 |
| Wetlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 246.84 | $ 246.84 |
| Floodplains | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,211.04 | $ 1,211.04 |
| Stormwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,175.24 | $ 2,175.24 |
| Groundwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,914.12 | $ 5,914.12 |
| 11.1.14 Non-Impacted Categories | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 664.28 | $ 664.28 |
| **11.2 Prepare Environmental Consequences Annotated Outline** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,067.70 | $ 2,067.70 |
| **11.3 Prepare Draft Environmental Consequences Chapter** | 0 | $ - | $ - | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 | $ 40,209.76 | $ 40,409.76 |
| **Subtotal Hours for Task 11 (No Optional Tasks)** | **0** | **$ -** | **$ -** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 200.00** | **$ 185,791.24** | $ 185,991.24 |
| **Task 12: Prepare and Distribute Draft EA** | | | | | | | | | | | | |
| **12.1 Preliminary Draft EA to Sponsor** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 22,243.71 | $ 22,243.71 |
| Additional EA Chapters | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,844.43 | $ 5,844.43 |
| Prepare Preliminary Draft | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 16,399.28 | $ 16,399.28 |
| **12.2 Response to Comments and Revise the Preliminary Draft** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 36,117.92 | $ 36,117.92 |
| 12.2.1 Respond to the Sponsor's Comments and Revise | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,952.56 | $ 12,952.56 |
| 12.2.2 Respond to FAA Comments | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,083.12 | $ 11,083.12 |
| 12.2.3 Review Preliminary Draft EA with Agencies | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,082.24 | $ 12,082.24 |
| **12.3 Prepare and Distribute Draft EA to Public** | 0 | $ - | $ - | $ 900.00 | $ - | $ - | $ - | $ - | $ 1,300.00 | $ 2,200.00 | $ 12,606.40 | $ 14,806.40 |
| **12.4 Publish Notice of Availability (NOA)** | 0 | $ - | $ - | $ - | $ 600.00 | $ - | $ - | $ - | $ - | $ 600.00 | $ 2,801.63 | $ 3,401.63 |
| **Subtotal Hours for Task 12** | **0** | **$ -** | **$ -** | **$ 900.00** | **$ 600.00** | **$ -** | **$ -** | **$ -** | **$ 1,300.00** | **$ 2,800.00** | **$ 73,769.66** | $ 76,569.66 |
| **Task 13: Prepare and Distribute Final EA** | | | | | | | | | | | $ - | $ - |
| **13.1 Respond to Comments Received on Draft EA** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 38,190.72 | $ 38,190.72 |
| **13.2 Respond to Comments on Prelim Final EA** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 29,942.52 | $ 29,942.52 |
| 13.2.1 Respond to the Sponsor's Comments and Revise | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 16,791.24 | $ 16,791.24 |
| 13.2.2 Respond to FAA Comments | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 13,151.28 | $ 13,151.28 |
| **13.3 Formally Submit Final EA to FAA and Sponsor** | 0 | $ - | $ - | $ 900.00 | $ 600.00 | $ - | $ - | $ - | $ 1,300.00 | $ 2,800.00 | $ 14,782.52 | $ 17,582.52 |
| **13.4 Formally Submit Administrative Record** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,701.12 | $ 11,701.12 |
| **Subtotal Hours for Task 13** | **0** | **$ -** | **$ -** | **$ 900.00** | **$ 600.00** | **$ -** | **$ -** | **$ -** | **$ 1,300.00** | **$ 2,800.00** | **$ 94,616.88** | $ 97,416.88 |
| **Task 14: Public and Agency Involvement** | | | | | | | | | | | $ - | $ - |
| **14.1 Agency Meetings** | 360 | $ 201.60 | $ 15,660.00 | $ 1,575.00 | $ - | $ - | $ - | $ - | $ 5,525.00 | $ 22,961.60 | $ 84,491.40 | $ 107,453.00 |
| Kick-Off Workshop/Tour | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 17,823.88 | $ 17,823.88 |
| Materials Preparation | 0 | $ - | $ - | $ 205.00 | $ - | $ - | $ - | $ - | $ 5,525.00 | $ 5,730.00 | $ 37,800.48 | $ 43,530.48 |
| Meeting Attendance | 360 | $ 201.60 | $ 15,660.00 | $ 1,370.00 | $ - | $ - | $ - | $ - | $ - | $ 17,231.60 | $ 28,867.04 | $ 46,098.64 |
| **14.2 Community/Stakeholder Meetings** | 400 | $ 224.00 | $ 14,640.00 | $ 3,300.00 | $ - | $ - | $ - | $ - | $ 9,750.00 | $ 27,914.00 | $ 142,596.98 | $ 170,510.98 |
| Materials Preparation | 0 | $ - | $ - | $ 3,300.00 | $ - | $ - | $ - | $ - | $ 9,750.00 | $ 13,050.00 | $ 73,264.46 | $ 86,314.46 |
| Meeting Attendance | 400 | $ 224.00 | $ 14,640.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 14,864.00 | $ 69,332.52 | $ 84,196.52 |
| **14.3 Public Hearings** | 350 | $ 196.00 | $ 7,100.00 | $ 2,025.00 | $ - | $ - | $ - | $ - | $ 9,525.00 | $ 18,846.00 | $ 93,675.98 | $ 112,521.98 |
| Coordination Meetings and Media Walk-Thru | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,308.04 | $ 8,308.04 |
| Meeting Attendance | 350 | $ 196.00 | $ 7,100.00 | $ - | $ - | $ - | $ - | $ - | $ 7,500.00 | $ 14,796.00 | $ 35,038.92 | $ 49,834.92 |
| Materials Preparation | 0 | $ - | $ - | $ 2,025.00 | $ - | $ - | $ - | $ - | $ 2,025.00 | $ 4,050.00 | $ 46,611.52 | $ 50,661.52 |
| Promotion/Marketing of Public Hearing | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,717.50 | $ 3,717.50 |
| **Subtotal Hours for Task 14** | **1110** | **$ 621.60** | **$ 37,400.00** | **$ 6,900.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 24,800.00** | $ 69,721.60 | $ 320,764.36 | **$ 390,485.96** |
| **Task 15: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | $ - | $ - |
| **15.1 PIMA Base Deployment and Configuration** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,000.00 | $ 6,000.00 | $ 121,863.36 | $ 127,863.36 |
| 15.1.1 Hybrid Community/Stakeholder Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 48,257.20 | $ 48,257.20 |
| 15.1.2 Hybrid Public Hearings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,106.36 | $ 19,106.36 |
| 15.1.3 Deployment, Configuration, As-Needed Support and Maintenance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,000.00 | $ 6,000.00 | $ 54,499.80 | $ 60,499.80 |
| **15.2 Website Requirements and Design** | 0 | $ - | $ - | $ - | $ - | $ - | $ 400.00 | $ - | $ - | $ 400.00 | $ 141,509.98 | $ 141,909.98 |
| **Subtotal Hours for Task 15** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 400.00** | **$ -** | **$ 6,000.00** | **$ 6,400.00** | $ 263,373.34 | **$ 269,773.34** |
| **Task 16: Freedom of Information Act (FOIA) Requests** | 0 | $ - | $ - | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 | $ 10,713.76 | $ 10,813.76 |
| **Subtotal Hours for Task 16** | **0** | **$ -** | **$ -** | **$ 100.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 100.00** | $ 10,713.76 | **$ 10,813.76** |
| *OPTIONAL TASK 1: Analysis of One Additional Alternative* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 138,780.45 | $ 138,780.45 |
| ***Subtotal Hours for OPTIONAL TASK 1*** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 138,780.45** | $ 138,780.45 |
| *OPTIONAL TASK 2: Analysis of Additional Alternatives* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 398,073.57 | $ 398,073.57 |
| ***Subtotal Hours for OPTIONAL TASK 2*** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 398,073.57** | $ 398,073.57 |
| *OPTIONAL TASK 3: Sustainability, Resilience, and Envision®* | 360 | $ 201.60 | $ 10,776.00 | $ 400.00 | $ - | $ - | $ - | $ - | $ - | $ 11,377.60 | $ 50,056.88 | $ 61,434.48 |
| ***Subtotal Hours for OPTIONAL TASK 3*** | **360** | **$ 201.60** | **$ 10,776.00** | **$ 400.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 11,377.60** | **$ 50,056.88** | $ 61,434.48 |
| *OPTIONAL TASK 4: Agency Concurrence Agreements* | 360 | $ 201.60 | $ 10,776.00 | $ 400.00 | $ - | $ - | $ - | $ - | $ - | $ 11,377.60 | $ 31,910.80 | $ 43,288.40 |
| ***Subtotal Hours for OPTIONAL TASK 4*** | **360** | **$ 201.60** | **$ 10,776.00** | **$ 400.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 11,377.60** | **$ 31,910.80** | $ 43,288.40 |
| *OPTIONAL TASK 5: Cooperating Agencies* | 360 | $ 201.60 | $ - | $ 400.00 | $ - | $ - | $ - | $ - | $ - | $ 601.60 | $ 44,351.96 | $ 44,953.56 |
| ***Subtotal Hours for OPTIONAL TASK 5*** | **360** | **$ 201.60** | **$ -** | **$ 400.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 601.60** | **$ 44,351.96** | $ 44,953.56 |
| *OPTIONAL TASK 6: Contractor Team SharePoint Site* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,760.00 | $ 5,760.00 | $ 73,542.40 | $ 79,302.40 |
| ***Subtotal Hours for OPTIONAL TASK 6*** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 5,760.00** | **$ 5,760.00** | **$ 73,542.40** | $ 79,302.40 |
| *OPTIONAL TASK 7: Cumulative Impacts* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 24,862.00 | $ 24,862.00 |
| ***Subtotal Hours for OPTIONAL TASK 7*** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 24,862.00** | $ 24,862.00 |
| **Total Hours (No Optional Tasks)** | 2,950 | $ 1,652.00 | $ 92,224.00 | $ 14,786.50 | $ 1,800.00 | $ - | $ 400.00 | $ - | $ 40,330.00 | $ 151,192.50 | $ 2,506,084.53 | **$ 2,657,277.03** |
| **Total Hours (Optional Tasks Only)** | 1,080 | $ 604.80 | $ 21,552.00 | $ 1,200.00 | $ - | $ - | $ - | $ - | $ 5,760.00 | $ 29,116.80 | $ 824,710.34 | **$ 853,827.14** |
| **Total Hours (ALL Tasks)** | 4,030 | $ 2,256.80 | $ 113,776.00 | $ 15,986.50 | $ 1,800.00 | $ - | $ 400.00 | $ - | $ 46,090.00 | $ 180,309.30 | $ 3,330,794.87 | **$ 3,511,104.17** |

Total ALL Costs - HNTB

| | TRAVEL EXPENSES- HNTB | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Task** | **Name** | **No. of Trips** | **Airfare** | **Hotel (PER TRIP)** | | **Meal (CCD per diem) (PER TRIP)** | | **Airport Parking** | | **Rental Car (PER TRIP)** | **TOTAL** | **Notes** | Miles (assume 40 per day) |
| | | | | **nights** | **$/night** | **days** | **$/day** | **days** | **$/day** | | | | 40 miles |
| | | | | | | | | | | | | | |
| Task 2.1, EPMT In-Person (up to 8) | Kim Hughes | 3 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 336.00 | $ 5,064.00 | Share rental car | 240 |
| Task 2.1, EPMT In-Person (up to 8) | Caroline Pinegar | 3 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ - | $ 4,056.00 | | |
| Task 2.3, Simulation and DEN Planning Meetings | Kim Hughes | 2 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | $ 336.00 | $ 3,928.00 | Assume 25 miles to/from hotel + 15 miles/day = 40 miles/day x 6 days=240 | 240 |
| Task 2.3, Simulation and DEN Planning Meetings | Ken Poon or Justin Bychek | 2 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | | $ 3,256.00 | | |
| Task 3, Government-to-Government Consultation | Kim Hughes | 4 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 6,304.00 | Share rental car | 320 |
| Task 3, Government-to-Government Consultation | Caroline Pinegar | 4 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ - | $ 5,408.00 | | |
| Task 7, Pre-Scoping Meetings | Kim Hughes | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ 560.00 | $ 2,740.00 | Share rental car | 200 |
| Task 7, Pre-Scoping Meetings | Caroline Pinegar | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | | |
| Task 7, Pre-Scoping Meetings | Ryan or Yue | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | | |
| Task 8.3, Scoping Meetings | Kim Hughes | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ 560.00 | $ 2,740.00 | Share rental car | 200 |
| Task 8.3, Scoping Meetings | Caroline Pinegar | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | | |
| Task 8.3, Scoping Meetings | Ryan or Yue | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | | |
| Task 9, Preliminary Engineering | Kim Hughes | 4 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 6,304.00 | | 320 |
| Task 9, Preliminary Engineering | Lynette Mellett | 4 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 6,304.00 | | 320 |
| Task 14.1, Agency Kick-Off/Tour + 2 meetings | Kim Hughes | 3 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | $ 336.00 | $ 5,892.00 | Share rental car | 360 |
| Task 14.1, Agency Kick-Off/Tour + 2 meetings | Caroline Pinegar | 3 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | $ - | $ 4,884.00 | | |
| Task 14.1, Agency Kick-Off/Tour + 2 meetings | Ryan or Yue | 3 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | $ - | $ 4,884.00 | | |
| Task 14.2, Community/Stakeholder Meetings | Kim Hughes | 5 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 7,880.00 | Assume 5 of 10 meetings will be combined or during trips for Task 14.1; Share | 400 |
| Task 14.2, Community/Stakeholder Meetings | Caroline Pinegar | 5 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ - | $ 6,760.00 | Assume 5 of 10 meetings will be combined or during trips for Task 14.1; | |
| Task 14.3, Public Hearings | Kim Hughes | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ 560.00 | $ 2,740.00 | Share rental car | 200 |
| Task 14.3, Public Hearings | Caroline Pinegar | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | | |
| Task 14.3, Public Hearings | Ryan or Yue | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | | |
| | | | | | | | | | | | | | |
| **Main Tasks** | | | | | | | | | | | **$ 92,224.00** | | |
| | | | | | | | | | | | | | |
| *Optional Task 3 - Sustainability, Envision* | *Kim Hughes* | *3* | *$ 800.00* | *3* | *$ 200.00* | *3* | *$ 76.00* | *0* | *$ -* | *$ 336.00* | *$ 5,892.00* | | 360 |
| *Optional Task 3 - Sustainability, Envision* | *Caroline Pinegar* | *3* | *$ 800.00* | *3* | *$ 200.00* | *3* | *$ 76.00* | *0* | *$ -* | *$ -* | *$ 4,884.00* | | |
| *Optional Task 4 - Agency Concurrence Agreements* | *Kim Hughes* | *3* | *$ 800.00* | *3* | *$ 200.00* | *3* | *$ 76.00* | *0* | *$ -* | *$ 336.00* | *$ 5,892.00* | | 360 |
| *Optional Task 4 - Agency Concurrence Agreements* | *Caroline Pinegar* | *3* | *$ 800.00* | *3* | *$ 200.00* | *3* | *$ 76.00* | *0* | *$ -* | *$ -* | *$ 4,884.00* | | |
| | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | $ - | | |
| **Optional Tasks** | | | | | | | | | | | **$ 21,552.00** | | |

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# HNTB

* AVERAGE HOURLY RATES

| Classification | Loaded Hourly Rate | | Man Hours | | Extension |
|---|---|---|---|---|---|
| Project Manager | $ 316.03 | x | 2,153 | = | $ 680,412.59 |
| Deputy PM | $ 192.84 | x | 3,514 | = | $ 677,639.76 |
| Environmental Planner II | $ 166.07 | x | 2,593 | = | $ 430,619.51 |
| Aviation/Env Planner | $ 160.40 | x | 1,502 | = | $ 240,920.80 |
| Aviation/Env Planner II | $ 208.95 | x | 235 | = | $ 49,103.25 |
| GIS Administrator | $ 132.95 | x | 2,144 | = | $ 285,044.80 |
| Graphics | $ 141.80 | x | 132 | = | $ 18,717.60 |
| Principal in Charge | $ 406.33 | x | 88 | = | $ 35,757.04 |
| QAPM | $ 246.84 | x | 167 | = | $ 41,222.28 |
| Proj Analyst | $ 169.93 | x | 370 | = | $ 62,874.10 |
| QC HazMat/Water | $ 300.15 | x | 24 | = | $ 7,203.60 |
| HazMat/ Water Quality | $ 233.68 | x | 242 | = | $ 56,550.56 |
| Technical Editor | $ 157.51 | x | 68 | = | $ 10,710.68 |
| Web & Data Integration | $ 229.82 | x | 1,480 | = | $ 340,133.60 |
| Design Liaison | $ 229.82 | x | 530 | = | $ 121,804.60 |
| Principal Planner | $ 354.60 | x | 316 | = | $ 112,053.60 |
| Aviation Planner II | $ 157.45 | x | 954 | = | $ 150,207.30 |
| Forecast Planner | $ 245.48 | x | 40 | = | $ 9,819.20 |

| | | | |
|---|---|---|---|
| Total Man Hours | = | 16,552 | |
| Total Extension $ | = | | $3,330,794.87 |

*Average Hourly Rate = Extension Divided by Total Man Hours = 201.2322

**Pinyon**

**Expenses per Task**

| Work Tasks | Project Manager | Senior Engineer | Engineer | Sr. Historian | Historian | Jr. Historian | Assistant Historian | Archaeologist | Sr. Biologist | Biologist | Biologist | Sr. Scientist | Project Specialist | Scientist | GIS Specialist | GIS Specialist/Scientist | Principal | Envision Specialist | Envision Specialist | Project Assistant | Editor | Phase Total Hours | COST | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | | | Mileage Rate | | | | | | | | | |
| | $168.37 | $181.74 | $126.67 | $150.74 | $102.32 | $81.10 | $53.98 | $138.32 | $155.93 | $134.47 | $90.99 | $185.28 | $142.81 | $90.88 | $93.42 | $129.48 | $210.15 | $265.00 | $106.95 | $102.22 | $118.15 | | | | $ 0.56 | | | | | | | | | |
| **Task 1: Scope Development** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $ - |
| **2.1 Environmental Project Management Team** | 24 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | $ 7,776.48 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,776.48 |
| Project Initiation Meeting | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | $ 673.48 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 673.48 |
| Ongoing EPMT Meetings | 20 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | $ 7,103.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,103.00 |
| **2.2 Program Management Team Coordination** | 10 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | $ 3,346.10 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,346.10 |
| **2.3 Simulation and Other DEN Planning Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.4 Contractor Team Coordination** | 62 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | $ 11,372.84 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,372.84 |
| Kick-Off Team Meeting | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 1,270.64 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,270.64 |
| Ongoing Subcontractor Management | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Contractor Team Coordination Meetings | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | $ 10,102.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 10,102.20 |
| **2.5 SharePoint Coordination - DEN PMO** | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 1,828.04 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,828.04 |
| Meetings with DEN PMO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| User Training | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 1,828.04 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,828.04 |
| Ongoing Coordination with PMO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.6 Preparation of Project Instructions Manual** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Templates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop AGOL Specifications | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Quality Assurance Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare the Project Instructions Manual | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.7 Public and Agency Involvement Plan** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.1 Public Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.2 Agency Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.8 Administrative File and Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.8.1 Administrative File | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.8.2 Administrative Record | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.9 Project Reporting and Invoicing** | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 108 | $ 16,331.76 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 16,331.76 |
| **Subtotal Hours for Task 2** | **178** | **17** | **0** | **17** | **0** | **0** | **0** | **0** | **0** | **12** | **0** | **2** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **28** | **0** | **256** | **$ 40,655.22** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 40,655.22** |
| **Task 3: Government to Government Consultation** | 65 | 6 | 0 | 51 | 0 | 0 | 0 | 21 | 12 | 30 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | $ 29,653.25 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 29,653.25 |
| Meeting and coordination materials | 25 | 2 | 0 | 25 | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | $ 11,498.57 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,498.57 |
| Meetings | 40 | 4 | 0 | 26 | 0 | 0 | 0 | 16 | 12 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 | $ 18,154.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 18,154.68 |
| **Subtotal Hours for Task 3** | **65** | **6** | **0** | **51** | **0** | **0** | **0** | **21** | **12** | **30** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **197** | **$ 29,653.25** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 29,653.25** |
| **Task 4: Review of Previous Studies/ Airfield Simulation Verification** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $ - |
| Review of Previous Studies | 12 | 8 | 0 | 12 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 68 | $ 10,213.56 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 10,213.56 |
| Airfield Simulation Verification | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 4** | **12** | **8** | **0** | **12** | **8** | **0** | **0** | **0** | **0** | **8** | **0** | **8** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **68** | **$ 10,213.56** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 10,213.56** |
| **Task 5: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $ - |
| **5.1 Proposed Action** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.2 Purpose and Need** | 12 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 3,888.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,888.24 |
| 5.2.1 Develop Purpose and Need Statement | 12 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 3,888.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,888.24 |
| 5.2.2 Develop Purpose and Need Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.3 Alternatives** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1 Development and Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1.1 Development of Conceptual Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1.2 Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.2 Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.3 Develop Alternatives Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 5** | **12** | **4** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **24** | **$ 3,888.24** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 3,888.24** |
| **Task 6: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $ - |
| **6.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 7: Pre-Scoping** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $ - |
| **7.1 Prepare for Meetings** | 8 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 32 | $ 4,991.72 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,991.72 |
| **7.2 Public and Stakeholder Pre-Scoping Meetings** | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | $ 907.16 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 907.16 |
| **7.3 Agency Pre-Scoping Meetings** | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | $ 1,360.74 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,360.74 |
| **Subtotal Hours for Task 7** | **13** | **4** | **0** | **9** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **4** | **0** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **47** | **$ 7,259.62** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 7,259.62** |
| **Task 8: Scoping** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $ - |
| **8.1 Scoping Plan** | 8 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 3,838.48 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,838.48 |
| Coordination with Sponsor, GCM, FAA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Scoping Plan | 8 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 3,838.48 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,838.48 |
| **8.2 Preparation of Scoping Information and Project Mailing Lists** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Public Notice and Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Meeting Package | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional Notification Efforts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **8.3 Scoping Meetings** | 21 | 17 | 0 | 17 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 71 | $ 11,514.65 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,514.65 |
| 8.3.1 Public Scoping Meetings | 16 | 12 | 0 | 12 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 56 | $ 9,010.40 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 9,010.40 |
| Coordination Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Media Walk Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 8 | 8 | 0 | 8 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 4,006.80 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,006.80 |
| Materials Preparation | 8 | 4 | 0 | 4 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 32 | $ 5,003.60 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,003.60 |
| 8.3.2 Agency Scoping Meetings | 5 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | $ 2,504.25 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,504.25 |
| Meeting Attendance | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | $ 1,502.55 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,502.55 |
| Materials Preparation | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | $ 1,001.70 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,001.70 |
| **8.4 Scoping Comments** | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | $ 3,371.06 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,371.06 |
| Scoping Comments Database and Update Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Issues Summary | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | $ 3,371.06 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,371.06 |
| **8.5 Scoping Report** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 8** | **33** | **25** | **0** | **25** | **0** | **0** | **0** | **2** | **10** | **12** | **0** | **2** | **0** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **117** | **$ 18,724.19** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 18,724.19** |
| **Task 9: Preliminary Engineering** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 10: Affected Environment** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | $ - |
| **10.1 Study Areas and Analysis Years** | 12 | 0 | 0 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | $ 7,685.60 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,685.60 |
| 10.1.1 General Study Area | 8 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | $ 4,276.88 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,276.88 |
| 10.1.2 Analysis Years | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.3 Technical Memorandum (Draft and Final) | 4 | 0 | 0 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | $ 3,408.72 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,408.72 |
| **10.2 Data Collection, Base Mapping and GIS Administration** | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 30 | $ 3,685.02 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,685.02 |
| **10.3 Existing Conditions Analysis** | 123 | 24 | 60 | 186 | 290 | 190 | 170 | 190 | 46 | 62 | 300 | 26 | 0 | 340 | 176 | 64 | 9 | 0 | 0 | 0 | 0 | 2256 | $ 246,391.70 | 2,000 | $ 1,120.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,750.00 | $ 6,870.00 | $ 246,391.70 |
| 10.3.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Existing Conditions | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.2 Biological Resources (including fish, wildlife and plants) | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 32 | 240 | 0 | 0 | 240 | 60 | 24 | 0 | 0 | 0 | 0 | 0 | 647 | $ 65,052.39 | 1,000 | $ 560.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,250.00 | $ 2,810.00 | $ 65,052.39 |
| Site Visit (includes wetlands) | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 200 | 0 | 0 | 200 | 40 | 12 | 0 | 0 | 0 | 0 | 0 | 483 | $ 46,427.47 | 1,000 | $ 560.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,000.00 | $ 5,560.00 | $ 46,427.47 |
| AE Chapter/Tech Memo | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 20 | 40 | 0 | 0 | 40 | 20 | 12 | 0 | 0 | 0 | 0 | 0 | 164 | $ 18,624.92 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 18,624.92 |
| 10.3.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.7 Historical, Architectural, Archeological and Cultural Resources | 44 | 0 | 0 | 186 | 290 | 190 | 170 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 1110 | $ 119,721.92 | 1,000 | $ 560.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,500.00 | $ 4,060.00 | $ 119,721.92 |
| Class I File Search, Desktop Review, APE and Methodology | 12 | 0 | 0 | 10 | 50 | 20 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 122 | $ 13,517.44 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 500.00 | $ 500.00 | $ 13,517.44 |
| Pedestrian Survey and Mapping | 12 | 0 | 0 | 160 | 160 | 160 | 160 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 820 | $ 87,001.40 | 1,000 | $ 560.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,000.00 | $ 3,560.00 | $ 87,001.40 |
| Class III Cultural Resources Report | 20 | 0 | 0 | 16 | 80 | 10 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 168 | $ 19,203.08 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,203.08 |
| 10.3.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.9 Natural Resources and Energy Supply | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 0 | 0 | 138 | $ 17,520.52 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 17,520.52 |
| 10.3.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

**Pinyon**

| Work Tasks | Project Manager | Senior Engineer | Engineer | Sr. Historian | Historian | Jr. Historian | Assistant Historian | Archaeologist | Sr. Biologist | Biologist | Biologist | Sr. Scientist | Project Specialist | Scientist | GIS Specialist | GIS Specialist/Scientist | Principal | Envision Specialist | Envision Specialist | Project Assistant | Editor | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $168.37 | $181.74 | $126.67 | $150.74 | $102.32 | $81.10 | $53.98 | $138.32 | $155.93 | $134.47 | $90.99 | $185.28 | $142.81 | $90.88 | $93.42 | $129.48 | $210.15 | $265.00 | $106.95 | $102.22 | $118.15 | | |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Runway and Track Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Custom Profiles (if needed) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 10.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 10.3.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 10.3.13 Water Resources | 32 | 24 | 60 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 60 | 0 | 0 | 60 | 56 | 0 | 9 | 0 | 0 | 0 | 0 | 361 | $ 44,096.87 |
| Wetlands | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 60 | 0 | 0 | 60 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | $ 24,112.64 |
| Floodplains | 4 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 53 | $ 6,739.35 |
| Stormwater | 4 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 48 | $ 6,622.44 |
| Groundwater | 4 | 8 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 48 | $ 6,622.44 |
| 10.3.14 On-going and Reasonably Foreseeable Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **10.4 Prepare Affected Environment Annotated Outline** | 8 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | $ 5,254.08 |
| **10.5 Prepare Draft Affected Environment Chapter** | 30 | 12 | 30 | 20 | 30 | 30 | 30 | 30 | 30 | 35 | 60 | 8 | 20 | 50 | 22 | 15 | 0 | 0 | 0 | 0 | 20 | 472 | $ 55,405.11 |
| **Subtotal Hours for Task 10** | **179** | **44** | **90** | **232** | **332** | **220** | **200** | **220** | **76** | **101** | **360** | **38** | **24** | **390** | **222** | **91** | **9** | **0** | **0** | **0** | **20** | **2,848** | **$ 318,421.51** |
| **Task 11: Environmental Consequences** | | | | | | | | | | | | | | | | | | | | | | | |
| **11.1 Conduct Environmental Impact Analysis** | 62 | 30 | 75 | 40 | 50 | 30 | 30 | 20 | 50 | 70 | 60 | 10 | 0 | 85 | 62 | 55 | 10 | 0 | 0 | 0 | 0 | 739 | $ 90,617.13 |
| 11.1.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Agency Coordination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Data Collection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Operational Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Constuction Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| General Conformity Rule Applicability Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Formal Conformity Determination* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Air Quality Deliverables* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.2 Biological Resources (including fish, wildlife and plants) | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 50 | 40 | 0 | 0 | 40 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | $ 23,912.00 |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 50 | 20 | 0 | 0 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | $ 16,434.14 |
| 11.1.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Section 4(f) Evaluation* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Additional Section 4(f) Evaluation* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.7 Historical, Architectural, Archeological and Cultural Resources | 30 | 0 | 0 | 40 | 50 | 30 | 30 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | $ 24,883.90 |
| Section 106 Effects Analysis | 30 | 0 | 0 | 40 | 50 | 30 | 30 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | $ 24,883.90 |
| EC Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.9 Natural Resources and Energy Supply | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 25 | 12 | 25 | 0 | 0 | 0 | 0 | 0 | 84 | $ 10,503.28 |
| 11.1.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Runway and Track Use/Validation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 11.1.13 Water Resources | 0 | 30 | 75 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 20 | 0 | 0 | 20 | 10 | 30 | 10 | 0 | 0 | 0 | 0 | 235 | $ 31,317.95 |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 20 | 20 | 0 | 0 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | $ 10,379.60 |
| Floodplains | 0 | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 48 | $ 6,909.40 |
| Stormwater | 0 | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 49 | $ 7,119.55 |
| Groundwater | 0 | 10 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 48 | $ 6,909.40 |
| 11.1.14 Non-Impacted Categories | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **11.2 Prepare Environmental Consequences Annotated Outline** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **11.3 Prepare Draft Environmental Consequences Chapter** | 30 | 10 | 25 | 20 | 20 | 20 | 0 | 0 | 20 | 30 | 30 | 10 | 0 | 60 | 10 | 25 | 0 | 0 | 0 | 0 | 20 | 330 | $ 40,440.65 |
| **Subtotal Hours for Task 11 (No Optional Tasks)** | **92** | **40** | **100** | **60** | **70** | **50** | **30** | **20** | **70** | **100** | **90** | **20** | **0** | **145** | **72** | **80** | **10** | **0** | **0** | **0** | **20** | **1069** | **$ 131,057.78** |
| **Task 12: Prepare and Distribute Draft EA** | | | | | | | | | | | | | | | | | | | | | | | |
| **12.1 Preliminary Draft EA to Sponsor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Additional EA Chapters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Prepare Preliminary Draft | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **12.2 Response to Comments and Revise the Preliminary Draft** | 28 | 28 | 20 | 28 | 20 | 0 | 0 | 16 | 10 | 48 | 40 | 24 | 0 | 40 | 24 | 20 | 0 | 0 | 0 | 0 | 0 | 346 | $ 45,383.78 |
| 12.2.1 Respond to the Sponsor's Comments and Revise | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 8 | 5 | 20 | 20 | 8 | 0 | 20 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 153 | $ 19,409.49 |
| 12.2.2 Respond to FAA Comments | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 8 | 5 | 20 | 20 | 8 | 0 | 20 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 153 | $ 19,409.49 |
| 12.2.3 Review Preliminary Draft EA with Agencies | 8 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | $ 6,564.80 |
| **12.3 Prepare and Distribute Draft EA to Public** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **12.4 Publish Notice of Availability (NOA)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 12** | **28** | **28** | **20** | **28** | **20** | **0** | **0** | **16** | **10** | **48** | **40** | **24** | **0** | **40** | **24** | **20** | **0** | **0** | **0** | **0** | **0** | **346** | **$ 45,383.78** |
| **Task 13: Prepare and Distribute Final EA** | | | | | | | | | | | | | | | | | | | | | | | |
| **13.1 Respond to Comments Received on Draft EA** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **13.2 Respond to Comments on Prelim Final EA** | 40 | 24 | 20 | 30 | 10 | 0 | 0 | 0 | 4 | 20 | 0 | 20 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 0 | 0 | 208 | $ 30,652.08 |
| 13.2.1 Respond to the Sponsor's Comments and Revise | 20 | 12 | 10 | 15 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 97 | $ 14,502.58 |
| 13.2.2 Respond to FAA Comments | 20 | 12 | 10 | 15 | 10 | 0 | 0 | 0 | 4 | 10 | 0 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 111 | $ 16,149.50 |
| **13.3 Formally Submit Final EA to FAA and Sponsor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **13.4 Formally Submit Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 13** | **40** | **24** | **20** | **30** | **10** | **0** | **0** | **0** | **4** | **20** | **0** | **20** | **0** | **0** | **20** | **20** | **0** | **0** | **0** | **0** | **0** | **208** | **$ 30,652.08** |
| **Task 14: Public and Agency Involvement** | | | | | | | | | | | | | | | | | | | | | | | |
| **14.1 Agency Meetings** | 31 | 0 | 0 | 35 | 35 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | $ 16,542.31 |
| Kick-Off Workshop/Tour | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Materials Preparation | 8 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | $ 5,267.54 |
| Meeting Attendance | 23 | 0 | 0 | 25 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | $ 11,274.77 |
| **14.2 Community/Stakeholder Meetings** | 19 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | $ 6,621.55 |
| Materials Preparation | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 1,814.32 |
| Meeting Attendance | 15 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | $ 4,807.23 |
| **14.3 Public Hearings** | 15.5 | 15.5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | $ 7,993.60 |
| Coordination Meetings and Media Walk-Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Meeting Attendance | 12.5 | 12.5 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | $ 6,372.85 |
| Materials Preparation | 3 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | $ 1,620.75 |
| Promotion/Marketing of Public Hearing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 14** | **65.5** | **15.5** | **0** | **56** | **35** | **0** | **0** | **0** | **0** | **31** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | **215** | **$ 31,157.46** |
| **Task 15: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | | | | | | | | | | | | | |
| **15.1 PIMA Base Deployment and Configuration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 15.1.1 Hybrid Community/Stakeholder Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 15.1.2 Hybrid Public Hearings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 15.1.3 As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **15.2 Website Requirements and Design** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** |
| **Task 16: Freedom of Information Act (FOIA) Requests** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** |

**Expenses per Task**

| Work Tasks | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mileage Rate $ 0.56 | | | | | | | | | |
| Flight Track Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Custom Profiles (if needed) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.12 Visual Effects (including light emissions) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.13 Water Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 44,096.87 |
| Wetlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 24,112.64 |
| Floodplains | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,739.35 |
| Stormwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,622.44 |
| Groundwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,622.44 |
| 10.3.14 On-going and Reasonably Foreseeable Projects | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.4 Prepare Affected Environment Annotated Outline** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,254.08 |
| **10.5 Prepare Draft Affected Environment Chapter** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 55,405.11 |
| **Subtotal Hours for Task 10** | **2,000** | **1,120** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 5,750.00** | **$ 6,870.00** | **$ 318,421.51** |
| **Task 11: Environmental Consequences** | | | | | | | | | | | $ - |
| **11.1 Conduct Environmental Impact Analysis** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 90,617.13 |
| 11.1.1 Air Quality | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Coordination | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Data Collection | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Operational Emissions Inventories Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Constuction Emissions Inventories Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| General Conformity Rule Applicability Analysis | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Formal Conformity Determination* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Air Quality Deliverables* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.2 Biological Resources (including fish, wildlife and plants) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 23,912.00 |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 16,434.14 |
| 11.1.3 Climate | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Section 4(f) Evaluation* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Additional Section 4(f) Evaluation* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.5 Farmlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 24,883.90 |
| Section 106 Effects Analysis | | | | | | | | | | | $ 24,883.90 |
| EC Chapter | | | | | | | | | | | |
| 11.1.8 Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.9 Natural Resources and Energy Supply | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 10,503.28 |
| 11.1.10 Noise and Compatible Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use/Validation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.12 Visual Effects (including light emissions) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.13 Water Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 31,317.95 |
| Wetlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 10,379.60 |
| Floodplains | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,909.40 |
| Stormwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,119.55 |
| Groundwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,909.40 |
| 11.1.14 Non-Impacted Categories | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.2 Prepare Environmental Consequences Annotated Outline** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.3 Prepare Draft Environmental Consequences Chapter** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 40,440.65 |
| **Subtotal Hours for Task 11 (No Optional Tasks)** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 131,057.78** |
| **Task 12: Prepare and Distribute Draft EA** | | | | | | | | | | | |
| **12.1 Preliminary Draft EA to Sponsor** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional EA Chapters | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare Preliminary Draft | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.2 Response to Comments and Revise the Preliminary Draft** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 45,383.78 |
| 12.2.1 Respond to the Sponsor's Comments and Revise | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,409.49 |
| 12.2.2 Respond to FAA Comments | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,409.49 |
| 12.2.3 Review Preliminary Draft EA with Agencies | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,564.80 |
| **12.3 Prepare and Distribute Draft EA to Public** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.4 Publish Notice of Availability (NOA)** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 12** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 45,383.78** |
| **Task 13: Prepare and Distribute Final EA** | | | | | | | | | | | $ - |
| **13.1 Respond to Comments Received on Draft EA** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.2 Respond to Comments on Prelim Final EA** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 30,652.08 |
| 13.2.1 Respond to the Sponsor's Comments and Revise | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 14,502.58 |
| 13.2.2 Respond to FAA Comments | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 16,149.50 |
| **13.3 Formally Submit Final EA to FAA and Sponsor** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.4 Formally Submit Administrative Record** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 13** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 30,652.08** |
| **Task 14: Public and Agency Involvement** | | | | | | | | | | | $ - |
| **14.1 Agency Meetings** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 16,542.31 |
| Kick-Off Workshop/Tour | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,267.54 |
| Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,274.77 |
| **14.2 Community/Stakeholder Meetings** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,621.55 |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,814.32 |
| Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,807.23 |
| **14.3 Public Hearings** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,993.60 |
| Coordination Meetings and Media Walk-Thru | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,372.85 |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,620.75 |
| Promotion/Marketing of Public Hearing | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 14** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 31,157.46** |
| **Task 15: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | $ - |
| **15.1 PIMA Base Deployment and Configuration** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.1 Hybrid Community/Stakeholder Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.2 Hybrid Public Hearings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.3 As-Needed Support and Maintenance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **15.2 Website Requirements and Design** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 15** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 16: Freedom of Information Act (FOIA) Requests** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 16** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

| | | | | TRAVEL EXPENSES- Pinyon | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Task | Name | No. of Trips | Airfare | Hotel (PER TRIP) | | Meal (CCD per diem) (PER TRIP) | | Airport Parking | | Rental Car (PER TRIP) | TOTAL | Notes |
| | | | | nights | $/night | days | $/day | days | $/day | | | |
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DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF

# Pinyon

* AVERAGE HOURLY RATES

| Classification | Loaded Hourly Rate | | Man Hours | | Extension |
|---|---|---|---|---|---|
| Project Manager | $ 168.37 | x | 775 | = | $ 130,402.57 |
| Senior Engineer | $ 181.74 | x | 238 | = | $ 43,163.25 |
| Engineer | $ 126.67 | x | 238 | = | $ 30,147.46 |
| Sr. Historian | $ 150.74 | x | 546 | = | $ 82,304.04 |
| Historian | $ 102.32 | x | 483 | = | $ 49,420.56 |
| Jr. Historian | $ 81.10 | x | 280 | = | $ 22,708.00 |
| Assistant Historian | $ 53.98 | x | 230 | = | $ 12,415.40 |
| Archaeologist | $ 138.32 | x | 283 | = | $ 39,144.56 |
| Sr. Biologist | $ 155.93 | x | 204 | = | $ 31,809.72 |
| Biologist | $ 134.47 | x | 453 | = | $ 60,914.91 |
| Biologist | $ 90.99 | x | 510 | = | $ 46,404.90 |
| Sr. Scientist | $ 185.28 | x | 124 | = | $ 22,974.72 |
| Project Specialist | $ 142.81 | x | 32 | = | $ 4,569.92 |
| Scientist | $ 90.88 | x | 595 | = | $ 54,073.60 |
| GIS Specialist | $ 93.42 | x | 374 | = | $ 34,939.08 |
| GIS Specialist/Scientist | $ 129.48 | x | 245 | = | $ 31,722.60 |
| Principal | $ 210.15 | x | 19 | = | $ 3,992.85 |
| Envision Specialist | $ 265.00 | x | 40 | = | $ 10,600.00 |
| Envision Specialist | $ 106.95 | x | 80 | = | $ 8,556.00 |
| Project Assistant | $ 102.22 | x | 28 | = | $ 2,862.16 |
| Editor | $ 118.15 | x | 40 | = | $ 4,726.00 |
| | | | | | |
| | Total Man Hours | = | 5,816 | | |
| | Total Extension $ | = | | | $727,852.30 |

