

**BOARD OF COUNTY COMMISSIONERS
AGENDA ITEM SUMMARY**

MEETING DATE: 9/19/07

DIVISION: COUNTY ADMINISTRATOR

BULK ITEM: YES

DEPARTMENT: AIRPORTS

STAFF CONTACT PERSON: Peter Horton
Phone: 292-3518

AGENDA ITEM WORDING: Approval of Purchase Service Order with URS for Part 150 Noise Exposure Maps Update for the Key West International Airport.

ITEM BACKGROUND: This update is associated with the ongoing Noise Insulation Program for the Key West Airport. Services will be funded 95% by the Federal Aviation Administration, and 5% Passenger Facility Charge Revenue.

PREVIOUS RELEVANT BOCC ACTION: Acceptance of Federal Aviation Administration Grant, August 8, 2007.

CONTRACT/AGREEMENT CHANGES: New agreement

STAFF RECOMMENDATION: Approval

TOTAL COST: \$99,701.00

BUDGETED: Yes

COST TO AIRPORT: None

SOURCE OF FUNDS: FAA, PFC

COST TO PFC: \$4985.05

COST TO COUNTY: None

REVENUE PRODUCING: No

AMOUNT PER MONTH /YEAR:

APPROVED BY: County Attorney OMB/Purchasing Risk Management

DOCUMENTATION: Included

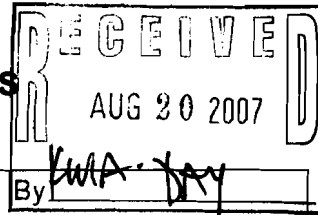
Not Required

AGENDA ITEM # _____

DISPOSITION: _____

/bev
AO
11/06

MONROE COUNTY BOARD OF COUNTY COMMISSIONERS



CONTRACT SUMMARY
Contract #

Contract with: URS

Effective Date: Execution
Expiration Date: 180 days

Contract Purpose/Description: Part 150 – Noise Exposure Maps Update, for the Key West International Airport

Contract Manager: Bevette Moore (name) # 5195 (Ext.) Airports - Stop # 5 (Department/ Stop)

for BOCC meeting on: 9/19/07 Agenda Deadline: 9/4/07

CONTRACT COSTS

Total Dollar Value of Contract: \$99,701.00
Budgeted? Yes
Grant: FAA, pending
County Match: PFC Revenue

Current Year Portion: ~ \$2,500.00
Account Codes: Pending FAA grant 037-033

ADDITIONAL COSTS

Estimated Ongoing Costs: n/a
(not included in dollar value above)

For: .
(eg. maintenance, utilities, janitorial, salaries, etc.)

CONTRACT REVIEW

	Date In	Changes Needed		Reviewer	Date Out
		Yes	No		
Airports Director	<u>8/21/07</u>	()	(X)	<u>P.H.</u> Peter Horton	<u>8/21/07</u>
Risk Management	<u>8/14/07</u>	()	(X)	<u>M. Stone</u> for Risk Management	<u>8/14/07</u>
O.M.B./Purchasing	<u>8/17/07</u>	()	(X)	<u>J. P. [Signature]</u> for OMB	<u>8/17/07</u>
County Attorney	<u>1/1/</u>	()	()	<u>Padro Mercado</u> County Attorney	<u>8/15/07</u>

Comments: _____

PURCHASE / SERVICE ORDER
FOR
MONROE COUNTY

To: URS Purchase Service Order No. 06/07-37

Re: PSA Agreement, Dated: 1-1-02 Resolution

Project Name: Key West International – Part 150/Noise Exposure Maps Up-date

Description of Services:

(SEE ATTACHED SCOPE OF SERVICES)


Multiple of Direct Salaries

Lump Sum X Reimbursable Expense

Days to Complete 180 Fee this Service Order \$ 99,701.00

Payment for Services shall be in their entirety as per PSO.

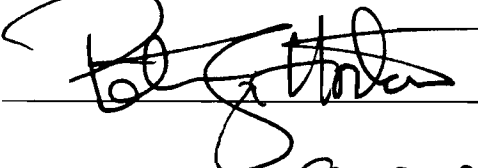
Prepared by:



Milford A. Reisert

Date: 8/3/07

Recommended by:



Date: 8-10-07

Accepted by:



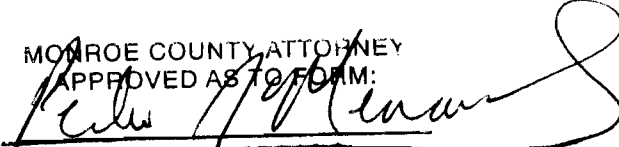
Carlos Garcia

Date: 8/2/07

Approved by:

