

Exhibit 'A'

OCALA INTERNATIONAL AIRPORT

Taxiway 'C' and Westside Airfield Development

NEPA DOCUMENTATION ENVIRONMENTAL ASSESSMENT



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Taxiway 'C' and Westside Airfield Development

EXHIBIT "A" SCOPE OF SERVICES

PROJECT DESCRIPTION

The City of Ocala and the Ocala International Airport (OCF, Owner) have recently executed a lease with a developer that is willing to invest millions of dollars to construct a multi-use aviation facility located on the west side of the property at the Ocala International Airport. The proposed multi-use development will serve a number of aviation-related uses including cargo, equine transport, aircraft maintenance, and large aircraft storage. It will also include a transient ramp area which will serve to alleviate congestion that is being created by large aircraft operations within the east transient ramp area. The proposed development is supported by a number of external factors including the rapid population influx in the north central part of the state, the recent expansion of the World Equestrian Center (WEC) which is located across the street from the airport and includes 3,000 acres of property, 1500 stalls, 17 arenas, and a stadium, and the continued increase of based aircraft and operational activity which continues to surpass the FAA's Terminal Area Forecast (TAF). As witnessed in both fuel sales and activity, the airport set two monthly operational records in 2023 – in January and more recently in August. The airport's based aircraft and activity levels are anticipated to continue rising, which will mandate the need for future capacity improvements. For all of these reasons, additional airside infrastructure including a parallel taxiway (Taxiway 'C') will be required to facilitate aircraft movements to and from the proposed west side development to Runway 18-36. (Figure 1).

The scope of Infrastructure Consulting & Engineering, PLLC (ICE) shall be to manage and develop the appropriate level of NEPA environmental documentation for the proposed improvements to ensure compliance with FAA's 5050.4B - *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Specifically, it is assumed that the proposed improvements will require the development of an environmental assessment (EA) and supporting studies, which will be prepared according to Council of Environmental Quality (CEQ) NEPA regulations (40 CFR Parts 1500-1508) and guidance, FAA 5050.4B, and FAA 1050.1F Desk Reference (v3), June 2023 (Desk Reference). A schedule is included at the end of this Exhibit.

TASK 1 – EA PREPARATION COORDINATION AND SCOPING

ICE's environmental team will conduct and participate in various Owner, agency, and stakeholder coordination efforts to initiate the preparation of the EA. This includes initial data collection efforts consisting of existing plans, desktop GIS mapping resources, regulatory/resource agency programs, and initial site visits. Initial efforts will confirm the level of NEPA documentation and potential project constraints.

TASK 2 – ENVIRONMENTAL ASSESSMENT PREPARATION

ICE will initiate preparation of the EA upon completion of Task 1 and development of project design (conducted under separate agreement). The EA will be prepared according to applicable FAA regulations and guidelines at the time of contract execution. Specifically, it is assumed that the EA will be prepared per Order 5050.4B and Desk Reference. The EA will include the following:

- **Forecast** –the forecast for this environmental assessment will be prepared and provided by others as a part of a master plan project that will occur concurrently with the EA. This forecast will demonstrate demand needed to justify this EA as well as the future development within the master plan. This forecast will be submitted by others and will be reviewed and approved by FAA prior to performing the noise analysis within this study.
- **Purpose and Need** – a project purpose statement will be developed along with documentation supporting the project need. Specifically, the purpose and need will present the deficiencies and need to be addressed and the benefits of the proposed action. It is assumed that the basic project purpose is to expand existing facilities, including an additional taxiway, to support existing and projected demands. The need will be demonstrated based on available documents, plans, and data collection efforts provided by the Owner along with the forecast and coordination and general data collection associated with the project. Any Letters of Intent (LOI) or other documentation needed to justify the project will be provided by the City of Ocala or by others.
- **Proposed Action** – the Owner’s proposed actions to satisfy the project needs will be identified and documented.
- **Alternatives** – based on the project purpose and need, the no-build along with a range of reasonable alternatives will be identified and analyzed. It is assumed that no more than three (3) potential build alternatives will be evaluated. The alternative analysis will evaluate each alternative based on the ability to satisfy the purpose and need, feasibility, and potential environmental impacts. An impact matrix will be developed and maintained for documentation and to support the selection of the Recommended Preferred Alternative (RPA). The RPA will be further refined and evaluated to determine the environmental consequences.
- **Affected Environment (existing conditions) and Land Use** – will include documentation of project setting, existing conditions, and land use. This will be documented based on data collection and field confirmation.
- **Environmental Impact Analysis** – consideration for the direct effects, indirect effects and cumulative effects regarding the various impact categories will be conducted and documented. Based on project scope and context, there may be unaffected resources, which will be appropriately documented. Potentially affected resources will be further evaluated in regard to FAA threshold requirements (*Desk Reference*) and may require