*Average Hourly Rate = Extension Divided by Total Man Hours = 125.1465

**CMT**

| Work Tasks | Senior AQ Scientist | Project Env. Scientist | Air Quality Scientist | Air Quality Scientist | Eng. Technician | Env. Scientist | Env. Scientist | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor | Total Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Mileage Rate | | | | | | | | | | |
| | $158.82 | $232.00 | $133.48 | $124.02 | $68.53 | $128.48 | $106.36 | | | | $ 0.56 | | | | | | | | | | |
| **Task 1: Scope Development** | 40 | 24 | 8 | 0 | 0 | 0 | 6 | 78 | $ 13,626.80 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 13,626.80 | $ 13,626.80 |
| **Subtotal Hours for Task 1** | **40** | **24** | **8** | **0** | **0** | **0** | **6** | **78** | $ 13,626.80 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 13,626.80** | $ 13,626.80 |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | | | | $ - | |
| **2.1 Environmental Project Management Team** | 26 | 26 | 8 | 8 | 0 | 0 | 0 | 68 | $ 12,221.32 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,221.32 | $ 12,221.32 |
| Project Initiation Meeting | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | $ 781.64 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 781.64 | $ 781.64 |
| Ongoing EPMT Meetings | 24 | 24 | 8 | 8 | 0 | 0 | 0 | 64 | $ 11,439.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,439.68 | $ 11,439.68 |
| **2.2 Program Management Team Coordination** | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 1,905.84 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,905.84 | $ 1,905.84 |
| **2.3 Simulation and Other DEN Planning Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.4 Contractor Team Coordination** | 26 | 26 | 8 | 8 | 0 | 0 | 0 | 68 | $ 12,221.32 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,221.32 | $ 12,221.32 |
| Kick-Off Team Meeting | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | $ 781.64 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 781.64 | $ 781.64 |
| Ongoing Subcontractor Management | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Contractor Team Coordination Meetings | 24 | 24 | 8 | 8 | 0 | 0 | 0 | 64 | $ 11,439.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,439.68 | $ 11,439.68 |
| **2.5 SharePoint Coordination - DEN PMO** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | $ 317.64 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 317.64 | $ 317.64 |
| Meetings with DEN PMO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| User Training | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | $ 317.64 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 317.64 | $ 317.64 |
| Ongoing Coordination with PMO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.6 Preparation of Project Instructions Manual** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Templates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop AGOL Specifications | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Quality Assurance Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare the Project Instructions Manual | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.7 Public and Agency Involvement Plan** | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 3,811.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,811.68 | $ 3,811.68 |
| 2.7.1 Public Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.2 Agency Involvement Plan | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 3,811.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,811.68 | $ 3,811.68 |
| **2.8 Administrative File and Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.8.1 Administrative File | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.8.2 Administrative Record | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.9 Project Reporting and Invoicing** | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | $ 7,623.36 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,623.36 | $ 7,623.36 |
| **Subtotal Hours for Task 2** | **138** | **52** | **16** | **16** | **0** | **0** | **0** | **222** | $ 38,101.16 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 38,101.16** | $ 38,101.16 |
| **Task 3: Government to Government Consultation** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting and coordination materials | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **Task 4: Review of Previous Studies/ Airfield Simulation Verification** | | | | | | | | | | | | | | | | | | | | $ - | $ - |
| Review of Previous Studies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Airfield Simulation Verification | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **Task 5: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | | | | $ - | $ - |
| **5.1 Proposed Action** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.2 Purpose and Need** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.2.1 Develop Purpose and Need Statement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.2.2 Develop Purpose and Need Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.3 Alternatives** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1 Development and Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1.1 Development of Conceptual Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1.2 Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.2 Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.3 Develop Alternatives Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **Task 6: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | | | | $ - | $ - |
| **6.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **Task 7: Pre-Scoping** | | | | | | | | | | | | | | | | | | | | $ - | $ - |
| **7.1 Prepare for Meetings** | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 16 | $ 3,126.56 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,126.56 | $ 3,126.56 |
| **7.2 Public and Stakeholder Pre-Scoping Meetings** | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | $ 5,082.24 | 120 | $ 67.20 | $ 1,904.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,971.20 | $ 5,082.24 | $ 7,053.44 |
| **7.3 Agency Pre-Scoping Meetings** | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 1,270.56 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,270.56 | $ 1,270.56 |
| **Subtotal Hours for Task 7** | **48** | **8** | **0** | **0** | **0** | **0** | **0** | **56** | $ 9,479.36 | **120** | **$ 67.20** | **$ 1,904.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 1,971.20** | **$ 9,479.36** | $ 11,450.56 |
| **Task 8: Scoping** | | | | | | | | | | | | | | | | | | | | $ - | $ - |
| **8.1 Scoping Plan** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination with Sponsor, GCM, FAA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Scoping Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **8.2 Preparation of Scoping Information and Project Mailing Lists** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Public Notice and Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Meeting Package | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional Notification Efforts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **8.3 Scoping Meetings** | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | $ 7,305.72 | 120 | $ 67.20 | $ 1,904.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,971.20 | $ 7,305.72 | $ 9,276.92 |
| 8.3.1 Public Scoping Meetings | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | $ 6,352.80 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,352.80 | $ 6,352.80 |
| Coordination Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Media Walk Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | $ 5,082.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,082.24 | $ 5,082.24 |
| Materials Preparation | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 1,270.56 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,270.56 | $ 1,270.56 |
| 8.3.2 Agency Scoping Meetings | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | $ 952.92 | 120 | $ 67.20 | $ 1,904.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,971.20 | $ 952.92 | $ 2,924.12 |
| Meeting Attendance | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | $ 317.64 | 120 | $ 67.20 | $ 1,904.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,971.20 | $ 317.64 | $ 2,288.84 |
| Materials Preparation | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | $ 635.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 635.28 | $ 635.28 |
| **8.4 Scoping Comments** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

**CMT**

| Work Tasks | Senior AQ Scientist | Project Env. Scientist | Air Quality Scientist | Air Quality Scientist | Eng. Technician | Env. Scientist | Env. Scientist | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor | Total Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Mileage Rate | | | | | | | | | | |
| | $158.82 | $232.00 | $133.48 | $124.02 | $68.53 | $128.48 | $106.36 | | | | $ 0.56 | | | | | | | | | | |
| Scoping Comments Database and Update Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Issues Summary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **8.5 Scoping Report** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 8** | **46** | **0** | **0** | **0** | **0** | **0** | **0** | **46** | $ 7,305.72 | **120** | **$ 67.20** | **$ 1,904.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 1,971.20** | **$ 7,305.72** | $ 9,276.92 |
| **Task 9: Preliminary Engineering** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **Task 10: Affected Environment** | | | | | | | | | | | | | | | | | | | | $ - | $ - |
| **10.1 Study Areas and Analysis Years** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | $ 317.64 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 317.64 | $ 317.64 |
| 10.1.1 General Study Area | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.2 Analysis Years | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.3 Technical Memorandum (Draft and Final) | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | $ 317.64 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 317.64 | $ 317.64 |
| **10.2 Data Collection, Base Mapping and GIS Administration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.3 Existing Conditions Analysis** | 100 | 8 | 66 | 18 | 8 | 0 | 0 | 200 | $ 29,328.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 29,328.28 | $ 29,328.28 |
| 10.3.1 Air Quality | 60 | 6 | 46 | 10 | 4 | 0 | 0 | 126 | $ 18,575.60 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 18,575.60 | $ 18,575.60 |
| Air Quality Assessment Protocol Development | 40 | 4 | 6 | 2 | 0 | 0 | 0 | 52 | $ 8,329.72 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,329.72 | $ 8,329.72 |
| Existing Conditions | 20 | 2 | 40 | 8 | 4 | 0 | 0 | 74 | $ 10,245.88 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 10,245.88 | $ 10,245.88 |
| 10.3.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Site Visit (includes wetlands) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.3 Climate | 40 | 2 | 20 | 8 | 4 | 0 | 0 | 74 | $ 10,752.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 10,752.68 | $ 10,752.68 |
| 10.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class I File Search, Desktop Review, APE and Methodology | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Pedestrian Survey and Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class III Cultural Resources Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Custom Profiles (if needed) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.13 Water Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.14 On-going and Reasonably Foreseeable Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.4 Prepare Affected Environment Annotated Outline** | 16 | 2 | 4 | 0 | 0 | 0 | 0 | 22 | $ 3,539.04 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,539.04 | $ 3,539.04 |
| **10.5 Prepare Draft Affected Environment Chapter** | 40 | 8 | 20 | 8 | 8 | 10 | 10 | 104 | $ 14,767.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 14,767.20 | $ 14,767.20 |
| **Subtotal Hours for Task 10** | **158** | **18** | **90** | **26** | **16** | **10** | **10** | **328** | $ 47,952.16 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 47,952.16** | $ 47,952.16 |
| **Task 11: Environmental Consequences** | | | | | | | | | | | | | | | | | | | | $ - | $ - |
| **11.1 Conduct Environmental Impact Analysis** | 220 | 11 | 174 | 20 | 28 | 0 | 0 | 453 | $ 65,117.16 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 65,117.16 | $ 65,117.16 |
| 11.1.1 Air Quality | 160 | 9 | 164 | 12 | 20 | 0 | 0 | 365 | $ 52,248.76 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 52,248.76 | $ 52,248.76 |
| Agency Coordination | 16 | 2 | 4 | 0 | 0 | 0 | 0 | 22 | $ 3,539.04 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,539.04 | $ 3,539.04 |
| Data Collection | 20 | 0 | 8 | 0 | 0 | 0 | 0 | 28 | $ 4,244.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,244.24 | $ 4,244.24 |
| Operational Emissions Inventories Preparation | 40 | 6 | 110 | 12 | 6 | 0 | 0 | 174 | $ 24,327.02 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 24,327.02 | $ 24,327.02 |
| Construction Emissions Inventories Preparation | 80 | 0 | 40 | 0 | 14 | 0 | 0 | 134 | $ 19,004.22 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,004.22 | $ 19,004.22 |
| General Conformity Rule Applicability Analysis | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 7 | $ 1,134.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,134.24 | $ 1,134.24 |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 40 | 2 | 90 | 0 | 8 | 0 | 0 | 140 | $ 19,378.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,378.24 | $ 19,378.24 |
| *OPTIONAL TASK: Lead Emissions Inventory* | 8 | 0 | 18 | 0 | 0 | 0 | 0 | 26 | $ 3,673.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,673.20 | $ 3,673.20 |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 80 | 20 | 20 | 500 | 0 | 0 | 0 | 620 | $ 82,025.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 35,000.00 | $ 35,000.00 | $ 82,025.20 | $ 117,025.20 |
| *OPTIONAL TASK: Formal Conformity Determination* | 80 | 80 | 20 | 0 | 0 | 0 | 0 | 180 | $ 33,935.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 33,935.20 | $ 33,935.20 |
| *OPTIONAL TASK: Air Quality Deliverabloes* | 40 | 8 | 24 | 10 | 10 | 10 | 10 | 112 | $ 15,686.22 | | | | | | | | | | | | |
| 11.1.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.3 Climate | 60 | 2 | 10 | 8 | 8 | 0 | 0 | 88 | $ 12,868.40 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 12,868.40 | $ 12,868.40 |
| 11.1.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Section 4(f) Evaluation* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Additional Section 4(f) Evaluation* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Section 106 Effects Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EC Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

**CMT**

| Work Tasks | Senior AQ Scientist | Project Env. Scientist | Air Quality Scientist | Air Quality Scientist | Eng. Technician | Env. Scientist | Env. Scientist | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor | Total Cost |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Mileage Rate | | | | | | | | | | |
| | $158.82 | $232.00 | $133.48 | $124.02 | $68.53 | $128.48 | $106.36 | | | | $ 0.56 | | | | | | | | | | |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use/Validation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.13 Water Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.14 Non-Impacted Categories | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.2 Prepare Environmental Consequences Annotated Outline** | 20 | 2 | 4 | 0 | 0 | 0 | 0 | 26 | $ 4,174.32 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,174.32 | $ 4,174.32 |
| **11.3 Prepare Draft Environmental Consequences Chapter** | 120 | 20 | 60 | 10 | 10 | 10 | 10 | 240 | $ 35,981.10 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 35,981.10 | $ 35,981.10 |
| **Subtotal Hours for Task 11 (No Optional Tasks)** | **360** | **33** | **238** | **30** | **38** | **10** | **10** | **719** | $ 105,272.58 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 105,272.58** | $ 105,272.58 |
| **Task 12: Prepare and Distribute Draft EA** | | | | | | | | | | | | | | | | | | | | | |
| **12.1 Preliminary Draft EA to Sponsor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional EA Chapters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare Preliminary Draft | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.2 Response to Comments and Revise the Preliminary Draft** | 64 | 5 | 20 | 0 | 0 | 0 | 0 | 89 | $ 13,994.08 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 13,994.08 | $ 13,994.08 |
| 12.2.1 Respond to the Sponsor's Comments and Revise | 30 | 2 | 10 | 0 | 0 | 0 | 0 | 42 | $ 6,563.40 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,563.40 | $ 6,563.40 |
| 12.2.2 Respond to FAA Comments | 30 | 2 | 10 | 0 | 0 | 0 | 0 | 42 | $ 6,563.40 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,563.40 | $ 6,563.40 |
| 12.2.3 Review Preliminary Draft EA with Agencies | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | $ 867.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 867.28 | $ 867.28 |
| **12.3 Prepare and Distribute Draft EA to Public** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.4 Publish Notice of Availability (NOA)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 12** | **64** | **5** | **20** | **0** | **0** | **0** | **0** | **89** | $ 13,994.08 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 13,994.08** | $ 13,994.08 |
| **Task 13: Prepare and Distribute Final EA** | | | | | | | | | | | | | | | | | | | | | |
| **13.1 Respond to Comments Received on Draft EA** | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 1,270.56 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,270.56 | $ 1,270.56 |
| **13.2 Respond to Comments on Prelim Final EA** | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | $ 1,734.56 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,734.56 | $ 1,734.56 |
| 13.2.1 Respond to the Sponsor's Comments and Revise | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | $ 867.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 867.28 | $ 867.28 |
| 13.2.2 Respond to FAA Comments | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | $ 867.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 867.28 | $ 867.28 |
| **13.3 Formally Submit Final EA to FAA and Sponsor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.4 Formally Submit Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 13** | **16** | **2** | **0** | **0** | **0** | **0** | **0** | **18** | $ 3,005.12 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 3,005.12** | $ 3,005.12 |
| **Task 14: Public and Agency Involvement** | | | | | | | | | | | | | | | | | | | | | |
| **14.1 Agency Meetings** | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | $ 5,717.52 | 80 | $ 44.80 | $ 1,552.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,596.80 | $ 5,717.52 | $ 7,314.32 |
| Kick-Off Workshop/Tour | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 3,811.68 | 80 | $ 44.80 | $ 1,552.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,596.80 | $ 3,811.68 | $ 5,408.48 |
| Materials Preparation | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 1,270.56 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,270.56 | $ 1,270.56 |
| Meeting Attendance | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | $ 635.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 635.28 | $ 635.28 |
| **14.2 Community/Stakeholder Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **14.3 Public Hearings** | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | $ 9,529.20 | 200 | $ 112.00 | $ 2,380.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,492.00 | $ 9,529.20 | $ 12,021.20 |
| Coordination Meetings and Media Walk-Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | $ 6,352.80 | 200 | $ 112.00 | $ 2,380.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,492.00 | $ 6,352.80 | $ 8,844.80 |
| Materials Preparation | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | $ 3,176.40 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,176.40 | $ 3,176.40 |
| Promotion/Marketing of Public Hearing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 14** | **96** | **0** | **0** | **0** | **0** | **0** | **0** | **96** | $ 15,246.72 | **280** | **$ 156.80** | **$ 3,932.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 4,088.80** | **$ 15,246.72** | $ 19,335.52 |
| **Task 15: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | | | | | | | | | | | |
| **15.1 PIMA Base Deployment and Configuration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.1 Hybrid Community/Stakeholder Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.2 Hybrid Public Hearings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.3 As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **15.2 Website Requirements and Design** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **Task 16: Freedom of Information Act (FOIA) Requests** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| *OPTIONAL TASK 1: Analysis of One Additional Alternative* | 158 | 40 | 130 | 150 | 10 | 10 | 4 | 502 | $ 72,724.50 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 10,000.00 | $ 10,000.00 | $ 72,724.50 | $ 82,724.50 |
| ***Subtotal Hours for OPTIONAL TASK 1*** | **158** | **40** | **130** | **150** | **10** | **10** | **4** | **502** | **$ 72,724.50** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 10,000.00** | **$ 10,000.00** | **$ 72,724.50** | $ 82,724.50 |
| *OPTIONAL TASK 2: Analysis of Additional Alternatives* | 500 | 124 | 390 | 450 | 30 | 24 | 10 | 1528 | $ 222,247.22 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 30,000.00 | $ 30,000.00 | $ 222,247.22 | $ 252,247.22 |
| ***Subtotal Hours for OPTIONAL TASK 2*** | **500** | **124** | **390** | **450** | **30** | **24** | **10** | **1,528** | **$ 222,247.22** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 30,000.00** | **$ 30,000.00** | **$ 222,247.22** | $ 252,247.22 |
| *OPTIONAL TASK 3: Sustainability, Resilience, and Envision®* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| ***Subtotal Hours for OPTIONAL TASK 3*** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| *OPTIONAL TASK 4: Agency Concurrence Agreements* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| ***Subtotal Hours for OPTIONAL TASK 4*** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| *OPTIONAL TASK 5: Cooperating Agencies* | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | $ 2,541.12 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,541.12 | $ 2,541.12 |
| ***Subtotal Hours for OPTIONAL TASK 5*** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **16** | **$ 2,541.12** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 2,541.12** | $ 2,541.12 |
| *OPTIONAL TASK 6: Contractor Team SharePoint Site* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| ***Subtotal Hours for OPTIONAL TASK 6*** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| *OPTIONAL TASK 7: Cumulative Impacts* | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 26 | $ 4,275.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,275.68 | $ 4,275.68 |
| ***Subtotal Hours for OPTIONAL TASK 7*** | **24** | **2** | **0** | **0** | **0** | **0** | **0** | **26** | **$ 4,275.68** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 4,275.68** | $ 4,275.68 |
| **Total Hours (No Optional Tasks)** | 966 | 142 | 372 | 72 | 54 | 20 | 26 | 1,652 | **$ 253,983.70** | 520 | $ 291.20 | $ 7,740.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,031.20 | $ 253,983.70 | $ 262,014.90 |

**CMT**

| | | | | | | | | | | Expenses per Task | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Work Tasks | Senior AQ Scientist | Project Env. Scientist | Air Quality Scientist | Air Quality Scientist | Eng. Technician | Env. Scientist | Env. Scientist | Phase Total Hours | COST | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor | Total Cost |
| | | | | | | | | | | | Mileage Rate | | | | | | | | | | |
| | $158.82 | $232.00 | $133.48 | $124.02 | $68.53 | $128.48 | $106.36 | | | | $ 0.56 | | | | | | | | | | |
| **Total Hours (Optional Tasks Only)** | 946 | 276 | 692 | 1,110 | 58 | 44 | 24 | 3,150 | **$ 456,486.58** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 75,000.00 | $ 75,000.00 | $ 456,486.58 | $ 531,486.58 |
| **Total Hours (ALL Tasks)** | 1,912 | 418 | 1,064 | 1,182 | 112 | 64 | 50 | 4,802 | **$ 710,470.28** | 520 | $ 291.20 | $ 7,740.00 | $ - | $ - | $ - | $ - | $ - | $ 75,000.00 | $ 83,031.20 | $ 710,470.28 | $ 793,501.48 |

**Total ALL Costs - CMT**

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| | TRAVEL EXPENSES- CMT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Task** | **Name** | **No. of Trips** | **Airfare** | **Hotel (PER TRIP)** | | **Meal (CCD per diem) (PER TRIP)** | | **Airport Parking** | | **Rental Car (PER TRIP)** | **TOTAL** | **Notes** |
| | | | | **nights** | **$/night** | **days** | **$/day** | **days** | **$/day** | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Kick-off/Workshop Meeting | Paola Pringle | 1 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 2 | $ - | $ 200.00 | $ 1,552.00 | Assume 25 miles to/from hotel + 15 miles/day = 40 miles/day x 2 days=80 |
| Scoping Meeting | Paola Pringle | 1 | $ 800.00 | 3 | $ 200.00 | 4 | $ 76.00 | 4 | $ - | $ 200.00 | $ 1,904.00 | 40x3 days = 120 miles |
| Public Hearing | Paola Pringle | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 5 | $ - | $ 200.00 | $ 2,380.00 | 40x5 days = 200 miles |
| Pre-Scoping Meeting | Paola Pringle | 1 | $ 800.00 | 3 | $ 200.00 | 4 | $ 76.00 | 4 | $ - | $ 200.00 | $ 1,904.00 | 40x3 days = 120 miles |
| **Main Tasks** | | | | | | | | | | | **$ 7,740.00** | |
| | | | | | | | | | | | | |
| **Explanation for Misc. Tasks** | | | | | | | | | | | | |
| *AQ Dispersion Modeling (Cloud Services)* | | | | | | | | | | | *$ 35,000.00* | Misc; not travel |
| *AQ Dispersion Modeling (Cloud Services) Optional Task 1* | | | | | | | | | | | *$ 10,000.00* | Misc; not travel |
| *AQ Dispersion Modeling (Cloud Services) Optional Task 2* | | | | | | | | | | | *$ 30,000.00* | Misc; not travel |
| **Optional Tasks** | | | | | | | | | | | **$ 75,000.00** | |
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# CMT

## * AVERAGE HOURLY RATES

| Classification | Loaded Hourly Rate | | Man Hours | | Extension |
|---|---|---|---|---|---|
| Senior AQ Scientist | $ 158.82 | x | 1,912 | = | $ 303,663.84 |
| Project Env. Scientist | $ 232.00 | x | 418 | = | $ 96,976.00 |
| Air Quality Scientist | $ 133.48 | x | 1,064 | = | $ 142,022.72 |
| Air Quality Scientist | $ 124.02 | x | 1,182 | = | $ 146,591.64 |
| Eng. Technician | $ 68.53 | x | 112 | = | $ 7,675.36 |
| Env. Scientist | $ 128.48 | x | 64 | = | $ 8,222.72 |
| Env. Scientist | $ 106.36 | x | 50 | = | $ 5,318.00 |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |

| | | | |
|---|---|---|---|
| Total Man Hours | = | 4,802 | |
| Total Extension $ | = | | $710,470.28 |

*Average Hourly Rate = Extension Divided by Total Man Hours = 147.953

**EES**

| Work Tasks | President | Principal | Sr. Engineer IV | Engineer II | Designer | Sr. Admin Support | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Mileage Rate | | | | | | | | | |
| | $324.96 | $274.34 | $125.10 | $90.66 | $82.88 | $153.18 | | | | $ 0.56 | | | | | | | | | |
| **Task 1: Scope Development** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | | | $ - |
| **2.1 Environmental Project Management Team** | 2 | 6 | 10 | 0 | 0 | 0 | 18 | $ 3,546.96 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,546.96 |
| Project Initiation Meeting | 2 | 2 | 2 | 0 | 0 | 0 | 6 | $ 1,448.80 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,448.80 |
| Ongoing EPMT Meetings | 0 | 4 | 8 | 0 | 0 | 0 | 12 | $ 2,098.16 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,098.16 |
| **2.2 Program Management Team Coordination** | 0 | 4 | 8 | 0 | 0 | 0 | 12 | $ 2,098.16 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,098.16 |
| **2.3 Simulation and Other DEN Planning Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.4 Contractor Team Coordination** | 2 | 26 | 74 | 18 | 0 | 0 | 120 | $ 18,672.04 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 18,672.04 |
| Kick-Off Team Meeting | 2 | 2 | 2 | 0 | 0 | 0 | 6 | $ 1,448.80 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,448.80 |
| Ongoing Subcontractor Management | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Contractor Team Coordination Meetings | 0 | 24 | 72 | 18 | 0 | 0 | 114 | $ 17,223.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 17,223.24 |
| **2.5 SharePoint Coordination - DEN PMO** | 2 | 2 | 2 | 2 | 0 | 0 | 8 | $ 1,630.12 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,630.12 |
| Meetings with DEN PMO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| User Training | 2 | 2 | 2 | 2 | 0 | 0 | 8 | $ 1,630.12 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,630.12 |
| Ongoing Coordination with PMO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.6 Preparation of Project Instructions Manual** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Templates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop AGOL Specifications | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Quality Assurance Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare the Project Instructions Manual | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.7 Public and Agency Involvement Plan** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.1 Public Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.2 Agency Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.8 Administrative File and Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.8.1 Administrative File | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.8.2 Administrative Record | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.9 Project Reporting and Invoicing** | 0 | 0 | 0 | 0 | 0 | 40 | 40 | $ 6,127.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,127.20 |
| **Subtotal Hours for Task 2** | **6** | **38** | **94** | **20** | **0** | **40** | **198** | $ 32,074.48 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 32,074.48** |
| **Task 3: Government to Government Consultation** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting and coordination materials | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 4: Review of Previous Studies/ Airfield Simulation Verification** | | | | | | | | | | | | | | | | | | | $ - |
| Review of Previous Studies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Airfield Simulation Verification | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 5: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | | | $ - |
| **5.1 Proposed Action** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.2 Purpose and Need** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.2.1 Develop Purpose and Need Statement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.2.2 Develop Purpose and Need Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.3 Alternatives** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1 Development and Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1.1 Development of Conceptual Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1.2 Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.2 Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.3 Develop Alternatives Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 6: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | | | $ - |
| **6.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 7: Pre-Scoping** | | | | | | | | | | | | | | | | | | | $ - |
| **7.1 Prepare for Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **7.2 Public and Stakeholder Pre-Scoping Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **7.3 Agency Pre-Scoping Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 8: Scoping** | | | | | | | | | | | | | | | | | | | $ - |
| **8.1 Scoping Plan** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination with Sponsor, GCM, FAA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Scoping Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **8.2 Preparation of Scoping Information and Project Mailing Lists** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Public Notice and Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Meeting Package | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

**EES**

| Work Tasks | President | Principal | Sr. Engineer IV | Engineer II | Designer | Sr. Admin Support | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Mileage Rate | | | | | | | | | |
| | $324.96 | $274.34 | $125.10 | $90.66 | $82.88 | $153.18 | | | | $ 0.56 | | | | | | | | | |
| Additional Notification Efforts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **8.3 Scoping Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 8.3.1 Public Scoping Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Media Walk Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 8.3.2 Agency Scoping Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **8.4 Scoping Comments** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Comments Database and Update Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Issues Summary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **8.5 Scoping Report** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 9: Preliminary Engineering** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 10: Affected Environment** | | | | | | | | | | | | | | | | | | | $ - |
| **10.1 Study Areas and Analysis Years** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.1 General Study Area | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.2 Analysis Years | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.3 Technical Memorandum (Draft and Final) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.2 Data Collection, Base Mapping and GIS Administration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.3 Existing Conditions Analysis** | 0 | 20 | 40 | 5 | 0 | 0 | 65 | $ 10,944.10 | 75 | $ 42.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 42.00 | $ 10,944.10 |
| 10.3.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Existing Conditions | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Site Visit (includes wetlands) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class I File Search, Desktop Review, APE and Methodology | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Pedestrian Survey and Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class III Cultural Resources Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Custom Profiles (if needed) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.13 Water Resources | 0 | 20 | 40 | 5 | 0 | 0 | 65 | $ 10,944.10 | 75 | $ 42.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 42.00 | $ 10,944.10 |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 20 | 40 | 5 | 0 | 0 | 65 | $ 10,944.10 | 75 | $ 42.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 42.00 | $ 10,944.10 |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.14 On-going and Reasonably Foreseeable Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.4 Prepare Affected Environment Annotated Outline** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.5 Prepare Draft Affected Environment Chapter** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 10** | **0** | **20** | **40** | **5** | **0** | **0** | **65** | $ 10,944.10 | **75** | **$ 42.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 42.00** | **$ 10,944.10** |
| **Task 11: Environmental Consequences** | | | | | | | | | | | | | | | | | | | $ - |
| **11.1 Conduct Environmental Impact Analysis** | 0 | 20 | 80 | 20 | 10 | 0 | 130 | $ 18,136.80 | 75 | $ 42.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 42.00 | $ 18,136.80 |
| 11.1.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Coordination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Data Collection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Operational Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

**EES**

| Work Tasks | President | Principal | Sr. Engineer IV | Engineer II | Designer | Sr. Admin Support | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Mileage Rate | | | | | | | | | |
| | $324.96 | $274.34 | $125.10 | $90.66 | $82.88 | $153.18 | | | | $ 0.56 | | | | | | | | | |
| Constuction Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| General Conformity Rule Applicability Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Formal Conformity Determination* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Air Quality Deliverables* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Section 4(f) Evaluation* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Additional Section 4(f) Evaluation* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Section 106 Effects Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EC Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use/Validation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.13 Water Resources | 0 | 20 | 80 | 20 | 10 | 0 | 130 | $ 18,136.80 | 75 | $ 42.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 42.00 | $ 18,136.80 |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 20 | 80 | 20 | 10 | 0 | 130 | $ 18,136.80 | 75 | $ 42.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 42.00 | $ 18,136.80 |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.14 Non-Impacted Categories | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.2 Prepare Environmental Consequences Annotated Outline** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.3 Prepare Draft Environmental Consequences Chapter** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 11 (No Optional Tasks)** | **0** | **20** | **80** | **20** | **10** | **0** | **130** | $ 18,136.80 | **75** | **$ 42.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 42.00** | **$ 18,136.80** |
| **Task 12: Prepare and Distribute Draft EA** | | | | | | | | | | | | | | | | | | | |
| **12.1 Preliminary Draft EA to Sponsor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional EA Chapters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare Preliminary Draft | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.2 Response to Comments and Revise the Preliminary Draft** | 0 | 13 | 43 | 10 | 0 | 0 | 66 | $ 9,852.32 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 9,852.32 |
| 12.2.1 Respond to the Sponsor's Comments and Revise | 0 | 5 | 20 | 5 | 0 | 0 | 30 | $ 4,327.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,327.00 |
| 12.2.2 Respond to FAA Comments | 0 | 5 | 20 | 5 | 0 | 0 | 30 | $ 4,327.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,327.00 |
| 12.2.3 Review Preliminary Draft EA with Agencies | 0 | 3 | 3 | 0 | 0 | 0 | 6 | $ 1,198.32 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,198.32 |
| **12.3 Prepare and Distribute Draft EA to Public** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.4 Publish Notice of Availability (NOA)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 12** | **0** | **13** | **43** | **10** | **0** | **0** | **66** | $ 9,852.32 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 9,852.32** |
| **Task 13: Prepare and Distribute Final EA** | | | | | | | | | | | | | | | | | | | **$ -** |
| **13.1 Respond to Comments Received on Draft EA** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.2 Respond to Comments on Prelim Final EA** | 0 | 10 | 40 | 10 | 0 | 0 | 60 | $ 8,654.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,654.00 |
| 13.2.1 Respond to the Sponsor's Comments and Revise | 0 | 5 | 20 | 5 | 0 | 0 | 30 | $ 4,327.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,327.00 |
| 13.2.2 Respond to FAA Comments | 0 | 5 | 20 | 5 | 0 | 0 | 30 | $ 4,327.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,327.00 |
| **13.3 Formally Submit Final EA to FAA and Sponsor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.4 Formally Submit Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 13** | **0** | **10** | **40** | **10** | **0** | **0** | **60** | $ 8,654.00 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 8,654.00** |
| **Task 14: Public and Agency Involvement** | | | | | | | | | | | | | | | | | | | **$ -** |
| **14.1 Agency Meetings** | 0 | 10 | 16 | 0 | 0 | 0 | 26 | $ 4,745.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,745.00 |
| Kick-Off Workshop/Tour | 0 | 2 | 2 | 0 | 0 | 0 | 4 | $ 798.88 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 798.88 |
| Materials Preparation | 0 | 0 | 6 | 0 | 0 | 0 | 6 | $ 750.60 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 750.60 |
| Meeting Attendance | 0 | 8 | 8 | 0 | 0 | 0 | 16 | $ 3,195.52 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,195.52 |
| **14.2 Community/Stakeholder Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **14.3 Public Hearings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings and Media Walk-Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

**EES**

| Work Tasks | President | Principal | Sr. Engineer IV | Engineer II | Designer | Sr. Admin Support | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Mileage Rate | | | | | | | | | |
| | $324.96 | $274.34 | $125.10 | $90.66 | $82.88 | $153.18 | | | | $ 0.56 | | | | | | | | | |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Promotion/Marketing of Public Hearing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 14** | **0** | **10** | **16** | **0** | **0** | **0** | **26** | $ 4,745.00 | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 4,745.00** |
| **Task 15: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | | | | | | | | | $ - |
| **15.1 PIMA Base Deployment and Configuration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.1 Hybrid Community/Stakeholder Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.2 Hybrid Public Hearings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.3 As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **15.2 Website Requirements and Design** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 16: Freedom of Information Act (FOIA) Requests** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

| | Travel Expenses - EES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Task | Name | No. of Trips | Airfare | Hotel (PER TRIP) | | Meal (CCD per diem) (PER TRIP) | | Airport Parking | | Rental Car (PER TRIP) | TOTAL | Notes |
| | | | | nights | $/night | days | $/day | days | $/day | | | |
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DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF

# EES

* AVERAGE HOURLY RATES

| Classification | Loaded Hourly Rate | | Man Hours | | Extension |
|---|---|---|---|---|---|
| President | $ 324.96 | x | 6 | = | $ 1,949.76 |
| Principal | $ 274.34 | x | 139 | = | $ 38,133.26 |
| Sr. Engineer IV | $ 125.10 | x | 423 | = | $ 52,917.30 |
| Engineer II | $ 90.66 | x | 95 | = | $ 8,612.70 |
| Designer | $ 82.88 | x | 10 | = | $ 828.80 |
| Sr. Admin Support | $ 153.18 | x | 40 | = | $ 6,127.20 |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| | | | | | |

| | | | |
|---|---|---|---|
| Total Man Hours | = | 713 | |
| Total Extension $ | = | | $108,569.02 |

*Average Hourly Rate = Extension Divided by Total Man Hours = 152.2707

**CIG**

| Work Tasks | Project Manager | Strategic Counsel | Senior Strategist | Creative Art Direction | Graphic Designer | Project Coordination | Project Administrator | Project Associate | Project Support | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Mileage Rate | | | | | | | | | |
| | $196.65 | $222.53 | $145.94 | $130.41 | $119.03 | $133.52 | $125.24 | $86.94 | $70.38 | | | | $ 0.56 | | | | | | | | | |
| **Task 1: Scope Development** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | | | | | | $ - |
| **2.1 Environmental Project Management Team** | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | $ 19,665.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,665.00 |
| Project Initiation Meeting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing EPMT Meetings | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | $ 19,665.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 19,665.00 |
| **2.2 Program Management Team Coordination** | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | $ 21,238.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 21,238.20 |
| **2.3 Simulation and Other DEN Planning Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.4 Contractor Team Coordination** | 197 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 249 | $ 50,311.61 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 50,311.61 |
| Kick-Off Team Meeting | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | $ 983.25 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 983.25 |
| Ongoing Subcontractor Management | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Contractor Team Coordination Meetings | 192 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 244 | $ 49,328.36 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 49,328.36 |
| **2.5 SharePoint Coordination - DEN PMO** | 24 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 40 | $ 6,723.44 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,723.44 |
| Meetings with DEN PMO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| User Training | 24 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 40 | $ 6,723.44 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,723.44 |
| Ongoing Coordination with PMO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.6 Preparation of Project Instructions Manual** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Templates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop AGOL Specifications | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Develop Quality Assurance Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare the Project Instructions Manual | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.7 Public and Agency Involvement Plan** | 30 | 10 | 0 | 0 | 0 | 0 | 40 | 20 | 15 | 115 | $ 15,928.90 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 15,928.90 |
| 2.7.1 Public Involvement Plan | 30 | 10 | 0 | 0 | 0 | 0 | 40 | 20 | 15 | 115 | $ 15,928.90 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 15,928.90 |
| 2.7.2 Agency Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.8 Administrative File and Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.8.1 Administrative File | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.8.2 Administrative Record | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.9 Project Reporting and Invoicing** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 2** | **459** | **62** | **0** | **0** | **0** | **0** | **56** | **20** | **15** | **612** | **$ 113,867.15** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 113,867.15** |
| **Task 3: Government to Government Consultation** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting and coordination materials | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 4: Review of Previous Studies/ Airfield Simulation Verification** | | | | | | | | | | | | | | | | | | | | | | $ - |
| Review of Previous Studies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Airfield Simulation Verification | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 5: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | | | | | | $ - |
| **5.1 Proposed Action** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.2 Purpose and Need** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.2.1 Develop Purpose and Need Statement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.2.2 Develop Purpose and Need Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.3 Alternatives** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1 Development and Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1.1 Development of Conceptual Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.1.2 Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.2 Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 5.3.3 Develop Alternatives Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 6: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | | | | | | $ - |
| **6.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 7: Pre-Scoping** | | | | | | | | | | | | | | | | | | | | | | $ - |
| **7.1 Prepare for Meetings** | 16 | 10 | 0 | 8 | 36 | 0 | 24 | 0 | 32 | 126 | $ 15,957.98 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,000.00 | $ 722.00 | $ 2,722.00 | $ 15,957.98 |
| **7.2 Public and Stakeholder Pre-Scoping Meetings** | 42 | 12 | 0 | 0 | 0 | 0 | 42 | 0 | 36 | 132 | $ 18,723.42 | 210 | $ 117.60 | $ - | $ 2,250.00 | $ - | $ 700.00 | $ - | $ - | $ 2,115.00 | $ 5,182.60 | $ 18,723.42 |
| **7.3 Agency Pre-Scoping Meetings** | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 10 | $ 1,823.68 | 70 | $ 39.20 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 39.20 | $ 1,823.68 |
| **Subtotal Hours for Task 7** | **66** | **22** | **0** | **8** | **36** | **0** | **68** | **0** | **68** | **268** | **$ 36,505.08** | **280** | **$ 156.80** | **$ -** | **$ 2,250.00** | **$ -** | **$ 700.00** | **$ -** | **$ 2,000.00** | **$ 2,837.00** | **$ 7,943.80** | **$ 36,505.08** |
| **Task 8: Scoping** | | | | | | | | | | | | | | | | | | | | | | $ - |
| **8.1 Scoping Plan** | 40 | 10 | 0 | 0 | 0 | 4 | 58 | 40 | 28 | 180 | $ 23,337.54 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 23,337.54 |
| Coordination with Sponsor, GCM, FAA | 10 | 0 | 0 | 0 | 0 | 0 | 28 | 20 | 18 | 76 | $ 8,478.86 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,478.86 |
| Develop Scoping Plan | 30 | 10 | 0 | 0 | 0 | 4 | 30 | 20 | 10 | 104 | $ 14,858.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 14,858.68 |
| **8.2 Preparation of Scoping Information and Project Mailing Lists** | 40 | 0 | 12 | 6 | 16 | 0 | 48 | 24 | 34 | 180 | $ 22,795.22 | 0 | $ - | $ - | $ 4,250.00 | $ - | $ - | $ - | $ - | $ - | $ 4,250.00 | $ 22,795.22 |
| Public Notice and Mailing List | 12 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 10 | 46 | $ 6,069.36 | 0 | $ - | $ - | $ 3,750.00 | | $ - | $ - | $ - | $ - | $ 3,750.00 | $ 6,069.36 |
| Scoping Meeting Package | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 1,573.20 | 0 | $ - | $ - | $ 500.00 | $ - | $ - | $ - | $ - | $ - | $ 500.00 | $ 1,573.20 |
| Additional Notification Efforts | 20 | 0 | 12 | 6 | 16 | 0 | 24 | 24 | 24 | 126 | $ 15,152.66 | 0 | $ - | $ - | $ - | | $ - | $ - | $ - | | $ - | $ 15,152.66 |
| **8.3 Scoping Meetings** | 70 | 10 | 12 | 12 | 32 | 0 | 82 | 24 | 0 | 242 | $ 35,472.20 | 350 | $ 196.00 | $ - | $ - | $ - | $ 700.00 | $ - | $ 10,000.00 | $ 11,835.00 | $ 22,731.00 | $ 35,472.20 |
| 8.3.1 Public Scoping Meetings | 56 | 10 | 12 | 12 | 32 | 0 | 76 | 24 | 0 | 222 | $ 31,967.66 | 350 | $ 196.00 | $ - | $ - | $ - | $ 700.00 | $ - | $ 10,000.00 | $ 11,115.00 | $ 22,011.00 | $ 31,967.66 |
| Coordination Meetings | 6 | 10 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 22 | $ 4,156.64 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,156.64 |
| Media Walk Through | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 20 | $ 3,218.90 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,218.90 |
| Meeting Attendance | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 24 | $ 3,862.68 | 350 | $ 196.00 | $ - | $ - | $ - | $ - | $ - | $ 2,500.00 | $ 11,115.00 | $ 13,811.00 | $ 3,862.68 |
| Materials Preparation | 28 | 0 | 12 | 12 | 32 | 0 | 48 | 24 | 0 | 156 | $ 20,729.44 | 0 | $ - | $ - | | $ - | $ 700.00 | $ - | $ 7,500.00 | $ - | $ 8,200.00 | $ 20,729.44 |
| 8.3.2 Agency Scoping Meetings | 14 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 20 | $ 3,504.54 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 720.00 | $ 720.00 | $ 3,504.54 |
| Meeting Attendance | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | $ 1,931.34 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 1,931.34 |
| Materials Preparation | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | $ 1,573.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 720.00 | $ 720.00 | $ 1,573.20 |