Date: _____

MONROE COUNTY ATTORNEY
APPROVED AS TO FORM:



PEDRO J. MERCADO
ASSISTANT COUNTY ATTORNEY
Date 8/15/07

KEY WEST INTERNATIONAL AIRPORT**NOISE EXPOSURE MAPS UPDATE****SCOPE OF SERVICES****TASK 1 PROJECT MANAGEMENT**

Throughout the duration of the project the Project Manager will be coordinating, as necessary, with KWIA staff and others, to ensure that the project and schedule are progressing as planned. This on-going coordination will provide KWIA staff with a consistent, single point-of-contact throughout the duration of the project. Included under this task will be any coordination meetings required outside the scope of the meetings with the Ad-Hoc Committee, and all project review meetings.

TASK 2 UPDATE LAND USE MAPPING

The Geographic Information System (GIS) will be updated to delineate current land use, population, housing, airport related easements, and airport facilities/property. Field review will be accomplished in order to verify current land uses within the noise contours and around the airport property. The GIS will be used to estimate noise exposure within the noise contours developed for this study.

TASK 3 COLLECT AIRCRAFT OPERATIONS DATA

Data will be collected on existing aircraft operations for the 12-month period January 1, 2006 through December 31, 2006, to update the Year 1998 Noise Exposure Map contained in the Part 150 Study. Data will be obtained from Flight Aware and/or Flight Explorer, which identify all IFR Flight Plan departures and arrivals into KWIA. Runway utilization and location of flight tracks will be validated or updated through consultation with personnel at the Key West Airport Traffic Control Tower. The airport will provide copies of Airline Landing Fee Reports and logs of nighttime aircraft activity. URS will continue to pursue obtaining radar data from Key West NAS. Data to be collected and analyzed will include the following:

- Fleet mix
- Number and type of operations
- Flight tracks and usage
- Day/night usage
- Ground run-up and maintenance activities
- Airspace and air traffic considerations and operational constraints
- Runway end utilization

Aviation related data will be obtained from various sources including:

- KWIA Airport Traffic Control Tower
- Key West Naval Air Station
- Airline Landing Fee Reports
- Nighttime Aircraft Activity Logs
- *FAA Air Traffic Activity Data System (ATADS)*
- *FAA Terminal Area Forecast (TAF)*
- Airline Schedules
- Flight Explorer
- Flight Aware

The FAA TAF will be the basis for determining the number of operations for the future condition. However, it should be noted that the TAF historical data is for fiscal years, rather than calendar years. The number of operations for calendar year 2006 identified in the ATADS (87,049) does not match the number of operations for fiscal year 2006 identified in the TAF (83,633). The forecast of future operations will be submitted to FAA for approval for use in the NEM Update.

TASK 4 EXISTING NOISE CONTOURS

Task 4.1 Develop Existing Noise Contours

Airport and aircraft operations data, including aircraft engine run-up operations, prepared in Task 3, will be compiled and analyzed to determine the operational characteristics for the average annual day. This information will be formatted for input into the most current version of FAA's Integrated Noise Model (INM) available at the start of modeling. INM standard database aircraft, departure, and approach profiles will be used to model existing aircraft operations at KWIA. Beginning with INM Version 6.2, released in May 2006, was the capability to turn off lateral attenuation for helicopters and propeller aircraft in order to simulate propagation over acoustically hard surfaces such as water or rocks. This capability will be utilized to take into account the effect of the water surrounding the airport.

Noise contours representing the combination of flight operations and engine run-up operations will be generated at DNL 65, 70, and 75 dB. The INM standard grid analysis feature will be used to calculate DNL values at up to 20 noise-sensitive sites.

Task 4.2 Evaluate Impacts of the Existing Condition Noise Contours

The DNL 65, 70, and 75 dB noise contours which were developed in Task 4.1 will be incorporated into the GIS database in order to more accurately quantify noise exposure in terms of population, households, and land use. Tables will be

developed from the GIS to describe the noise exposure estimates for the Existing Condition. Graphics will be provided to illustrate the noise contours superimposed over the base mapping and land use. Noise compatibility will be determined by comparing the anticipated DNL noise levels with existing land use and the FAA Land Use Compatibility Guidelines provided in Table 1 of Appendix A of CFR Part 150.