detailed environmental investigations. The following impact categories will be considered:

- Air Quality – According to NEPAAssist, OCF is not located in a nonattainment or maintenance area and the airport and is not expected to conduct more than 180,000 operations annually. Thus, the AEDT program will be utilized to determine the differences in National Ambient Air Quality Standards (NAAQS) for existing conditions as well as for the proposed action. The results of which will be utilized to identify and document any NAAQS threshold issues that may be associated with the proposed action.
- Climate - The project study area will be evaluated to identify and document potential effects of a proposed action on climate change as indicated by its GHG emissions, and the implications of climate change for the environmental effects of the proposed development.
- Biological Resources (including fish, wildlife, and plants) - the project study area will be evaluated for potential impacts to federally protected species pursuant to Section 7 of the Endangered Species Act. Specifically, a list of federally protected species will be obtained from the U.S. Fish and Wildlife Service (USFWS) along with a USFWS Information for Planning and Consultation (IPaC) report. Due to the listing of the eastern indigo snake (*Drymarchon couperi*), it is assumed that a gopher tortoise (*Gopherus polyphemus*) survey will be conducted per USFWS and Florida Fish and Wildlife Conservation Commission (FWC) guidelines. A Biological Assessment will be prepared to document the findings and potential impacts to any federally protected species. This report will be coordinated with FAA and support subsequent Section 7 consultation requirements between FAA and USFWS.
- Coastal Resources – Unaffected category.
- Department of Transportation Act (Section 4f) – potential Section 4(f) properties, including any public parks, recreation areas, wildlife/waterfowl refuges of national, state, or local significance will be identified and evaluated for potential affect. It is assumed these properties will be avoided and additional Section 4(f) documentation would not be required.
- Farmlands – the project study area will be evaluated for the presence of prime farmlands in accordance with the Farmland Protection Policy Act (FPPA). If applicable, a farmland conversion rating form (AD-1006 form) will be completed and coordinated with the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) and incorporated into the EA.
- Hazardous Materials, Solid Waste and Pollution Prevention – an environmental database search and coordination with FDEP will be conducted to identify potential documented sites of concern within the vicinity of the project study area. A site review will be conducted to confirm these findings and will be appropriately documented in the EA. Known and proposed operational uses will be evaluated for potential hazardous materials, solid waste, and pollution

prevention impacts.