**CIG**

| Work Tasks | Project Manager | Strategic Counsel | Senior Strategist | Creative Art Direction | Graphic Designer | Project Coordination | Project Administrator | Project Associate | Project Support | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Mileage Rate | | | | | | | | | |
| | $196.65 | $222.53 | $145.94 | $130.41 | $119.03 | $133.52 | $125.24 | $86.94 | $70.38 | | | | $ 0.56 | | | | | | | | | |
| **8.4 Scoping Comments** | 20 | 0 | 0 | 0 | 0 | 0 | 32 | 24 | 24 | 100 | $ 11,716.36 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,716.36 |
| Scoping Comments Database and Update Mailing List | 8 | 0 | 0 | 0 | 0 | 0 | 32 | 24 | 24 | 88 | $ 9,356.56 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 9,356.56 |
| Scoping Issues Summary | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,359.80 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,359.80 |
| **8.5 Scoping Report** | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,359.80 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,359.80 |
| **Subtotal Hours for Task 8** | **182** | **20** | **24** | **18** | **48** | **4** | **220** | **112** | **86** | **714** | $ 95,681.12 | **350** | **$ 196.00** | **$ -** | **$ 4,250.00** | **$ -** | **$ 700.00** | **$ -** | **$ 10,000.00** | **$ 11,835.00** | **$ 26,981.00** | **$ 95,681.12** |
| **Task 9: Preliminary Engineering** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 10: Affected Environment** | | | | | | | | | | | | | | | | | | | | | | $ - |
| **10.1 Study Areas and Analysis Years** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.1 General Study Area | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.2 Analysis Years | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.3 Technical Memorandum (Draft and Final) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.2 Data Collection, Base Mapping and GIS Administration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.3 Existing Conditions Analysis** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Existing Conditions | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Site Visit (includes wetlands) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class I File Search, Desktop Review, APE and Methodology | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Pedestrian Survey and Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class III Cultural Resources Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Custom Profiles (if needed) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.13 Water Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.3.14 On-going and Reasonably Foreseeable Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.4 Prepare Affected Environment Annotated Outline** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.5 Prepare Draft Affected Environment Chapter** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 10** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 11: Environmental Consequences** | | | | | | | | | | | | | | | | | | | | | | $ - |
| **11.1 Conduct Environmental Impact Analysis** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Coordination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Data Collection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Operational Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Constuction Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| General Conformity Rule Applicability Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Formal Conformity Determination* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Air Quality Deliverabloes* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Section 4(f) Evaluation* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Additional Section 4(f) Evaluation* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Section 106 Effects Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EC Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

**CIG**

| Work Tasks | Project Manager | Strategic Counsel | Senior Strategist | Creative Art Direction | Graphic Designer | Project Coordination | Project Administrator | Project Associate | Project Support | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs | Total Labor |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Mileage Rate | | | | | | | | | |
| | $196.65 | $222.53 | $145.94 | $130.41 | $119.03 | $133.52 | $125.24 | $86.94 | $70.38 | | | | $ 0.56 | | | | | | | | | |
| 11.1.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use/Validation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.13 Water Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 11.1.14 Non-Impacted Categories | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.2 Prepare Environmental Consequences Annotated Outline** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.3 Prepare Draft Environmental Consequences Chapter** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 11 (No Optional Tasks)** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 12: Prepare and Distribute Draft EA** | | | | | | | | | | | | | | | | | | | | | | |
| **12.1 Preliminary Draft EA to Sponsor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional EA Chapters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare Preliminary Draft | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.2 Response to Comments and Revise the Preliminary Draft** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.1 Respond to the Sponsor's Comments and Revise | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.2 Respond to FAA Comments | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.3 Review Preliminary Draft EA with Agencies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.3 Prepare and Distribute Draft EA to Public** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.4 Publish Notice of Availability (NOA)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 13: Prepare and Distribute Final EA** | | | | | | | | | | | | | | | | | | | | | | |
| **13.1 Respond to Comments Received on Draft EA** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.2 Respond to Comments on Prelim Final EA** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 13.2.1 Respond to the Sponsor's Comments and Revise | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 13.2.2 Respond to FAA Comments | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.3 Formally Submit Final EA to FAA and Sponsor** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.4 Formally Submit Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 13** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 14: Public and Agency Involvement** | | | | | | | | | | | | | | | | | | | | | | |
| **14.1 Agency Meetings** | 28 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 46 | $ 7,760.52 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,760.52 |
| Kick-Off Workshop/Tour | 12 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 18 | $ 3,111.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,111.24 |
| Materials Preparation | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 24 | $ 3,862.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,862.68 |
| Meeting Attendance | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | $ 786.60 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 786.60 |
| **14.2 Community/Stakeholder Meetings** | 174 | 0 | 12 | 4 | 28 | 0 | 186 | 24 | 24 | 452 | $ 66,893.18 | 1,750 | $ 980.00 | $ - | $ 7,950.00 | $ - | $ 10,500.00 | $ - | $ - | $ 9,500.00 | $ 28,930.00 | $ 66,893.18 |
| Materials Preparation | 24 | 0 | 12 | 4 | 28 | 0 | 36 | 24 | 24 | 152 | $ 18,609.68 | 0 | $ - | $ - | $ 7,950.00 | $ - | $ - | $ - | $ - | $ 1,500.00 | $ 9,450.00 | $ 18,609.68 |
| Meeting Attendance | 150 | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 300 | $ 48,283.50 | 1,750 | $ 980.00 | $ - | $ - | $ - | $ 10,500.00 | $ - | $ - | $ 8,000.00 | $ 19,480.00 | $ 48,283.50 |
| **14.3 Public Hearings** | 80 | 12 | 8 | 8 | 44 | 0 | 102 | 44 | 36 | 334 | $ 44,984.00 | 351 | $ 196.56 | $ - | $ 7,950.00 | $ - | $ 1,750.00 | $ - | $ - | $ 17,075.00 | $ 26,971.56 | $ 44,984.00 |
| Coordination Meetings and Media Walk-Thru | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 32 | $ 5,150.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 5,150.24 |
| Meeting Attendance | 30 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 60 | $ 9,656.70 | 350 | $ 196.00 | $ - | $ - | $ - | $ 1,750.00 | $ - | $ - | $ 4,980.00 | $ 6,926.00 | $ 9,656.70 |
| Materials Preparation | 24 | 12 | 0 | 8 | 32 | 0 | 32 | 24 | 12 | 144 | $ 19,181.00 | 1 | $ 0.56 | $ - | $ 7,950.00 | $ - | $ - | $ - | $ - | $ 845.00 | $ 8,795.56 | $ 19,181.00 |
| Promotion/Marketing of Public Hearing | 10 | 0 | 8 | 0 | 12 | 0 | 24 | 20 | 24 | 98 | $ 10,996.06 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,250.00 | $ 11,250.00 | $ 10,996.06 |
| **Subtotal Hours for Task 14** | **282** | **12** | **20** | **12** | **72** | **0** | **306** | **68** | **60** | **832** | **$ 119,637.70** | **2101** | **$ 1,176.56** | **$ -** | **$ 15,900.00** | **$ -** | **$ 12,250.00** | **$ -** | **$ -** | **$ 26,575.00** | **$ 55,901.56** | **$ 119,637.70** |
| **Task 15: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | | | | | | | | | | | | |
| **15.1 PIMA Base Deployment and Configuration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.1 Hybrid Community/Stakeholder Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.2 Hybrid Public Hearings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 15.1.3 As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **15.2 Website Requirements and Design** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 16: Freedom of Information Act (FOIA) Requests** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

| | Travel Expenses - CIG | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Task** | **Name** | **No. of Trips** | **Airfare** | **Hotel (PER TRIP)** | | **Meal (CCD per diem) (PER TRIP)** | | **Airport Parking** | | **Rental Car (PER TRIP)** | **TOTAL** | **Notes** |
| | | | | **nights** | **$/night** | **days** | **$/day** | **days** | **$/day** | | | |
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DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF

# CIG

## * AVERAGE HOURLY RATES

| Classification | Loaded Hourly Rate | | Man Hours | | Extension |
|---|---|---|---|---|---|
| Project Manager | $ 196.65 | x | 989 | = | $ 194,486.85 |
| Strategic Counsel | $ 222.53 | x | 116 | = | $ 25,813.48 |
| Senior Strategist | $ 145.94 | x | 44 | = | $ 6,421.36 |
| Creative Art Direction | $ 130.41 | x | 38 | = | $ 4,955.58 |
| Graphic Designer | $ 119.03 | x | 156 | = | $ 18,568.68 |
| Project Coordination | $ 133.52 | x | 4 | = | $ 534.08 |
| Project Administrator | $ 125.24 | x | 650 | = | $ 81,406.00 |
| Project Associate | $ 86.94 | x | 200 | = | $ 17,388.00 |
| Project Support | $ 70.38 | x | 229 | = | $ 16,117.02 |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| Role | $ - | x | 0 | = | $ - |
| | | | | | |

| | | | |
|---|---|---|---|
| Total Man Hours | = | 2,426 | |
| Total Extension $ | = | | $365,691.05 |

*Average Hourly Rate = Extension Divided by Total Man Hours = $ 150.74

EIS Scope of Work and fee is a conceptual estimate and will require final review and approval by DEN and FAA in accordance with AC 150/5100-14E

**TOTAL FEE SUMMARY**

| FIRM | DISCIPLINE | DBE, SBE, MWBE | TYPE | COST | % | DBE, SBE, MWBE % |
|---|---|---|---|---|---|---|
| HNTB | Prime Contractor | | *Labor* | *$ 3,222,458* | | N/A |
| | | | *Expenses* | *$ 187,087* | | |
| | | | Total | **$ 3,409,545** | 57.69% | |
| Pinyon | Bio, Cult, Natural, Water | DBE, SBE, MWBE | *Labor* | *$ 992,398* | | 65.42% |
| | | | *Expenses* | *$ 6,870* | | |
| | | | Total | **$ 999,268** | 16.91% | |
| CMT | Air Quality | | *Labor* | *$ 806,201* | | N/A |
| | | | *Expenses* | *$ 86,060* | | |
| | | | Total | **$ 892,261** | 15.10% | |
| EES | Water Quality | DBE, SBE, MWBE | *Labor* | *$ 114,721* | | 7.56% |
| | | | *Expenses* | *$ 146* | | |
| | | | Total | **$ 114,867** | 1.94% | |
| CIG | Public Engagement | DBE, SBE, MWBE | *Labor* | *$ 409,854* | | 27.02% |
| | | | *Expenses* | *$ 84,288* | | |
| | | | Total | **$ 494,142** | 8.36% | |
| | | | *Total Labor* | $ 5,545,633 | | |
| | | | *Total Expenses* | $ 364,450 | | |
| | | | *Total Subconsultant Labor* | *$ 2,323,175* | | |
| | **SUBTOTAL** | | | **$ 5,910,083** | **100.0%** | |
| | **SUBCONSULTANT MARK-UP (LABOR ONLY)** | | | $ 116,159 | 5.0% | |
| | **SUBTOTAL** | | | **$ 6,026,242** | | |
| | | | | | | |
| | **GRAND TOTAL** | | | **$ 6,026,242** | | |
| | | | | | | |
| | **DBE, SBE, MWBE TOTAL** | | | **$ 1,608,277** | | **26.69%** |

**BASE TASKS FEE SUMMARY**

| FIRM | DISCIPLINE | DBE, SBE, MWBE | TYPE | COST | % | DBE, SBE, MWBE % |
|---|---|---|---|---|---|---|
| HNTB | Prime Contractor | | *Labor* | *$ 3,130,698* | | N/A |
| | | | *Expenses* | *$ 175,709* | | |
| | | | Total | **$ 3,306,407** | 62.06% | |
| Pinyon | Bio, Cult, Natural, Water | DBE, SBE, MWBE | *Labor* | *$ 952,444* | | 64.48% |
| | | | *Expenses* | *$ 6,870* | | |
| | | | Total | **$ 959,314** | 18.01% | |
| CMT | Air Quality | | *Labor* | *$ 447,090* | | N/A |
| | | | *Expenses* | *$ 6,060* | | |
| | | | Total | **$ 453,150** | 8.51% | |
| EES | Water Quality | DBE, SBE, MWBE | *Labor* | *$ 114,721* | | 7.77% |
| | | | *Expenses* | *$ 146* | | |
| | | | Total | **$ 114,867** | 2.16% | |
| CIG | Public Engagement | DBE, SBE, MWBE | *Labor* | *$ 409,854* | | 27.75% |
| | | | *Expenses* | *$ 84,288* | | |
| | | | Total | **$ 494,142** | 9.27% | |
| | | | *Total Labor* | $ 5,054,807 | | |
| | | | *Total Expenses* | $ 273,073 | | |
| | | | *Total Subconsultant Labor* | *$ 1,924,109* | | |
| | **SUBTOTAL** | | | **$ 5,327,879** | **100.0%** | |
| | **SUBCONSULTANT MARK-UP (LABOR ONLY)** | | | $ 96,205 | 5.0% | |
| | **SUBTOTAL** | | | **$ 5,424,085** | | |
| | | | | | | |
| | **GRAND TOTAL** | | | **$ 5,424,085** | | |
| | | | | | | |
| | **DBE, SBE, MWBE TOTAL** | | | **$ 1,568,323** | | **28.91%** |

**OPTIONAL TASKS FEE SUMMARY**

| FIRM | DISCIPLINE | DBE, SBE, MWBE | TYPE | COST | % | DBE, SBE, MWBE % |
|---|---|---|---|---|---|---|
| HNTB | Prime Contractor | | *Labor* | *$ 91,760* | | N/A |
| | | | *Expenses* | *$ 11,378* | | |
| | | | Total | **$ 103,138** | 17.72% | |
| Pinyon | Bio, Cult, Natural, Water | DBE, SBE, MWBE | *Labor* | *$ 39,954* | | 100.00% |
| | | | *Expenses* | *$ -* | | |
| | | | Total | **$ 39,954** | 6.86% | |
| CMT | Air Quality | | *Labor* | *$ 359,111* | | N/A |
| | | | *Expenses* | *$ 80,000* | | |
| | | | Total | **$ 439,111** | 75.42% | |
| EES | Water Quality | DBE, SBE, MWBE | *Labor* | *$ -* | | 0.00% |
| | | | *Expenses* | *$ -* | | |
| | | | Total | **$ -** | 0.00% | |
| CIG | Public Engagement | DBE, SBE, MWBE | *Labor* | *$ -* | | 0.00% |
| | | | *Expenses* | *$ -* | | |
| | | | Total | **$ -** | 0.00% | |
| | | | *Total Labor* | $ 490,826 | | |
| | | | *Total Expenses* | $ 91,378 | | |
| | | | *Total Subconsultant Labor* | *$ 399,066* | | |
| | **SUBTOTAL** | | | **$ 582,204** | **100.0%** | |
| | **SUBCONSULTANT MARK-UP** | | | $ 19,953 | 5.0% | |
| | **SUBTOTAL** | | | **$ 602,157** | | |
| | | | | | | |
| | **GRAND TOTAL** | | | **$ 602,157** | | |
| | | | | | | |
| | **DBE, SBE, MWBE TOTAL** | | | **$ 39,954** | | **6.64%** |

Estimate

SUMMARY

| Work Tasks | Phase Total Hours | Total Direct Costs | Total Labor | Total Cost |
|---|---|---|---|---|
| | | | | |
| | | | | |
| **Task 1: EIS Plan of Study Refinement** | *298* | $ 200.00 | $ 73,533.96 | $ 73,733.96 |
| **Subtotal Hours for Task 1** | ***298*** | **$ 200.00** | **$ 73,533.96** | **$ 73,733.96** |
| **Task 2: Project Management** | | | | |
| **2.1 Environmental Project Management Team** | *550* | $ 9,288.00 | $ 130,160.94 | $ 139,448.94 |
| Project Initiation Meeting | *98* | $ - | $ 24,529.39 | $ 24,529.39 |
| Ongoing EPMT Meetings | *452* | $ 9,288.00 | $ 105,631.55 | $ 114,919.55 |
| **2.2 DEN Planning Meetings for Project Definition** | *576* | $ 14,476.00 | $ 140,662.31 | $ 155,138.31 |
| **2.3 Contractor Team Coordination** | *1180* | $ 100.80 | $ 265,731.67 | $ 265,832.47 |
| Ongoing Subcontractor Management | *288* | $ - | $ 77,288.49 | $ 77,288.49 |
| Ongoing Contractor Team Coordination Meetings | *892* | $ 100.80 | $ 188,443.18 | $ 188,543.98 |
| **2.4 EIS Team Collaboration Site** | *548* | $ 6,731.20 | $ 128,895.63 | $ 135,626.83 |
| Office 365 and SharePoint Online Account Setup | *20* | $ 6,720.00 | $ 4,653.40 | $ 11,373.40 |
| SharePoint Online Design | *24* | $ - | $ 5,859.36 | $ 5,859.36 |
| Project Portal Implementation and Configuration | *180* | $ - | $ 43,945.20 | $ 43,945.20 |
| Training and User Guide | *104* | $ 11.20 | $ 20,726.87 | $ 20,738.07 |
| Ongoing Support and Maintenance | *220* | $ - | $ 53,710.80 | $ 53,710.80 |
| **2.5 EIS Project Instructions Manual** | *72* | $ 200.00 | $ 13,286.64 | $ 13,486.64 |
| **2.6 Public and Agency Involvement Plan** | *248* | $ - | $ 46,192.67 | $ 46,192.67 |
| 2.6.1 Public Involvement Plan | *142* | $ - | $ 23,500.21 | $ 23,500.21 |
| 2.6.2 Agency Involvement Plan | *106* | $ - | $ 22,692.46 | $ 22,692.46 |
| FAA Meeting | *20* | $ - | $ 4,217.79 | $ 4,217.79 |
| Plan Update | *43* | $ - | $ 9,567.29 | $ 9,567.29 |
| Agency Concurrence Agreements | *43* | $ - | $ 8,907.39 | $ 8,907.39 |
| **2.7 Administrative File and Administrative Record** | *268* | $ 200.00 | $ 52,584.80 | $ 52,784.80 |
| 2.7.1 Administrative File | *192* | $ 100.00 | $ 35,829.68 | $ 35,929.68 |
| 2.7.2 Administrative Record | *76* | $ 100.00 | $ 16,755.12 | $ 16,855.12 |
| **2.8 Notice of Intent** | *10* | $ 900.00 | $ 2,310.34 | $ 3,210.34 |
| **2.9 Project Reporting and Invoicing** | *1078* | $ 100.00 | $ 202,713.36 | $ 202,813.36 |
| Progress Reports, Invoice, DBE Participation | *978* | $ 100.00 | $ 179,842.30 | $ 179,942.30 |
| Cost and Schedule Control | *100* | $ - | $ 22,871.06 | $ 22,871.06 |
| **Subtotal Hours for Task 2** | ***4530*** | **$ 31,996.00** | **$ 982,538.35** | **$ 1,014,534.35** |
| **Task 3: Government to Government Consultation** | *265* | $ 12,616.20 | $ 45,870.26 | $ 58,486.46 |
| Materials Preparation | *123* | $ 725.00 | $ 20,620.60 | $ 21,345.60 |
| Meeting Attendance | *142* | $ 11,891.20 | $ 25,249.67 | $ 37,140.87 |
| **Subtotal Hours for Task 3** | ***265*** | **$ 12,616.20** | **$ 45,870.26** | **$ 58,486.46** |
| **Task 4: Proposed Action, Purpose & Need, and Alternatives** | | | | |
| **4.1 Proposed Action** | *114* | $ 100.00 | $ 22,053.40 | $ 22,153.40 |
| **4.2 Purpose and Need** | *383* | $ 100.00 | $ 92,463.22 | $ 92,563.22 |
| 4.2.1 Develop Purpose and Need Statement | *72* | $ - | $ 17,104.72 | $ 17,104.72 |
| 4.2.2 Purpose and Need Technical Report | *152* | $ - | $ 43,118.80 | $ 43,118.80 |
| 4.2.3 Purpose and Need Agency Concurrence Agreement | *12* | $ - | $ 2,492.54 | $ 2,492.54 |
| 4.2.4 Develop Purpose and Need Chapter | *144* | $ 100.00 | $ 29,210.56 | $ 29,310.56 |
| **4.3 Alternatives** | *662* | $ 200.00 | $ 142,564.22 | $ 142,764.22 |
| 4.3.1 Development and Screening of Alternatives | *492* | $ - | $ 101,053.84 | $ 101,053.84 |
| 4.3.1.1 Development of Conceptual Alternatives | *264* | $ - | $ 49,858.32 | $ 49,858.32 |
| 4.3.1.2 Screening of Alternatives | *228* | $ - | $ 51,195.52 | $ 51,195.52 |
| 4.3.2 Draft and Final Alternatives Screening Report | *62* | $ 100.00 | $ 13,931.44 | $ 14,031.44 |
| 4.3.3 Alternatives to be Carried Forward for Agency Concurrence | *28* | $ - | $ 8,634.46 | $ 8,634.46 |
| 4.3.4 Develop Alternatives Chapter | *80* | $ 100.00 | $ 18,944.48 | $ 19,044.48 |
| **Subtotal Hours for Task 4** | ***1159*** | **$ 400.00** | **$ 257,080.84** | **$ 257,480.84** |
| **Task 5: Detailed Fleet Mix Forecast** | | | | |
| **5.1 Prepare Fleet Mix Forecasts** | *224* | $ 100.00 | $ 40,336.48 | $ 40,436.48 |
| **5.2 Fleet Mix Forecast Documentation and FAA Approval** | *82* | $ - | $ 18,898.92 | $ 18,898.92 |
| **Subtotal Hours for Task 5** | ***306*** | **$ 100.00** | **$ 59,235.40** | **$ 59,335.40** |
| **Task 6: Scoping** | | | | |
| **6.1 EIS Scoping Plan** | *274* | $ - | $ 47,857.95 | $ 47,857.95 |
| Meeting with FAA to review | *24* | $ - | $ 5,736.08 | $ 5,736.08 |
| Meeting with GCM/GA | *24* | $ - | $ 6,012.28 | $ 6,012.28 |
| Scoping Plan Development and Revisions | *226* | $ - | $ 36,109.59 | $ 36,109.59 |
| **6.2 Preparation of Scoping Information and Project Mailing Lists** | *558* | $ 4,230.00 | $ 93,346.27 | $ 97,576.27 |
| Public Notice and Mailing List | *70* | $ 3,300.00 | $ 11,432.66 | $ 14,732.66 |
| Notification Letters and Scoping Meeting Package | *241* | $ 930.00 | $ 41,671.03 | $ 42,601.03 |

Estimate

SUMMARY

| Work Tasks | Phase Total Hours | Total Direct Costs | Total Labor | Total Cost |
|---|---|---|---|---|
| | | | | |
| | | | | |
| Draft and Final Social Media Plan | 48 | $ - | $ 9,224.16 | $ 9,224.16 |
| Additional Notification Efforts | 199 | $ - | $ 31,018.42 | $ 31,018.42 |
| **6.3 Scoping Meetings** | 991 | $ 35,850.00 | $ 182,780.01 | $ 218,630.01 |
| 6.3.1 Public Scoping Meetings | 708 | $ 22,317.00 | $ 130,066.78 | $ 152,383.78 |
| Coordination Meetings | 60 | $ - | $ 13,565.46 | $ 13,565.46 |
| Media Walk Through | 36 | $ - | $ 8,014.14 | $ 8,014.14 |
| Meeting Attendance | 240 | $ 17,212.00 | $ 48,606.37 | $ 65,818.37 |
| Materials Preparation | 372 | $ 5,105.00 | $ 59,880.81 | $ 64,985.81 |
| 6.3.2 Agency Scoping Meetings | 283 | $ 13,533.00 | $ 52,713.23 | $ 66,246.23 |
| Meeting Attendance | 105 | $ 4,628.00 | $ 22,167.76 | $ 26,795.76 |
| Materials Preparation | 178 | $ 8,905.00 | $ 30,545.48 | $ 39,450.48 |
| **6.4 Scoping Comments** | 304 | $ - | $ 44,440.78 | $ 44,440.78 |
| Scoping Comments Database and Update Mailing List | 148 | $ - | $ 21,617.16 | $ 21,617.16 |
| Scoping Issues Summary | 156 | $ - | $ 22,823.62 | $ 22,823.62 |
| **6.5 Scoping Report** | 166 | $ 200.00 | $ 26,039.54 | $ 26,239.54 |
| **Subtotal Hours for Task 6** | **2293** | **$ 40,280.00** | **$ 394,464.55** | **$ 434,744.55** |
| **Task 7: Cooperating Agencies** | 274 | $ 11,177.60 | $ 49,741.00 | $ 60,918.60 |
| Invitation to Cooperate | 24 | $ - | $ 4,838.06 | $ 4,838.06 |
| Meetings | 250 | $ 11,177.60 | $ 44,902.94 | $ 56,080.54 |
| **Subtotal Hours for Task 7** | **274** | **$ 11,177.60** | **$ 49,741.00** | **$ 60,918.60** |
| **Task 8: Preliminary Engineering** | 564 | $ 13,366.40 | $ 139,859.68 | $ 153,226.08 |
| **Subtotal Hours for Task 8** | **564** | **$ 13,366.40** | **$ 139,859.68** | **$ 153,226.08** |
| **Task 9: Affected Environment** | | | | |
| **9.1 Study Areas and Analysis Years** | 171 | $ - | $ 30,587.23 | $ 30,587.23 |
| 9.1.1 General Study Area | 92 | $ - | $ 15,148.80 | $ 15,148.80 |
| 9.1.2 Analysis Years | 8 | $ - | $ 2,162.36 | $ 2,162.36 |
| 9.1.3 Draft and Final Technical Memorandum | 71 | $ - | $ 13,276.07 | $ 13,276.07 |
| **9.2 Data Collection, Base Mapping and GIS Administration** | 388 | $ - | $ 75,880.28 | $ 75,880.28 |
| **9.3 Existing Conditions Analysis** | 4,329 | $ 9,895.00 | $ 584,575.51 | $ 594,470.51 |
| 9.3.1 Air Quality | 144 | $ - | $ 24,502.11 | $ 24,502.11 |
| Air Quality Assessment Protocol | 60 | $ - | $ 11,534.70 | $ 11,534.70 |
| Existing Conditions | 84 | $ - | $ 12,967.41 | $ 12,967.41 |
| 9.3.2 Biological Resources (including fish, wildlife and plants) | 866 | $ 2,810.00 | $ 92,501.46 | $ 95,311.46 |
| Site Visit | 693 | $ 2,810.00 | $ 69,633.62 | $ 72,443.62 |
| AE Chapter/Tech Memo | 173 | $ - | $ 22,867.84 | $ 22,867.84 |
| 9.3.3 Climate | 80 | $ - | $ 12,800.04 | $ 12,800.04 |
| 9.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 50 | $ - | $ 9,259.14 | $ 9,259.14 |
| 9.3.5 Farmlands | 8 | $ - | $ 1,411.36 | $ 1,411.36 |
| 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 141 | $ 3,025.00 | $ 33,758.26 | $ 36,783.26 |
| Reviews (Database, DEN, Solid Waste, P2) | 20 | $ 3,025.00 | $ 4,964.80 | $ 7,989.80 |
| AE Chapter/Tech Memo | 121 | $ - | $ 28,793.46 | $ 28,793.46 |
| 9.3.7 Historical, Architectural, Archeological and Cultural Resources | 1657 | $ 4,060.00 | $ 189,631.80 | $ 193,691.80 |
| Class I File Search, Desktop Review, APE and Methodology | 129 | $ 500.00 | $ 15,715.91 | $ 16,215.91 |
| Pedestrian Survey and Mapping | 1303 | $ 3,560.00 | $ 146,647.66 | $ 150,207.66 |
| Class III Cultural Resources Report | 225 | $ - | $ 27,268.23 | $ 27,268.23 |
| 9.3.8 Land Use | 12 | $ - | $ 2,230.80 | $ 2,230.80 |
| 9.3.9 Natural Resources and Energy Supply | 149 | $ - | $ 20,755.68 | $ 20,755.68 |
| 9.3.10 Noise and Compatible Land Use | 571 | $ - | $ 97,354.82 | $ 97,354.82 |
| Noise Assessment Protocol Development | 39 | $ - | $ 8,235.74 | $ 8,235.74 |
| Fleet Mix Development | 0 | $ - | $ - | $ - |
| Flight Track Development | 160 | $ - | $ 23,763.20 | $ 23,763.20 |
| Runway and Track Use | 24 | $ - | $ 3,622.80 | $ 3,622.80 |
| Altitude Profiles | 84 | $ - | $ 14,196.12 | $ 14,196.12 |
| Ground run-up activity | 8 | $ - | $ 1,363.12 | $ 1,363.12 |
| Noise Contours | 172 | $ - | $ 29,918.36 | $ 29,918.36 |
| Draft and Final Noise Metrics Appendix | 36 | $ - | $ 7,047.08 | $ 7,047.08 |
| Draft and Final Technical Memorandum | 48 | $ - | $ 9,208.40 | $ 9,208.40 |
| 9.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 62 | $ - | $ 11,839.90 | $ 11,839.90 |
| 9.3.12 Visual Effects (including light emissions) | 8 | $ - | $ 1,411.36 | $ 1,411.36 |
| 9.3.13 Water Resources | 553 | $ - | $ 81,314.26 | $ 81,314.26 |
| Wetlands | 220 | $ - | $ 27,664.00 | $ 27,664.00 |
| Floodplains | 71 | $ - | $ 9,916.41 | $ 9,916.41 |

Estimate

SUMMARY

| Work Tasks | Phase Total Hours | Total Direct Costs | Total Labor | Total Cost |
|---|---|---|---|---|
| Stormwater | 152 | $ - | $ 23,852.23 | $ 23,852.23 |
| Groundwater | 110 | $ - | $ 19,881.61 | $ 19,881.61 |
| 9.3.14 On-going and Reasonably Foreseeable Projects | 28 | $ - | $ 5,804.52 | $ 5,804.52 |
| **9.4 Prepare Affected Environment Annotated Outline** | 60 | $ - | $ 10,930.81 | $ 10,930.81 |
| **9.5 Prepare Draft Affected Environment Chapter** | 774 | $ 200.00 | $ 117,528.39 | $ 117,728.39 |
| **Subtotal Hours for Task 9** | **5,722** | **$ 10,095.00** | **$ 819,502.23** | **$ 829,597.23** |
| **Task 10: Environmental Consequences** | | | | |
| **10.1 Conduct Environmental Impact Analysis** | 3559 | $ - | $ 558,005.97 | $ 558,005.97 |
| 10.1.1 Air Quality | 920 | $ - | $ 141,564.49 | $ 141,564.49 |
| Agency Coordination | 64 | $ - | $ 11,807.83 | $ 11,807.83 |
| Data Collection | 260 | $ - | $ 40,040.93 | $ 40,040.93 |
| Operational Emissions Inventories Preparation | 70 | $ - | $ 11,271.96 | $ 11,271.96 |
| Constuction Emissions Inventories Preparation | 436 | $ - | $ 65,200.35 | $ 65,200.35 |
| General Conformity Rule Applicability Analysis | 332 | $ - | $ 50,253.44 | $ 50,253.44 |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 22 | $ - | $ 4,373.82 | $ 4,373.82 |
| *OPTIONAL TASK: Lead Emissions Inventory* | 354 | $ - | $ 52,913.19 | $ 52,913.19 |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 68 | $ - | $ 10,956.60 | $ 10,956.60 |
| *OPTIONAL TASK: Formal Conformity Determination* | 1454 | $ 80,000.00 | $ 202,318.88 | $ 282,318.88 |
| *OPTIONAL TASK: Air Quality Deliverables* | 302 | $ - | $ 59,664.95 | $ 59,664.95 |
| 10.1.2 Biological Resources (including fish, wildlife and plants) | 271 | $ - | $ 34,842.04 | $ 34,842.04 |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 132 | $ - | $ 17,458.26 | $ 17,458.26 |
| 10.1.3 Climate | 182 | $ - | $ 29,162.67 | $ 29,162.67 |
| 10.1.4 Department of Transportation Act: Section 4(f) /6(f) | 162 | $ - | $ 31,723.30 | $ 31,723.30 |
| 10.1.5 Farmlands | 1 | $ - | $ 176.42 | $ 176.42 |
| 10.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 56 | $ - | $ 13,860.24 | $ 13,860.24 |
| 10.1.7 Historical, Architectural, Archeological and Cultural Resources | 317 | $ - | $ 37,994.65 | $ 37,994.65 |
| Section 106 Effects Analysis | 317 | $ - | $ 37,994.65 | $ 37,994.65 |
| EC Chapter | 0 | $ - | $ - | $ - |
| 10.1.8 Land Use | 0 | $ - | $ - | $ - |
| 10.1.9 Natural Resources and Energy Supply | 125 | $ - | $ 16,387.55 | $ 16,387.55 |
| 10.1.10 Noise and Compatible Land Use | 802 | $ - | $ 138,093.44 | $ 138,093.44 |
| Flight Track Development | 212 | $ - | $ 36,659.96 | $ 36,659.96 |
| Runway and Track Use/Validation | 92 | $ - | $ 15,388.68 | $ 15,388.68 |
| Noise Modeling | 432 | $ - | $ 73,983.84 | $ 73,983.84 |
| Results Documentation | 66 | $ - | $ 12,060.96 | $ 12,060.96 |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 166 | $ - | $ 30,457.52 | $ 30,457.52 |
| 10.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 72 | $ - | $ 14,886.80 | $ 14,886.80 |
| 10.1.12 Visual Effects (including light emissions) | 4 | $ - | $ 705.68 | $ 705.68 |
| 10.1.13 Water Resources | 647 | $ - | $ 98,608.69 | $ 98,608.69 |
| Wetlands | 145 | $ - | $ 18,003.77 | $ 18,003.77 |
| Floodplains | 78 | $ - | $ 12,312.99 | $ 12,312.99 |
| Stormwater | 318 | $ - | $ 48,996.88 | $ 48,996.88 |
| Groundwater | 106 | $ - | $ 19,295.05 | $ 19,295.05 |
| 10.1.14 Non-Impacted Categories | 0 | $ - | $ - | $ - |
| **10.2 Prepare Environmental Consequences Annotated Outline** | 104 | $ - | $ 18,525.94 | $ 18,525.94 |
| **10.3 Prepare Draft Environmental Consequences Chapter** | 1207 | $ 200.00 | $ 194,017.09 | $ 194,217.09 |
| **Subtotal Hours for Task 10 (No Optional Tasks)** | **4870** | **$ 200.00** | **$ 770,548.99** | **$ 770,748.99** |
| **Task 11: Prepare and Distribute DEIS** | | | | |
| **11.1 Preliminary DEIS to FAA** | 1149 | $ - | $ 205,967.61 | $ 205,967.61 |
| EIS End Chapters, Index and Appendices | 55 | $ - | $ 9,083.65 | $ 9,083.65 |
| Prepare Preliminary Draft | 322 | $ - | $ 64,023.92 | $ 64,023.92 |
| Meeting with FAA to Review Preliminary Draft | 128 | $ - | $ 25,450.66 | $ 25,450.66 |
| Revised Preliminary DEIS/Comment Matrix for FAA Review | 406 | $ - | $ 71,252.78 | $ 71,252.78 |
| Final Preliminary DEIS / Comment Matrix for FAA Review/Confirmation | 238 | $ - | $ 36,156.60 | $ 36,156.60 |
| **11.2 Preferred Alt for Agency Concurrence** | 158 | $ - | $ 30,834.89 | $ 30,834.89 |
| Letters for Agency Concurrence | 40 | $ - | $ 6,892.50 | $ 6,892.50 |
| Meeting Materials for Agency Concurrence Meeting | 62 | $ - | $ 11,866.40 | $ 11,866.40 |
| Agency Concurrence Meeting Attendance | 52 | $ - | $ 11,303.74 | $ 11,303.74 |
| **11.3 Prepare and Distribute DEIS to Public** | 76 | $ 2,750.00 | $ 14,757.58 | $ 17,507.58 |
| Distribution List | 24 | $ - | $ 5,281.04 | $ 5,281.04 |
| Print/Mail hard copies | 52 | $ 2,750.00 | $ 9,476.54 | $ 12,226.54 |

Estimate

SUMMARY

| Work Tasks | Phase Total Hours | Total Direct Costs | Total Labor | Total Cost |
|---|---|---|---|---|
| | | | | |
| | | | | |
| 11.4 Publish Notice of Availability (NOA) | 13 | $ 600.00 | $ 2,976.25 | $ 3,576.25 |
| Subtotal Hours for Task 11 | 1396 | $ 3,350.00 | $ 254,536.33 | $ 257,886.33 |
| Task 12: Prepare and Distribute FEIS | | | | |
| 12.1 Respond to Comments Received on DEIS | 726 | $ - | $ 131,072.33 | $ 131,072.33 |
| Meeting to Review Comments with FAA | 90 | $ - | $ 17,357.11 | $ 17,357.11 |
| Respond to DEIS Comments | 636 | $ - | $ 113,715.22 | $ 113,715.22 |
| 12.2 Respond to Comments on Prelim Final EA | 625 | $ - | $ 102,036.74 | $ 102,036.74 |
| 12.2.1 Respond to FAA Comments/Comment Matrix | 388 | $ - | $ 64,506.67 | $ 64,506.67 |
| 12.2.2 Respond to FAA Comments/Verification | 237 | $ - | $ 37,530.07 | $ 37,530.07 |
| 12.3 Formally Submit FEIS to FAA | 80 | $ 3,350.00 | $ 15,703.80 | $ 19,053.80 |
| 12.4 Formally Submit Administrative Record | 60 | $ - | $ 12,430.40 | $ 12,430.40 |
| Subtotal Hours for Task 12 | 1491 | $ 3,350.00 | $ 261,243.27 | $ 264,593.27 |
| Task 13: Public and Agency Involvement | | | | |
| 13.1 Agency Meetings | 606 | $ 24,558.40 | $ 123,289.87 | $ 147,848.27 |
| Kick-off Workshop/Tour | 164 | $ 1,801.80 | $ 32,733.69 | $ 34,535.49 |
| Coordination Meetings | 442 | $ 22,756.60 | $ 90,556.17 | $ 113,312.77 |
| 13.2 Community/Stakeholder Meetings | 1193 | $ 58,316.00 | $ 238,213.13 | $ 296,529.13 |
| 13.3 Public Hearings (DEIS Publication) | 952 | $ 49,747.00 | $ 169,039.92 | $ 218,786.92 |
| Coordination Meetings and Media Walk-Thru | 68 | $ - | $ 14,297.00 | $ 14,297.00 |
| Meeting Attendance | 308 | $ 24,152.00 | $ 62,912.34 | $ 87,064.34 |
| Materials Preparation | 466 | $ 14,345.00 | $ 77,315.88 | $ 91,660.88 |
| Promotion/Marketing of Public Hearing | 116 | $ 11,250.00 | $ 15,630.48 | $ 26,880.48 |
| Subtotal Hours for Task 13 | 3296 | $ 132,621.40 | $ 530,542.91 | $ 663,164.31 |
| Task 14: Public Involvement Management Application (PIMA) and Website | | | | |
| 14.1 PIMA Base Deployment and Configuration | 1244 | $ 6,000.00 | $ 198,224.56 | $ 204,224.56 |
| 14.1.1 Hybrid Community/Stakeholder Meetings | 472 | $ - | $ 73,860.08 | $ 73,860.08 |
| 14.1.2 Hybrid Public Hearings | 108 | $ - | $ 20,296.76 | $ 20,296.76 |
| 14.1.3 As-Needed Support and Maintenance | 664 | $ 6,000.00 | $ 104,067.72 | $ 110,067.72 |
| 14.2 Website Requirements and Design | 630 | $ 400.00 | $ 147,502.54 | $ 147,902.54 |
| 14.3 Newsletters | 309 | $ 6,720.00 | $ 59,000.31 | $ 65,720.31 |
| Subtotal Hours for Task 14 | 1898 | $ 13,120.00 | $ 404,727.41 | $ 417,847.41 |
| Task 15: Freedom of Information Act (FOIA) Requests | 56 | $ 200.00 | $ 11,381.52 | $ 11,581.52 |
| Subtotal Hours for Task 15 | 56 | $ 200.00 | $ 11,381.52 | $ 11,581.52 |
| *OPTIONAL TASK 1: Sustainability, Resilience, and Envision®* | 380 | $ 11,377.60 | $ 75,672.67 | $ 87,050.27 |
| *Subtotal Hours for OPTIONAL TASK 1* | 380 | $ 11,377.60 | $ 75,672.67 | $ 87,050.27 |
| | | | | |
| Total Hours (No Optional Tasks) | 28,418 | $ 273,072.60 | $ 5,054,806.70 | $ 5,327,879.30 |
| | | | | |
| Total Hours (Optional Tasks Only) | 3,120 | $ 91,377.60 | $ 490,825.90 | $ 582,203.50 |
| | | | | |
| Total Hours (ALL Tasks) | 31,538 | $ 364,450.20 | $ 5,545,632.60 | $ 5,910,082.80 |

