

## **APPENDIX H**

### **FEDERAL AGENCY CONSISTENCY DETERMINATION**

This appendix provides the Federal Agency Consistency Determination prepared in accordance with the Coastal Zone Management (CZMA), 16 USC & 1456.



# Florida Department of Environmental Protection

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

Charlie Crist  
Governor

Jeff Kottkamp  
Lt. Governor

Michael W. Sole  
Secretary

MAR 19 2007

March 15, 2007

Ms. Lindy B. McDowell, Environ. Specialist  
Orlando Airports District Office  
Federal Aviation Administration  
5950 Hazeltine National Drive, Suite 400  
Orlando, FL 32822-5024

RE: Federal Aviation Administration - Scoping Notice - Environmental Impact Statement for the Airfield Improvement Project at Palm Beach International Airport - West Palm Beach, Palm Beach County, Florida.  
SAI # FL200703143141C

Dear Ms. McDowell:

Florida State Clearinghouse and Department staff, pursuant to Presidential Executive Order 12372, Gubernatorial Executive Order 95-359, the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended, and the National Environmental Policy Act, 42 U.S.C. §§ 4321, 4331-4335, 4341-4347, as amended, has reviewed the scoping meeting package and attended the February 27<sup>th</sup> meeting in West Palm Beach.

Please be advised that the proposed runway construction and canal relocation projects will require issuance of an Environmental Resource Permit(s) by the South Florida Water Management District. Activities with the potential to disturb one or more acres of land during construction will also require a National Pollutant Discharge Elimination System (NPDES) permit per Chapter 62-621, *Florida Administrative Code*. For NPDES permitting requirements, please contact the Department's NPDES Stormwater Section in Tallahassee at (850) 245-7522.

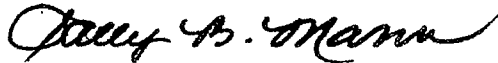
In addition, the Department's Southeast District office notes that that there may be significant soil and/or groundwater contamination issues in the areas currently occupied by Fixed Base Operators. Coordination with the District's Waste Cleanup Section staff is advised to determine whether a contamination screening evaluation will be required when these facilities are relocated to the northwest quadrant.

Ms. Lindy B. McDowell  
March 15, 2007  
Page Two

Based on the information contained in the scoping notice and above Department comments, the state has determined that, at this stage, the proposed activities are consistent with the Florida Coastal Management Program (FCMP). The applicant must, however, address the concerns identified above prior to project implementation. All subsequent environmental documents must be reviewed to determine the project's continued consistency with the FCMP. The state's continued concurrence with the project will be based, in part, on the adequate resolution of issues identified during this and subsequent reviews. The state's final concurrence of the project's consistency with the FCMP will be determined during the environmental permitting stage.

Thank you for the opportunity to review the proposed project. Should you have any questions regarding this letter, please contact Ms. Lauren Milligan or Mr. Chris Stahl at (850) 245-2163.

Sincerely,



Sally B. Mann, Director  
Office of Intergovernmental Programs

SBM/lm

cc: Tim Gray, DEP, Southeast District

**COASTAL ZONE MANAGEMENT ACT (CZMA)  
FEDERAL AGENCY CONSISTENCY DETERMINATION**

**Federal Agency:** Federal Aviation Administration (FAA)

**Airport Owner:** Palm Beach County Board of County Commissioners

**Project:** Airfield Improvement Project at Palm Beach International Airport

**Location:** Palm Beach International Airport  
1000 Turnage Boulevard  
West Palm Beach, FL 33406  
Palm Beach County

## **1.0 INTRODUCTION**

In accordance with the *Coastal Zone Management Act* (CZMA), 16 USC &1456, this Consistency Determination was prepared by the Federal Aviation Administration (FAA) for Federal actions associated with the proposed airfield improvements at the Palm Beach International Airport (PBI). This Consistency Determination provides information regarding the Proposed Project and Alternative 2 that are being evaluated for the proposed airfield improvements and requests the State of Florida's concurrence that the Proposed Project and Alternative 2 are consistent with the Florida Coastal Management Program (FCMP).