TASK 5 FUTURE NOISE CONTOURS

Task 5.1 Develop Future Condition Noise Contours

The future aircraft and airport operations, developed in Task 3, will be compiled and analyzed to determine the operational characteristics for the average annual day for the forecast period. This information will be formatted for input into the most current version of FAA's Integrated Noise Model (INM) available at the start of modeling. INM standard database aircraft, departure, and approach profiles will be used to model existing aircraft operations at KWIA. Beginning with INM Version 6.2, released in May 2006, was the capability to turn off lateral attenuation for helicopters and propeller aircraft in order to simulate propagation over acoustically hard surfaces such as water or rocks. This capability will be utilized to take into account the effect of the water surrounding the airport.

Noise contours representing both flight operations and engine run-up operations will be generated at DNL 65, 70, and 75 dB. The INM standard grid analysis feature will be used to calculate DNL values at up to 20 noise-sensitive sites.

Task 5.2 Evaluate Impacts of the Future Condition Noise Contours

The DNL 65, 70, and 75 dB noise contours for the future conditions which were developed in Task 5.1 will be incorporated into the GIS database in order to more accurately quantify noise exposure in terms of population, households, and land use. Tables will be developed from the GIS to describe the noise exposure estimates for each of the future conditions. Graphics will be provided to illustrate the noise contours superimposed over the base mapping and land use. Noise compatibility will be determined by comparing the anticipated DNL noise levels with existing land use and the FAA land use compatibility guidelines provided in Table 1 of Appendix A of CFR Part 150.

TASK 6 NEM CONSULTATION AND PUBLIC INVOLVEMENT

The project will include sufficient consultation and public involvement to meet the requirements of the Part 150 process. The airport operator must afford interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft Noise Exposure Map and forecast aircraft operations.

Task 6.1 Identify and Notify § 150.21 (b) "Consulted Parties"

CFR Part 150, *Airport Noise Compatibility Planning*, § 150.21 (b) requires that each Noise Exposure Map and related documentation must be developed and prepared in consultation with states, and public agencies and planning agencies whose area, or any portion of whose area, of jurisdiction is within the DNL 65 dB contour depicted on the map, FAA regional officials, and other Federal officials having local responsibility for land uses depicted on the map. This consultation must include regular aeronautical users of the airport. URS Corporation, in coordination with KWIA staff, will identify and notify by letter the parties, including but not limited to: Federal Aviation Administration, City of Key West, Monroe County, Florida Department of Transportation, American Eagle, Continental Airlines, Delta Airlines, USAirways, FedEx, DHL, Island City Flying Service, and the Airport Traffic Control Tower.

Task 6.2 Present Information at Ad-Hoc Committee Meetings

URS Corporation will present information on the progress of the study at the regular Ad-Hoc Committee meetings that are scheduled during the duration of the study. The Ad-Hoc Committee meets the first Tuesday of every other month. KWIA staff is responsible for placing ads in the local newspaper announcing the date, time, and location of the Ad-Hoc Committee meetings. KWIA staff should request "proof of publication" from the newspaper to document that meetings were appropriately advertised.

URS will prepare hand-out materials summarizing key elements of the study for distribution with the Ad-Hoc Committee agenda package. Additional copies of the hand-out materials will be provided for distribution to members of the public who attend the meetings.

Copies of the newspapers ads announcing the meetings, agenda, meeting minutes, and hand-out materials will be included in an appendix to the NEM document.

Task 6.3 Present Information to the Board of County Commissioners

URS Corporation will attend one Monroe County Board of County Commissioners (BOCC) meeting in order to present the results of the study. A handout package will be prepared for distribution to the BOCC. URS will prepare the hand-out and provide an electronic (PDF format) copy of the handout to KWIA staff for inclusion in the BOCC Agenda Package.

Copies of the agenda, meeting minutes, and hand-out materials will be included in an appendix to the NEM document.

TASK 7 NEM REPORT PREPARATION

Work conducted in Tasks 2 through 6 will be compiled and formatted to create the **Noise Exposure Maps and Supporting Documentation**, which will be submitted to FAA for their consideration under 14 CFR Part 150. Four versions of the NEM document will be prepared over the course of the study. Quantities of each version are estimates of KWIA's needs. The cost estimate is based on the quantities indicated below. If additional copies are determined to be necessary, they will be printed and charged to KWIA on a per copy basis.

In addition to the hard-copies, electronic copies (PDF format) of Versions 2, 3, and 4 will be provided to KWIA staff on a CD.

Task 7.1 Prepare NEM Version 1

Version 1 of the **Noise Exposure Maps and Supporting Documentation** will be submitted to KWIA staff and the Ad-Hoc Committee for review and comment.

Task 7.2 Prepare NEM Version 2

Version 2 of the **Noise Exposure Maps and Supporting Documentation** will incorporate comments from KWIA staff and the Ad-Hoc Committee, and will be the version presented to the BOCC. Version 2 will be provided on CDs for distribution to the BOCC.