Total ALL Costs - ALL

Estimate

DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF

## HNTB

* AVERAGE HOURLY RATES

| | Classification | Loaded Hourly Rate | | Man Hours | | | Extension | percent |
|---|---|---|---|---|---|---|---|---|
| a | Project Manager | $ 335.73 | x | 1,818 | = | $ | 610,357.14 | 11.9% |
| b | Deputy PM | $ 204.86 | x | 2,878 | = | $ | 589,587.08 | 18.9% |
| c | Environmental Planner II | $ 176.42 | x | 2,553 | = | $ | 450,400.26 | 16.8% |
| d | Aviation/Env Planner | $ 170.39 | x | 1,470 | = | $ | 250,473.30 | 9.6% |
| e | Aviation/Env Planner II | $ 221.97 | x | 259 | = | $ | 57,490.23 | 1.7% |
| f | GIS Administrator | $ 141.23 | x | 2,350 | = | $ | 331,890.50 | 15.4% |
| g | Graphics | $ 150.63 | x | 174 | = | $ | 26,209.62 | 1.1% |
| h | Principal in Charge | $ 431.65 | x | 100 | = | $ | 43,165.00 | 0.7% |
| i | QAPM | $ 262.22 | x | 163 | = | $ | 42,741.86 | 1.1% |
| j | Proj Analyst | $ 180.52 | x | 700 | = | $ | 126,364.00 | 4.6% |
| k | QC HazMat/Water | $ 318.86 | x | 32 | = | $ | 10,203.52 | 0.2% |
| l | HazMat/ Water Quality | $ 248.24 | x | 290 | = | $ | 71,989.60 | 1.9% |
| m | Technical Editor | $ 167.32 | x | 72 | = | $ | 12,047.04 | 0.5% |
| n | Web & Data Integration | $ 244.14 | x | 1,424 | = | $ | 347,655.36 | 9.3% |
| o | Design Liaison | $ 244.14 | x | 584 | = | $ | 142,577.76 | 3.8% |
| p | Prinicipal Planner | $ 376.70 | x | 200 | = | $ | 75,340.00 | 1.3% |
| q | Aviation Planner II | $ 167.26 | x | 122 | = | $ | 20,405.72 | 0.8% |
| r | Forecast Planner | $ 260.77 | x | 52 | = | $ | 13,560.04 | 0.3% |
| | | | | | | | | 100.0% |

Total Man Hours = 15,241

Total Extension $ = $3,222,458.03

*Average Hourly Rate = Extension Divided by Total Man Hours = 211.434

Estimate

**HNTB**

| Work Tasks | Project Manager | Deputy PM | Environmental Planner II | Aviation/Env Planner | Aviation/Env Planner II | GIS Administrator | Graphics | Principal in Charge | QAPM | Proj Analyst | QC HazMat/ Water Quality | HazMat/ Water Quality | Technical Editor | Web & Data Integration | Design Liaison | Principal Planner | Aviation Planner II | Forecast Planner | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $335.73 | $204.86 | $176.42 | $170.39 | $221.97 | $141.23 | $150.63 | $431.65 | $262.22 | $180.52 | $318.86 | $248.24 | $167.32 | $244.14 | $244.14 | $376.70 | $167.26 | $260.77 | | |
| **Task 1: EIS Plan of Study Refinement** | 80 | 120 | 0 | 16 | 8 | 8 | 0 | 4 | 16 | 0 | 0 | 4 | 0 | 4 | 4 | 4 | 4 | 0 | 272 | $ 68,117.48 |
| **Subtotal Hours for Task 1** | **80** | **120** | **0** | **16** | **8** | **8** | **0** | **4** | **16** | **0** | **0** | **4** | **0** | **4** | **4** | **4** | **4** | **0** | **272** | $ 68,117.48 |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | | | | |
| **2.1 Environmental Project Management Team** | 132 | 152 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 304 | $ 81,160.24 |
| Project Initiation Meeting | 20 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 80 | $ 20,614.16 |
| Ongoing EPMT Meetings | 112 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | $ 60,546.08 |
| **2.2 DEN Planning Meetings for Project Definition** | 80 | 80 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 80 | 0 | 0 | 400 | $ 106,545.60 |
| **2.3 Contractor Team Coordination** | 168 | 196 | 56 | 0 | 0 | 0 | 0 | 32 | 48 | 0 | 0 | 28 | 0 | 16 | 16 | 0 | 16 | 12 | 588 | $ 153,402.68 |
| Ongoing Subcontractor Management | 56 | 84 | 0 | 0 | 0 | 0 | 0 | 28 | 48 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | $ 61,674.84 |
| Ongoing Contractor Team Coordination Meetings | 112 | 112 | 56 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 24 | 0 | 16 | 16 | 0 | 16 | 12 | 368 | $ 91,727.84 |
| **2.4 EIS Team Collaboration Site** | 2 | 4 | 2 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 464 | 0 | 0 | 2 | 0 | 484 | $ 117,404.64 |
| Office 365 and SharePoint Online Account Setup | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 18 | $ 4,315.96 |
| SharePoint Online Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 24 | $ 5,859.36 |
| Project Portal Implementation and Configuration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 0 | 0 | 0 | 0 | 180 | $ 43,945.20 |
| Training and User Guide | 2 | 2 | 2 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 24 | 0 | 0 | 2 | 0 | 42 | $ 9,573.32 |
| Ongoing Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 220 | 0 | 0 | 0 | 0 | 220 | $ 53,710.80 |
| **2.5 EIS Project Instructions Manual** | 4 | 8 | 24 | 0 | 4 | 16 | 8 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 72 | $ 13,286.64 |
| **2.6 Public and Agency Involvement Plan** | 26 | 56 | 24 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | $ 25,221.88 |
| 2.6.1 Public Involvement Plan | 8 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | $ 6,578.66 |
| 2.6.2 Agency Involvement Plan | 18 | 40 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | $ 18,643.22 |
| FAA Meeting | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,868.04 |
| Plan Update | 8 | 24 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | $ 8,217.54 |
| Agency Concurrence Agreements | 6 | 12 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | $ 7,557.64 |
| **2.7 Administrative File and Administrative Record** | 24 | 40 | 200 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 268 | $ 52,584.80 |
| 2.7.1 Administrative File | 8 | 24 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | $ 35,829.68 |
| 2.7.2 Administrative Record | 16 | 16 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | $ 16,755.12 |
| **2.8 Notice of Intent** | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | $ 2,310.34 |
| **2.9 Project Reporting and Invoicing** | 56 | 84 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 844 | $ 164,099.72 |
| Progress Reports, Invoice, DBE Participation | 28 | 56 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 700 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 788 | $ 148,963.20 |
| Cost and Schedule Control | 28 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | $ 15,136.52 |
| **Subtotal Hours for Task 2** | **494** | **628** | **306** | **82** | **4** | **18** | **10** | **40** | **65** | **700** | **0** | **30** | **4** | **488** | **100** | **80** | **18** | **12** | **3079** | $ 716,016.54 |
| **Task 3: Government to Government Consultation** | 12 | 36 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | $ 14,369.08 |
| Materials Preparation | 4 | 20 | 4 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | $ 8,405.48 |
| Meeting Attendance | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 5,963.60 |
| **Subtotal Hours for Task 3** | **12** | **36** | **4** | **0** | **0** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **68** | $ 14,369.08 |
| **Task 4: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | | | | |
| **4.1 Proposed Action** | 16 | 32 | 16 | 0 | 0 | 48 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | $ 22,053.40 |
| **4.2 Purpose and Need** | 66 | 114 | 80 | 0 | 0 | 32 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 356 | $ 87,796.06 |
| 4.2.1 Develop Purpose and Need Statement | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | $ 12,974.16 |
| 4.2.2 Purpose and Need Technical Report | 24 | 24 | 24 | 0 | 0 | 16 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 152 | $ 43,118.80 |
| 4.2.3 Purpose and Need Agency Concurrence Agreement | 2 | 2 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,492.54 |
| 4.2.4 Develop Purpose and Need Chapter | 16 | 64 | 48 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 144 | $ 29,210.56 |
| **4.3 Alternatives** | 94 | 212 | 152 | 0 | 0 | 96 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 662 | $ 142,564.22 |
| 4.3.1 Development and Screening of Alternatives | 64 | 140 | 112 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 60 | 0 | 492 | $ 101,053.84 |
| 4.3.1.1 Development of Conceptual Alternatives | 24 | 80 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 | $ 49,858.32 |
| 4.3.1.2 Screening of Alternatives | 40 | 60 | 32 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 60 | 0 | 228 | $ 51,195.52 |
| 4.3.2 Draft and Final Alternatives Screening Report | 12 | 32 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | $ 13,931.44 |
| 4.3.3 Alternatives to be Carried Forward for Agency Concurrence | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 28 | $ 8,634.46 |
| 4.3.4 Develop Alternatives Chapter | 16 | 40 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 80 | $ 18,944.48 |
| **Subtotal Hours for Task 4** | **176** | **358** | **248** | **0** | **0** | **176** | **0** | **0** | **14** | **0** | **0** | **0** | **0** | **0** | **0** | **100** | **60** | **0** | **1132** | $ 252,413.68 |
| **Task 5: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | | | | |
| **5.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 224 | $ 40,336.48 |
| **5.2 Fleet Mix Forecast Documentation and FAA Approval** | 8 | 8 | 8 | 32 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 16 | 82 | $ 18,898.92 |
| **Subtotal Hours for Task 5** | **8** | **8** | **8** | **232** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **40** | **306** | $ 59,235.40 |
| **Task 6: Scoping** | | | | | | | | | | | | | | | | | | | | |
| **6.1 EIS Scoping Plan** | 14 | 28 | 28 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | $ 17,627.10 |
| Meeting with FAA to review | 8 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 5,736.08 |
| Meeting with GCM/GA | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | $ 3,923.18 |
| Scoping Plan Development and Revisions | 4 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | $ 7,967.84 |
| **6.2 Preparation of Scoping Information and Project Mailing Lists** | 28 | 60 | 116 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | $ 42,418.98 |
| Public Notice and Mailing List | 4 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 4,985.08 |
| Notification Letters and Scoping Meeting Package | 8 | 24 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | $ 18,187.68 |
| Draft and Final Social Media Plan | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | $ 4,324.72 |
| Additional Notification Efforts | 8 | 24 | 40 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | $ 14,921.50 |

Estimate

**HNTB**

| Work Tasks | Project Manager | Deputy PM | Environmental Planner II | Aviation/Env Planner | Aviation/Env Planner II | GIS Administrator | Graphics | Principal in Charge | QAPM | Proj Analyst | QC HazMat/ Water Quality | HazMat/ Water Quality | Technical Editor | Web & Data Integration | Design Liaison | Principal Planner | Aviation Planner II | Forecast Planner | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | |
| | $335.73 | $204.86 | $176.42 | $170.39 | $221.97 | $141.23 | $150.63 | $431.65 | $262.22 | $180.52 | $318.86 | $248.24 | $167.32 | $244.14 | $244.14 | $376.70 | $167.26 | $260.77 | | |
| **6.3 Scoping Meetings** | 76 | 124 | 124 | 56 | 0 | 80 | 32 | 12 | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | *516* | $ 106,669.20 |
| 6.3.1 Public Scoping Meetings | 52 | 84 | 84 | 36 | 0 | 60 | 16 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *346* | $ 72,207.64 |
| Coordination Meetings | 8 | 8 | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *28* | $ 7,462.68 |
| Media Walk Through | 4 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *16* | $ 4,594.64 |
| Meeting Attendance | 32 | 32 | 32 | 32 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *132* | $ 30,123.40 |
| Materials Preparation | 8 | 40 | 40 | 4 | 0 | 60 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *170* | $ 30,026.92 |
| 6.3.2 Agency Scoping Meetings | 24 | 40 | 40 | 20 | 0 | 20 | 16 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | *170* | $ 34,461.56 |
| Meeting Attendance | 16 | 16 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | *72* | $ 16,184.32 |
| Materials Preparation | 8 | 24 | 24 | 4 | 0 | 20 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *98* | $ 18,277.24 |
| **6.4 Scoping Comments** | 8 | 24 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *96* | $ 18,893.36 |
| Scoping Comments Database and Update Mailing List | 4 | 16 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *60* | $ 11,677.48 |
| Scoping Issues Summary | 4 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *36* | $ 7,215.88 |
| **6.5 Scoping Report** | 2 | 8 | 40 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | *66* | $ 12,357.10 |
| **Subtotal Hours for Task 6** | **128** | **244** | **372** | **56** | **0** | **80** | **36** | **16** | **11** | **0** | **0** | **8** | **8** | **0** | **0** | **0** | **0** | **0** | ***959*** | $ 197,965.74 |
| **Task 7: Cooperating Agencies** | 22 | 54 | 42 | 0 | 0 | 24 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *144* | $ 29,772.10 |
| Invitation to Cooperate | 2 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 4,838.06 |
| Meetings and Meeting Materials | 20 | 50 | 26 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *120* | $ 24,934.04 |
| **Subtotal Hours for Task 7** | **22** | **54** | **42** | **0** | **0** | **24** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***144*** | $ 29,772.10 |
| **Task 8: Preliminary Engineering** | 40 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 480 | 0 | 0 | 0 | *564* | $ 139,859.68 |
| **Subtotal Hours for Task 8** | **40** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **480** | **0** | **0** | **0** | ***564*** | $ 139,859.68 |
| **Task 9: Affected Environment** | | | | | | | | | | | | | | | | | | | | |
| **9.1 Study Areas and Analysis Years** | 16 | 20 | 48 | 0 | 0 | 24 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | *111* | $ 22,085.26 |
| 9.1.1 General Study Area | 4 | 8 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *60* | $ 10,605.40 |
| 9.1.2 Analysis Years | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 2,162.36 |
| 9.1.3 Draft and Final Technical Memorandum | 8 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | *43* | $ 9,317.50 |
| **9.2 Data Collection, Base Mapping and GIS Administration** | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 0 | 0 | 0 | 0 | *358* | $ 71,965.62 |
| **9.3 Existing Conditions Analysis** | 44 | 92 | 110 | 352 | 28 | 192 | 0 | 0 | 2 | 0 | 24 | 120 | 20 | 0 | 0 | 0 | 16 | 0 | *1000* | $ 190,322.48 |
| 9.3.1 Air Quality | 10 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *18* | $ 4,768.66 |
| Air Quality Assessment Protocol | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 2,685.84 |
| Existing Conditions | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *10* | $ 2,082.82 |
| 9.3.2 Biological Resources (including fish, wildlife and plants) | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *12* | $ 2,981.80 |
| Site Visit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| AE Chapter/Tech Memo | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *12* | $ 2,981.80 |
| 9.3.3 Climate | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *6* | $ 1,377.14 |
| 9.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 2 | 24 | 8 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *50* | $ 9,259.14 |
| 9.3.5 Farmlands | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 1,411.36 |
| 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 12 | 104 | 8 | 0 | 0 | 0 | 0 | 0 | *141* | $ 33,758.26 |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | *20* | $ 4,964.80 |
| AE Chapter/Tech Memo | 0 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 1 | 0 | 12 | 84 | 8 | 0 | 0 | 0 | 0 | 0 | *121* | $ 28,793.46 |
| 9.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 1,638.88 |
| Class I File Search, Desktop Review, APE and Methodology | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 819.44 |
| Pedestrian Survey and Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Class III Cultural Resources Report | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 819.44 |
| 9.3.8 Land Use | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *12* | $ 2,230.80 |
| 9.3.9 Natural Resources and Energy Supply | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 819.44 |
| 9.3.10 Noise and Compatible Land Use | 16 | 8 | 10 | 352 | 24 | 144 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | *571* | $ 97,354.82 |
| Noise Assessment Protocol Development | 4 | 0 | 2 | 16 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *39* | $ 8,235.74 |
| Fleet Mix Development (see Task 5) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Flight Track Development | 0 | 0 | 0 | 40 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *160* | $ 23,763.20 |
| Runway and Track Use | 0 | 0 | 0 | 8 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 3,622.80 |
| Altitude Profiles | 0 | 0 | 0 | 80 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *84* | $ 14,196.12 |
| Ground run-up activity | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 1,363.12 |
| Noise Contours | 4 | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | *172* | $ 29,918.36 |
| Draft and Final Noise Metrics Appendix | 4 | 4 | 4 | 16 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *36* | $ 7,047.08 |
| Draft and Final Technical Memorandum | 4 | 4 | 4 | 32 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *48* | $ 9,208.40 |
| 9.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 2 | 24 | 24 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *62* | $ 11,839.90 |
| 9.3.12 Visual Effects (including light emissions) | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 1,411.36 |
| 9.3.13 Water Resources | 4 | 0 | 16 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 16 | 12 | 0 | 0 | 0 | 0 | 0 | *72* | $ 15,666.40 |
| Wetlands | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 2,048.60 |
| Floodplains | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 1,411.36 |
| Stormwater | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 705.68 |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 12 | 16 | 12 | 0 | 0 | 0 | 0 | 0 | *52* | $ 11,500.76 |
| 9.3.14 On-going and Reasonably Foreseeable Projects | 4 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *28* | $ 5,804.52 |
| **9.4 Prepare Affected Environment Annotated Outline** | 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *10* | $ 2,196.58 |

Estimate

**HNTB**

| Work Tasks | Project Manager | Deputy PM | Environmental Planner II | Aviation/Env Planner | Aviation/Env Planner II | GIS Administrator | Graphics | Principal in Charge | QAPM | Proj Analyst | QC HazMat/ Water Quality | HazMat/ Water Quality | Technical Editor | Web & Data Integration | Design Liaison | Principal Planner | Aviation Planner II | Forecast Planner | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $335.73 | $204.86 | $176.42 | $170.39 | $221.97 | $141.23 | $150.63 | $431.65 | $262.22 | $180.52 | $318.86 | $248.24 | $167.32 | $244.14 | $244.14 | $376.70 | $167.26 | $260.77 | | |
| **9.5 Prepare Draft Affected Environment Chapter** | 12 | 20 | 60 | 0 | 24 | 0 | 4 | 0 | 4 | 0 | 4 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | *160* | $ 34,585.28 |
| **Subtotal Hours for Task 9** | **73** | **140** | **218** | **352** | **53** | **366** | **4** | **0** | **7** | **0** | **28** | **150** | **24** | **208** | **0** | **0** | **16** | **0** | ***1,639*** | $ 321,155.22 |
| **Task 10: Environmental Consequences** | | | | | | | | | | | | | | | | | | | | |
| **10.1 Conduct Environmental Impact Analysis** | 50 | 168 | 63 | 532 | 48 | 200 | 0 | 0 | 6 | 0 | 4 | 72 | 4 | 0 | 0 | 0 | 16 | 0 | *1163* | $ 215,932.96 |
| 10.1.1 Air Quality | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 2,162.36 |
| Agency Coordination | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 2,162.36 |
| Data Collection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Operational Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Constuction Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| General Conformity Rule Applicability Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 1,342.92 |
| *OPTIONAL TASK: Lead Emissions Inventory* | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 1,342.92 |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 1,342.92 |
| *OPTIONAL TASK: Formal Conformity Determination* | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 1,342.92 |
| *OPTIONAL TASK: Air Quality Deliverables* | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *12* | $ 2,754.28 |
| 10.1.2 Biological Resources (including fish, wildlife and plants) | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 819.44 |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.3 Climate | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *2* | $ 671.46 |
| 10.1.4 Department of Transportation Act: Section 4(f) /6(f) | 10 | 104 | 8 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *162* | $ 31,723.30 |
| 10.1.5 Farmlands | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *1* | $ 176.42 |
| 10.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 48 | 4 | 0 | 0 | 0 | 0 | 0 | *56* | $ 13,860.24 |
| 10.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Section 106 Effects Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| EC Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.10 Noise and Compatible Land Use | 16 | 24 | 4 | 532 | 48 | 160 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | *802* | $ 138,093.44 |
| Flight Track Development | 8 | 16 | 0 | 120 | 8 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *212* | $ 36,659.96 |
| Runway and Track Use/Validation | 0 | 0 | 0 | 60 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *92* | $ 15,388.68 |
| Noise Modeling | 4 | 8 | 0 | 320 | 24 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | *432* | $ 73,983.84 |
| Results Documentation | 4 | 0 | 4 | 32 | 8 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *66* | $ 12,060.96 |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 12 | 2 | 8 | 80 | 24 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *166* | $ 30,457.52 |
| 10.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 8 | 32 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *72* | $ 14,886.80 |
| 10.1.12 Visual Effects (including light emissions) | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 705.68 |
| 10.1.13 Water Resources | 10 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | *52* | $ 12,833.82 |
| Wetlands | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *5* | $ 967.90 |
| Floodplains | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *5* | $ 1,286.52 |
| Stormwater | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *9* | $ 2,310.82 |
| Groundwater | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | *33* | $ 8,268.58 |
| 10.1.14 Non-Impacted Categories | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **10.2 Prepare Environmental Consequences Annotated Outline** | 1 | 8 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *10* | $ 2,196.58 |
| **10.3 Prepare Draft Environmental Consequences Chapter** | 40 | 40 | 80 | 0 | 24 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *192* | $ 42,715.88 |
| **Subtotal Hours for Task 10 (No Optional Tasks)** | **91** | **216** | **143** | **532** | **73** | **200** | **4** | **0** | **10** | **0** | **4** | **72** | **4** | **0** | **0** | **0** | **16** | **0** | ***1365*** | $ 260,845.42 |
| **Task 11: Prepare and Distribute DEIS** | | | | | | | | | | | | | | | | | | | | |
| **11.1 Preliminary DEIS to FAA** | 89 | 136 | 188 | 16 | 24 | 40 | 8 | 0 | 6 | 0 | 0 | 26 | 16 | 0 | 0 | 0 | 0 | 0 | *549* | $ 116,520.33 |
| EIS End Chapters, Index and Appendices | 1 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *33* | $ 6,208.69 |
| Prepare Preliminary Draft | 40 | 64 | 80 | 0 | 16 | 24 | 8 | 0 | 4 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | *252* | $ 52,525.92 |
| Meeting with FAA to Review Preliminary Draft | 16 | 16 | 16 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *64* | $ 14,198.40 |
| Revised Preliminary DEIS/Comment Matrix for FAA Review | 24 | 40 | 64 | 0 | 8 | 12 | 0 | 0 | 2 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | *176* | $ 37,992.00 |
| Final Preliminary DEIS / Comment Matrix for FAA Review/Confirmation | 8 | 8 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 5,595.32 |
| **11.2 Preferred Alt for Agency Concurrence** | 20 | 40 | 28 | 0 | 0 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *106* | $ 22,632.88 |
| Letters for Agency Concurrence | 4 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 2,162.36 |
| Meeting Materials for Agency Concurrence Meeting | 4 | 24 | 16 | 0 | 0 | 16 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *62* | $ 11,866.40 |
| Agency Concurrence Meeting Attendance | 12 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *36* | $ 8,604.12 |
| **11.3 Prepare and Distribute DEIS to Public** | 6 | 10 | 48 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | *76* | $ 14,757.58 |
| Distribution List | 4 | 8 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 5,281.04 |
| Print/Mail hard copies | 2 | 2 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | *52* | $ 9,476.54 |
| **11.4 Publish DEIS Notice of Availability (NOA)** | 4 | 0 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *13* | $ 2,976.25 |
| **Subtotal Hours for Task 11** | **119** | **186** | **272** | **16** | **29** | **56** | **8** | **0** | **8** | **0** | **0** | **26** | **24** | **0** | **0** | **0** | **0** | **0** | **744** | $ 156,887.04 |
| **Task 12: Prepare and Distribute FEIS** | | | | | | | | | | | | | | | | | | | | |
| **12.1 Respond to Comments Received on DEIS** | 56 | 88 | 136 | 48 | 24 | 24 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | *396* | $ 83,117.76 |
| Meeting to Review Comments with FAA | 8 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | *40* | $ 9,323.28 |
| Respond to DEIS Comments | 48 | 80 | 120 | 48 | 24 | 24 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | *356* | $ 73,794.48 |
| **12.2 Respond to Comments on Prelim Final EA** | 32 | 64 | 64 | 8 | 12 | 8 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *192* | $ 41,350.76 |

Estimate

**HNTB**

| Work Tasks | Project Manager | Deputy PM | Environmental Planner II | Aviation/Env Planner | Aviation/Env Planner II | GIS Administrator | Graphics | Principal in Charge | QAPM | Proj Analyst | QC HazMat/ Water Quality | HazMat/ Water Quality | Technical Editor | Web & Data Integration | Design Liaison | Principal Planner | Aviation Planner II | Forecast Planner | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | |
| | $335.73 | $204.86 | $176.42 | $170.39 | $221.97 | $141.23 | $150.63 | $431.65 | $262.22 | $180.52 | $318.86 | $248.24 | $167.32 | $244.14 | $244.14 | $376.70 | $167.26 | $260.77 | | |
| 12.2.1 Respond to FAA Comments/Comment Matrix | 24 | 40 | 40 | 4 | 4 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *120* | $ 26,491.96 |
| 12.2.2 Respond to FAA Comments/Verification | 8 | 24 | 24 | 4 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *72* | $ 14,858.80 |
| **12.3 Formally Submit FEIS to FAA, Publish FEIS NOA** | 4 | 24 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | *80* | $ 15,703.80 |
| **12.4 Formally Submit Administrative Record** | 8 | 8 | 40 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *60* | $ 12,430.40 |
| **Subtotal Hours for Task 12** | **100** | **184** | **280** | **56** | **36** | **32** | **0** | **0** | **16** | **0** | **0** | **0** | **8** | **0** | **0** | **8** | **8** | **0** | ***728*** | $ 152,602.72 |
| **Task 13: Public and Agency Involvement** | | | | | | | | | | | | | | | | | | | | |
| **13.1 Agency Meetings** | 104 | 124 | 104 | 0 | 0 | 40 | 8 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *386* | $ 87,771.52 |
| Kick-off Workshop/Tour | 24 | 24 | 24 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *76* | $ 18,934.84 |
| Coordination Meetings | 80 | 100 | 80 | 0 | 0 | 40 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *310* | $ 68,836.68 |
| **13.2 Community/Stakeholder Meetings** | 180 | 180 | 160 | 0 | 20 | 90 | 40 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *698* | $ 160,117.18 |
| **13.3 Public Hearings (DEIS Publication)** | 58 | 124 | 148 | 48 | 12 | 80 | 16 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *500* | $ 101,240.22 |
| Coordination Meetings and Media Walk-Thru | 8 | 8 | 8 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *36* | $ 8,825.80 |
| Meeting Attendance | 40 | 40 | 40 | 40 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *168* | $ 38,949.20 |
| Materials Preparation | 8 | 60 | 100 | 0 | 12 | 80 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *278* | $ 49,516.00 |
| Promotion/Marketing of Public Hearing | 2 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *18* | $ 3,949.22 |
| **Subtotal Hours for Task 13** | **342** | **428** | **412** | **48** | **32** | **210** | **64** | **40** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***1970*** | $ 349,128.92 |
| **Task 14: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | | | | | | | | | | |
| **14.1 PIMA Base Deployment and Configuration** | 16 | 40 | 0 | 0 | 0 | 1024 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | *1244* | $ 198,224.56 |
| 14.1.1 Hybrid Community/Stakeholder Meetings | 8 | 24 | 0 | 0 | 0 | 400 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | *472* | $ 73,860.08 |
| 14.1.2 Hybrid Public Hearings | 8 | 16 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | *108* | $ 20,296.76 |
| 14.1.3 Deployment, Configuration, As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 564 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | *664* | $ 104,067.72 |
| **14.2 Website Requirements and Design** | 2 | 8 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 560 | 0 | 0 | 0 | 0 | *630* | $ 147,502.54 |
| **14.3 Newsletters** | 27 | 66 | 144 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *285* | $ 55,220.19 |
| **Subtotal Hours for Task 14** | **45** | **114** | **144** | **0** | **0** | **1084** | **48** | **0** | **0** | **0** | **0** | **0** | **0** | **724** | **0** | **0** | **0** | **0** | ***1874*** | $ 400,947.29 |
| **Task 15: Freedom of Information Act (FOIA) Requests** | 8 | 8 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *56* | $ 11,381.52 |
| **Subtotal Hours for Task 15** | **8** | **8** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***56*** | $ 11,381.52 |
| ***OPTIONAL TASK 1: Sustainability, Resilience, and Envision®*** | 48 | 112 | 48 | 0 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *248* | $ 53,176.72 |
| ***Subtotal Hours for OPTIONAL TASK 1*** | **48** | **112** | **48** | **0** | **0** | **40** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***248*** | **$ 53,176.72** |
| **Total Hours (No Optional Tasks)** | 1,738 | 2,764 | 2,489 | 1,390 | 235 | 2,270 | 174 | 100 | 163 | 700 | 32 | 290 | 72 | 1,424 | 584 | 200 | 122 | 52 | 14,900 | $ 3,130,697.83 |
| **Total Hours (Optional Tasks Only)** | 80 | 114 | 64 | 80 | 24 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 442 | $ 91,760.20 |
| **Total Hours (ALL Tasks)** | 1,818 | 2,878 | 2,553 | 1,470 | 259 | 2,350 | 174 | 100 | 163 | 700 | 32 | 290 | 72 | 1,424 | 584 | 200 | 122 | 52 | *15,342* | $ 3,222,458.03 |

Estimate

HNTB

| Work Tasks | Expenses per Task: Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| | | | | | | | |
| **Task 1: EIS Plan of Study Refinement** | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 |
| **Subtotal Hours for Task 1** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 200.00** |
| **Task 2: Project Management** | | | | | | | |
| **2.1 Environmental Project Management Team** | $ - | $ - | $ - | $ - | $ - | $ - | $ 9,254.40 |
| Project Initiation Meeting | $ - | $ - | $ - | $ - | $ - | | $ - |
| Ongoing EPMT Meetings | $ - | $ - | $ - | $ - | $ - | $ - | $ 9,254.40 |
| **2.2 DEN Planning Meetings for Project Definition** | $ - | $ - | $ - | $ - | $ - | $ 60.00 | $ 14,476.00 |
| **2.3 Contractor Team Coordination** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Subcontractor Management | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Contractor Team Coordination Meetings | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.4 EIS Team Collaboration Site** | $ - | $ - | $ - | $ - | $ - | $ 6,720.00 | $ 6,720.00 |
| Office 365 and SharePoint Online Account Setup | $ - | $ - | $ - | $ - | $ - | $ 6,720.00 | $ 6,720.00 |
| SharePoint Online Design | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Project Portal Implementation and Configuration | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Training and User Guide | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Support and Maintenance | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.5 EIS Project Instructions Manual** | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 |
| **2.6 Public and Agency Involvement Plan** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.1 Public Involvement Plan | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.2 Agency Involvement Plan | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| FAA Meeting | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Plan Update | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Agreements | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.7 Administrative File and Administrative Record** | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 |
| 2.7.1 Administrative File | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |
| 2.7.2 Administrative Record | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |
| **2.8 Notice of Intent** | $ - | $ 900.00 | $ - | $ - | $ - | $ - | $ 900.00 |
| **2.9 Project Reporting and Invoicing** | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |
| Progress Reports, Invoice, DBE Participation | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |
| Cost and Schedule Control | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 2** | **$ 500.00** | **$ 900.00** | **$ -** | **$ -** | **$ -** | **$ 6,780.00** | **$ 31,850.40** |
| **Task 3: Government to Government Consultation** | $ 200.00 | $ - | $ - | $ - | $ - | $ 525.00 | $ 12,616.20 |
| Materials Preparation | $ 200.00 | $ - | $ - | $ - | $ - | $ 525.00 | $ 725.00 |
| Meeting Attendance | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,891.20 |
| **Subtotal Hours for Task 3** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 525.00** | **$ 12,616.20** |
| **Task 4: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | |
| **4.1 Proposed Action** | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |
| **4.2 Purpose and Need** | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |
| 4.2.1 Develop Purpose and Need Statement | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.2 Purpose and Need Technical Report | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.3 Purpose and Need Agency Concurrence Agreement | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.4 Develop Purpose and Need Chapter | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |
| **4.3 Alternatives** | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 |
| 4.3.1 Development and Screening of Alternatives | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.1 Development of Conceptual Alternatives | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.2 Screening of Alternatives | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.2 Draft and Final Alternatives Screening Report | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |
| 4.3.3 Alternatives to be Carried Forward for Agency Concurrence | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.4 Develop Alternatives Chapter | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |

Estimate

HNTB

| Work Tasks | Expenses per Task: Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| | | | | | | | |
| **Subtotal Hours for Task 4** | **$ 400.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 400.00** |
| **Task 5: Detailed Fleet Mix Forecast** | | | | | | | |
| **5.1 Prepare Fleet Mix Forecasts** | $ 100.00 | $ - | $ - | $ - | $ - | $ - | $ 100.00 |
| **5.2 Fleet Mix Forecast Documentation and FAA Approval** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 5** | **$ 100.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 100.00** |
| **Task 6: Scoping** | | | | | | | |
| **6.1 EIS Scoping Plan** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to review | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with GCM/GA | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Plan Development and Revisions | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.2 Preparation of Scoping Information and Project Mailing Lists** | $ 280.00 | $ 600.00 | $ - | $ - | $ - | $ 150.00 | $ 1,030.00 |
| Public Notice and Mailing List | $ - | $ 600.00 | $ - | $ - | $ - | $ - | $ 600.00 |
| Notification Letters and Scoping Meeting Package | $ 280.00 | $ - | $ - | $ - | $ - | $ 150.00 | $ 430.00 |
| Draft and Final Social Media Plan | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional Notification Efforts | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.3 Scoping Meetings** | $ - | $ 2,365.00 | $ - | $ - | $ - | $ 2,025.00 | $ 11,602.00 |
| 6.3.1 Public Scoping Meetings | $ - | $ 1,680.00 | $ - | $ - | $ - | $ 2,025.00 | $ 10,917.00 |
| Coordination Meetings | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Media Walk Through | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,212.00 |
| Materials Preparation | $ - | $ 1,680.00 | $ - | $ - | $ - | $ 2,025.00 | $ 3,705.00 |
| 6.3.2 Agency Scoping Meetings | $ - | $ 685.00 | $ - | $ - | $ - | $ - | $ 685.00 |
| Meeting Attendance | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | $ - | $ 685.00 | $ - | $ - | $ - | $ - | $ 685.00 |
| **6.4 Scoping Comments** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Comments Database and Update Mailing List | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Issues Summary | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.5 Scoping Report** | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 |
| **Subtotal Hours for Task 6** | **$ 480.00** | **$ 2,965.00** | **$ -** | **$ -** | **$ -** | **$ 2,175.00** | **$ 12,832.00** |
| **Task 7: Cooperating Agencies** | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 11,177.60 |
| Invitation to Cooperate | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meetings and Meeting Materials | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 11,177.60 |
| **Subtotal Hours for Task 7** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 11,177.60** |
| **Task 8: Preliminary Engineering** | $ 400.00 | $ - | $ - | $ - | $ - | $ - | $ 13,366.40 |
| **Subtotal Hours for Task 8** | **$ 400.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 13,366.40** |
| **Task 9: Affected Environment** | | | | | | | |
| **9.1 Study Areas and Analysis Years** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.1 General Study Area | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.2 Analysis Years | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.3 Draft and Final Technical Memorandum | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.2 Data Collection, Base Mapping and GIS Administration** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.3 Existing Conditions Analysis** | $ - | $ - | $ - | $ - | $ - | $ 3,025.00 | $ 3,025.00 |
| 9.3.1 Air Quality | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Existing Conditions | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.2 Biological Resources (including fish, wildlife and plants) | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Site Visit | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.3 Climate | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Estimate

HNTB

| Work Tasks | Expenses per Task: Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs |
|---|---|---|---|---|---|---|---|
| 9.3.4 Department of Transportation Act: Section 4(f) and 6(f) | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.5 Farmlands | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | $ - | $ - | $ - | $ - | $ - | $ 3,025.00 | $ 3,025.00 |
| Reviews (Database, DEN, Solid Waste, P2) | $ - | $ - | $ - | $ - | $ - | $ 3,025.00 | $ 3,025.00 |
| AE Chapter/Tech Memo | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.7 Historical, Architectural, Archeological and Cultural Resources | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class I File Search, Desktop Review, APE and Methodology | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Pedestrian Survey and Mapping | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class III Cultural Resources Report | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.8 Land Use | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.9 Natural Resources and Energy Supply | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.10 Noise and Compatible Land Use | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Assessment Protocol Development | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Fleet Mix Development (see Task 5) | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Altitude Profiles | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ground run-up activity | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Contours | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Noise Metrics Appendix | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Technical Memorandum | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.12 Visual Effects (including light emissions) | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.13 Water Resources | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.14 On-going and Reasonably Foreseeable Projects | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.4 Prepare Affected Environment Annotated Outline** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.5 Prepare Draft Affected Environment Chapter** | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 |
| **Subtotal Hours for Task 9** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 3,025.00** | **$ 3,225.00** |
| **Task 10: Environmental Consequences** | | | | | | | |
| **10.1 Conduct Environmental Impact Analysis** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.1 Air Quality | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Coordination | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Data Collection | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Operational Emissions Inventories Preparation | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Constuction Emissions Inventories Preparation | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| General Conformity Rule Applicability Analysis | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Formal Conformity Determination* | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Air Quality Deliverables* | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.2 Biological Resources (including fish, wildlife and plants) | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.3 Climate | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.4 Department of Transportation Act: Section 4(f) /6(f) | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Estimate

HNTB

| Work Tasks | Expenses per Task: Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs |
|---|---|---|---|---|---|---|---|
| 10.1.5 Farmlands | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.7 Historical, Architectural, Archeological and Cultural Resources | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Section 106 Effects Analysis | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EC Chapter | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.8 Land Use | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.9 Natural Resources and Energy Supply | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.10 Noise and Compatible Land Use | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use/Validation | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.12 Visual Effects (including light emissions) | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.13 Water Resources | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.14 Non-Impacted Categories | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.2 Prepare Environmental Consequences Annotated Outline** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.3 Prepare Draft Environmental Consequences Chapter** | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 |
| **Subtotal Hours for Task 10 (No Optional Tasks)** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 200.00** |
| **Task 11: Prepare and Distribute DEIS** | | | | | | | |
| **11.1 Preliminary DEIS to FAA** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EIS End Chapters, Index and Appendices | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare Preliminary Draft | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to Review Preliminary Draft | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Revised Preliminary DEIS/Comment Matrix for FAA Review | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Final Preliminary DEIS / Comment Matrix for FAA Review/Confirmation | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.2 Preferred Alt for Agency Concurrence** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Letters for Agency Concurrence | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Materials for Agency Concurrence Meeting | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Meeting Attendance | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.3 Prepare and Distribute DEIS to Public** | $ 1,450.00 | $ - | $ - | $ - | $ - | $ 1,300.00 | $ 2,750.00 |
| Distribution List | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Print/Mail hard copies | $ 1,450.00 | $ - | $ - | $ - | $ - | $ 1,300.00 | $ 2,750.00 |
| **11.4 Publish DEIS Notice of Availability (NOA)** | $ - | $ 600.00 | $ - | $ - | $ - | $ - | $ 600.00 |
| **Subtotal Hours for Task 11** | **$ 1,450.00** | **$ 600.00** | **$ -** | **$ -** | **$ -** | **$ 1,300.00** | **$ 3,350.00** |
| **Task 12: Prepare and Distribute FEIS** | | | | | | | |
| **12.1 Respond to Comments Received on DEIS** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting to Review Comments with FAA | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Respond to DEIS Comments | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.2 Respond to Comments on Prelim Final EA** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.1 Respond to FAA Comments/Comment Matrix | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.2 Respond to FAA Comments/Verification | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.3 Formally Submit FEIS to FAA, Publish FEIS NOA** | $ 1,450.00 | $ 600.00 | $ - | $ - | $ - | $ 1,300.00 | $ 3,350.00 |
| **12.4 Formally Submit Administrative Record** | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Estimate