- Historical, Architectural, Archeological, and Cultural Resources - the project study area will be evaluated for known archaeological and other cultural resources in the vicinity and will be identified through review of available databases and sources. A Phase 1 Cultural Resource Assessment will be conducted to identify potential archaeological, historic, and other cultural resources. A report of the findings will be prepared to support subsequent Section 106 consultation requirements between FAA and the State Historic Preservation Office (SHPO).
- Land Use – existing and project land use within vicinity of the project study area will be identified, evaluated, and documented in the EA.
- Natural Resources and Energy Supply – the proposed project will be evaluated in regard to the impact and demand and consumption of various natural resources and the use of energy.
- Noise and Compatible Land Use – a noise analysis will be performed utilizing the forecast provided by others and as approved by the FAA. The FAA's AEDT software will be utilized to determine potential noise impacts associated with proposed action.
- Socioeconomics – the proposed activity will be evaluated to determine potential impacts and the potential for the proposed project to cause, direct, induced, or secondary socioeconomic impacts on surrounding communities. This includes identification of communities and other sensitive resources in vicinity of the project study area and analysis of the proposed activity's potential to impact changes in traffic patterns, public service demands, economic activities, and other vital factors identified in the public outreach efforts.
- Environmental Justice (EJ), and Children's Environmental Health and Safety Risks – the project study area and surrounding area will be evaluated to identify the presence of potential EJ populations. The proposed activity will be evaluated to determine if the action will cause a disproportionate and adverse effect to any low-income or minority (EJ) populations. It is assumed that the proposed project will not result in EJ impacts, and therefore no detailed analysis or targeted outreach will be required.
- Visual Effects (including light emissions) – the proposed improvements, including lighting, will be evaluated to determine potential impacts to the surrounding area.
- Water Resources (wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers) – the proposed project study area is not anticipated to include any wetlands or other waters of the U.S. (WOTUS) and/or State. However, field investigations will be performed to document available habits and any potential WOTUS will be delineated, surveyed, mapped and appropriately coordinated with the FDEP and US Army Corps of Engineers (USACE). Any WOTUS will be surveyed utilizing sub-meter GPS, digitized and incorporated into the project

design files for consideration throughout design development.

A draft EA will be prepared and submitted for review by Owner, FAA, and other required stakeholders. The draft EA will be prepared in accordance with CEQ and FAA regulations, including Desk Reference and Order 5050.4B. The following is a summary of the anticipated deliverables in support of the EA:

- Forecast - review & approved by FAA; prepared by others
- P&N and Alternatives Chapters - review & approved by FAA
- Special Studies – AEDT analysis regarding noise and air, biological assessment, and cultural resource assessment survey.
- Preliminary Draft EA - review and approved by FAA
- Draft EA to go out for public comment
- Preliminary Final EA - review & approved by FAA
- Final EA

Digital draft copies will be submitted for review. Final EA will be prepared and submitted for final approval. It is assumed that up to five (5) final hardcopies and a digital copy will be submitted.

TASK 3 – PUBLIC OUTREACH AND AGENCY COORDINATION

ICE will coordinate with various stakeholders and agencies throughout the project, including OCF, FAA, FDEP, USACE, SHPO, FWC and USFWS. This effort will include scoping coordination, comment responses, and circulation of the various deliverables and final documents. In addition, ICE will participate in various meetings with OCF throughout project development to ensure accurate and efficient decision making.

- Public Outreach – a public outreach plan will be prepared and implemented in compliance with FAA 5050.4B, Chapter 4. It is anticipated that various outreach efforts, including project newsletters, social media blasts, website updates, and/or a public meeting would be utilized. ICE, in conjunction with OCF and FAA, will prepare and conduct the required outreach efforts.
- Public Hearing – following approval of the EA, the Owner will coordinate and publish an opportunity for a public hearing along with a minimum 30-day public comment period. If a public hearing is required, ICE will support the Owner with the production of advertisements, meeting material, staffing, meeting summary, and response comments.

SCHEDULE

The Consultant proposes the following schedule:

Task 1 – 8 weeks from NTP

Task 2 Forecast

Task 2 P&N and Alternative Chapters – review and approved by FAA – 12 weeks from NTP

Task 2 Special Studies – 14 weeks from NTP

Task 3 Public Outreach – 16 weeks from NTP

Task 2 Preliminary Draft EA – review and approved by FAA – 24 weeks from NTP

Task 2 Draft EA for public comment– 30 weeks from NTP

Task 2 Preliminary Final EA – review and approved by FAA – 36 weeks from NTP

Task 2 Final EA - 42 weeks from NTP

END SCOPE OF WORK