Task 7.3 Prepare NEM Version 3

Version 3 of the **Noise Exposure Maps and Supporting Documentation** will incorporate comments from the BOCC, and will be the version submitted to the FAA for their review and acceptance. FAA requires 5 hard copies and one CD.

Task 7.4 Prepare NEM Version 4

Version 4 of the **Noise Exposure Maps and Supporting Documentation** will incorporate the FAA's notice of acceptance, and will be the final NEM document for the project. Version 4 will be provided on CDs for distribution by KWIA, as they deem appropriate.

	KWIA # Hardcopies/CDs	Consultant # Hardcopies/CDs	FAA # Hardcopies/CDs
NEM Version 1	15/0	2/0	0/0
NEM Version 2	2/15	2/1	0/0
NEM Version 3	2/1	2/1	5/1
NEM Version 4	5/10	2/5	1/1

TASK 8 PROCEDURAL REQUIREMENTS TO LIMIT RECOVERY OF DAMAGES

After FAA acceptance of the *Noise Exposure Maps and Supporting Documentation*, URS Corporation will follow all procedural requirements outlined in Section 107 of the Aviation Safety and Noise Abatement Act of 1979 (PL 96-193, 49 USC 2101) which provides a process whereby a person acquiring property in an area surrounding an airport for which a Noise Exposure Map has been submitted shall be limited in the recovery of damages with respect to noise attributable to the airport. The Act outlines the requirements and exceptions to this limitation. URS Corporation will ensure that these requirements are met so as to further protect the airport.

URS Corporation will prepare a camera-ready public notice for publication in the *Key West Citizen*. URS will arrange for publication of the legal ads at a size of approximately 3 columns by 6 inches. The legal ads will be published once a week for three consecutive weeks. URS will obtain proof of publication from the *Key West Citizen* for each publication of the legal ads.

KWIA may choose to publish the public notice in additional area newspapers at their expense.

KEY WEST INTERNATIONAL AIRPORT
NOISE EXPOSURE MAPS UPDATE

FEE PROPOSAL

TASK DESCRIPTION	Project Principal		Project Manager		Senior Airport Env. Planner		Junior Airport Env. Planner		GIS Specialist		GIS/CADD Technician		Document Production		Administrative Assistant		Total Salary Cost		Out-of-Pocket Expenses	Total Cost
	Rate/Hr.	\$179	Rate/Hr.	\$157	Rate/Hr.	\$90	Rate/Hr.	\$70	Rate/Hr.	\$92	Rate/Hr.	\$62	Rate/Hr.	\$73	Rate/Hr.	\$56	Hours	Cost		
	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost		
1 MOBILIZATION AND PROJECT MANAGEMENT	8	\$1,434	20	\$3,136		\$0		\$0		\$0		\$0		\$0		\$0	28	\$4,570		\$4,570
2 LAND USE MAPPING		\$0	4	\$627	8	\$717	8	\$560	20	\$1,848	20	\$1,232		\$0	4	\$224	64	\$5,208		\$5,208
3 INVENTORY OF AIRPORT AND AIRCRAFT OPERATIONS		\$0	16	\$2,509	40	\$3,584	60	\$4,200	12	\$1,109	12	\$739		\$0	4	\$224	144	\$12,365	\$2,000	\$14,365
4 EXISTING NOISE CONTOURS		\$0	16	\$2,509	24	\$2,150	40	\$2,800	16	\$1,478	8	\$493		\$0	4	\$224	108	\$9,654		\$9,654
5 FUTURE NOISE CONTOURS		\$0	16	\$2,509	24	\$2,150	40	\$2,800	16	\$1,478	8	\$493		\$0	4	\$224	108	\$9,654		\$9,654
6 NEM CONSULTATION AND PUBLIC INVOLVEMENT		\$0	80	\$12,544	40	\$3,584	40	\$2,800	20	\$1,848	20	\$1,232	20	\$1,456	4	\$224	224	\$23,688	\$10,000	\$33,688
7 NEM REPORT PREPARATION		\$0	32	\$5,018	20	\$1,792	40	\$2,800	40	\$3,696	16	\$986	20	\$1,456	16	\$896	184	\$16,643	\$3,000	\$19,643
8 PROCEDURAL REQ'S TO LIMIT RECOVERY OF DAMAGES		\$0	4	\$627		\$0		\$0		\$0		\$0	4	\$291		\$0	8	\$918	\$2,000	\$2,918
TOTAL	8	\$1,434	188	\$29,478	156	\$13,978	228	\$15,960	124	\$11,458	84	\$5,174	44	\$3,203	36	\$2,016	868	\$82,701	\$17,000	\$99,701