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HNTB

| Work Tasks | Expenses per Task: Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Misc | Total Direct Costs |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| | | | | | | | |
| **Subtotal Hours for Task 12** | **$ 1,450.00** | **$ 600.00** | **$ -** | **$ -** | **$ -** | **$ 1,300.00** | **$ 3,350.00** |
| **Task 13: Public and Agency Involvement** | | | | | | | |
| **13.1 Agency Meetings** | $ 1,575.00 | $ - | $ - | $ - | $ - | $ 5,525.00 | $ 22,961.60 |
| Kick-off Workshop/Tour | $ 205.00 | $ - | $ - | $ - | $ - | $ - | $ 205.00 |
| Coordination Meetings | $ 1,370.00 | $ - | $ - | $ - | $ - | $ 5,525.00 | $ 22,756.60 |
| **13.2 Community/Stakeholder Meetings** | $ 3,300.00 | $ - | $ - | $ - | $ - | $ 9,750.00 | $ 27,886.00 |
| **13.3 Public Hearings (DEIS Publication)** | $ 2,025.00 | $ - | $ - | $ - | $ - | $ 9,525.00 | $ 18,874.00 |
| Coordination Meetings and Media Walk-Thru | | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | $ - | $ - | $ - | $ - | $ - | $ 7,500.00 | $ 14,824.00 |
| Materials Preparation | $ 2,025.00 | $ - | $ - | $ - | $ - | $ 2,025.00 | $ 4,050.00 |
| Promotion/Marketing of Public Hearing | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 13** | **$ 6,900.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 24,800.00** | **$ 69,721.60** |
| **Task 14: Public Involvement Management Application (PIMA) and Website** | | | | | | | |
| **14.1 PIMA Base Deployment and Configuration** | $ - | $ - | $ - | $ - | $ - | $ 6,000.00 | $ 6,000.00 |
| 14.1.1 Hybrid Community/Stakeholder Meetings | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.2 Hybrid Public Hearings | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.3 Deployment, Configuration, As-Needed Support and Maintenance | $ - | $ - | $ - | $ - | $ - | $ 6,000.00 | $ 6,000.00 |
| **14.2 Website Requirements and Design** | $ - | $ - | $ - | $ 400.00 | $ - | $ - | $ 400.00 |
| **14.3 Newsletters** | $ 6,720.00 | $ - | $ - | $ - | $ - | $ - | $ 6,720.00 |
| **Subtotal Hours for Task 14** | **$ 6,720.00** | **$ -** | **$ -** | **$ 400.00** | **$ -** | **$ 6,000.00** | **$ 13,120.00** |
| **Task 15: Freedom of Information Act (FOIA) Requests** | $ 200.00 | $ - | $ - | $ - | $ - | $ - | $ 200.00 |
| **Subtotal Hours for Task 15** | **$ 200.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 200.00** |
| ***OPTIONAL TASK 1: Sustainability, Resilience, and Envision®*** | $ 400.00 | $ - | $ - | $ - | $ - | $ - | $ 11,377.60 |
| ***Subtotal Hours for OPTIONAL TASK 1*** | **$ 400.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 11,377.60** |
| **Total Hours (No Optional Tasks)** | $ 19,600.00 | $ 5,065.00 | $ - | $ 400.00 | $ - | $ 45,905.00 | $ 175,709.20 |
| **Total Hours (Optional Tasks Only)** | $ 400.00 | $ - | $ - | $ - | $ - | $ - | $ 11,377.60 |
| **Total Hours (ALL Tasks)** | $ 20,000.00 | $ 5,065.00 | $ - | $ 400.00 | $ - | $ 45,905.00 | $ 187,086.80 |

Estimate

| | TRAVEL EXPENSES- HNTB | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Task | Name | No. of Trips | Airfare | Hotel (PER TRIP) | | Meal (CCD per diem) (PER TRIP) | | Airport Parking | | Rental Car (PER TRIP) | TOTAL | Notes |
| | | | | nights | $/night | days | $/day | days | $/day | | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Task 2.1, EPMT In-Person (up to 8) | Kim Hughes | 3 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 336.00 | $ 5,064.00 | Share rental car |
| Task 2.1, EPMT In-Person (up to 8) | Caroline Pinegar | 3 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ - | $ 4,056.00 | |
| Task 2.2, DEN Planning Meetings for Project Definition | Kim Hughes | 2 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 3,152.00 | Share rental car |
| Task 2.2, DEN Planning Meetings for Project Definition | Caroline Pinegar | 2 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | | $ 2,704.00 | |
| Task 2.2, DEN Planning Meetings for Project Definition | Yue Xu | 2 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | | $ 2,704.00 | |
| Task 2.2, DEN Planning Meetings for Project Definition | Lynette Mellet | 2 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 3,152.00 | |
| Task 2.2, DEN Planning Meetings for Project Definition | Justin Bychek | 2 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | | $ 2,704.00 | |
| Task 3, Government-to-Government Consultation | Kim Hughes | 4 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 6,304.00 | Share rental car |
| Task 3, Government-to-Government Consultation | Caroline Pinegar | 4 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ - | $ 5,408.00 | |
| Task 6.3, Scoping Meetings | Kim Hughes | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ 560.00 | $ 2,740.00 | Share rental car |
| Task 6.3, Scoping Meetings | Caroline Pinegar | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | |
| Task 6.3, Scoping Meetings | Ryan or Yue | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | |
| Task 7,Cooperating Agencies | Kim Hughes | 3 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | $ 336.00 | $ 5,892.00 | |
| Task 7,Cooperating Agencies | Caroline Pinegar | 3 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | $ - | $ 4,884.00 | |
| Task 8, Preliminary Engineering | Kim Hughes | 4 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 6,304.00 | Share rental car |
| Task 8, Preliminary Engineering | Lynette Mellett | 4 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 6,304.00 | |
| Task 13.1, Agency Kick-Off/Tour + 2 meetings | Kim Hughes | 3 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | $ 336.00 | $ 5,892.00 | Share rental car |
| Task 13.1, Agency Kick-Off/Tour + 2 meetings | Caroline Pinegar | 3 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | $ - | $ 4,884.00 | |
| Task 13.1, Agency Kick-Off/Tour + 2 meetings | Ryan or Yue | 3 | $ 800.00 | 3 | $ 200.00 | 3 | $ 76.00 | 0 | $ - | $ - | $ 4,884.00 | |
| Task 14.2, Community/Stakeholder Meetings | Kim Hughes | 5 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ 224.00 | $ 7,880.00 | Assume 5 of 10 meetings will be combined or during trips for Task 14.1 |
| Task 14.2, Community/Stakeholder Meetings | Caroline Pinegar | 5 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 0 | $ - | $ - | $ 6,760.00 | Assume 5 of 10 meetings will be combined or during trips for Task 14.1; |
| Task 14.3, Public Hearings | Kim Hughes | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ 560.00 | $ 2,740.00 | Share rental car |
| Task 14.3, Public Hearings | Caroline Pinegar | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | |
| Task 14.3, Public Hearings | Ryan or Yue | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 0 | $ - | $ - | $ 2,180.00 | |
| | | | | | | | | | | | $ - | |
| *Optional Task 1 - Sustainability, Envision* | *Kim Hughes* | *3* | *$ 800.00* | *3* | *$ 200.00* | *3* | *$ 76.00* | *0* | *$ -* | *$ 336.00* | *$ 5,892.00* | |
| *Optional Task 1 - Sustainability, Envision* | *Caroline Pinegar* | *3* | *$ 800.00* | *3* | *$ 200.00* | *3* | *$ 76.00* | *0* | *$ -* | *$ -* | *$ 4,884.00* | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | **$ 113,908.00** | |

Estimate

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# Summary EIS Assumptions - HNTB

**Fee is based on schedule of:**

- 28 month schedule for Task 1, Project Management
- 28 months for Task 2.4, Team Collaboration Site access
- 24 months for Task 14, PIMA and Website

**Travel assumptions per trip:**

- Rental Car = $112/day (shared by HNTB on trips)
- Hotel = $200
- Meal per diem = $76
- Mileage = assume 25 miles to/from hotel + 15 miles/day = 40 miles/day

**Printing/Reproduction assumptions:**

Display Boards = $100/board + est. delivery fee per order ($25)

- 30" x 42" print in color, photo quality paper = $40/board
- Mount on ¾" Gator board = $60
- Delivery charge office or meeting location = $25

Copying & Printing

- 8.5" x 11" B/W $0.05 per sheet
- 11" x 17" B/W $0.10 per sheet
- 8.5" x 11" Color $0.28 per sheet
- 11" x 17" Color $0.56 per sheet

Binding

- Over 100 pages = $4.34/document

Estimate

## TASK 1 – EIS PLAN OF STUDY REFINEMENT

- $200 misc. printing

## TASK 2 – PROJECT MANAGEMENT

### Task 2.1, EPMT

- 8 trips by PM and DPM
- 2 nights each trip

### 2.2, PMT Coordination

- Badging fingerprinting during EA phase; 2 yrs of renewal needed for EIS schedule - $10/yr = $20 * 3 people = $60

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### 2.4, EIS Team Collaboration Site

- $10 per user/month* 28 months = $280 per user
- Assume 24 users * $280 = $6,720

### 2.5, Project Instructions Manual

- $200 misc. printing

### 2.7 Administrative File and Administrative Record

- $200 misc. printing

### 2.8 Notice of Intent

- $453/page. Assume 2 pages = $900

### 2.9 Project Reporting and Invoicing

- $100 misc. printing

## TASK 3 – GOVERNMENT-TO-GOVERNMENT CONSULTATION

- $200 misc. printing
- 5 boards * $100+ $25 delivery fee = $525
- 4 trips by PM and DPM
- 3 nights each trip

## TASK 4 – PROPOSED ACTION, PURPOSE AND NEED AND ALTERNATIVES

- $400 misc. printing

## TASK 5 – DETAILED FLEET MIX FORECAST

- $100 misc. printing

## TASK 6 – SCOPING

### 6.2, Prep of Scoping Information and Project Mailing Lists

- 2 legal notices prior to scoping meetings in each of these publications:
  - Denver Post
  - Denver Gazette
  - Denver Business Journal
  - Assume $100 per notice * 2 times = $200 * 3 newspapers = $600

<u>Scoping Meeting Packages to mail to agencies</u>

Estimate

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- 100 copies to print and mail
-

| | | per sheet | # sheets | per pkg | # copies | print cost | postage | cost to mail |
|---|---|---|---|---|---|---|---|---|
| 8.5" x 11" Color | | $ 0.28 | 10 | $2.80 | 100 | $280.00 | $1.50 | $150.00 |

### 6.3, Scoping Meetings

- 1 trip by PM, DPM and 1 HNTB staff
- 5 nights

Public Scoping Meetings (5 meetings)

- 20 display boards = $100*20+$25 delivery fee = $2,025 (assume re-use at all)
- 600 copies of Scoping Meeting Packages to make available at Scoping Meetings

| per pkg | #copies | print cost |
|---|---|---|
| $2.80 | 600 | $1,680.00 |

Agency Scoping Meetings (2 meetings)

- Assume use of public meeting display boards at agency meeting
- 50 copies to hand out at meetings

| **document** | | pages | qty | |
|---|---|---|---|---|
| 8.5" x 11" B/W | $ 0.05 | 25 | 50 | $ 62.50 |
| 11" x 17" Color | $ 0.56 | 10 | 50 | $ 280.00 |
| | | Print | | $ 342.50 |

*2 meetings= $685

### 6.5, Scoping Report

- $200 misc. printing

## TASK 7 – COOPERATING AGENCIES

- $200 misc. printing

## TASK 8 – PRELIMINARY ENGINEERING

- 4 trips by PM and Design Liaison
- 2 nights each trip
- $400 misc. printing

## TASK 9 – AFFECTED ENVIRONMENT

### Task 9.3.6, Hazardous Materials

- $3,025 EDR Lightbox Radius Search Report
- $200 misc. printing

## TASK 10 – ENVIRONMENTAL CONSEQUENCES

- $200 misc. printing

## TASK 11 – PREPARE AND DISTRIBUTE DEIS

- Print 20 hardcopies of DEIS
- Assume 300 pages B/W and 30 pages color

Estimate

| | | pages | qty | total |
|---|---|---|---|---|
| 8.5" x 11" B/W | $ 0.05 | 300 | 20 | $ 300.00 |
| 11" x 17" Color | $ 0.56 | 60 | 20 | $ 672.00 |
| > 100 pages | $ 4.34 | | 20 | $ 86.80 |
| | | | | $ 1,058.80 |

- + $400 misc printing = $1,458.80 (round $1,450)
- 40 thumb drives @ $3 each = $120
- Fedex 20 copies @ $58.80 each = $1,176
- 2 legal notices prior to scoping meetings in each of these publications:
  - Denver Post
  - Denver Gazette
  - Denver Business Journal
  - Assume $100 per notice * 2 times = $200 * 3 newspapers = $600

## TASK 12 – PREPARE AND DISTRIBUTE FEIS

- Print 20 hardcopies of FEIS
- Assume 300 pages B/W and 30 pages color

| | | pages | qty | total |
|---|---|---|---|---|
| 8.5" x 11" B/W | $ 0.05 | 300 | 20 | $ 300.00 |
| 11" x 17" Color | $ 0.56 | 60 | 20 | $ 672.00 |
| > 100 pages | $ 4.34 | | 20 | $ 86.80 |
| | | | | $ 1,058.80 |

- + $400 misc printing = $1,458.80 (round $1,450)
- 40 thumb drives @ $3 each = $120
- Fedex 20 copies @ $58.80 each = $1,176
- 2 legal notices prior to scoping meetings in each of these publications:
  - Denver Post
  - Denver Gazette
  - Denver Business Journal
  - Assume $100 per notice * 2 times = $200 * 3 newspapers = $600

## TASK 13 – PUBLIC AND AGENCY INVOLVEMENT

### Task 13.1, Agency Meetings

- 1 trip by PM and DPM for Kick-off Workshop/Tour
- 2 trips for specific agency meetings by PM, DPM and 1 staff, other meetings assumed to occur during other trips
- 3 nights per trip (to allow for other meetings/coordination)
- Kick-off Workshop
  - 30 printed handouts

| Handouts | | | pages | qty | |
|---|---|---|---|---|---|
| 8.5" x 11" B/W | | $ 0.05 | 25 | 30 | $ 37.50 |
| 11" x 17" Color | | $ 0.56 | 10 | 30 | $ 168.00 |
| | | | Print | | $ 205.50 |

  - 10 Display boards = $100*10+25 = $1,025
- 20 Agency Meetings. On average, per meeting

Estimate

- 10 handouts

| Handouts | | pages | qty | | #mtgs | |
|---|---|---|---|---|---|---|
| 8.5" x 11" B/W | $ 0.05 | 25 | 10 | $ 12.50 | | |
| 11" x 17" Color | $ 0.56 | 10 | 10 | $ 56.00 | | |
| | | | | | | **Total for 20 meetings** |
| | | Print | | $ 68.50 | 20 | $ 1,370.00 |

- 2 boards = $100*2+25 = $225*20 = $4,500

### Task 13.2, Community/Stakeholder Meetings

- 30 meetings
- 10 trips by PM or DPM (5 trips each assumed), other meetings assumed to occur during other trips
- On average, per meeting
  - 40 printed handouts

| Handouts | | | pages | qty | | #mtgs | |
|---|---|---|---|---|---|---|---|
| 8.5" x 11" B/W | | $ 0.05 | 10 | 40 | $ 20.00 | | |
| 11" x 17" Color | | $ 0.56 | 4 | 40 | $ 89.60 | | |
| | | | | | | | **Total for 30 meetings** |
| | | | Print | | $ 109.60 | 30 | $ 3,288.00 |

  - 3 boards = $300*2+25 = $325*30= $9,750

### Task 13.3, Public Hearings

- 1 trip by PM, DPM and 1 HNTB staff (+ CMT staff)
- 5 nights
- 250 handouts per meeting, 5 meetings

| Handouts | | | pages | qty | | #mtgs | |
|---|---|---|---|---|---|---|---|
| 8.5" x 11" B/W | | $ 0.05 | 10 | 250 | $ 125.00 | | |
| 11" x 17" Color | | $ 0.56 | 2 | 250 | $ 280.00 | | |
| | | | | | | | **Total for 5 meetings** |
| | | | Print | | $ 405.00 | 5 | $ 2,025.00 |

- 20 boards = $100*20= $2,000 +$25 = $2,025
- Meeting facilitator = $500/hr * 3 hrs * 5 meetings = $7,500 (Misc)

## TASK 14 – PIMA AND WEBSITE

### Task 14.1, PIMA Base Deployment and Configuration

- $250/month for 24 months (pass-through to Amazon Web Services) = $6,000

### Task 14.2, Website Requirements and Design

- $50/year for domain (URL)
- $120/year for website hosting
- Custom "add-on" widgets = $30/year
- $200/year for website = $400 Total

Estimate

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### Task 14.3, Newsletters

- 3 newsletters
- 2,000 copies per newsletter to make available at DEN and other meetings

| Newsletter | | pages | qty | | #newsletters | **Total for 3 newsletters print** |
|---|---|---|---|---|---|---|
| 11" x 17" Color | $ 0.56 | 2 | 2000 | $ 2,240.00 | 3 | $ 6,720.00 |

## TASK 15 – FOIA REQUESTS

- $200 misc. printing

## OPTIONAL TASK 1 – SUSTAINABILITY

- 3 trips by PM and DPM
- 3 nights each trip
- $400 misc. printing

Estimate

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# Pinyon

* AVERAGE HOURLY RATES

| | Classification | Loaded Hourly Rate | | Man Hours | | Extension | percent |
|---|---|---|---|---|---|---|---|
| a | Project Manager | $ 178.87 | x | 889 | = | $ 159,012.46 | 11.7% |
| b | Project Manager II | $ 193.06 | x | 288 | = | $ 55,601.63 | 3.8% |
| c | Engineer I | $ 134.57 | x | 340 | = | $ 45,753.05 | 4.5% |
| d | Archeologist/Historian II | $ 160.13 | x | 678 | = | $108,568.94 | 8.9% |
| e | Historian | $ 108.70 | x | 686 | = | $ 74,565.85 | 9.1% |
| f | Historian | $ 86.16 | x | 381 | = | $ 32,825.75 | 5.0% |
| g | Administration | $ 57.34 | x | 311 | = | $ 17,832.41 | 4.1% |
| h | Archeologist/Historian II | $ 146.94 | x | 432 | = | $ 63,476.86 | 5.7% |
| i | Scientist II | $ 165.65 | x | 242 | = | $ 40,087.46 | 3.2% |
| j | Scientist I | $ 142.85 | x | 568 | = | $ 81,137.12 | 7.5% |
| k | Scientist | $ 96.66 | x | 710 | = | $ 68,626.50 | 9.4% |
| l | Scientist II | $ 196.82 | x | 150 | = | $ 29,523.22 | 2.0% |
| m | Scientist II | $ 151.71 | x | 90 | = | $ 13,653.81 | 1.2% |
| n | Scientist | $ 96.55 | x | 815 | = | $ 78,685.88 | 10.8% |
| o | GIS Specialist I | $ 99.24 | x | 476 | = | $ 47,238.65 | 6.3% |
| p | Scientist II | $ 137.55 | x | 318 | = | $ 43,740.09 | 4.2% |
| q | Engineer III | $ 223.24 | x | 19 | = | $ 4,241.61 | 0.3% |
| r | Exec Mgmt | $ 281.52 | x | 40 | = | $ 11,260.64 | 0.5% |
| s | Scientist I | $ 113.61 | x | 84 | = | $ 9,543.35 | 1.1% |
| t | Project Assistant | $ 108.59 | | 30 | | $ 3,257.60 | 0.4% |
| u | Project Specialist | $ 125.51 | | 30 | | $ 3,765.24 | 0.4% |
| v | | | | | | | |
| w | | | | | | | |

| | | | |
|---|---|---|---|
| Total Man Hours | = | 7,577 | |
| Total Extension $ | = | | $992,398.12 |
| *Average Hourly Rate = Extension Divided by Total Man Hours | = | 130.975 | |

Estimate

Pinyon

| Work Tasks | Project Manager | Project Manager II | Engineer I | Archeologist/Historian II | Historian | Historian | Administration | Archeologist/Historian II | Scientist II | Scientist I | Scientist | Scientist II | Scientist II | Scientist | GIS Specialist I | Scientist II | Engineer III | Exec Mgmt | Scientist I | Project Assistant | Project Specialist | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $178.87 | $193.06 | $134.57 | $160.13 | $108.70 | $86.16 | $57.34 | $146.94 | $165.65 | $142.85 | $96.66 | $196.82 | $151.71 | $96.55 | $99.24 | $137.55 | $223.24 | $281.52 | $113.61 | $108.59 | $125.51 | | |
| **Task 1: EIS Plan of Study Refinement** | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *16* | $ 2,975.42 |
| **Subtotal Hours for Task 1** | **8** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***16*** | $ 2,975.42 |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | | | | | | | |
| **2.1 Environmental Project Management Team** | 24 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *48* | $ 8,261.12 |
| Project Initiation Meeting | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 715.47 |
| Ongoing EPMT Meetings | 20 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *44* | $ 7,545.65 |
| **2.2 DEN Planning Meetings for Project Definition** | 20 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *56* | $ 9,529.81 |
| **2.3 Contractor Team Coordination** | 68 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *74* | $ 13,155.01 |
| Ongoing Subcontractor Management | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Ongoing Contractor Team Coordination Meetings | 68 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *74* | $ 13,155.01 |
| **2.4 EIS Team Collaboration Site** | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | *12* | $ 1,941.94 |
| Office 365 and SharePoint Online Account Setup | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| SharePoint Online Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Project Portal Implementation and Configuration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Training and User Guide | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | *12* | $ 1,941.94 |
| Ongoing Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **2.5 EIS Project Instructions Manual** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **2.6 Public and Agency Involvement Plan** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 2.6.1 Public Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 2.6.2 Agency Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| FAA Meeting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Plan Update | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Agency Concurrence Agreements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **2.7 Administrative File and Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 2.7.1 Administrative File | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 2.7.2 Administrative Record | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **2.8 Notice of Intent** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **2.9 Project Reporting and Invoicing** | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | *120* | $ 19,355.60 |
| Progress Reports, Invoice, DBE Participation | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | *120* | $ 19,355.60 |
| Cost and Schedule Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **Subtotal Hours for Task 2** | **204** | **24** | **0** | **24** | **0** | **0** | **0** | **0** | **0** | **24** | **0** | **2** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **30** | **0** | ***310*** | $ 52,243.47 |
| **Task 3: Government to Government Consultation** | 65 | 6 | 0 | 51 | 0 | 0 | 0 | 21 | 12 | 30 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | *197* | $ 31,501.18 |
| Materials Preparation | 25 | 2 | 0 | 25 | 0 | 0 | 0 | 8 | 8 | 10 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | *79* | $ 12,215.12 |
| Meeting Attendance | 40 | 4 | 0 | 26 | 0 | 0 | 0 | 13 | 12 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *118* | $ 19,286.07 |
| **Subtotal Hours for Task 3** | **65** | **6** | **0** | **51** | **0** | **0** | **0** | **21** | **12** | **30** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | ***197*** | $ 31,501.18 |
| **Task 4: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | | | | | | | |
| **4.1 Proposed Action** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **4.2 Purpose and Need** | 15 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *27* | $ 4,667.16 |
| 4.2.1 Develop Purpose and Need Statement | 12 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 4,130.56 |
| 4.2.2 Purpose and Need Technical Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 4.2.3 Purpose and Need Agency Concurrence Agreement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 4.2.4 Develop Purpose and Need Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **4.3 Alternatives** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 4.3.1 Development and Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 4.3.1.1 Development of Conceptual Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 4.3.1.2 Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 4.3.2 Draft and Final Alternatives Screening Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 4.3.3 Alternatives to be Carried Forward for Agency Concurrence | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 4.3.4 Develop Alternatives Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **Subtotal Hours for Task 4** | **15** | **4** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***27*** | $ 4,667.16 |
| **Task 5: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | | | | | | | |
| **5.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **5.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **Subtotal Hours for Task 5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - |
| **Task 6: Scoping** | | | | | | | | | | | | | | | | | | | | | | | |
| **6.1 EIS Scoping Plan** | 8 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 4,077.69 |
| Meeting with FAA to review | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Meeting with GCM/GA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Scoping Plan Development and Revisions | 8 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 4,077.69 |
| **6.2 Preparation of Scoping Information and Project Mailing Lists** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Public Notice and Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Notification Letters and Scoping Meeting Package | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Draft and Final Social Media Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Additional Notification Efforts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **6.3 Scoping Meetings** | 21 | 17 | 0 | 17 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | *71* | $ 12,232.17 |
| 6.3.1 Public Scoping Meetings | 16 | 12 | 0 | 12 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | *56* | $ 9,571.87 |
| Coordination Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Media Walk Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Meeting Attendance | 8 | 8 | 0 | 8 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 4,256.47 |
| Materials Preparation | 8 | 4 | 0 | 4 | 0 | 0 | 0 | 2 | 4 | 4 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | *32* | $ 5,315.40 |
| 6.3.2 Agency Scoping Meetings | 5 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *15* | $ 2,660.30 |

Estimate

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| Work Tasks | Project Manager | Project Manager II | Engineer I | Archeologist/Historian II | Historian | Historian | Administration | Archeologist/Historian II | Scientist II | Scientist I | Scientist | Scientist II | Scientist II | Scientist | GIS Specialist I | Scientist II | Engineer III | Exec Mgmt | Scientist I | Project Assistant | Project Specialist | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $178.87 | $193.06 | $134.57 | $160.13 | $108.70 | $86.16 | $57.34 | $146.94 | $165.65 | $142.85 | $96.66 | $196.82 | $151.71 | $96.55 | $99.24 | $137.55 | $223.24 | $281.52 | $113.61 | $108.59 | $125.51 | | |
| Meeting Attendance | 3 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | $ 1,596.18 |
| Materials Preparation | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | $ 1,064.12 |
| **6.4 Scoping Comments** | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | $ 3,581.12 |
| Scoping Comments Database and Update Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Scoping Issues Summary | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 22 | $ 3,581.12 |
| **6.5 Scoping Report** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 6** | **33** | **25** | **0** | **25** | **0** | **0** | **0** | **2** | **10** | **12** | **0** | **2** | **0** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **117** | $ 19,890.98 |
| **Task 7: Cooperating Agencies** | 25 | 20 | 0 | 30 | 30 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | $ 19,968.90 |
| Invitation to Cooperate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Meetings | 25 | 20 | 0 | 30 | 30 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | $ 19,968.90 |
| **Subtotal Hours for Task 7** | **25** | **20** | **0** | **30** | **30** | **0** | **0** | **0** | **0** | **25** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **130** | $ 19,968.90 |
| **Task 8: Preliminary Engineering** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - |
| **Task 9: Affected Environment** | | | | | | | | | | | | | | | | | | | | | | | |
| **9.1 Study Areas and Analysis Years** | 12 | 0 | 0 | 22 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | $ 8,164.54 |
| 9.1.1 General Study Area | 8 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | $ 4,543.40 |
| 9.1.2 Analysis Years | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.1.3 Draft and Final Technical Memorandum | 4 | 0 | 0 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | $ 3,621.14 |
| **9.2 Data Collection, Base Mapping and GIS Administration** | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 30 | $ 3,914.66 |
| **9.3 Existing Conditions Analysis** | 142 | 24 | 90 | 282 | 406 | 291 | 271 | 296 | 46 | 62 | 400 | 30 | 0 | 440 | 186 | 64 | 9 | 0 | 0 | 0 | 0 | 3039 | $ 348,330.98 |
| 9.3.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Air Quality Assessment Protocol | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Existing Conditions | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.2 Biological Resources (including fish, wildlife and plants) | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 32 | 340 | 0 | 0 | 340 | 62 | 24 | 0 | 0 | 0 | 0 | 0 | 854 | $ 89,519.66 |
| Site Visit | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 300 | 0 | 0 | 300 | 50 | 12 | 0 | 0 | 0 | 0 | 0 | 693 | $ 69,633.62 |
| AE Chapter/Tech Memo | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 20 | 40 | 0 | 0 | 40 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 161 | $ 19,886.04 |
| 9.3.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.7 Historical, Architectural, Archeological and Cultural Resources | 55 | 0 | 0 | 282 | 406 | 291 | 271 | 296 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 1649 | $ 187,992.92 |
| Class I File Search, Desktop Review, APE and Methodology | 15 | 0 | 0 | 10 | 50 | 20 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | $ 14,896.47 |
| Pedestrian Survey and Mapping | 15 | 0 | 0 | 256 | 256 | 256 | 256 | 256 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1303 | $ 146,647.66 |
| Class III Cultural Resources Report | 25 | 0 | 0 | 16 | 100 | 15 | 15 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | $ 26,448.79 |
| 9.3.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.9 Natural Resources and Energy Supply | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 0 | 0 | 145 | $ 19,936.24 |
| 9.3.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Noise Assessment Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Fleet Mix Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Runway and Track Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Altitude Profiles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Ground run-up activity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Noise Contours | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Draft and Final Noise Metrics Appendix | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.13 Water Resources | 32 | 24 | 90 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 60 | 0 | 0 | 60 | 56 | 0 | 9 | 0 | 0 | 0 | 0 | 391 | $ 50,882.16 |
| Wetlands | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 60 | 0 | 0 | 60 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | $ 25,615.40 |
| Floodplains | 4 | 8 | 30 | 0 | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 63 | $ 8,505.05 |
| Stormwater | 4 | 8 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 58 | $ 8,380.85 |
| Groundwater | 4 | 8 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 0 | 0 | 58 | $ 8,380.85 |
| 9.3.14 On-going and Reasonably Foreseeable Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **9.4 Prepare Affected Environment Annotated Outline** | 8 | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | $ 4,974.62 |
| **9.5 Prepare Draft Affected Environment Chapter** | 40 | 15 | 40 | 30 | 30 | 20 | 0 | 35 | 30 | 45 | 65 | 12 | 30 | 60 | 40 | 30 | 0 | | | | 0 | 522 | $ 68,846.42 |
| **Subtotal Hours for Task 9** | **208** | **47** | **130** | **338** | **448** | **311** | **271** | **331** | **76** | **111** | **465** | **46** | **30** | **500** | **250** | **106** | **9** | **0** | **0** | **0** | **0** | **3,677** | $ 434,231.22 |
| **Task 10: Environmental Consequences** | | | | | | | | | | | | | | | | | | | | | | | |
| **10.1 Conduct Environmental Impact Analysis** | 85 | 45 | 105 | 50 | 65 | 40 | 40 | 30 | 65 | 90 | 80 | 20 | 0 | 125 | 110 | 109 | 10 | 0 | 0 | 0 | 0 | 1069 | $ 138,743.32 |
| 10.1.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Agency Coordination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Air Quality Assessment Protocol | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Data Collection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Operational Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Constuction Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| General Conformity Rule Applicability Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |

Estimate

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| Work Tasks | Project Manager | Project Manager II | Engineer I | Archeologist/Historian II | Historian | Historian | Administration | Archeologist/Historian II | Scientist II | Scientist I | Scientist | Scientist II | Scientist II | Scientist | GIS Specialist I | Scientist II | Engineer III | Exec Mgmt | Scientist I | Project Assistant | Project Specialist | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | $178.87 | $193.06 | $134.57 | $160.13 | $108.70 | $86.16 | $57.34 | $146.94 | $165.65 | $142.85 | $96.66 | $196.82 | $151.71 | $96.55 | $99.24 | $137.55 | $223.24 | $281.52 | $113.61 | $108.59 | $125.51 | | |
| *OPTIONAL TASK: Formal Conformity Determination* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.2 Biological Resources (including fish, wildlife and plants) | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 60 | 50 | 0 | 0 | 50 | 30 | 12 | 0 | 0 | 0 | 0 | 0 | *267* | $ 34,022.60 |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 50 | 20 | 0 | 0 | 20 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | *132* | $ 17,458.26 |
| 10.1.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.4 Department of Transportation Act: Section 4(f) /6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.7 Historical, Architectural, Archeological and Cultural Resources | 40 | 0 | 0 | 50 | 65 | 40 | 40 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 12 | 0 | 0 | 0 | 0 | 0 | *317* | $ 37,994.65 |
| Section 106 Effects Analysis | 40 | 0 | 0 | 50 | 65 | 40 | 40 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 12 | 0 | 0 | 0 | 0 | 0 | *317* | $ 37,994.65 |
| EC Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.9 Natural Resources and Energy Supply | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 45 | 20 | 25 | 0 | 0 | 0 | 0 | 0 | *125* | $ 16,387.55 |
| 10.1.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Runway and Track Use/Validation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 10.1.13 Water Resources | 0 | 45 | 105 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 30 | 20 | 60 | 10 | 0 | 0 | 0 | 0 | *360* | $ 50,338.52 |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 30 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | *140* | $ 17,035.87 |
| Floodplains | 0 | 15 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | *73* | $ 11,026.47 |
| Stormwater | 0 | 15 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | *74* | $ 11,249.71 |
| Groundwater | 0 | 15 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 3 | 0 | 0 | 0 | 0 | *73* | $ 11,026.47 |
| 10.1.14 Non-Impacted Categories | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **10.2 Prepare Environmental Consequences Annotated Outline** | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *28* | $ 4,996.70 |
| **10.3 Prepare Draft Environmental Consequences Chapter** | 40 | 15 | 35 | 30 | 30 | 30 | 0 | 0 | 30 | 40 | 40 | 20 | 40 | 70 | 20 | 35 | 0 | 0 | 0 | 0 | 30 | *505* | $ 67,286.98 |
| **Subtotal Hours for Task 10 (No Optional Tasks)** | **133** | **68** | **140** | **80** | **95** | **70** | **40** | **30** | **99** | **134** | **120** | **44** | **40** | **195** | **130** | **144** | **10** | **0** | **0** | **0** | **30** | ***1602*** | $ 211,027.00 |
| **Task 11: Prepare and Distribute DEIS** | | | | | | | | | | | | | | | | | | | | | | | |
| **11.1 Preliminary DEIS to FAA** | 38 | 28 | 20 | 28 | 20 | 0 | 0 | 16 | 10 | 48 | 40 | 24 | 0 | 40 | 24 | 20 | 0 | 0 | 0 | 0 | 0 | *356* | $ 50,000.38 |
| EIS End Chapters, Index and Appendices | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Prepare Preliminary Draft | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Meeting with FAA to Review Preliminary Draft | 8 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *40* | $ 6,973.82 |
| Revised Preliminary DEIS/Comment Matrix for FAA Review | 15 | 10 | 10 | 10 | 10 | 0 | 0 | 8 | 5 | 20 | 20 | 8 | 0 | 20 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | *158* | $ 21,513.28 |
| Final Preliminary DEIS / Comment Matrix for FAA Review/Confirmation | 15 | 10 | 10 | 10 | 10 | 0 | 0 | 8 | 5 | 20 | 20 | 8 | 0 | 20 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | *158* | $ 21,513.28 |
| **11.2 Preferred Alt for Agency Concurrence** | 16 | 8 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *52* | $ 8,202.01 |
| Letters for Agency Concurrence | 12 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *32* | $ 4,730.14 |
| Meeting Materials for Agency Concurrence Meeting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Agency Concurrence Meeting Attendance | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *16* | $ 2,699.62 |
| **11.3 Prepare and Distribute DEIS to Public** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Distribution List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Print/Mail hard copies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **11.4 Publish Notice of Availability (NOA)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **Subtotal Hours for Task 11** | **54** | **36** | **20** | **32** | **28** | **0** | **0** | **16** | **10** | **64** | **40** | **24** | **0** | **40** | **24** | **20** | **0** | **0** | **0** | **0** | **0** | **408** | $ 58,202.38 |
| **Task 12: Prepare and Distribute FEIS** | | | | | | | | | | | | | | | | | | | | | | | |
| **12.1 Respond to Comments Received on DEIS** | 24 | 14 | 20 | 14 | 20 | 0 | 0 | 12 | 5 | 29 | 25 | 12 | 0 | 20 | 12 | 15 | 0 | 0 | 4 | 0 | 0 | *226* | $ 31,254.62 |
| Meeting to Review Comments with FAA | 4 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | *20* | $ 3,154.07 |
| Respond to DEIS Comments | 20 | 10 | 20 | 10 | 20 | 0 | 0 | 12 | 5 | 25 | 25 | 12 | 0 | 20 | 12 | 15 | 0 | 0 | 0 | 0 | 0 | *206* | $ 28,100.55 |
| **12.2 Respond to Comments on Prelim Final EA** | 30 | 20 | 30 | 20 | 30 | 0 | 0 | 20 | 10 | 50 | 40 | 20 | 20 | 40 | 24 | 25 | 0 | 0 | 0 | 0 | 0 | *379* | $ 51,984.62 |
| 12.2.1 Respond to FAA Comments/Comment Matrix | 20 | 10 | 20 | 10 | 20 | 0 | 0 | 12 | 5 | 30 | 20 | 12 | 20 | 20 | 12 | 15 | 0 | 0 | 0 | 0 | 0 | *226* | $ 31,365.68 |
| 12.2.2 Respond to FAA Comments/Verification | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 8 | 5 | 20 | 20 | 8 | 0 | 20 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | *153* | $ 20,618.95 |
| **12.3 Formally Submit FEIS to FAA** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **12.4 Formally Submit Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **Subtotal Hours for Task 12** | **54** | **34** | **50** | **34** | **50** | **0** | **0** | **32** | **15** | **79** | **65** | **32** | **20** | **60** | **36** | **40** | **0** | **0** | **4** | **0** | **0** | ***605*** | $ 83,239.24 |
| **Task 13: Public and Agency Involvement** | | | | | | | | | | | | | | | | | | | | | | | |
| **13.1 Agency Meetings** | 31 | 0 | 0 | 35 | 35 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | *123* | $ 17,573.20 |
| Kick-off Workshop/Tour | 8 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | *42* | $ 5,595.80 |
| Coordination Meetings | 23 | 0 | 0 | 25 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *81* | $ 11,977.40 |
| **13.2 Community/Stakeholder Meetings** | 19 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *43* | $ 7,034.21 |
| **13.3 Public Hearings (DEIS Publication)** | 16 | 16 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *58* | $ 9,889.56 |
| Coordination Meetings and Media Walk-Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Meeting Attendance | 13 | 13 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *40* | $ 6,955.91 |
| Materials Preparation | 6 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 4,049.44 |
| Promotion/Marketing of Public Hearing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| **Subtotal Hours for Task 13** | **66** | **16** | **0** | **60** | **35** | **0** | **0** | **0** | **0** | **35** | **0** | **0** | **0** | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **0** | ***347*** | $ 34,496.97 |
| **Task 14: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | | | | | | | | | | | | | |
| **14.1 PIMA Base Deployment and Configuration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 14.1.1 Hybrid Community/Stakeholder Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 14.1.2 Hybrid Public Hearings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 14.1.3 As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |

Estimate

Pinyon

| Work Tasks | Project Manager | Project Manager II | Engineer I | Archeologist/Historian II | Historian | Historian | Administration | Archeologist/Historian II | Scientist II | Scientist I | Scientist | Scientist II | Scientist II | Scientist | GIS Specialist I | Scientist II | Engineer III | Exec Mgmt | Scientist I | Project Assistant | Project Specialist | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | | | | | | | | | |
| | $178.87 | $193.06 | $134.57 | $160.13 | $108.70 | $86.16 | $57.34 | $146.94 | $165.65 | $142.85 | $96.66 | $196.82 | $151.71 | $96.55 | $99.24 | $137.55 | $223.24 | $281.52 | $113.61 | $108.59 | $125.51 | | |
| 14.2 Website Requirements and Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| 14.3 Newsletters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Subtotal Hours for Task 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Task 15: Freedom of Information Act (FOIA) Requests | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| Subtotal Hours for Task 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - |
| *OPTIONAL TASK 1: Sustainability, Resilience, and Envision®* | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 80 | 0 | 0 | *132* | $ 22,495.95 |
| *Subtotal Hours for OPTIONAL TASK 1* | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 80 | 0 | 0 | *132* | $ 22,495.95 |
| Total Hours (No Optional Tasks) | 865 | 288 | 340 | 678 | 686 | 381 | 311 | 432 | 222 | 518 | 690 | 150 | 90 | 795 | 466 | 318 | 19 | 0 | 4 | 30 | 30 | 7,436 | $ 952,443.92 |
| Total Hours (Optional Tasks Only) | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 50 | 20 | 0 | 0 | 20 | 10 | 0 | 0 | 40 | 80 | 0 | 0 | 264 | $ 39,954.20 |
| Total Hours (ALL Tasks) | 889 | 288 | 340 | 678 | 686 | 381 | 311 | 432 | 242 | 568 | 710 | 150 | 90 | 815 | 476 | 318 | 19 | 40 | 84 | 30 | 30 | *7,700* | $ 992,398.12 |

Estimate

Pinyon

| Work Tasks | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|
| | | Mileage Rate | | | | | | | |
| | | $ 0.56 | | | | | | | |
| **Task 1: EIS Plan of Study Refinement** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 1** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 2: Project Management** | | | | | | | | | |
| **2.1 Environmental Project Management Team** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Project Initiation Meeting | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing EPMT Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.2 DEN Planning Meetings for Project Definition** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.3 Contractor Team Coordination** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Subcontractor Management | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Contractor Team Coordination Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.4 EIS Team Collaboration Site** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Office 365 and SharePoint Online Account Setup | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| SharePoint Online Design | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Project Portal Implementation and Configuration | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Training and User Guide | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Support and Maintenance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.5 EIS Project Instructions Manual** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.6 Public and Agency Involvement Plan** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.1 Public Involvement Plan | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.2 Agency Involvement Plan | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| FAA Meeting | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Plan Update | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Agreements | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.7 Administrative File and Administrative Record** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.1 Administrative File | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.2 Administrative Record | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.8 Notice of Intent** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.9 Project Reporting and Invoicing** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Progress Reports, Invoice, DBE Participation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Cost and Schedule Control | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 2** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 3: Government to Government Consultation** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 3** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 4: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | |
| **4.1 Proposed Action** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **4.2 Purpose and Need** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.1 Develop Purpose and Need Statement | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.2 Purpose and Need Technical Report | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.3 Purpose and Need Agency Concurrence Agreement | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.4 Develop Purpose and Need Chapter | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **4.3 Alternatives** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1 Development and Screening of Alternatives | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.1 Development of Conceptual Alternatives | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.2 Screening of Alternatives | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.2 Draft and Final Alternatives Screening Report | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.3 Alternatives to be Carried Forward for Agency Concurrence | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.4 Develop Alternatives Chapter | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 4** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 5: Detailed Fleet Mix Forecast** | | | | | | | | | |
| **5.1 Prepare Fleet Mix Forecasts** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 5** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 6: Scoping** | | | | | | | | | |
| **6.1 EIS Scoping Plan** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to review | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with GCM/GA | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Plan Development and Revisions | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.2 Preparation of Scoping Information and Project Mailing Lists** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Public Notice and Mailing List | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Notification Letters and Scoping Meeting Package | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Social Media Plan | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional Notification Efforts | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.3 Scoping Meetings** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 6.3.1 Public Scoping Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Media Walk Through | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 6.3.2 Agency Scoping Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.4 Scoping Comments** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Comments Database and Update Mailing List | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Issues Summary | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.5 Scoping Report** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 6** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

Estimate

| Pinyon | Expenses per Task | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Work Tasks | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
| | | Mileage Rate | | | | | | | |
| | | $ 0.56 | | | | | | | |
| **Task 7: Cooperating Agencies** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Invitation to Cooperate | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 7** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 8: Preliminary Engineering** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 8** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 9: Affected Environment** | | | | | | | | | |
| **9.1 Study Areas and Analysis Years** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.1 General Study Area | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.2 Analysis Years | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.3 Draft and Final Technical Memorandum | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.2 Data Collection, Base Mapping and GIS Administration** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.3 Existing Conditions Analysis** | 2,000 | $ 1,120.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,870.00 |
| 9.3.1 Air Quality | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Existing Conditions | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.2 Biological Resources (including fish, wildlife and plants) | 1000 | $ 560.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,810.00 |
| Site Visit | 1000 | $ 560.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 2,810.00 |
| AE Chapter/Tech Memo | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.3 Climate | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.5 Farmlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.7 Historical, Architectural, Archeological and Cultural Resources | 1000 | $ 560.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 4,060.00 |
| Class I File Search, Desktop Review, APE and Methodology | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 500.00 |
| Pedestrian Survey and Mapping | 1000 | $ 560.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 3,560.00 |
| Class III Cultural Resources Report | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.8 Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.9 Natural Resources and Energy Supply | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.10 Noise and Compatible Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Assessment Protocol Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Fleet Mix Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Altitude Profiles | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ground run-up activity | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Contours | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Noise Metrics Appendix | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Technical Memorandum | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.12 Visual Effects (including light emissions) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.13 Water Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.14 On-going and Reasonably Foreseeable Projects | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.4 Prepare Affected Environment Annotated Outline** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.5 Prepare Draft Affected Environment Chapter** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 9** | **2,000** | **$ 1,120.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 6,870.00** |
| **Task 10: Environmental Consequences** | | | | | | | | | |
| **10.1 Conduct Environmental Impact Analysis** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.1 Air Quality | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Coordination | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Data Collection | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Operational Emissions Inventories Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Constuction Emissions Inventories Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| General Conformity Rule Applicability Analysis | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Formal Conformity Determination* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.2 Biological Resources (including fish, wildlife and plants) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.3 Climate | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.4 Department of Transportation Act: Section 4(f) /6(f) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.5 Farmlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Section 106 Effects Analysis | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EC Chapter | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.8 Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.9 Natural Resources and Energy Supply | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.10 Noise and Compatible Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Estimate

| Pinyon | Expenses per Task | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Work Tasks | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
| | | Mileage Rate | | | | | | | |
| | | $ 0.56 | | | | | | | |
| Runway and Track Use/Validation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.12 Visual Effects (including light emissions) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.13 Water Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.14 Non-Impacted Categories | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.2 Prepare Environmental Consequences Annotated Outline** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.3 Prepare Draft Environmental Consequences Chapter** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 10 (No Optional Tasks)** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 11: Prepare and Distribute DEIS** | | 0 | | | | | | | |
| **11.1 Preliminary DEIS to FAA** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EIS End Chapters, Index and Appendices | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare Preliminary Draft | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to Review Preliminary Draft | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Revised Preliminary DEIS/Comment Matrix for FAA Review | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Final Preliminary DEIS / Comment Matrix for FAA Review/Confirmation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.2 Preferred Alt for Agency Concurrence** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Letters for Agency Concurrence | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Materials for Agency Concurrence Meeting | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.3 Prepare and Distribute DEIS to Public** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Distribution List | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Print/Mail hard copies | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.4 Publish Notice of Availability (NOA)** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 11** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 12: Prepare and Distribute FEIS** | | 0 | | | | | | | |
| **12.1 Respond to Comments Received on DEIS** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting to Review Comments with FAA | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Respond to DEIS Comments | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.2 Respond to Comments on Prelim Final EA** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.1 Respond to FAA Comments/Comment Matrix | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.2 Respond to FAA Comments/Verification | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.3 Formally Submit FEIS to FAA** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.4 Formally Submit Administrative Record** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 12** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 13: Public and Agency Involvement** | | 0 | | | | | | | |
| **13.1 Agency Meetings** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Kick-off Workshop/Tour | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.2 Community/Stakeholder Meetings** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.3 Public Hearings (DEIS Publication)** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings and Media Walk-Thru | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Promotion/Marketing of Public Hearing | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 13** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 14: Public Involvement Management Application (PIMA) and Website** | | 0 | | | | | | | |
| **14.1 PIMA Base Deployment and Configuration** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.1 Hybrid Community/Stakeholder Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.2 Hybrid Public Hearings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.3 As-Needed Support and Maintenance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **14.2 Website Requirements and Design** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **14.3 Newsletters** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 14** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 15: Freedom of Information Act (FOIA) Requests** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 15** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| ***OPTIONAL TASK 1: Sustainability, Resilience, and Envision®*** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| ***Subtotal Hours for OPTIONAL TASK 1*** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Total Hours (No Optional Tasks)** | 2,000 | $ 1,120.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,870.00 |
| **Total Hours (Optional Tasks Only)** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Total Hours (ALL Tasks)** | 2,000 | $ 1,120.00 | $ - | $ - | $ - | $ - | $ - | $ - | $ 6,870.00 |

Estimate

DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF

# CMT

## * AVERAGE HOURLY RATES

| Classification | Loaded Hourly Rate | | Man Hours | | Extension |
|---|---|---|---|---|---|
| Senior AQ Scientist | $ 168.72 | x | 1,942 | = | $ 327,650.89 |
| Project Env. Scientist | $246.45 | x | 432 | = | $ 106,467.66 |
| Air Quality Scientist | $ 141.80 | x | 1,128 | = | $ 159,953.24 |
| Air Quality Scientist | $ 131.75 | x | 1,446 | = | $ 190,514.96 |
| Eng. Technician | $ 72.80 | x | 120 | = | $ 8,735.75 |
| Env. Scientist | $ 136.49 | x | 48 | = | $ 6,551.61 |
| Env. Scientist | $ 112.98 | x | 56 | = | $ 6,327.14 |
| 0 | $ - | x | 0 | = | $ - |
| 0 | $ - | x | 0 | = | $ - |
| 0 | $ - | x | 0 | = | $ - |
| 0 | $ - | x | 0 | = | $ - |
| 0 | $ - | x | 0 | = | $ - |
| 0 | $ - | x | 0 | = | $ - |
| 0 | $ - | x | 0 | = | $ - |
| 0 | $ - | x | 0 | = | $ - |

Total Man Hours = 5,172

Total Extension $ = $806,201.25

*Average Hourly Rate = Extension Divided by Total Man Hours = 155.878

Enter on Line 1, Page 1, of this Form

Estimate

**CMT**

| Work Tasks | Senior AQ Scientist - Paola Pringle | Project Env. Scientist - Carrol Fowler | Air Quality Scientist - Robbie Gross | Air Quality Scientist - Justin Godin | Eng. Technician - Evan Howard | Env. Scientist - Lindsay Baumaister | Env. Scientist - Ryan Gaharty | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Mileage Rate | | | | | | | |
| | $168.72 | $246.45 | $141.80 | $131.75 | $72.80 | $136.49 | $112.98 | | | | $ 0.56 | | | | | | | |
| **Task 1: EIS Plan of Study Refinement** | 4 | 2 | 0 | 0 | 0 | 0 | 0 | *6* | $ 1,167.78 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 1** | **4** | **2** | **0** | **0** | **0** | **0** | **0** | *6* | $ 1,167.78 | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | | |
| **2.1 Environmental Project Management Team** | 36 | 36 | 8 | 0 | 0 | 0 | 0 | *80* | $ 16,080.58 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Project Initiation Meeting | 4 | 4 | 0 | 0 | 0 | 0 | 0 | *8* | $ 1,660.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing EPMT Meetings | 32 | 32 | 8 | 0 | 0 | 0 | 0 | *72* | $ 14,419.90 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.2 DEN Planning Meetings for Project Definition** | 12 | 0 | 0 | 0 | 0 | 0 | 0 | *12* | $ 2,024.62 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.3 Contractor Team Coordination** | 48 | 48 | 16 | 16 | 16 | 0 | 0 | *144* | $ 25,469.87 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Subcontractor Management | 8 | 8 | 0 | 0 | 0 | 0 | 0 | *16* | $ 3,321.37 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Contractor Team Coordination Meetings | 40 | 40 | 16 | 16 | 16 | 0 | 0 | *128* | $ 22,148.50 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.4 EIS Team Collaboration Site** | 4 | 0 | 0 | 0 | 0 | 0 | 0 | *4* | $ 674.87 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Office 365 and SharePoint Online Account Setup | 2 | 0 | 0 | 0 | 0 | 0 | 0 | *2* | $ 337.44 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| SharePoint Online Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Project Portal Implementation and Configuration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Training and User Guide | 2 | 0 | 0 | 0 | 0 | 0 | 0 | *2* | $ 337.44 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.5 EIS Project Instructions Manual** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.6 Public and Agency Involvement Plan** | 24 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 4,049.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.1 Public Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.2 Agency Involvement Plan | 24 | 0 | 0 | 0 | 0 | 0 | 0 | *24* | $ 4,049.24 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| FAA Meeting | 8 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 1,349.75 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Plan Update | 8 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 1,349.75 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Agreements | 8 | 0 | 0 | 0 | 0 | 0 | 0 | *8* | $ 1,349.75 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.7 Administrative File and Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.1 Administrative File | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.2 Administrative Record | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.8 Notice of Intent** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.9 Project Reporting and Invoicing** | 56 | 8 | 0 | 0 | 0 | 0 | 0 | *64* | $ 11,419.85 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Progress Reports, Invoice, DBE Participation | 16 | 4 | 0 | 0 | 0 | 0 | 0 | *20* | $ 3,685.30 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Cost and Schedule Control | 40 | 4 | 0 | 0 | 0 | 0 | 0 | *44* | $ 7,734.54 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 2** | **180** | **92** | **24** | **16** | **16** | **0** | **0** | ***328*** | $ 59,719.03 | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Task 3: Government to Government Consultation** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Task 4: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | | |
| **4.1 Proposed Action** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **4.2 Purpose and Need** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.1 Develop Purpose and Need Statement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.2 Purpose and Need Technical Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.3 Purpose and Need Agency Concurrence Agreement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.4 Develop Purpose and Need Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **4.3 Alternatives** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1 Development and Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.1 Development of Conceptual Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.2 Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.2 Draft and Final Alternatives Screening Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.3 Alternatives to be Carried Forward for Agency Concurrence | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.4 Develop Alternatives Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Task 5: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | | |
| **5.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Task 6: Scoping** | | | | | | | | | | | | | | | | | | |
| **6.1 EIS Scoping Plan** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to review | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with GCM/GA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Plan Development and Revisions | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.2 Preparation of Scoping Information and Project Mailing Lists** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Public Notice and Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Estimate

CMT

| Work Tasks | Senior AQ Scientist - Paola Pringle | Project Env. Scientist - Carrol Fowler | Air Quality Scientist - Robbie Gross | Air Quality Scientist - Justin Godin | Eng. Technician - Evan Howard | Env. Scientist - Lindsay Baumaister | Env. Scientist - Ryan Gaharty | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | $168.72 | $246.45 | $141.80 | $131.75 | $72.80 | $136.49 | $112.98 | | |
| Notification Letters and Scoping Meeting Package | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Draft and Final Social Media Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Additional Notification Efforts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **6.3 Scoping Meetings** | 94 | 8 | 0 | 0 | 0 | 0 | 0 | 102 | $ 17,831.14 |
| 6.3.1 Public Scoping Meetings | 82 | 2 | 0 | 0 | 0 | 0 | 0 | 84 | $ 14,327.80 |
| Coordination Meetings | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | $ 1,687.18 |
| Media Walk Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Meeting Attendance | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | $ 10,123.10 |
| Materials Preparation | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 | $ 2,517.53 |
| 6.3.2 Agency Scoping Meetings | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 18 | $ 3,503.34 |
| Meeting Attendance | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,335.56 |
| Materials Preparation | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | $ 1,167.78 |
| **6.4 Scoping Comments** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Scoping Comments Database and Update Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Scoping Issues Summary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **6.5 Scoping Report** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 6** | **94** | **8** | **0** | **0** | **0** | **0** | **0** | **102** | $ 17,831.14 |
| **Task 7: Cooperating Agencies** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Invitation to Cooperate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - |
| **Task 8: Preliminary Engineering** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **Subtotal Hours for Task 8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - |
| **Task 9: Affected Environment** | | | | | | | | | |
| **9.1 Study Areas and Analysis Years** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | $ 337.44 |
| 9.1.1 General Study Area | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.1.2 Analysis Years | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.1.3 Draft and Final Technical Memorandum | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | $ 337.44 |
| **9.2 Data Collection, Base Mapping and GIS Administration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| **9.3 Existing Conditions Analysis** | 100 | 8 | 66 | 18 | 8 | 0 | 0 | 200 | $ 31,156.36 |
| 9.3.1 Air Quality | 60 | 6 | 46 | 10 | 4 | 0 | 0 | 126 | $ 19,733.45 |
| Air Quality Assessment Protocol | 40 | 4 | 6 | 2 | 0 | 0 | 0 | 52 | $ 8,848.86 |
| Existing Conditions | 20 | 2 | 40 | 8 | 4 | 0 | 0 | 74 | $ 10,884.59 |
| 9.3.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Site Visit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.3 Climate | 40 | 2 | 20 | 8 | 4 | 0 | 0 | 74 | $ 11,422.90 |
| 9.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Class I File Search, Desktop Review, APE and Methodology | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Pedestrian Survey and Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Class III Cultural Resources Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Noise Assessment Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Fleet Mix Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Runway and Track Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Altitude Profiles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Ground run-up activity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Noise Contours | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Draft and Final Noise Metrics Appendix | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 9.3.13 Water Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |

Expenses per Task

| Work Tasks | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|
| | | Mileage Rate | | | | | | | |
| | | $ 0.56 | | | | | | | |
| Notification Letters and Scoping Meeting Package | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Social Media Plan | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional Notification Efforts | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.3 Scoping Meetings** | 120 | $ 67.20 | $ 1,904.00 | $ - | $ - | $ - | $ - | $ - | $ 1,971.20 |
| 6.3.1 Public Scoping Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Media Walk Through | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 6.3.2 Agency Scoping Meetings | 120 | $ 67.20 | $ 1,904.00 | $ - | $ - | $ - | $ - | $ - | $ 1,971.20 |
| Meeting Attendance | 120 | $ 67.20 | $ 1,904.00 | $ - | $ - | $ - | $ - | $ - | $ 1,971.20 |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.4 Scoping Comments** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Comments Database and Update Mailing List | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Issues Summary | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.5 Scoping Report** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 6** | **120** | $ 67.20 | **$ 1,904.00** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 1,971.20** |
| **Task 7: Cooperating Agencies** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Invitation to Cooperate | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 7** | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 8: Preliminary Engineering** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 8** | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 9: Affected Environment** | | | | | | | | | |
| **9.1 Study Areas and Analysis Years** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.1 General Study Area | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.2 Analysis Years | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.3 Draft and Final Technical Memorandum | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.2 Data Collection, Base Mapping and GIS Administration** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.3 Existing Conditions Analysis** | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.1 Air Quality | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Existing Conditions | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.2 Biological Resources (including fish, wildlife and plants) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Site Visit | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.3 Climate | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.5 Farmlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class I File Search, Desktop Review, APE and Methodology | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Pedestrian Survey and Mapping | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class III Cultural Resources Report | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.8 Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.9 Natural Resources and Energy Supply | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.10 Noise and Compatible Land Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Assessment Protocol Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Fleet Mix Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Altitude Profiles | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ground run-up activity | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Contours | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Noise Metrics Appendix | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Technical Memorandum | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.12 Visual Effects (including light emissions) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.13 Water Resources | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Estimate

CMT

| Work Tasks | Senior AQ Scientist - Paola Pringle | Project Env. Scientist - Carrol Fowler | Air Quality Scientist - Robbie Gross | Air Quality Scientist - Justin Godin | Eng. Technician - Evan Howard | Env. Scientist - Lindsay Baumaister | Env. Scientist - Ryan Gaharty | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | Mileage Rate | | | | | | | |
| | $168.72 | $246.45 | $141.80 | $131.75 | $72.80 | $136.49 | $112.98 | | | | $ 0.56 | | | | | | | |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.14 On-going and Reasonably Foreseeable Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.4 Prepare Affected Environment Annotated Outline** | 16 | 2 | 4 | 0 | 0 | 0 | 0 | 22 | $ 3,759.61 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.5 Prepare Draft Affected Environment Chapter** | 40 | 8 | 20 | 8 | 8 | 0 | 8 | 92 | $ 14,096.69 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 9** | **158** | **18** | **90** | **26** | **16** | **0** | **8** | **316** | $ 49,350.09 | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 10: Environmental Consequences** | | | | | | | | | | | | | | | | | | |
| **10.1 Conduct Environmental Impact Analysis** | 520 | 30 | 440 | 50 | 52 | 0 | 0 | 1092 | $ 167,893.34 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.1 Air Quality | 400 | 24 | 416 | 30 | 42 | 0 | 0 | 912 | $ 139,402.13 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Coordination | 40 | 6 | 10 | 0 | 0 | 0 | 0 | 56 | $ 9,645.47 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Data Collection | 50 | 0 | 20 | 0 | 0 | 0 | 0 | 70 | $ 11,271.96 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Operational Emissions Inventories Preparation | 100 | 16 | 280 | 30 | 10 | 0 | 0 | 436 | $ 65,200.35 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Constuction Emissions Inventories Preparation | 200 | 0 | 100 | 0 | 32 | 0 | 0 | 332 | $ 50,253.44 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| General Conformity Rule Applicability Analysis | 10 | 2 | 6 | 0 | 0 | 0 | 0 | 18 | $ 3,030.90 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 100 | 6 | 224 | 0 | 20 | 0 | 0 | 350 | $ 51,570.27 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | 20 | 0 | 44 | 0 | 0 | 0 | 0 | 64 | $ 9,613.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 100 | 50 | 50 | 1250 | 0 | 0 | 0 | 1450 | $ 200,975.96 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 80,000.00 |
| *OPTIONAL TASK: Formal Conformity Determination* | 120 | 120 | 50 | 0 | 0 | 0 | 0 | 290 | $ 56,910.67 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Air Quality Deliverables* | 100 | 20 | 60 | 24 | 8 | 24 | 24 | 260 | $ 40,040.93 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.3 Climate | 120 | 6 | 24 | 20 | 10 | 0 | 0 | 180 | $ 28,491.21 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.4 Department of Transportation Act: Section 4(f) /6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Section 106 Effects Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EC Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use/Validation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.13 Water Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.14 Non-Impacted Categories | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.2 Prepare Environmental Consequences Annotated Outline** | 50 | 6 | 10 | 0 | 0 | 0 | 0 | 66 | $ 11,332.66 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.3 Prepare Draft Environmental Consequences Chapter** | 300 | 50 | 80 | 24 | 8 | 24 | 24 | 510 | $ 84,014.22 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 10 (No Optional Tasks)** | **870** | **86** | **530** | **74** | **60** | **24** | **24** | **1668** | $ 263,240.22 | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 11: Prepare and Distribute DEIS** | | | | | | | | | | | 0 | | | | | | | |
| **11.1 Preliminary DEIS to FAA** | 56 | 20 | 36 | 36 | 0 | 0 | 0 | 148 | $ 24,225.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EIS End Chapters, Index and Appendices | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare Preliminary Draft | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to Review Preliminary Draft | 8 | 4 | 4 | 4 | 0 | 0 | 0 | 20 | $ 3,429.78 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Revised Preliminary DEIS/Comment Matrix for FAA Review | 32 | 8 | 16 | 16 | 0 | 0 | 0 | 72 | $ 11,747.50 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Final Preliminary DEIS / Comment Matrix for FAA Review/Confirmation | 16 | 8 | 16 | 16 | 0 | 0 | 0 | 56 | $ 9,048.01 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.2 Preferred Alt for Agency Concurrence** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Letters for Agency Concurrence | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Materials for Agency Concurrence Meeting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.3 Prepare and Distribute DEIS to Public** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Distribution List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Print/Mail hard copies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Estimate

CMT

| Work Tasks | Senior AQ Scientist - Paola Pringle | Project Env. Scientist - Carrol Fowler | Air Quality Scientist - Robbie Gross | Air Quality Scientist - Justin Godin | Eng. Technician - Evan Howard | Env. Scientist - Lindsay Baumaister | Env. Scientist - Ryan Gaharty | Phase Total Hours | COST |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | |
| | $168.72 | $246.45 | $141.80 | $131.75 | $72.80 | $136.49 | $112.98 | | |
| 11.4 Publish Notice of Availability (NOA) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Subtotal Hours for Task 11 | 56 | 20 | 36 | 36 | 0 | 0 | 0 | 148 | $ 24,225.28 |
| Task 12: Prepare and Distribute FEIS | | | | | | | | | |
| 12.1 Respond to Comments Received on DEIS | 32 | 6 | 16 | 16 | 0 | 0 | 0 | 70 | $ 11,254.59 |
| Meeting to Review Comments with FAA | 8 | 2 | 8 | 8 | 0 | 0 | 0 | 26 | $ 4,031.10 |
| Respond to DEIS Comments | 24 | 4 | 8 | 8 | 0 | 0 | 0 | 44 | $ 7,223.50 |
| 12.2 Respond to Comments on Prelim Final EA | 12 | 4 | 4 | 4 | 0 | 0 | 0 | 24 | $ 4,104.65 |
| 12.2.1 Respond to FAA Comments/Comment Matrix | 6 | 2 | 2 | 2 | 0 | 0 | 0 | 12 | $ 2,052.33 |
| 12.2.2 Respond to FAA Comments/Verification | 6 | 2 | 2 | 2 | 0 | 0 | 0 | 12 | $ 2,052.33 |
| 12.3 Formally Submit FEIS to FAA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 12.4 Formally Submit Administrative Record | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Subtotal Hours for Task 12 | 44 | 10 | 20 | 20 | 0 | 0 | 0 | 94 | $ 15,359.25 |
| Task 13: Public and Agency Involvement | | | | | | | | | |
| 13.1 Agency Meetings | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | $ 6,073.86 |
| Kick-off Workshop/Tour | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | $ 4,049.24 |
| Coordination Meetings | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | $ 2,024.62 |
| 13.2 Community/Stakeholder Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 13.3 Public Hearings (DEIS Publication) | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | $ 10,123.10 |
| Coordination Meetings and Media Walk-Thru | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Meeting Attendance | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | $ 6,748.73 |
| Materials Preparation | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | $ 3,374.37 |
| Promotion/Marketing of Public Hearing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Subtotal Hours for Task 13 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 132 | $ 16,196.95 |
| Task 14: Public Involvement Management Application (PIMA) and Website | | | | | | | | | |
| 14.1 PIMA Base Deployment and Configuration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 14.1.1 Hybrid Community/Stakeholder Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 14.1.2 Hybrid Public Hearings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 14.1.3 As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 14.2 Website Requirements and Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| 14.3 Newsletters | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Subtotal Hours for Task 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Task 15: Freedom of Information Act (FOIA) Requests | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Subtotal Hours for Task 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *OPTIONAL TASK 1: Sustainability, Resilience, and Envision®* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| *Subtotal Hours for OPTIONAL TASK 1* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - |
| Total Hours (No Optional Tasks) | 1,502 | 236 | 700 | 172 | 92 | 24 | 32 | 2,794 | $ 447,089.75 |
| Total Hours (Optional Tasks Only) | 440 | 196 | 428 | 1,274 | 28 | 24 | 24 | 2,414 | $ 359,111.50 |
| Total Hours (ALL Tasks) | 1,942 | 432 | 1,128 | 1,446 | 120 | 48 | 56 | 5,208 | $ 806,201.25 |

Expenses per Task

| Work Tasks | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|
| | | Mileage Rate | | | | | | | |
| | | $ 0.56 | | | | | | | |
| 11.4 Publish Notice of Availability (NOA) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Subtotal Hours for Task 11 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Task 12: Prepare and Distribute FEIS | | 0 | | | | | | | |
| 12.1 Respond to Comments Received on DEIS | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting to Review Comments with FAA | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Respond to DEIS Comments | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2 Respond to Comments on Prelim Final EA | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.1 Respond to FAA Comments/Comment Matrix | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.2 Respond to FAA Comments/Verification | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.3 Formally Submit FEIS to FAA | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.4 Formally Submit Administrative Record | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Subtotal Hours for Task 12 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Task 13: Public and Agency Involvement | | 0 | | | | | | | |
| 13.1 Agency Meetings | 80 | $ 44.80 | $ 1,552.00 | $ - | $ - | $ - | $ - | $ - | $ 1,596.80 |
| Kick-off Workshop/Tour | 80 | $ 44.80 | $ 1,552.00 | $ - | $ - | $ - | $ - | $ - | $ 1,596.80 |
| Coordination Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 13.2 Community/Stakeholder Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 13.3 Public Hearings (DEIS Publication) | 200 | $ 112.00 | $ 2,380.00 | $ - | $ - | $ - | $ - | $ - | $ 2,492.00 |
| Coordination Meetings and Media Walk-Thru | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 200 | $ 112.00 | $ 2,380.00 | $ - | $ - | $ - | $ - | $ - | $ 2,492.00 |
| Materials Preparation | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Promotion/Marketing of Public Hearing | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Subtotal Hours for Task 13 | 280 | $ 156.80 | $ 3,932.00 | $ - | $ - | $ - | $ - | $ - | $ 4,088.80 |
| Task 14: Public Involvement Management Application (PIMA) and Website | | 0 | | | | | | | |
| 14.1 PIMA Base Deployment and Configuration | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.1 Hybrid Community/Stakeholder Meetings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.2 Hybrid Public Hearings | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.3 As-Needed Support and Maintenance | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.2 Website Requirements and Design | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.3 Newsletters | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Subtotal Hours for Task 14 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Task 15: Freedom of Information Act (FOIA) Requests | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Subtotal Hours for Task 15 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK 1: Sustainability, Resilience, and Envision®* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *Subtotal Hours for OPTIONAL TASK 1* | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Total Hours (No Optional Tasks) | 400 | $ 224.00 | $ 5,836.00 | $ - | $ - | $ - | $ - | $ - | $ 6,060.00 |
| Total Hours (Optional Tasks Only) | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 80,000.00 |
| Total Hours (ALL Tasks) | 400 | $ 224.00 | $ 5,836.00 | $ - | $ - | $ - | $ - | $ - | $ 86,060.00 |

Estimate

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| | TRAVEL EXPENSES- CMT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Task | Name | No. of Trips | Airfare | Hotel (PER TRIP) | | Meal (CCD per diem) (PER TRIP) | | Airport Parking | | Rental Car (PER TRIP) | TOTAL | Notes |
| | | | | nights | $/night | days | $/day | days | $/day | | | |
| | | | | | | | | | | | $ - | |
| **Example** | | | | | | | | | | | $ - | |
| Kick-off/Workshop Meeting | Paola Pringle | 1 | $ 800.00 | 2 | $ 200.00 | 2 | $ 76.00 | 2 | $ - | $ 200.00 | $ 1,552.00 | Assume 25 miles to/from hotel + 15 miles/day = 40 miles/day x 2 days=80 |
| Scoping Meeting | Paola Pringle | 1 | $ 800.00 | 3 | $ 200.00 | 4 | $ 76.00 | 4 | $ - | $ 200.00 | $ 1,904.00 | 40x3 days = 120 miles |
| Public Hearing | Paola Pringle | 1 | $ 800.00 | 5 | $ 200.00 | 5 | $ 76.00 | 5 | $ - | $ 200.00 | $ 2,380.00 | 40x5 days = 200 miles |
| **AQ Dispersion Modeling (Cloud Services)** | | | | | | | | | | | $ 80,000.00 | |
| | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | $ - | |
| | | | | | | | | | | | **$ 85,836.00** | |

Estimate

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# EES

* AVERAGE HOURLY RATES

| | Classification | Loaded Hourly Rate | | Man Hours | | Extension | percent |
|---|---|---|---|---|---|---|---|
| a | President | $ 345.21 | x | 6 | = | $ 2,071.26 | 0.8% |
| b | Principal | $ 291.43 | x | 137 | = | $ 39,925.91 | 19.2% |
| c | Sr. Engineer IV | $ 132.90 | x | 418 | = | $ 55,552.20 | 58.6% |
| d | Engineer II | $ 96.31 | x | 97 | = | $ 9,342.07 | 13.6% |
| e | Designer | $ 88.05 | x | 15 | = | $ 1,320.75 | 2.1% |
| f | Sr. Admin Support | $ 162.73 | x | 40 | = | $ 6,509.20 | 5.6% |
| g | Role | $ - | x | 0 | = | $ - | 0.0% |
| h | Role | $ - | x | 0 | = | $ - | 0.0% |
| i | Role | $ - | x | 0 | = | $ - | 0.0% |
| j | Role | $ - | x | 0 | = | $ - | 0.0% |
| k | Role | $ - | x | 0 | = | $ - | 0.0% |
| l | Role | $ - | x | 0 | = | $ - | 0.0% |
| m | Role | $ - | x | 0 | = | $ - | 0.0% |
| n | Role | $ - | x | 0 | = | $ - | 0.0% |
| o | Role | $ - | x | 0 | = | $ - | 0.0% |

Total Man Hours = 713

Total Extension $ = $114,721.39

*Average Hourly Rate = Extension Divided by Total Man Hours = 160.9

Estimate

**EES**

| Work Tasks | President | Principal | Sr. Engineer IV | Engineer II | Designer | Sr. Admin Support | Phase Total Hours | COST | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Mileage Rate | | | | | | | |
| | $345.21 | $291.43 | $132.90 | $96.31 | $88.05 | $162.73 | | | | $ 0.56 | | | | | | | |
| **Task 1: EIS Plan of Study Refinement** | 2 | 2 | 0 | 0 | 0 | 0 | *4* | $ 1,273.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 1** | **2** | **2** | **0** | **0** | **0** | **0** | ***4*** | $ 1,273.28 | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | |
| **2.1 Environmental Project Management Team** | 2 | 6 | 10 | 0 | 0 | 0 | *18* | $ 3,768.00 | 60 | $ 33.60 | $ - | $ - | $ - | $ - | $ - | $ - | $ 33.60 |
| Project Initiation Meeting | 2 | 2 | 2 | 0 | 0 | 0 | *6* | $ 1,539.08 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing EPMT Meetings | 0 | 4 | 8 | 0 | 0 | 0 | *12* | $ 2,228.92 | 60 | $ 33.60 | $ - | $ - | $ - | $ - | $ - | $ - | $ 33.60 |
| **2.2 DEN Planning Meetings for Project Definition** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.3 Contractor Team Coordination** | 0 | 30 | 80 | 20 | 0 | 0 | *130* | $ 21,301.10 | 180 | $ 100.80 | $ - | $ - | $ - | $ - | $ - | $ - | $ 100.80 |
| Ongoing Subcontractor Management | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Contractor Team Coordination Meetings | 0 | 30 | 80 | 20 | 0 | 0 | *130* | $ 21,301.10 | 180 | $ 100.80 | $ - | $ - | $ - | $ - | $ - | $ - | $ 100.80 |
| **2.4 EIS Team Collaboration Site** | 2 | 2 | 2 | 2 | 0 | 0 | *8* | $ 1,731.70 | 20 | $ 11.20 | $ - | $ - | $ - | $ - | $ - | $ - | $ 11.20 |
| Office 365 and SharePoint Online Account Setup | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| SharePoint Online Design | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Project Portal Implementation and Configuration | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Training and User Guide | 2 | 2 | 2 | 2 | 0 | 0 | *8* | $ 1,731.70 | 20 | $ 11.20 | $ - | $ - | $ - | $ - | $ - | $ - | $ 11.20 |
| Ongoing Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.5 EIS Project Instructions Manual** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.6 Public and Agency Involvement Plan** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.1 Public Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.2 Agency Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| FAA Meeting | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Plan Update | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Agreements | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.7 Administrative File and Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.1 Administrative File | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.2 Administrative Record | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.8 Notice of Intent** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.9 Project Reporting and Invoicing** | 0 | 0 | 10 | 0 | 0 | 40 | *50* | $ 7,838.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Progress Reports, Invoice, DBE Participation | 0 | 0 | 10 | 0 | 0 | 40 | *50* | $ 7,838.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Cost and Schedule Control | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 2** | **4** | **38** | **102** | **22** | **0** | **40** | ***206*** | $ 34,639.00 | **260** | $ 145.60 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ 145.60** |
| **Task 3: Government to Government Consultation** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 3** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 4: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | |
| **4.1 Proposed Action** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **4.2 Purpose and Need** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.1 Develop Purpose and Need Statement | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.2 Purpose and Need Technical Report | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.3 Purpose and Need Agency Concurrence Agreement | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.4 Develop Purpose and Need Chapter | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **4.3 Alternatives** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1 Development and Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.1 Development of Conceptual Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.2 Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.2 Draft and Final Alternatives Screening Report | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.3 Alternatives to be Carried Forward for Agency Concurrence | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.4 Develop Alternatives Chapter | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 4** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 5: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | |
| **5.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 5** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 6: Scoping** | | | | | | | | | | | | | | | | | |
| **6.1 EIS Scoping Plan** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to review | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Estimate

**EES**

| Work Tasks | President | Principal | Sr. Engineer IV | Engineer II | Designer | Sr. Admin Support | Phase Total Hours | COST | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Mileage Rate | | | | | | | |
| | $345.21 | $291.43 | $132.90 | $96.31 | $88.05 | $162.73 | | | | $ 0.56 | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Meeting with GCM/GA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Plan Development and Revisions | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.2 Preparation of Scoping Information and Project Mailing Lists** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Public Notice and Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Notification Letters and Scoping Meeting Package | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Social Media Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional Notification Efforts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.3 Scoping Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 6.3.1 Public Scoping Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Media Walk Through | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 6.3.2 Agency Scoping Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.4 Scoping Comments** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Comments Database and Update Mailing List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Issues Summary | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.5 Scoping Report** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 7: Cooperating Agencies** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Invitation to Cooperate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 8: Preliminary Engineering** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **$ -** | **0** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 9: Affected Environment** | | | | | | | | | | | | | | | | | |
| **9.1 Study Areas and Analysis Years** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.1 General Study Area | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.2 Analysis Years | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.3 Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.2 Data Collection, Base Mapping and GIS Administration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.3 Existing Conditions Analysis** | 0 | 20 | 60 | 10 | 0 | 0 | 90 | $ 14,765.70 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Existing Conditions | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Site Visit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class I File Search, Desktop Review, APE and Methodology | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Pedestrian Survey and Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class III Cultural Resources Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Assessment Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Fleet Mix Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Expenses per Task

Estimate

**EES**

| Work Tasks | President | Principal | Sr. Engineer IV | Engineer II | Designer | Sr. Admin Support | Phase Total Hours | COST | Expenses per Task: Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Mileage Rate | | | | | | | |
| | $345.21 | $291.43 | $132.90 | $96.31 | $88.05 | $162.73 | | | | $ 0.56 | | | | | | | |
| Altitude Profiles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ground run-up activity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Contours | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Noise Metrics Appendix | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.13 Water Resources | 0 | 20 | 60 | 10 | 0 | 0 | 90 | $ 14,765.70 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 20 | 60 | 10 | 0 | 0 | 90 | $ 14,765.70 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.14 On-going and Reasonably Foreseeable Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.4 Prepare Affected Environment Annotated Outline** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.5 Prepare Draft Affected Environment Chapter** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 9** | **0** | **20** | **60** | **10** | **0** | **0** | **90** | $ 14,765.70 | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 10: Environmental Consequences** | | | | | | | | | | | | | | | | | |
| **10.1 Conduct Environmental Impact Analysis** | 0 | 40 | 140 | 40 | 15 | 0 | 235 | $ 35,436.35 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Coordination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Data Collection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Operational Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Constuction Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| General Conformity Rule Applicability Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Formal Conformity Determination* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.4 Department of Transportation Act: Section 4(f) /6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Section 106 Effects Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EC Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use/Validation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.13 Water Resources | 0 | 40 | 140 | 40 | 15 | 0 | 235 | $ 35,436.35 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 40 | 140 | 40 | 15 | 0 | 235 | $ 35,436.35 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.14 Non-Impacted Categories | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.2 Prepare Environmental Consequences Annotated Outline** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.3 Prepare Draft Environmental Consequences Chapter** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 10 (No Optional Tasks)** | **0** | **40** | **140** | **40** | **15** | **0** | **235** | $ 35,436.35 | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

Estimate

**EES**

| Work Tasks | President | Principal | Sr. Engineer IV | Engineer II | Designer | Sr. Admin Support | Phase Total Hours | COST | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Mileage Rate | | | | | | | |
| | $345.21 | $291.43 | $132.90 | $96.31 | $88.05 | $162.73 | | | | $ 0.56 | | | | | | | |
| **Task 11: Prepare and Distribute DEIS** | | | | | | | | | | 0 | | | | | | | |
| **11.1 Preliminary DEIS to FAA** | 0 | 19 | 62 | 15 | 0 | 0 | *96* | $ 15,221.62 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EIS End Chapters, Index and Appendices | 0 | 2 | 10 | 10 | 0 | 0 | *22* | $ 2,874.96 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare Preliminary Draft | 0 | 15 | 50 | 5 | 0 | 0 | *70* | $ 11,498.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to Review Preliminary Draft | 0 | 2 | 2 | 0 | 0 | 0 | *4* | $ 848.66 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Revised Preliminary DEIS/Comment Matrix for FAA Review | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Final Preliminary DEIS / Comment Matrix for FAA Review/Confirmation | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.2 Preferred Alt for Agency Concurrence** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Letters for Agency Concurrence | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Materials for Agency Concurrence Meeting | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.3 Prepare and Distribute DEIS to Public** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Distribution List | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Print/Mail hard copies | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.4 Publish Notice of Availability (NOA)** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 11** | **0** | **19** | **62** | **15** | **0** | **0** | **96** | $ 15,221.62 | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Task 12: Prepare and Distribute FEIS** | | | | | | | | | | 0 | | | | | | | |
| **12.1 Respond to Comments Received on DEIS** | 0 | 7 | 22 | 5 | 0 | 0 | *34* | $ 5,445.36 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting to Review Comments with FAA | 0 | 2 | 2 | 0 | 0 | 0 | *4* | $ 848.66 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Respond to DEIS Comments | 0 | 5 | 20 | 5 | 0 | 0 | *30* | $ 4,596.70 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.2 Respond to Comments on Prelim Final EA** | 0 | 5 | 20 | 5 | 0 | 0 | *30* | $ 4,596.70 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.1 Respond to FAA Comments/Comment Matrix | 0 | 5 | 20 | 5 | 0 | 0 | *30* | $ 4,596.70 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.2 Respond to FAA Comments/Verification | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.3 Formally Submit FEIS to FAA** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.4 Formally Submit Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 12** | **0** | **12** | **42** | **10** | **0** | **0** | ***64*** | $ 10,042.06 | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Task 13: Public and Agency Involvement** | | | | | | | | | | 0 | | | | | | | |
| **13.1 Agency Meetings** | 0 | 6 | 12 | 0 | 0 | 0 | *18* | $ 3,343.38 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Kick-off Workshop/Tour | 0 | 2 | 2 | 0 | 0 | 0 | *4* | $ 848.66 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings | 0 | 4 | 10 | 0 | 0 | 0 | *14* | $ 2,494.72 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.2 Community/Stakeholder Meetings** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.3 Public Hearings (DEIS Publication)** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings and Media Walk-Thru | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Promotion/Marketing of Public Hearing | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 13** | **0** | **6** | **12** | **0** | **0** | **0** | **18** | $ 3,343.38 | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Task 14: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | 0 | | | | | | | |
| **14.1 PIMA Base Deployment and Configuration** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.1 Hybrid Community/Stakeholder Meetings | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.2 Hybrid Public Hearings | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.3 As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **14.2 Website Requirements and Design** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **14.3 Newsletters** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 14** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Task 15: Freedom of Information Act (FOIA) Requests** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| ***OPTIONAL TASK 1: Sustainability, Resilience, and Envision®*** | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| ***Subtotal Hours for OPTIONAL TASK 1*** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Total Hours (No Optional Tasks)** | 6 | 137 | 418 | 97 | 15 | 40 | 713 | $ 114,721.39 | 260 | $ 145.60 | $ - | $ - | $ - | $ - | $ - | $ - | $ 145.60 |
| **Total Hours (Optional Tasks Only)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Total Hours (ALL Tasks)** | 6 | 137 | 418 | 97 | 15 | 40 | *713* | $ 114,721.39 | 260 | $ 145.60 | $ - | $ - | $ - | $ - | $ - | $ - | $ 145.60 |

Estimate

DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF

## CIG

* AVERAGE HOURLY RATES

| | Classification | Loaded Hourly Rate | | Man Hours | | Extension | percent |
|---|---|---|---|---|---|---|---|
| a | Project Manager | $ 208.91 | x | 1,024 | = | $ 213,923.84 | 39.8% |
| b | Strategic Counsel | $ 236.39 | x | 120 | = | $ 28,366.80 | 4.7% |
| c | Senior Strategist | $ 155.03 | x | 68 | = | $ 10,542.04 | 2.6% |
| d | Creative Art Direction | $ 138.54 | x | 34 | = | $ 4,710.36 | 1.3% |
| e | Graphic Designer | $ 126.44 | x | 148 | = | $ 18,713.12 | 5.7% |
| f | Project Coordination | $ 141.84 | x | 12 | = | $ 1,702.08 | 0.5% |
| g | Project Administrator | $ 133.04 | x | 682 | = | $ 90,733.28 | 26.5% |
| h | Project Associate | $ 92.36 | x | 270 | = | $ 24,937.20 | 10.5% |
| i | Project Support | $ 74.77 | x | 217 | = | $ 16,225.09 | 8.4% |
| j | Role | $ - | x | 0 | = | $ - | 0.0% |
| k | Role | $ - | x | 0 | = | $ - | 0.0% |
| l | Role | $ - | x | 0 | = | $ - | 0.0% |
| m | Role | $ - | x | 0 | = | $ - | 0.0% |
| n | Role | $ - | x | 0 | = | $ - | 0.0% |
| o | Role | $ - | x | 0 | = | $ - | 0.0% |

Total Man Hours = 2,575

Total Extension $ = $409,853.81

*Average Hourly Rate = Extension Divided by Total Man Hours = 159.167

Estimate

**CIG**

| Work Tasks | Project Manager | Strategic Counsel | Senior Strategist | Creative Art Direction | Graphic Designer | Project Coordination | Project Administrator | Project Associate | Project Support | Phase Total Hours | COST | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | Expenses per Task | | | | | | | | |
| | | | | | | | | | | | | | Mileage Rate | | | | | | | |
| | $208.91 | $236.39 | $155.03 | $138.54 | $126.44 | $141.84 | $133.04 | $92.36 | $74.77 | | | | $ 0.56 | | | | | | | |
| **Task 1: EIS Plan of Study Refinement** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 2: Project Management** | | | | | | | | | | | | | | | | | | | | |
| **2.1 Environmental Project Management Team** | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *100* | $ 20,891.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Project Initiation Meeting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing EPMT Meetings | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *100* | $ 20,891.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.2 DEN Planning Meetings for Project Definition** | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *108* | $ 22,562.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.3 Contractor Team Coordination** | 192 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *244* | $ 52,403.00 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Subcontractor Management | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *52* | $ 12,292.28 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Contractor Team Coordination Meetings | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *192* | $ 40,110.72 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.4 EIS Team Collaboration Site** | 24 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | *40* | $ 7,142.48 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Office 365 and SharePoint Online Account Setup | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| SharePoint Online Design | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Project Portal Implementation and Configuration | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Training and User Guide | 24 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | *40* | $ 7,142.48 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ongoing Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.5 EIS Project Instructions Manual** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.6 Public and Agency Involvement Plan** | 30 | 10 | 0 | 0 | 0 | 0 | 40 | 20 | 15 | *115* | $ 16,921.55 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.1 Public Involvement Plan | 30 | 10 | 0 | 0 | 0 | 0 | 40 | 20 | 15 | *115* | $ 16,921.55 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.6.2 Agency Involvement Plan | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| FAA Meeting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Plan Update | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Agreements | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.7 Administrative File and Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.1 Administrative File | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 2.7.2 Administrative Record | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.8 Notice of Intent** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **2.9 Project Reporting and Invoicing** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Progress Reports, Invoice, DBE Participation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Cost and Schedule Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 2** | **454** | **62** | **0** | **0** | **0** | **0** | **56** | **20** | **15** | ***607*** | $ 119,920.31 | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 3: Government to Government Consultation** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Materials Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 4: Proposed Action, Purpose & Need, and Alternatives** | | | | | | | | | | | | | | | | | | | | |
| **4.1 Proposed Action** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **4.2 Purpose and Need** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.1 Develop Purpose and Need Statement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.2 Purpose and Need Technical Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.3 Purpose and Need Agency Concurrence Agreement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.2.4 Develop Purpose and Need Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **4.3 Alternatives** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1 Development and Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.1 Development of Conceptual Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.1.2 Screening of Alternatives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.2 Draft and Final Alternatives Screening Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.3 Alternatives to be Carried Forward for Agency Concurrence | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 4.3.4 Develop Alternatives Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 4** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 5: Detailed Fleet Mix Forecast** | | | | | | | | | | | | | | | | | | | | |
| **5.1 Prepare Fleet Mix Forecasts** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **5.2 Fleet Mix Forecast Documentation and FAA Approval** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 5** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | ***0*** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 6: Scoping** | | | | | | | | | | | | | | | | | | | | |
| **6.1 EIS Scoping Plan** | 52 | 16 | 0 | 0 | 0 | 12 | 38 | 32 | 24 | *174* | $ 26,153.16 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to review | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with GCM/GA | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *10* | $ 2,089.10 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Plan Development and Revisions | 42 | 16 | 0 | 0 | 0 | 12 | 38 | 32 | 24 | *164* | $ 24,064.06 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.2 Preparation of Scoping Information and Project Mailing Lists** | 85 | 20 | 16 | 6 | 32 | 0 | 96 | 56 | 42 | *353* | $ 50,927.29 | 0 | $ - | $ - | $ 3,200.00 | $ - | $ - | $ - | $ - | $ 3,200.00 |
| Public Notice and Mailing List | 12 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 10 | *46* | $ 6,447.58 | 0 | $ - | $ - | $ 2,700.00 | $ - | $ - | $ - | $ - | $ 2,700.00 |
| Notification Letters and Scoping Meeting Package | 45 | 16 | 0 | 0 | 16 | 0 | 40 | 32 | 0 | *149* | $ 23,483.35 | 0 | $ - | $ - | $ 500.00 | $ - | $ - | $ - | $ - | $ 500.00 |
| Draft and Final Social Media Plan | 8 | 4 | 4 | 0 | 0 | 0 | 8 | 0 | 8 | *32* | $ 4,899.44 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Additional Notification Efforts | 20 | 0 | 12 | 6 | 16 | 0 | 24 | 24 | 24 | *126* | $ 16,096.92 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.3 Scoping Meetings** | 80 | 10 | 16 | 16 | 44 | 0 | 102 | 34 | 0 | *302* | $ 46,047.50 | 280 | $ 156.80 | $ - | $ - | $ - | $ 1,400.00 | $ - | $ 10,000.00 | $ 22,276.80 |

Estimate

**CIG**

| Work Tasks | Project Manager | Strategic Counsel | Senior Strategist | Creative Art Direction | Graphic Designer | Project Coordination | Project Administrator | Project Associate | Project Support | Phase Total Hours | COST | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | Expenses per Task | | | | | | | | |
| | | | | | | | | | | | | | Mileage Rate | | | | | | | |
| | $208.91 | $236.39 | $155.03 | $138.54 | $126.44 | $141.84 | $133.04 | $92.36 | $74.77 | | | | $ 0.56 | | | | | | | |
| 6.3.1 Public Scoping Meetings | 56 | 10 | 12 | 12 | 32 | 0 | 76 | 24 | 0 | 222 | $ 33,959.46 | 0 | $ - | $ - | $ - | $ - | $ 1,400.00 | $ - | $ - | $ 11,400.00 |
| Coordination Meetings | 6 | 10 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 22 | $ 4,415.60 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Media Walk Through | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 20 | $ 3,419.50 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 12 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 24 | $ 4,103.40 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | | $ 10,000.00 |
| Materials Preparation | 28 | 0 | 12 | 12 | 32 | 0 | 48 | 24 | 0 | 156 | $ 22,020.96 | 0 | $ - | $ - | | $ - | $ 1,400.00 | $ - | $ - | $ 1,400.00 |
| 6.3.2 Agency Scoping Meetings | 24 | 0 | 4 | 4 | 12 | 0 | 26 | 10 | 0 | 80 | $ 12,088.04 | 280 | $ 156.80 | $ - | $ - | $ - | $ - | 0 | $ 10,000.00 | $ 10,876.80 |
| Meeting Attendance | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | $ 2,051.70 | 280 | $ 156.80 | $ - | $ - | $ - | $ - | $ - | $ 2,500.00 | $ 2,656.80 |
| Materials Preparation | 18 | 0 | 4 | 4 | 12 | 0 | 20 | 10 | 0 | 68 | $ 10,036.34 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ 7,500.00 | $ 8,220.00 |
| **6.4 Scoping Comments** | 28 | 0 | 10 | 0 | 0 | 0 | 48 | 40 | 60 | 186 | $ 21,966.30 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Comments Database and Update Mailing List | 8 | 0 | 0 | 0 | 0 | 0 | 32 | 24 | 24 | 88 | $ 9,939.68 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Scoping Issues Summary | 20 | 0 | 10 | 0 | 0 | 0 | 16 | 16 | 36 | 98 | $ 12,026.62 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **6.5 Scoping Report** | 28 | 0 | 0 | 0 | 0 | 0 | 36 | 20 | 16 | 100 | $ 13,682.44 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 6** | **273** | **46** | **42** | **22** | **76** | **12** | **320** | **182** | **142** | **1115** | $ 158,776.69 | **280** | **$ 156.80** | **$ -** | **$ 3,200.00** | **$ -** | **$ 1,400.00** | **$ -** | **$ 10,000.00** | **$ 25,476.80** |
| **Task 7: Cooperating Agencies** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Invitation to Cooperate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 8: Preliminary Engineering** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 9: Affected Environment** | | | | | | | | | | | | | | | | | | | | |
| **9.1 Study Areas and Analysis Years** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.1 General Study Area | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.2 Analysis Years | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.1.3 Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.2 Data Collection, Base Mapping and GIS Administration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.3 Existing Conditions Analysis** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Existing Conditions | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Site Visit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.4 Department of Transportation Act: Section 4(f) and 6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Reviews (Database, DEN, Solid Waste, P2) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| AE Chapter/Tech Memo | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class I File Search, Desktop Review, APE and Methodology | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Pedestrian Survey and Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Class III Cultural Resources Report | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Assessment Protocol Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Fleet Mix Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Altitude Profiles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Ground run-up activity | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Contours | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Noise Metrics Appendix | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Draft and Final Technical Memorandum | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.13 Water Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 9.3.14 On-going and Reasonably Foreseeable Projects | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.4 Prepare Affected Environment Annotated Outline** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **9.5 Prepare Draft Affected Environment Chapter** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 9** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |

Estimate

**CIG**

| Work Tasks | Project Manager | Strategic Counsel | Senior Strategist | Creative Art Direction | Graphic Designer | Project Coordination | Project Administrator | Project Associate | Project Support | Phase Total Hours | COST | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | Expenses per Task | | | | | | | | |
| | | | | | | | | | | | | | Mileage Rate | | | | | | | |
| | $208.91 | $236.39 | $155.03 | $138.54 | $126.44 | $141.84 | $133.04 | $92.36 | $74.77 | | | | $ 0.56 | | | | | | | |
| **Task 10: Environmental Consequences** | | | | | | | | | | | | | | | | | | | | |
| **10.1 Conduct Environmental Impact Analysis** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.1 Air Quality | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Coordination | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Air Quality Assessment Protocol | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Data Collection | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Operational Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Constuction Emissions Inventories Preparation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| General Conformity Rule Applicability Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Surface Transportation Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Lead Emissions Inventory* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Macroscale Dispersion Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Formal Conformity Determination* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.2 Biological Resources (including fish, wildlife and plants) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Non-Templated Biological Assessment* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.3 Climate | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.4 Department of Transportation Act: Section 4(f) /6(f) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.5 Farmlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.6 Hazardous Materials, Solid Waste and Pollution Prevention | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.7 Historical, Architectural, Archeological and Cultural Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Section 106 Effects Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EC Chapter | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.8 Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.9 Natural Resources and Energy Supply | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.10 Noise and Compatible Land Use | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Flight Track Development | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Runway and Track Use/Validation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Noise Modeling | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Results Documentation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| *OPTIONAL TASK: Supplemental Noise Analysis* | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.11 Socioeconomics, EJ, and Children's Env Health and Safety Risks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.12 Visual Effects (including light emissions) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.13 Water Resources | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Wetlands | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Floodplains | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Stormwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Groundwater | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 10.1.14 Non-Impacted Categories | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.2 Prepare Environmental Consequences Annotated Outline** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **10.3 Prepare Draft Environmental Consequences Chapter** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 10 (No Optional Tasks)** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 11: Prepare and Distribute DEIS** | | | | | | | | | | | | | 0 | | | | | | | |
| **11.1 Preliminary DEIS to FAA** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| EIS End Chapters, Index and Appendices | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Prepare Preliminary Draft | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting with FAA to Review Preliminary Draft | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Revised Preliminary DEIS/Comment Matrix for FAA Review | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Final Preliminary DEIS / Comment Matrix for FAA Review/Confirmation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.2 Preferred Alt for Agency Concurrence** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Letters for Agency Concurrence | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Materials for Agency Concurrence Meeting | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Agency Concurrence Meeting Attendance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.3 Prepare and Distribute DEIS to Public** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Distribution List | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Print/Mail hard copies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **11.4 Publish Notice of Availability (NOA)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 11** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 12: Prepare and Distribute FEIS** | | | | | | | | | | | | | 0 | | | | | | | |
| **12.1 Respond to Comments Received on DEIS** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting to Review Comments with FAA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Respond to DEIS Comments | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.2 Respond to Comments on Prelim Final EA** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.1 Respond to FAA Comments/Comment Matrix | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 12.2.2 Respond to FAA Comments/Verification | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **12.3 Formally Submit FEIS to FAA** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |

Estimate

**CIG**

| Work Tasks | Project Manager | Strategic Counsel | Senior Strategist | Creative Art Direction | Graphic Designer | Project Coordination | Project Administrator | Project Associate | Project Support | Phase Total Hours | COST | Local Miles | Cost (Local Miles) | Long distance travel - airfair/hotel etc. | Print | Newspaper Notices | Audio-Visual Equip. Rental | Web-site hosting | Meeting Facilities | Total Direct Costs |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | Mileage Rate | | | | | | | |
| | $208.91 | $236.39 | $155.03 | $138.54 | $126.44 | $141.84 | $133.04 | $92.36 | $74.77 | | | | $ 0.56 | | | | | | | |
| | | | | | | | | | | | | Expenses per Task | | | | | | | | |
| **12.4 Formally Submit Administrative Record** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 12** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 13: Public and Agency Involvement** | | | | | | | | | | | | | 0 | | | | | | | |
| **13.1 Agency Meetings** | 37 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | *43* | $ 8,527.91 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Kick-off Workshop/Tour | 12 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | *18* | $ 3,305.16 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Coordination Meetings | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *25* | $ 5,222.75 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **13.2 Community/Stakeholder Meetings** | 174 | 0 | 12 | 4 | 28 | 0 | 186 | 24 | 24 | *452* | $ 71,061.74 | 1750 | $ 980.00 | $ - | $ 9,450.00 | $ - | $ 10,500.00 | $ - | $ - | $ 30,430.00 |
| **13.3 Public Hearings (DEIS Publication)** | 80 | 12 | 8 | 8 | 44 | 0 | 102 | 44 | 36 | *334* | $ 47,787.04 | 350 | $ 196.00 | $ - | $ 9,450.00 | $ - | $ 1,750.00 | $ - | $ - | $ 28,381.00 |
| Coordination Meetings and Media Walk-Thru | 16 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | *32* | $ 5,471.20 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Meeting Attendance | 30 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | *60* | $ 10,258.50 | 350 | $ 196.00 | $ - | $ - | $ - | $ 1,750.00 | $ - | $ - | $ 6,836.00 |
| Materials Preparation | 24 | 12 | 0 | 8 | 32 | 0 | 32 | 24 | 12 | *144* | $ 20,376.08 | 0 | $ - | $ - | $ 9,450.00 | $ - | $ - | $ - | $ - | $ 10,295.00 |
| Promotion/Marketing of Public Hearing | 10 | 0 | 8 | 0 | 12 | 0 | 24 | 20 | 24 | *98* | $ 11,681.26 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 11,250.00 |
| **Subtotal Hours for Task 13** | **291** | **12** | **20** | **12** | **72** | **0** | **294** | **68** | **60** | **829** | $ 127,376.69 | **2100** | **$ 1,176.00** | **$ -** | **$ 18,900.00** | **$ -** | **$ 12,250.00** | **$ -** | **$ -** | **$ 58,811.00** |
| **Task 14: Public Involvement Management Application (PIMA) and Website** | | | | | | | | | | | | | 0 | | | | | | | |
| **14.1 PIMA Base Deployment and Configuration** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.1 Hybrid Community/Stakeholder Meetings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.2 Hybrid Public Hearings | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| 14.1.3 As-Needed Support and Maintenance | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **14.2 Website Requirements and Design** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **14.3 Newsletters** | 6 | 0 | 6 | 0 | 0 | 0 | 12 | 0 | 0 | *24* | $ 3,780.12 | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 14** | **6** | **0** | **6** | **0** | **0** | **0** | **12** | **0** | **0** | **24** | $ 3,780.12 | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Task 15: Freedom of Information Act (FOIA) Requests** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Subtotal Hours for Task 15** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | *0* | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| ***OPTIONAL TASK 1: Sustainability, Resilience, and Envision®*** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | *0* | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| ***Subtotal Hours for OPTIONAL TASK 1*** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | *0* | $ - | **0** | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** |
| **Total Hours (No Optional Tasks)** | 1,024 | 120 | 68 | 34 | 148 | 12 | 682 | 270 | 217 | 2,575 | $ 409,853.81 | 2,380 | $ 1,332.80 | $ - | $ 22,100.00 | $ - | $ 13,650.00 | $ - | $ 10,000.00 | $ 84,287.80 |
| **Total Hours (Optional Tasks Only)** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | $ - | 0 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Total Hours (ALL Tasks)** | 1,024 | 120 | 68 | 34 | 148 | 12 | 682 | 270 | 217 | *2,575* | $ 409,853.81 | 2,380 | $ 1,332.80 | $ - | $ 22,100.00 | $ - | $ 13,650.00 | $ - | $ 10,000.00 | $ 84,287.80 |

Estimate

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# 7th Runway ODCs for Environmental Assessment/Environmental Impact Statement – CIG 7/20/21

| EA Process Requires | EIS Process Requires |
|---|---|
| 3 public & 1 agency pre-scoping | |
| 4 public & 1 agency scoping meeting | 4 public & 2 agency scoping meeting |
| 30 stakeholder meetings | 30 stakeholder meetings |
| 5 public hearings | 5 public hearings |
| 44 meetings | 41 meetings |

- Mileage
  - Assume 70 miles round trip per meeting
- Postcard printing & mailing
  - Mailings to agencies and local governments, RNOs, other areas not reached
  - Assume 2,500 mailers for each of the 4 of the public meetings (10,000 postcards total)
  - **POSTCARD PRINTING/MAILING TOTAL: $7,500**
- Yard sign printing (assume 30, double-sided, H-frame signs)
  - Printed signs and frame about $18/each
  - Assume yard signs need to be printed before each of 30 stakeholder meetings and 5 public hearings
  - **YARD SIGN MATERIALS/PRINTING TOTAL: $18,900**
- Translation services for 4 public scoping meeting and 5 public hearing postcards
  - Assume postcards only include 2 languages: English & Spanish
  - Assume 9 different postcards needed
  - Approximately .25/word for Spanish and assume 750 words on postcard ($187.50/card)
  - **POSTCARD TRANSLATIONS TOTAL: $1,687.50**
- Translation services for stakeholder meeting materials: **$1,500**
- Interpretation services for 4 scoping meetings and 5 public hearings
  - Assume interpretation provided for Spanish, Vietnamese and Somali
  - Interpreters $100/hour and assume 4 hours of time for each of the 9 meetings
  - **INTERPRETATION TOTAL FOR SCOPING MEETINGS & HEARINGS: $7,200**
- Interpretation services for stakeholder meetings upon request: **$1,500**
  - Assume interpretation provided for 2 languages depending on location
  - Assume interpreters requested for 10 of the 30 stakeholder meetings
  - Interpreters $100/hour and assume 4 hours of time for each of 10 meetings
  - **INTERPRETATION TOTAL FOR STAKEHOLDER MEETINGS: $8,000**
- Meeting room rentals
  - Assume room rentals needed for the 4 scoping meetings, 5 public hearings & 15 of the stakeholder meetings @ $500/each
  - **MEETING ROOM RENTALS TOTAL: $12,000**

Estimate

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- AV equipment
  - Assume $350/meeting for 4 scoping meetings, 5 public hearings & 30 stakeholder meetings
  - **AV EQUIPMENT RENTAL TOTAL: $13,650**
- Food/refreshments
  - Assume $150 for each of 4 scoping meetings and 5 public hearings and $300 for each stakeholder meeting
  - **FOOD/REFRESHMENT TOTAL: $10,350**
- Court reporter at each of the 4 scoping meetings and 5 public hearings to take official comments
  - Assume $35/hour and each meeting requires 4 hours of time
  - **COURT REPORTER TOTAL: $1,260**

Estimate

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# Exhibit F
# DEN Contract No 202057147

# PROFESSIONAL SERVICES
# NEPA ENVIRONMENTAL REVIEW

# SCHEDULING, PROGRESS REPORTING, INVOICING AND CORRESPONDENCE CONTROL

Revised: August 2021

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# 1 INTRODUCTION

1.1 This Exhibit describes the Consultant's obligations to prepare and submit schedules, budgets, invoices, progress reports, and correspondences. The Consultant shall prepare invoices that are based on its progress toward completing the Consultant's Task Order. The Consultant schedules the work and identifies the resources (costs and hours), which will be required to complete each scheduled phase of a Task Order. Those resources are totaled for each phase of the Task Order. The Consultant then measures monthly progress and prepares invoices on the basis of payment alternatives, as discussed below, which the Consultant must submit written approval for each Task Order as described in this Exhibit. Billing shall be at one Task Order per invoice.

1.2 The Consultant shall be paid on its progress toward completing a task shown on its work schedule for that Task Order. Payments for each Task Order will be calculated in accordance with the payment method set forth in each Task Order, and shall not exceed the Not-to-Exceed amount allocated to that Task Order unless modified by an approved Task Order/Task Order Amendment. Submittal of time sheets may be required concurrent with the submittal of each invoice depending on the payment method.

1.3 The City shall have the right to audit all payments made to the Consultant under this Agreement. Any payments to the Consultant which exceed the amount to which the Consultant is entitled under the terms of this Agreement will be subject to set-off and not approved for payment.

# 2 WORK SCHEDULE

2.1 The Consultant, working jointly with DEN, will follow the schedule management process as implemented by the AIM Development Program Management Office (PMO) to allow for seamless communications of its requirements for managing Task Orders and the City's information requirements to monitor the Consultant's activities. Task Order schedules include all activities that the Consultant must perform to complete the Consultant's Task Order scope of work. The schedule shall also identify activities or actions that must be performed by the City and third parties, which would affect the Consultant's Task Order.

2.2 The City will provide its comments to the Consultant within fourteen (14) days after the Task Order Schedule is submitted. The Consultant shall incorporate the City's comments into the Task Order Schedules to establish a baseline against which all progress will be measured.

# 3 PROGRESS PAYMENT MEASUREMENT ALTERNATIVES

3.1 DEN will propose and the Consultant may offer alternatives, one of the following measurement alternatives for each Task Order for calculating progress payments and reporting schedule status to the City. The City shall make the final determination and the

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Consultant shall use the alternative as approved for the scope of work described in the Task Order.

3.1.1 Level of Effort: Progress payments will be based on the actual number of direct labor-hours expended for the period invoiced to perform a Task Order.

3.1.2 In Progress Status: Progress payments will be based on the percentage of designs submittals, drawings, specifications, reports or other documents, which have been prepared, submitted, and reviewed or completed. This alternative is acceptable for Task Orders, which have a long duration, and several months may elapse between submittal dates. The Consultant shall prepare a detailed worksheet for each Task Order showing a schedule of proposed billing points and the number of design submittals, drawings, specifications, reports and reviews that establish each point.

3.1.3 Completion: Payments will be made for completed Task Orders. This method may be used for Task Orders whose total duration is less than one month, if applicable. Submittal of time sheets is required concurrent with the submittal of each invoice.

3.1.4 Submittal Status: Progress payments will be made after the submittals described in a Task Order have been delivered and approved by the City. A portion of the fee will be allocated to each submittal as defined in the Task Order scope. Submittal of time sheets is required concurrent with the submittal of each invoice.

3.2 Approvals by the City of submittals do not waive any obligation by the Consultant to provide complete work that has been authorized. Authorized payments on previous invoicing may be set-off on subsequent invoicing in the event work submitted is found to be in non-compliance with the scope of work requirements.

## 4 INVOICES AND PROGRESS PAYMENTS

4.1 Task Orders will be issued for projects, which will have a pre-defined maximum value known as the Not-to-Exceed amount. The Not-to-Exceed is not a guaranteed amount to the Consultant. It is the maximum amount allowed to be paid out for the Task Order, plus or minus any pre-authorized changes. The DEN Project Manager will determine when the Task Order deliverables have been met. DEN expects that the Not-to-Exceed amount will be sufficient to complete the work required under the Task Order and DEN is not obligated to increase the Not-to-Exceed amount without support for the change from the Consultant.

4.2 The employee labor data (company name, employee name, hourly rate, and number of hours) on each invoice shall be submitted in Unifier and correspond to the specific Task Order.

4.3 Payment for invoices received after the day of the month agreed to for submitting invoices may be delayed. Accordingly, timely submission of invoices is required.

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4.4 The DEN Project Manager will review all invoices and, in the event the DEN Project Manager disagrees with the invoice, he/she will notify the Consultant. The Consultant and DEN Project Manager will meet within fourteen (14) days of the receipt of the invoice to discuss the reasons for the disagreement. The DEN Project Manager shall have the authority in his/her sole and absolute discretion to reject any progress payment wherein the progress claimed for any task in the invoice has not been achieved.

4.5 In accordance with requirements set forth in this Agreement, the Consultant must have provided the City with the following documentation before any payments will be made to the Consultant:

4.5.1 A current Certificate of Insurance providing the levels of protection required per Prime Agreement

4.5.2 Signed subconsultant agreement(s)

4.5.3 Final Organizational Chart (Updated with new Subconsultants as they are acquired)

4.5.4 Authorization Forms (see form PS-B) for any salaried professional personnel assignment who are not already approved in this Agreement.

4.5.5 Name and Title for Authorized Signatures. The table shall also include the type(s) of documents which can be signed, any dollar threshold limitations, and electronic copy of the employee's signature.

4.6 Monthly Invoice Checklist (see form PS-A): The Monthly Invoice Checklist must be submitted to the DEN Project Manager with each invoice. Failure to submit the Monthly Invoice Checklist and all requirements of this Exhibit will be cause for rejection of the invoice until such time that all requirements are fulfilled.

4.7 Final Close Out Invoice: By submitting a final close out invoice, Consultant agrees that in consideration of the prior and final payments made and all payments made for authorized changes, the Consultant agrees to release and forever discharge the City from any and all obligations, liens, claims, security interests, encumbrances and/or liabilities arising by virtue of the Agreement and authorized changes between the parties, either verbal or in writing. Consultant agrees that this release is in full settlement of any and all claims, causes of action, and liability of any nature whatsoever which Consultant, any of its subconsultants, suppliers, or the employees of each of them may now have or may assert in the future against the City, its elected and appointed officials, and its officers, employees and agents arising out of or associated with the design of the above-referenced project. It is understood and agreed that this release extends to all claims of every nature and kind whatsoever, known or unknown, suspected or unsuspected. Final closeout invoice is due no later than 30 days after written notification of Task Order completion from DEN Project Manager.

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## 5 MONTHLY PROGRESS REPORT DEVELOPMENT

5.1 Invoice Report: The Consultant shall submit to the DEN Project Manager an electronic submittal of the Monthly Progress Report which is based upon the requirements of Monthly Invoice Checklist (Form PS-A) with its invoice. Form PS-A shall be included as a coversheet to the Monthly Progress Report.

5.2 Monthly Progress Report: The exact format and detail level required for the Monthly Progress Report will be established jointly by the DEN Project Manager and the Consultant within seven (7) days after Issuance of Task Order based on a proposed format prepared by the Consultant. The Monthly Progress Report shall describe Task Order(s) completion status in terms of original plan, actual, a forecast of time to complete the Task Order(s) and any expected Task Order budget or schedule completion variances. If required by the DEN Project Manager, the Status of Task Order report shall be formatted separately for each Task Order scope of work.

5.3 The Consultant shall be available, when requested, to meet with City representatives to discuss the Monthly Progress Report.

## 6 SCHEDULE CHANGES AND INCREASE IN PROJECT AMOUNT

6.1 Any requests for schedule change or increases in a Task Order amount shall be submitted to the City in writing and shall include an explanation and justification for the proposed schedule and/or cost change or increases. No work may be completed without prior written approval of the DEN Project Manager and AIM Development Directors. DEN is not obligated to grant any schedule or cost changes or increases.

## 7 ALLOWABLE GENERAL AND ADMINISTRATIVE OVERHEAD (INDIRECT COSTS)

7.1 All allowable general and administrative overhead expenses are incorporated in the labor rates and classifications or the overhead / multiplier factor calculation and paid through the application of the overhead multiplier factor against core staff wage reimbursements.

7.2 Indirect costs are the general administrative overhead (O.H.) costs that benefit more than one project; costs that cannot be directly identified with a single specific task objective of the project. DEN's policy is to allow overhead costs in the following manner as part of the negotiated multiplier as calculated in the Labor Rates and Classifications Exhibit:

7.2.1 Office Provisions: Utilities, communications systems, rent, depreciation allowances, furniture, fixed equipment.

7.2.2 Supplies, Equipment & Vehicles: Office, drafting, engineering copying, postage, freight, surveying vehicles, computer drafting and graphics, computers, software.

7.2.3 Maintenance and Repair: Office equipment, survey & testing equipment, buildings, vehicles.

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7.2.4 Insurance: Professional liability, errors and omissions liability, vehicles, facilities.

7.2.5 Taxes: Personal property, state & local taxes, real estate, (state and federal income taxes excluded).

7.2.6 Marketing fees & Publications: Licenses, dues, subscriptions, trade shows, staff support.

7.2.7 Management, Admin & Clerical Office Staff: All management, administrative, clerical, and management support staff not directly performing work on the specific Task Order, including those located at DEN.

7.2.8 Proposals: Costs of drafting proposals in response to Task Order Requests for Proposal, including personnel costs and costs for office supplies.

7.2.9 Other Indirect Costs: Training, technical seminars, library, financial & legal costs, employment fees & recruiting costs.

7.3 Non-Allowable Overhead: Including but not limited to: advertising, bad debts, bank fees, bonuses, contingencies, distribution of profits, donations, gifts, & charitable contributions, employee stock ownership plans, entertainment & social functions, state and federal income taxes, fines & penalties, goodwill, interest expense, lobbying costs, overtime premium, unallowable relocation costs pursuant to Federal Acquisition Regulations (FAR 31.205-35). If an expense is not explicitly included in this Agreement as an allowable expense, it is not an allowable expense.

8 EXPENSES

8.1 Expenses Reimbursed at Cost: All allowable (Non-Salary) expenses are reimbursed at cost.

8.2 Receipts Required: All direct expenses submitted for reimbursement must be evidenced by a submitted receipt.

8.3 Expenses Greater Than $500: All direct expenses greater than $500 must be approved by the DEN Project Manager or his/her designee (see form PS-C) prior to the expenditure. Any asset purchased by DEN must be surrendered to DEN at the end of the Task Order. The Consultant shall be charged replacement value for any asset purchased by DEN that is not accounted for at the end of the Task Order.

8.4 Mileage Outside of The Denver Metropolitan Area: Mileage reimbursement will be provided only for travel outside the Denver metropolitan area that has been pre-approved by the DEN Project Manager or his/her designee (see form PS-D). The reimbursement will be at the current rate established for reimbursement by the United States Internal Revenue Service (www.irs.gov). Denver metropolitan area mileage for employees assigned to the project and employees not assigned to the project will not be reimbursed. The Denver metropolitan area is Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin and Jefferson counties, the City and County of Denver, the City and

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County of Broomfield and southwest Weld County. The Denver Regional Council of Governments (DRCOG) service area includes Adams, Arapahoe, Boulder Clear Creek, Douglas, Gilpin and Jefferson counties, the City and County of Denver, and the City and County of Broomfield. Tolls will not be reimbursed.

8.5 Travel and Airfare: All travel must be pre-approved on the DEN Advance Travel Authorization Form (see form PS-E) and signed by the DEN Project Manager or his/her designee. Travel shall be done using the most reasonable cost and means under the circumstances. Travel expenses are reasonable, appropriate, and necessary travel and business-related expenses(s) that are incurred while carrying out official City business as it relates to the Consultant's contractual obligations and scope of work. The determination of reasonableness of cost and of the means of travel shall be at the discretion of the DEN Project Manager or his/her designee, who shall consider economic factors and circumstances, including but not limited to number of days of travel, advance notice, possibility of trip cancellation, distance of travel, travel alternatives, and hours of arrival or departure. Airfare will be reimbursed for Economy/Coach class travel only, including luggage check-in fees. Convenience expenses such as seat upgrades, in-flight meals and refreshments, entertainment, etc. will not be reimbursed. Tolls will not be reimbursed.

8.6 Rental Car: At cost for standard class or smaller and only when required for out-of-town personnel or out-of-town travel.

8.7 Lodging Rate / Night: A maximum of the lodging per diem for the Denver metropolitan area as published by the U.S. General Services Administration website www.gsa.gov plus taxes per night, unless approved in advance in writing by the DEN Project Manager or his/her designee.

8.8 Meals: The City will reimburse the traveler for reasonable meals expenses at the meal and incidental expense (M&IE) rates established through federal guidelines and IRS regulations, or at actual cost, so long as any actual costs which exceed the per diem amount are directly attributable to the actual business conducted. The per diem rate includes breakfast, lunch, and dinner. Reimbursements will be made per individual traveler conducting official City business as it relates to the Consultant's contractual obligations and scope of work. Alcohol will not be reimbursed. Meal reimbursements are not allowed for Consultant's employees located in the Denver metropolitan area. All expenditures submitted for reimbursement must be pre-approved by the DEN Project Manager or his/her designee.

8.9 Special: expenses that are not already included in the overhead or Multiplier and is for the specific Task Order related to the Agreement.

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8.10 Specialty Consulting: Including geotechnical testing, surveying, legal, real estate, computer, financial, renderings, animations, modeling, etc. must be pre-approved by the DEN Project Manager or his/her designee.

8.11 Project Field Office and Equipment: which includes utilities, rent, communications systems, furniture, fixed equipment.

8.12 Project Field Supplies, Equipment and Vehicles: For field office, engineering copying, postage, freight, field vehicles, computer drafting and graphics, computers, all software / license fees.

8.13 Parking: Direct expenses for short-term parking at DEN shall be reimbursed without mark-up. Parking at other locations for travel to DEN shall be submitted and part of travel expenses (see form PS-E).

8.14 Non-Allowable Expenses: Non-allowable expenses include, but are not limited to: relocation, printing, equipment, express courier, delivery, rentals, valet parking, alcohol, mileage within the Denver metropolitan area, tolls, public transit fees, laundry and dry cleaning, flight upgrades, flight change fees (unless flight changes resulted from action(s) caused by DEN it its contract capacity but not those caused by DEN in its capacity as an airport operator, airlines, air traffic control or other causes not related to performance of the Agreement), entertainment & social functions (corporate and civic), overtime premium, fines & penalties, items included in sections above, etc. If an expense is not explicitly included in this Agreement as an allowable expense, it is not an allowable expense.

8.15 Preparation of Proposals and Billing: Costs for proposal preparation, proposal negotiations, and invoicing/billing will not be reimbursable.

## 9 SUMMARY OF CONTRACT TASK ORDER CONTROL

### 9.1 DEN Project Manager Discretion

9.1.1 All requirements in this section may be modified by the AIM Senior Director or their designee to meet the specific needs of the Project. Any modifications to this section must be documented in writing.

### 9.2 Prior To Commencement of work – Submittals Required

9.2.1 Signed Subconsultant Agreement(s) with an Exhibit listing the subconsultant's core staff rates and calculated Labor Rates and Classifications (see form CM-81).

9.2.2 Personnel Authorization Forms for salaried personnel assigned for the Consultant and all subconsultants (see form PS-B).

9.2.3 Authorized Signers: List of the names and titles of Consultant staff that are Authorized Signers, and which document(s) they can sign, and electronic copy of the employee's signature.

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9.2.4 Work Schedule.

9.3 Monthly Submittals

9.3.1 The Consultant shall submit the Monthly Progress Report.

9.3.2 The Consultant shall submit invoicing by the day of the month referenced in other sections.

9.4 Submittals Required - After Task Order Request for Proposal

9.4.1 Unless specifically identified by the DEN Project Manager, the consultant shall provide the following within fourteen (14) days after receipt of the Task Order Request for Proposal:

9.4.2 Project Management Plan, Scope Definitions and Detailed Cost Estimate per Task Order and per sub-consultant, List of Submittals or Deliverables, Drawings and Specifications, Health & Safety Plan (if applicable), Security Protocols (if applicable) and Quality Management Plan.

9.4.3 Work Schedule per Task Order schedule showing appropriate milestones as per Task Order Request for Proposal.

9.4.4 The Consultant shall submit the PS-F Task Order Fee Proposal template detailing the costs of the Project.

9.4.5 Refer to other Exhibits of this Agreement for additional requirements.

10 INFORMATION MANAGEMENT FORMAT AND ELECTRONIC-MAIL PROTOCOLS

10.1 All information between the Consultant and the City, and other entities with participation in the services as stated in the development of the Task Order shall be handled using Primavera Unifier.

10.2 Within 3 days following the issuance of Task Order, the Consultant shall meet with the City to review the City's proposed method of correspondence, email, & submittal communication control. Within 7 days following this review, the Consultant shall institute its control procedures for the Task Order.

10.3 General: Procedures for professional services agreements require the serialization of all correspondence between the City, consultants, subconsultants, and all project entities. All Consultants, Subconsultants, that communicate via e-mail must be managed through the Primavera Unifier system. Web-based programs or other methods of tracking electronic communications may be proposed. However, those systems must be compatible with DEN records management data system. The Consultant shall review its system with the AIM Development PMO to determine its compatibility with DEN procedures, processes and systems.

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## 11 REFERENCED FORMS

All referenced forms can be found on the flydenver sharepoint site. Link below
https://flyden.sharepoint.com/sites/teams/AIMDev/PD%20Forms/Forms/By%20Category.aspx?FilterField1=FormType&FilterValue1=PS%20Forms&FilterType1=Choice&FilterDisplay1=PS%20Forms&viewid=1ca6b48c%2Dee57%2D4366%2D801a%2D8d2ca9bf08b9&id=%2Fsites%2Fteams%2FAIMDev%2FPD%20Forms

| Form # | Name |
|---|---|
| PS-A | Monthly Invoice Checklist |
| PS-B | Professional Employee Authorization Form |
| PS-C | Expense Greater than $500 Approval Form |
| PS-D | Mileage Reimbursement Form |
| PS-E | Advance Travel Authorization Form |
| CM-81 | Standard On-Call Cost Proposal Form |
| PS-F | Task Order Fee Proposal – Professional Services |
| | |

END OF EXHIBIT

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Exhibit G
Contract No. 202057147

HNTB

# DEN RUNWAY
## ENVIRONMENTAL REVIEW 2021
## DBE Utilization Plan

No. 202057147 | August 23, 2021

Submitted by: HNTB Corporation

DEN

Photograph provided courtesy of Denver International Airport

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This agreement has been executed by the signatories listed below. In addition to all applicable provisions of 49 CFR Part 26, DRMC Chapter 28 Article III, and any corresponding Rules and Regulations, HNTB Corporation shall comply with the requirements of this Approved Plan. Updates to this plan will be performed annually by HNTB Corporation and approved by DSBO, beginning in August of 2022 or at the request of DSBO.

Name: Juan Uribe

Title: Denver Office Leader \ SVP

Agency: HNTB Corporation

Name: Mića Anderson

Title: Assistant Director

Agency: Division of Small Business Opportunity



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# 8 Disadvantaged Business Enterprise (DBE) Utilization Plan

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# 8. Disadvantaged Business Enterprise (DBE) Utilization Plan

HNTB is pleased to offer a utilization plan that supports the City and County of Denver's vision of small business equity and sustainability by growing the capacity of talented DBE firms. HNTB is committed to your vision and offers to meet or exceed your DBE target of 15%.

HNTB's Diversity and Inclusion program is a cornerstone of our firm. Many of our decisions that directly impact fair and equitable distribution of work with our small-business industry partners, as well as our advocacy for our own employees' success, are informed by a robust culture of diversity and inclusion. Founded in 1914, HNTB is a U.S. employee-owned company that has led the A/E industry in this important arena. We have a deep understanding and long history managing federal contracts according to Title 49 Code of Federal Regulations (CFR), corresponding DOT Rules and Regulations. We also have complete familiarity with the City and County of Denver's Division of Small Business Opportunity (DSBO) and the associated ordinances.

### Committed to Advancing Equity in Our Industry

The Biden Administration's Justice40 Initiative has a goal of delivering 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. With our ongoing commitment to the communities we serve and to help our clients deliver innovative solutions that lift historically underserved communities for a sustainable future, HNTB created a new leadership position, president of infrastructure and mobility equity, in February of 2021. HNTB Fellow Diana Mendes has assumed this new position and will lead HNTB's efforts to help influence transportation and mobility equity policy and actions through collaboration with leaders at the federal, state, and local level. As part of this focus, HNTB's experts will provide thought leadership on development and implementation of innovative, holistic solutions for the communities we serve.

## KEY PERSONNEL

As seen in Exhibit 8.1, HNTB built a team focused on critical project elements supported by a specialized team to focus on the quick delivery of the DEN Runway Environmental Review. Diversity is a value shared across our entire company, and will be an area of focus for our PM Kim Hughes.

*Exhibit 8.1 – Our key personnel and their duties related to the execution of the Utilization Plan.*

| Key Personnel and Role | Background and Duties on This Project |
|---|---|
| **Role:** B2GNow User<br>**Company:** HNTB<br>**Teammate:** Michelle Hall, Project Analyst, mihall@hntb.com, (720) 651-4437 | Michelle is the program's Lead B2GNow (Small Business Certification and Contract Management System) User. Her responsibilities include: adding contracts and task orders to the site, adding subconsultants to the site and audit reporting for all active contracts and task orders after payment is issued to all subconsultants. |
| **Role:** Project Manager<br>**Company:** HNTB<br>**Teammate:** Kim Hughes, Project Manager, khughes@hntb.com, (703) 253-5856 | Kim is responsible for making sure this project meets or exceeds the DBE goal of 15% participation by work-planning the required tasks and finding the right firms to support each project's scope of work. Kim will receive contracting, tracking, and monitoring support from Michelle. Kim will develop an initial work plan based on a projected breakdown of services by firm. Our initial work plan identifies specific subconsultant roles for each projected task, and guides the identification of subconsultant needs. The work plan is also used as a guide throughout the contract to inform how our actual DBE utilization is tracked against projected utilization so that adjustments in work assignments can be made if needed. This regular review of data has allowed us to meet client goals and HNTB's commitment, as well as adjust staffing and engagement should deficiencies be uncovered through progress reporting. |
| **Role:** Controller | Not Applicable |
| **Role:** Superintendent | Not Applicable |
| **Role:** Outreach/Community Engagement Coordinator; EJ/socioeconomics<br>**Company:** CIG<br>**Teammate:** Julie Skeen, Senior Strategic Director, julie@cig-pr.com, (303) 670-2537 | Julie will lead the engagement of the airport's key stakeholders and the traveling public. Her decade of experience working at DEN, combined with CIG's NEPA experience, will allow her team to develop and implement an outreach approach that is cost-effective, efficient, and consistent with DEN's mission and values. CIG's project experience at DEN includes several high-profile projects such as the DEN Hotel and Transit Center and the DEN Great Hall Project.<br>**Projects with HNTB:** DEN Hotel and Transit Center, DEN Gate Expansion and Renewal Program Communications Activities |

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*Exhibit 8.1 Continued – Our key personnel and their duties related to the execution of the Utilization Plan.*

| Key Personnel and Role | Background and Duties on This Project |
|---|---|
| **Role:** Water Quality & Land Entitlements<br>**Company:** EES<br>**Teammate:** Jon Andresen, Principal, jon.andresen@ees.us.com, (303) 572-7997 | Entitlement and Engineering Solutions (EES) is a full-service civil engineering consulting firm that will focus on delivering the water quality assessments and land entitlements for this project. EES staff have extensive expertise working with DEN, including such projects as design and permitting assistance for the current concourse expansion projects, design at the Airservices Provider Aviation Rescue and Fire Fighting (ARFF) Facility, and design support for the early enabling projects.<br>**Projects with HNTB:** Northwest Area Mobility Study – Regional Transportation District (RTD) |
| **Role:** Biological and water resources; natural resources & energy supply; historical, architectural, archaeological & cultural; Envision; QC for Colorado environmental regulations<br>**Company:** Pinyon<br>**Teammate:** Robyn Kullas, Technical Group Manager, Kullas@pinyon-env.com, (303) 980-5200 | Pinyon will lead several services for this project, including biological resources, water resources, cultural resources, and QC for Colorado environmental regulations. Pinyon's aviation work includes tasks contracted through DEN's landside, environmental and real estate on-calls; stormwater monitoring at Centennial Airport; and completion of Spill Prevention Control and Countermeasure (SPCC) Plans at Aspen Airport and Montrose Regional Airport. Pinyon has worked on several projects at DEN, including the Westin Hotel, Pond 2M-7, the Landside Employee Parking Lot, Hertz Expansion project, the DEN Engineering On-Call, 61st, and Peña Site Assessment, South Parcel Site Assessment and Peña Boulevard Design-Build.<br>**Projects with HNTB:** Colorado Center Bike/Pedestrian Bridge, RTD NW Area Mobility Study |

## CREATIVE INCLUSION STRATEGIES

HNTB brings a diverse team of knowledgeable and experienced professionals who are very familiar with the airport, know DEN's expectations, and have served in similar key positions that require complete understanding of DEN's processes and stakeholder considerations. We selected these teaming partners – most of which are small, minority-owned and operated businesses – to honor our commitment to engage DBE firms, and also because of their superior qualifications and awareness of the need to promptly advance a project requiring FAA oversight.

When contacted about potential teaming opportunities, we received capability statements and firm information from each of these firms. Below are some of the creative inclusion strategies HNTB has employed to build stronger, more diverse teams.

In late 2019, HNTB hosted a DBE networking event and food drive to meet with potential teaming partners on a large light-rail planning project. Our leadership team met with dozens of interested firms and donated hundreds of pounds of non-perishable food items to a local nonprofit organization.

In response to COVID-19 restrictions on large face-to-face meetings, HNTB also recently used video conferences to engage with potential teaming partners firms. HNTB hosted video and phone networking sessions with more than 40 firms in late 2020 for a large infrastructure project where we learned about these firm's qualifications and the value they could provide to that project and more.

## SMALL BUSINESS INITIATIVES

An initiative HNTB may use on this project is our highly successful Partners Program. HNTB developed the Partners Program – a structured business development and outreach program that is used to create sustainable relationships with our local business partners. The program pairs HNTB with small- to mid-sized DBE, SBE, and MBE firms, and focuses on assisting in the development of their sales and marketing, employee relations, project management, and business operations. The fundamentals of the Partners Program allows HNTB to bring thought leadership and best practices to provide our local partners with the resources, specialized experience, and knowledge and support that will build stronger businesses, as well as provide great value and services to the local community. This partnership allows HNTB and its local partner to receive a better understanding of what is valuable and important to the local business development, clients, and the local community in which we serve.

### BEYOND THE PARTNERS PROGRAM – EXCEEDING DBE PARTICIPATION GOALS

As project manager on the two largest runway projects for the O'Hare Modernization Program (OMP) – Runway 10C/28C and Runway 9C/27C – HNTB successfully exceeded the 30% M/W/DBE goals for each project.

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As part of these projects at O'Hare, HNTB developed a strong relationship with one of the MBE/DBE subconsultants, Milhouse Engineering and Construction. Through our long-term commitment to their owner, Wilber Milhouse, we have taken great pride in being an integral part of helping him grow his business. In 2003, the firm had five employees when HNTB added Milhouse to the team. Today, the firm has grown to 100 employees who are responsible for 25% of HNTB's Runway 9C/278C project, which has a construction value of $375M.

The Partners Program is the embodiment of HNTB's commitment to maximize opportunities for local minority-owned, woman-owned, and disadvantaged businesses by partnering, sharing best practices, and providing the needed tools for success.

> "This program has proven to be beneficial in the growth of local industry small businesses across the country. The goal of the program is to partner with our local small business industry partners, encourage and support inclusion and diversity, and ensure our teams are providing quality services to our clients and the communities we serve.
>
> *– Audrey Andrews, PhD, Associate Vice President Director, HNTB Partners Program*

## SOLICITING DBE SUPPORT

We understand DEN's commitment to developing sustainable small and disadvantaged businesses that can participate and hold meaningful roles on its multitude of programs. Our approach to DBE inclusion is to choose firms that augment our team's strengths, based on their own proven experience and relationships, to provide the best possible service and value to our clients. PM Kim Hughes reviewed the scope of work upon the RFQ release and identified areas where subconsultant support would add value to the team. We then established a list of DBE firms and began our selection process holding virtual meetings to learn about each other's capabilities and value propositions with the goal of benefiting the project.

Concurrently, Principal-in-Charge Reza Akhavan contacted several firms known as trusted partners for DEN. We shared a copy of the RFQ and informed potential teaming partners that HNTB was evaluating and selecting the most qualified individuals to join the team. After careful consideration, we informed the selected teaming partners and notified others via email that were not selected. In most cases, this was due to a misalignment of services and needs. We provided thoughtful and thorough communication so firms understood our decisions. HNTB has identified the following firms to hold lead positions as DBE partners that align with your vision and our company philosophy: Pinyon, CIG, and EES.

## COMMUNICATION PROCESS

HNTB proactively integrates subconsultants into the team through meaningful participation and open communication. This begins at kickoff, when our PM presents our Project Management Plan (PMP) that covers communication, the risk matrix, quality, schedule, safety, budget, invoicing and scope. We also request safety management plans from each subconsultant and create bridging documents between subconsultant and HNTB safety plans. These are shared with DEN and Kim to promote alignment between DEN and our subconsultants.

### DISPUTE RESOLUTION

HNTB first aims to avoid subconsultant disputes by integrating all firms into the project team through meaningful participation and open communication. Kim is committed to holding regularly scheduled check-ins to discuss assignment statuses, review products, and ask questions as they arise. Kim aims to preemptively address issues, but if a performance or prompt payment dispute does occur, HNTB applies the following dispute resolution process in collaboration with our DBE partner firms. We meet with our partner firms' leadership and discuss methods to equitably resolve any possible dispute in the most positive manner. This includes:

- Reviewing and confirming contractual obligations.
- Documenting disputed items and associated contract terms.
- Identifying non-disputed areas to continue work.
- Identifying solutions acceptable to both parties and associated contractual changes.
- Engaging DEN on changes that impact prime agreement or project performance.
- Drafting contract modification, review, and executing.

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For example, on a recent landside project for the Port of Seattle, the scope and fee for roadway illumination analysis design stated that this scope would be performed on two roadways. Our DBE subconsultant assumed the associated ramp and parking lot entrance were excluded, so their fee did not include hours to perform this design work. We worked with the subconsultant to develop a contingency release request for the additional design work and presented the release to the client. The airport client was understanding and authorized the additional budget for our DBE subconsultant.

## PROJECT EXAMPLES

HNTB has consistently met and exceeded our client's aspirational goals. As shown in Exhibit 8.2, HNTB's proven track record includes recent accomplishments at BWI under Kim's leadership, and on our current DEN Concourse Expansion Program (CEP) with more than $8.6M contracted to minority- and women- owned firms.

With accurate work planning based on past projects and regular monitoring, we are confident that we will meet or exceed DEN's DBE commitment goal. That same work planning and monitoring helps us to immediately identify if we are tracking ahead or behind on our partnering commitment so we can make adjustments as needed. After evaluating both our current and planned utilization, if we identify that our anticipated DBE percentage at the end of the contract may fall below our goal, Kim will implement strategies to achieve our planned DBE utilization. Based on what brings value to DEN and meaningful scope to our partners, we will release more of the work to our subconsultant partners rather than keep the work in-house, and if needed, we will work with DEN to add a new, experienced DBE firm to the team to take on more of the work.

## HNTB COMMITMENT

We commit to meeting your goal with 15% of DEN EIS dedicated to our DBE partners. HNTB shares DEN's value of meaningful DBE participation and supporting the growth of the small business community.

*Exhibit 8.2 – HNTB brings recent success meeting and exceeding DBE utilization goals on local and similar projects.*

| | Project Name | Teammate Engaged and Technical Support | Utilization Goal | Utilization Outcome |
|---|---|---|---|---|
| 1 | City and County of Denver, Denver Airport Concourse Expansion Project (CEP) | Ambient Energy; Corey Electrical Engineers; Frankly Lighting; Gallun Snow Associates; HCL, Inc.; LS Gallegos & Assoc. | 17% | 18% |
| 2 | MAA, Comprehensive Environmental Planning Services at BWI Marshall and MTN Airports (2011-2016) | KBE (now CMT); EAC/Archaeology; Chesapeake Environmental Management, Inc.; Airport Design Consultants Inc.<br>HNTB provided GIS/CAD support to EAC/A for use in SHPO consultation and provided the AEDT model to KBE to run air quality modeling at BWI and MTN. HNTB also provided KBE technical editing assistance for Air Quality. | 16% | 25% |
| 3 | MAA, Comprehensive Environmental Planning Services at BWI Marshall and MTN Airports (2016-2021) | KBE (now CMT); EAC/Archaeology; Chesapeake Environmental Management, Inc.; Airport Design Consultants Inc.; and Coastal Resources Inc.<br>HNTB provided GIS/CAD support to EAC/A for use in SHPO consultation and provided the AEDT model to KBE to run air quality modeling at BWI and MTN. HNTB also provided KBE technical editing assistance for Air Quality. | 19% | 38% |
| 4 | The Port of Seattle, Airfield IDIQ Support Services | Osborn Consulting; HWA GeoSciences; Landry Consulting; Grace Aviation; Jack Scott Engineering | 12% | 33% |
| 5 | The Port Authority of New York and New Jersey (PANYNJ), JFK International Airport Redevelopment Program, Program Management | Athena Consulting Group; C&G Enterprises Unlimited; Crescent Consulting Associates; DY Consultants; Garg Consulting Services; JCMS; LPE Enterprises; Luster National; Mason Tillman Assoc.; Milhouse Engineering; Paco Technologies; Patrick Jenkins & Assoc.; R.F. Wilkins Consultants; SI Engineering; Stellar Services | 30% | 32% |

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APPENDIX 1

# Forms & Attachments

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## VI. ATTACHMENT 1, SUBMITTAL FORMS
## Attachment 1, Part 1 Submittal Acknowledgement Letter

**City and County of Denver**
**Denver International Airport**

Submitter: HNTB Corporation Date: March 1, 2021

Scott Morrissey, Senior Vice President
Airport Sustainability
Airport Office Building (AOB)
Denver International Airport
8500 Pena Boulevard
Denver, Colorado 80249-6340

In response to the Request for Submittal (RFQ) dated January 28, 2021, for RFQ NO. 202057147, the undersigned hereby declares that he/she has carefully read and examined the submittal documents and hereby proposes to perform and complete the work as required in the Scope of Work. Attached hereto are the completed responses to Parts 2, 3 and 4 of the Submittal Forms.

The undersigned agrees that this submittal constitutes a valid offer to negotiate a Contract with the City and County of Denver (City) to perform the work described in the submittal documents.

After final agreement on the terms of the Contract has been reached, the undersigned agrees to execute the Contract, which will be prepared by the City, in a timely manner.

The undersigned acknowledges receipt and consideration of the following addenda to the submittal documents:

Addenda Numbers: Addendum 1

**Name of at least one (1) proposing entity that attended the Mandatory Pre-Submittal Conference. Submitter must include the code given at the Mandatory Pre-Submittal Conference:**

**Name/Company:** Kim Hughes/HNTB Corporation

**Code No.** NEPAREVIEW-57147

The undersigned certifies that he/she has examined and is fully familiar with the submittal documents and has satisfied him/herself with respect to any questions regarding the RFQ which could in any way affect the undersigned's understanding of the Scope of Work or any estimate of the cost thereof.

Signature:

Type or print name: Juan Uribe, PE, Denver Office Leader

Submitter's Business Address: 1700 Lincoln Street, Suite 2450, Denver, CO 80203

E-mail address: juribe@hntb.com

DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF



**Attachment 1, Part 2 Submittal Data Form**

**City and County of Denver**
**Denver International Airport**
***(Please use this form)***

Submitter Name: HNTB Corporation

Submitter Address: 1700 Lincoln Street, Suite 2450, Denver, CO 80203

Phone: (720) 651-4450 Fax N/A

Email: juribe@hntb.com

Federal Identification Number: 43-1623092

Principal in Charge (Name & Title): Reza Akhavan, Vice President, NW Division Project Director

Project Manager for this RFQ (Name & Title): Kim Hughes, Associate Vice President, Environmental Services

Equal Employment Opportunity Officer: Nicole Carr

Name(s) of Professional and Public Liability Insurance Carrier(s):

Liberty Insurance Corporation, Travelers Property Casualty Company, and Lloyds of London

**Parent Company Information**
***(If Applicable)***

Name of Company: HNTB Corporation

Address: 715 Kirk Drive, Kansas City, MO 64105

Phone: (720) 651-4450 Fax: N/A

Contact Person: Juan Uribe, PE

DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF



**Submittal is for (check one):**

☐ Sole Proprietorship

☐ Partnership

☒ Corporation

**If this is a corporation, then you are the (check one):**

☐ Subsidiary

☒ Parent Company

State of Incorporation: Delaware

**Is this a joint venture?**

☐ YES

☒ NO

*If this is a joint venture, a certified copy of the Joint Venture Agreement must accompany this submittal.*

Licenses to perform work (issuing authority, date and validity—please provide copies of all listed):

_____

_____

_____

**CERTIFICATION**

The undersigned certifies that to the best of his/her knowledge, the information presented in this Submittal Data Form is a statement of fact and that the Submitter has the financial capability to perform the work described in the Submitter's documents.

Signature _____ Title Denver Office Leader

Print Name Juan Uribe, PE

Date March 1, 2021

DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF



**Attachment 1, Part 3 Disclosure of Legal and Administrative Proceedings and Financial Condition**

**City and County of Denver**
**Denver International Airport**
***(Please use this form)***

If no disclosure required in accordance with 1-13, please sign affirmation statement.

The undersign affirms that HNTB Corporation (Submitter) has not been involved in any legal or administrative proceedings which involve a claim in excess of Fifty Thousand Dollars ($50,000.00); has not filed bankruptcy within the last ten (10) years; has not been debarred or suspended from bidding/proposing on any Federal, State or local government procurements; and neither the Submitter nor its key employees have been convicted of a bid/submittal-related crime, violation or felony in the last five (5) years.

Signature _____ Title Denver Office Leader

Print Name Juan Uribe, PE

Date March 1, 2021

If disclosure is required in accordance with 1-13, please use the following space to provide information. If additional space is needed, please attach additional pages.

From time to time, HNTB Corporation is a defendant in lawsuits related to its professional services throughout the more than 60 HNTB offices in the United States. HNTB is a privately-held corporation. Statements regarding litigation and claims must remain confidential on the advice of its insurance carrier and legal counsel, and often times as a requirement of settlement release documents. Given this confidentiality requirement, we are unable to provide the level of detail outlined in the proposal request. We can, however, affirm that there are no past or present matters which would adversely affect HNTB's ability to properly perform any contracts awarded to us. HNTB and its insurer will consider requests for specific information regarding litigation directed only through its Chief General Counsel, Mr. George Wolf, 715 Kirk Drive, Kansas City, Missouri 64105; phone number (816) 472-1201.

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# III-15: DISCLOSURE OF LEGAL AND ADMINISTRATIVE PROCEEDINGS AND FINANCIAL CONDITION

## E. DUN & BRADSTREET NUMBER

041601790

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## VIII. ATTACHMENT 3, FORM W-9

# FORM W-9

Please complete the Request for Taxpayer Identification Number and Certification (FORM W-9) and submit with your submittal.

These pages are not included in the page numbering of this contract document.

DocuSign Envelope ID: 75976DA7-85F9-4210-8B58-5B432B63FCDF

Form **W-9**
(Rev. October 2018)
Department of the Treasury
Internal Revenue Service

# Request for Taxpayer Identification Number and Certification

▶ Go to *www.irs.gov/FormW9* for instructions and the latest information.

**Give Form to the requester. Do not send to the IRS.**

Print or type. See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.
HNTB Corporation

2 Business name/disregarded entity name, if different from above

3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.

☐ Individual/sole proprietor or single-member LLC ☐ C Corporation ☒ S Corporation ☐ Partnership ☐ Trust/estate

☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶

**Note:** Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.

☐ Other (see instructions) ▶

4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):

Exempt payee code (if any) 5

Exemption from FATCA reporting code (if any)

*(Applies to accounts maintained outside the U.S.)*

5 Address (number, street, and apt. or suite no.) See instructions.
1700 Lincoln St., Ste. 2450

Requester's name and address (optional)

6 City, state, and ZIP code
Denver, CO 80203

7 List account number(s) here (optional)

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

**Note:** If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

**Social security number**
☐☐☐ - ☐☐ - ☐☐☐☐

or

**Employer identification number**
4 3 - 1 6 2 3 0 9 2

## Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

**Sign Here** Signature of U.S. person ▶ Tax Director Date ▶ 1/12/2021

## General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to *www.irs.gov/FormW9.*

## Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

*If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See* What is backup withholding, *later.*

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## XII. ATTACHMENT 7, CERTIFICATE OF GOOD STANDING

# CERTIFICATE OF GOOD STANDING

Please submit a Certificate of Good Standing
from the Office of the Secretary of the State of Colorado
for the proposing entity.

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# OFFICE OF THE SECRETARY OF STATE
# OF THE STATE OF COLORADO

# CERTIFICATE OF FACT OF GOOD STANDING

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,

HNTB CORPORATION

is an entity formed or registered under the law of Delaware . has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 19921122841 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 11/12/2020 that have been posted, and by documents delivered to this office electronically through 11/13/2020 @ 11:35:51 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 11/13/2020 @ 11:35:51 in accordance with applicable law. This certificate is assigned Confirmation Number 12725188 .

Jena Griswold

Secretary of State of the State of Colorado

**********End of Certificate**********

*Notice: A certificate issued electronically from the Colorado Secretary of State's Web site is fully and immediately valid and effective. However, as an option, the issuance and validity of a certificate obtained electronically may be established by visiting the Validate a Certificate page of the Secretary of State's Web site, http://www.sos.state.co.us/biz/CertificateSearchCriteria.do entering the certificate's confirmation number displayed on the certificate, and following the instructions displayed. Confirming the issuance of a certificate is merely optional and is not necessary to the valid and effective issuance of a certificate. For more information, visit our Web site, http://www.sos.state.co.us/ click "Businesses, trademarks, trade names" and select "Frequently Asked Questions."*

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# OFFICE OF THE SECRETARY OF STATE
# OF THE STATE OF COLORADO

# CERTIFICATE OF FACT OF GOOD STANDING

I, Jena Griswold, as the Secretary of State of the State of Colorado, hereby certify that, according to the records of this office,

HNTB Holdings Ltd

is an entity formed or registered under the law of Delaware , has complied with all applicable requirements of this office, and is in good standing with this office. This entity has been assigned entity identification number 20071185027 .

This certificate reflects facts established or disclosed by documents delivered to this office on paper through 11/12/2020 that have been posted, and by documents delivered to this office electronically through 11/13/2020 @ 11:41:26 .

I have affixed hereto the Great Seal of the State of Colorado and duly generated, executed, and issued this official certificate at Denver, Colorado on 11/13/2020 @ 11:41:26 in accordance with applicable law. This certificate is assigned Confirmation Number 12725209 .

Jena Griswold

Secretary of State of the State of Colorado

**********End of Certificate**********

*Notice: A certificate issued electronically from the Colorado Secretary of State's Web site is fully and immediately valid and effective. However, as an option, the issuance and validity of a certificate obtained electronically may be established by visiting the Validate a Certificate page of the Secretary of State's Web site, http://www.sos.state.co.us/biz/CertificateSearchCriteria.do entering the certificate's confirmation number displayed on the certificate, and following the instructions displayed. Confirming the issuance of a certificate is merely optional and is not necessary to the valid and effective issuance of a certificate. For more information, visit our Web site, http://www.sos.state.co.us/ click "Businesses, trademarks, trade names" and select "Frequently Asked Questions."*

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APPENDIX 3

# DBSO Forms

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DENVER
ECONOMIC DEVELOPMENT
& OPPORTUNITY

# DIVISION OF SMALL BUSINESS OPPORTUNITY (DSBO)
# COMMITMENT TO DBE PARTICIPATION

***This page must be completed by all Bidders/Proposers to indicate their commitment towards satisfying the DBE participation goal. The commitment will be incorporated into the contract and thereby the selected Bidder/Proposer's will be held to that commitment. (Please check the appropriate box):***

**COMPLETE IF YOU ARE A NON-DBE PRIME:**

☒ The City and County of Denver has specified a 15 % DBE Participation goal on this project. The Bidder/Proposer is committed to meeting 15 % DBE Participation on the contract.

**COMPLETE IF YOU ARE A DBE PRIME:**

☐ The City and County of Denver has specified a _____% DBE Participation goal on this project. The Bidder/Proposer is a certified DBE with the City and County of Denver and is committed to meeting _____% DBE Participation on the contract.

**COMPLETE IF YOU ARE UNABLE TO MEET PROJECT GOAL:**

☐ The City and County of Denver has specified a _____% DBE Participation goal on this project. The Bidder/Proposer is unable to meet this project goal but is committed to a _____% DBE Participation on the contract. The Bidder/Proposer must make adequate good faith efforts to meet this goal in order to be deemed responsive. The Bidder/Proposer must submit a detailed statement and documentation of their good faith efforts. Award of the contract will be conditioned on meeting the requirements of this section, in accordance with C.F.R. 49 part 26.

**The undersigned Bidder/Proposer hereby agrees and understands that they must comply with their DBE commitments in this project in conformity with the Requirements, Terms, and Conditions of this DBE Procurement/Contract Language.**

Bidder/Proposer (Name of Firm): HNTB Corporation

Firm's Representative: Juan Uribe, PE

Title: Denver Office Leader

Signature (Firm's Representative): Date: March 1, 2021

Address: 1700 Lincoln Street, Suite 2450

| | | |
|---|---|---|
| City: Denver | State: CO | Zip: 80203 |
| Phone: (720) 651-4450 | Email: juribe@hntb.com | |

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DENVER
ECONOMIC DEVELOPMENT
& OPPORTUNITY

# DIVISION OF SMALL BUSINESS OPPORTUNITY (DSBO)
# 1B - LIST OF PROPOSED SUBCONTRACTORS, SUBCONSULTANTS, AND/OR SUPPLIERS

**City & County of Denver Contract No.:** 202057147

**To be completed by all proposers/submitters including certified self-performing firms.**

Please list all known firms the undersigned proposes to utilize. **This form shall be utilized for RFQ/RFP/On-Call or any other procurements DSBO deems required with undetermined dollar amount associated with the proposed firms work.** Any certified firm listed must be certified by the City and County of Denver. If additional pages are required, please copy and attach the second page. Form 1A must be updated and submitted to DSBO upon contract execution and when subcontractors, subconsultants, and/or suppliers are added throughout the contract duration.

| Contractor/Consultant | | |
|---|---|---|
| Name of Firm: HNTB Corporation | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) | |
| Firm's Representative: Juan Uribe, PE | | |
| Signature: | Date: March 1, 2021 | |
| Address: 1700 Lincoln Street, Suite 2450 | | |
| City: Denver | State: CO | Zip: 80203 |
| Phone: (720) 651-4450 | Email: juribe@hntb.com | |
| Total Proposed Contract Value $: TBD | Self-Performing Contract Value $: TBD | |

| Subcontractors, Subconsultants, and/or Suppliers | |
|---|---|
| Name of Firm: Communication Infrastructure Group (CIG) | ☒ MWBE (√) ☒ SBE (√) ☒ DBE (√) ☐ EBE (√) |
| Firm's Representative: Julie Skeen | |
| Phone: (303) 905-4108 | Email: julie@cig-pr.com |
| Type of Service: Outreach and engagement | |

| | |
|---|---|
| Name of Firm: Crawford, Murphy, & Tilly, Inc. (CMT) | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: Carrol Fowler | |
| Phone: (727) 767-9404 | Email: cfowler@cmtengr.com |
| Type of Service: Air quality and noise consulting | |

| | |
|---|---|
| Name of Firm: Entitlement and Engineering Solutions, Inc. | ☒ MWBE (√) ☒ SBE (√) ☒ DBE (√) ☐ EBE (√) |
| Firm's Representative: Amanda M. O'Connor | |
| Phone: (303) 210-0222 | Email: amanda.oconnor@ees.us.com |
| Type of Service: Civil engineering, project controls, entitlements | |

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DENVER
ECONOMIC DEVELOPMENT & OPPORTUNITY

| | |
|---|---|
| Name of Firm: Pinyon Environmental, Inc. | ☒ MWBE (√) ☒ SBE (√) ☒ DBE (√) ☐ EBE (√) |
| Firm's Representative: Robyn Kullas | |
| Phone: (303) 980-5200 | Email: kullas@pinyon-env.com |
| Type of Service: Environmental consulting services | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

| | |
|---|---|
| Name of Firm: | ☐ MWBE (√) ☐ SBE (√) ☐ DBE (√) ☐ EBE (√) |
| Firm's Representative: | |
| Phone: | Email: |
| Type of Service: | |

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# EXHIBIT H

## CITY AND COUNTY OF DENVER
## INSURANCE REQUIREMENTS FOR DEPARTMENT OF AVIATION
## PROFESSIONAL SERVICES AGREEMENT

**A. Certificate Holder**

The certificate shall be issued to:

CITY AND COUNTY OF DENVER
Denver International Airport
8500 Peña Boulevard, Suite 8810
Denver CO 80249
Attn: Risk Management

**B. Acceptable Certificate of Insurance Form and Submission Instructions**

Please read these requirements carefully to ensure proper documentation and receipt of your certificate(s) of insurance.

- ACORD FORM (or equivalent) certificate is required.
- SUBMIT via emailed in pdf format to: contractadmininvoices@flydenver.com
- ELECTRONIC CERTIFICATES are required, hard copy documents will not be accepted.
- THIRD PARTY SOFTWARE may be implemented during the term of this Agreement to manage insurance compliance and documents with required use by Vendor of such system.
- REFERENCE on the certificate must include the DEN assigned Contract Number.

**C. Coverages and Limits**

1. Commercial General Liability:
   Consultant shall maintain insurance coverage including bodily injury, property damage, personal injury, advertising injury, independent contractors, host liquor, and products and completed operations in minimum limits of $1,000,000 each occurrence, $2,000,000 products and completed operations aggregate; if policy contains a general aggregate, a minimum limit of $2,000,000 annual policy aggregate must be maintained.

   a. Coverage shall include contractual liability covering liability assumed under this Agreement (including defense costs assumed under contract) within the scope of coverages provided.
   b. Coverage shall include Mobile Equipment Liability, if used to perform services under this Agreement.

2. Business Automobile Liability:
   Consultant shall maintain a minimum limit of $1,000,000 combined single limit each occurrence for bodily injury and property damage for all owned, leased, hired and/or non-owned vehicles used in performing services under this Agreement.

   a. If operating vehicles unescorted airside at DEN, a $10,000,000 combined single limit each occurrence for bodily injury and property damage is required.
   b. If Consultant does not have blanket coverage on all owned and operated vehicles and will require unescorted airside driving privileges, then a schedule of insured vehicles (including year, make, model and VIN number) must be submitted with the Certificate of Insurance.
   c. The policy must not contain an exclusion related to operations on airport premises.
   d. If transporting waste, hazardous material, or regulated substances, Consultant shall carry a Broadened Pollution Endorsement and an MCS 90 endorsement on its policy.

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e. If Consultant is an individual or represents that Consultant does not own any motor vehicles and/or Consultant's owners, officers, directors, and employees use their personal vehicles for business purposes, Personal Automobile Liability insurance coverage will be accepted provided it includes a business use endorsement.
f. If Consultant will be completing all services to DEN under this Agreement remotely, this requirement will be waived.

3. Workers' Compensation and Employer's Liability Insurance:
Consultant shall maintain workers compensation coverage in compliance with the statutory requirements of the state(s) of operation and Employer's Liability insurance with limits no less than $100,000 per occurrence for each bodily injury claim, $100,000 per occurrence for each bodily injury caused by disease claim, and $500,000 aggregate for all bodily injuries caused by disease claims.

   a. If Consultant is a sole proprietor, Workers' Compensation and Employer's Liability is exempt under the Colorado Workers' Compensation Act. It is the sole responsibility of the Consultant to determine their eligibility for providing this coverage and executing all required documentation with the State of Colorado.

4. Professional Liability (Errors and Omissions) Insurance:
Consultant shall maintain a minimum limit of $1,000,000 each claim and annual aggregate, providing coverage for all applicable professional services outlined in this Agreement.

5. Unmanned Aerial Vehicle (UAV) Liability:
If Lessee desires to use drones in any aspect of its work or presence on DEN premises, the following requirements must be met prior to commencing any drone operations:

   a. Express written permission must be granted by DEN.
   b. Express written permission must be granted by the Federal Aviation Administration (FAA).
   c. Drone equipment must be properly registered with the FAA.
   d. Drone operator(s) must be properly licensed by the FAA.
   e. Contractor must maintain UAV Liability including flight coverage, personal and advertising injury liability, and hired/non-owned UAV liability for its commercial drone operations with a limit no less than $1,000,000 combined single limit each occurrence for bodily injury and property damage.

6. Excess/Umbrella Liability:
Combination of primary and excess coverage may be used to achieve minimum required coverage limits. Excess/Umbrella policy(ies) must follow form of the primary policies with which they are related to provide the minimum limits and be verified as such on any submitted Certificate of Insurance.

**D. Reference to Project and/or Contract**
The City Project and/or Contract Number and project description shall be noted on the Certificate of Insurance.

**E. Additional Insured**
For all coverages required under this Agreement (excluding Workers' Compensation, Employer's Liability and Professional Liability), Consultant's insurer(s) shall include the City and County of Denver, its elected and appointed officials, agents, employees and volunteers as Additional Insureds by policy endorsement.

**F. Waiver of Subrogation**
For all coverages required under this Agreement, Consultant's insurer(s) shall waive subrogation rights against the City and County of Denver, its elected and appointed officials, agents, employees and volunteers by policy endorsement.

**G. Notice of Material Change, Cancellation or Nonrenewal**

Each certificate and related policy shall contain a valid provision requiring notification to the Certificate Holder in the event any of the required policies be canceled or non-renewed or reduction in required coverage before the expiration date thereof.

1. Such notice shall reference the DEN assigned contract number related to this Agreement.
2. Said notice shall be sent thirty (30) days prior to such cancellation or non-renewal or reduction in required coverage unless due to non-payment of premiums for which notice shall be sent ten (10) days prior.
3. If such written notice is unavailable from the insurer or afforded as outlined above, Consultant shall provide written notice of cancellation, non-renewal and any reduction in required coverage to the Certificate Holder within seven (7) business days of receiving such notice by its insurer(s) and include documentation of the formal notice received from its insurer's as verification.

**H. Additional Provisions**

1. Deductibles, Self-Insured Retentions, or any other type of retention are the sole responsibility of the Consultant.
2. Defense costs shall be in addition to the limits of liability. If this provision is unavailable that limitation must be evidenced on the Certificate of Insurance.
3. A severability of interests or separation of insureds provision (no insured vs. insured exclusion) is included under all policies where Additional Insured status is required.
4. A provision that coverage is primary and non-contributory with other coverage or self-insurance maintained by the City is included under all policies where Additional Insured status is required.
5. The insurance requirements under this Agreement shall be the greater of (i) the minimum limits and coverage specified hereunder or (ii) the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the Lessee. It is agreed that the insurance requirements set forth herein shall not in any way act to reduce coverage that is broader or that includes higher limits than the minimums set forth in this Agreement.
6. All policies shall be written on an occurrence form. If an occurrence form is unavailable or not industry norm for a given policy type, claims-made coverage will be accepted by the City provided the retroactive date is on or before the Agreement Effective Date or the first date when any goods or services were provided to the City, whichever is earlier, and continuous coverage will be maintained or an extended discovery period of three years beginning at the time work under this Agreement is completed or the Agreement is terminated, whichever is later.
7. Consultant shall advise the City in the event any general aggregate or other aggregate limits are reduced below the required minimum per occurrence limits. At their own expense, and where such general aggregate or other aggregate limits have been reduced below the required minimum per occurrence limit, the Consultant will procure such per occurrence limits and furnish a new certificate of insurance showing such coverage remains in force.
8. Certificates of Insurance must (i) specify the issuing companies, policy numbers and policy periods for each required form of coverage, (ii) be issued and signed by an authorized entity and (iii) be submitted to the City at the time Contractor signed this Agreement.
9. The insurance shall be underwritten by an insurer licensed or authorized to do business in the State of Colorado and rated by A.M. Best Company as A- VIII or better.
10. Certificate of Insurance and Related Endorsements: The City's acceptance of a certificate of insurance or other proof of insurance that does not comply with all insurance requirements set forth in this Agreement shall not act as a waiver of Consultant's breach of this Agreement or of any of the City's rights or remedies under this Agreement. The City's acceptance of any submitted insurance certificate is subject to the approval of DEN Risk Management. All coverage requirements specified in the certificate shall be enforced unless waived or otherwise modified in writing by DEN Risk Management. Consultant is solely responsible for ensuring all formal policy endorsements are issued by their insurers to support the requirements herein.
11. The City shall have the right to verify or confirm, at any time, all coverage, information or representations, and the insured and its undersigned agent shall promptly and fully cooperate in any such audit the City may elect to undertake.

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12. No material changes, modifications or interlineations to insurance coverage required by this Agreement shall be allowed without the review and written approval of DEN Risk Management.
13. Consultant shall be responsible for ensuring DEN is provided updated Certificate(s) of Insurance ten (10) days prior to each policy renewal.
14. Consultant's failure to maintain the insurance required by this Agreement shall be the basis for immediate termination of this Agreement at DEN's sole discretion and without penalty to the City.