## **2.0 PROPOSED FEDERAL ACTIONS**

Palm Beach County is proposing airfield improvements at PBI to provide additional airfield capacity and reduce operational delay. The County has proposed improvements (the Proposed Project) that include; relocating, widening and extension of Runway 9R/27L to a length of 8,000 feet; relocating the thresholds and shortening Runway 13/31 to 4,000 feet; and relocating the Fixed Base Operators (FBOs) and other General Aviation (GA) support facilities in the southeast corner of the airport to the northwest quadrant of the airport. In the DEIS being prepared for the proposed improvements, the FAA has identified an alternative that would construct a new 10,000-foot runway 800 feet north of existing Runway 9L/27R and close Runway 13/31. This alternative, referred to as Alternative 2, would require the relocation of passenger terminal concourses and gates, the Aircraft Rescue and Fire Fighting (ARFF) station, and an existing air cargo facility.

The Proposed Project (or possibly Alternative 2) would be undertaken by the Palm Beach County Department of Airports and implemented with a combination of FAA grants (Airport Improvement Program); FDOT grants; Passenger Facility Charge (PFC) collections; and, local airport capital improvement funds.

The proposed Federal actions associated with the Proposed Project and Alternative 2 are:

- Approval of revisions / modifications to the Airport Layout Plan (ALP) for the proposed PBIA airfield improvements.
- The Federal environmental determination necessary to proceed with processing of an application for Federal funding for those development items qualifying under the former Airport and Airway Improvement Act of 1982, as amended and re-codified at 49 US Code 471-1, et seq.

FAA action is necessary in connection with the Proposed Project or Alternative 2 because, pursuant to 49 USC § 47107(a)(16), the FAA Administrator (under authority delegated from the Secretary of Transportation) must approve any revision or modification to an Airport Layout Plan before the revision or modification takes effect. The Administrator's approval includes a determination that the proposed alterations to the airport, reflected in the ALP revision or modification, do not affect adversely the safety, utility, or efficiency of the airport.

### **3.0 FEDERAL CONSISTENCY REVIEW**

#### **3.1 Early Coordination and Consistency Determination**

Early coordination of the Proposed Project was conducted with the FDEP Florida State Clearinghouse and reviewing agencies during the formal Scoping process undertaken for the DEIS. The results of the early coordination effort indicated that the proposed activities are consistent with the FCMP (see the attached letter dated March 15, 2007). The letter indicated that the DEIS be coordinated with FDEP to determine the project's continued consistency with the FCMP. Based on the early coordination and Scoping efforts and the findings presented in the DEIS, the FAA has determined that the proposed airfield improvements associated with either the Proposed Project or Alternative 2 are consistent with the FCMP.

#### **3.2 Coordination of Federal Consistency Determination**

The DEIS prepared by the FAA for the proposed airfield improvements at PBIA evaluated potential impacts to the natural and human environment, and accordingly, to Florida's coastal zone. This Federal Consistency Determination is included with and incorporated into the DEIS. Please refer to appropriate sections of the DEIS for more information and detailed discussion of the purpose and need for the Proposed Project, alternatives considered, and potential impacts.

Consistency with the FCMP involves the review and consideration of twenty-three state statutes that collectively provide the framework for the management of Florida's coastal resources. The results of the FAA's consistency review are summarized in the attached tables.

Project consistency information is submitted to the Florida State Clearinghouse, located within the Florida Department of Environmental Protection (FDEP), for coordination of the state's review. The state has 60 days from receipt of this document in which to complete its review and provide the Federal agency/applicant with its Federal consistency concurrence or objection. If the state does not provide the Federal agency with its Federal consistency concurrence or objection or objection within 60 days, the Federal action is presumed to be consistent with the Florida Coastal Management Program.

The state's response regarding this Consistency Determination should be sent to:

Ms. Lindy McDowell  
Environmental Specialist  
Federal Aviation Administration  
Orlando Airports District Office  
5950 Hazeltine National Drive, Suite 400  
Orlando, FL 32822

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Dean Stringer, Manager  
Orlando Airports District Office  
Federal Aviation Administration

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Date

<b>FCMP FEDERAL CONSISTENCY REVIEW</b>		
<b>Proposed Airfield Improvements at the Palm Beach International Airport – Proposed Project</b>		
<b>Statute</b>	<b>Consistency</b>	<b>Scope</b>
Chapter 161 Beach and Shore Preservation	Construction and operation of the Proposed Project would take place on existing Palm Beach International Airport property developed for aviation use. The Proposed Project would not be constructed in an area seaward of a Coastal Construction Control Line (CCCL) or Mean High Water Line (MHWL). No material secondary or cumulative impacts are anticipated as potential water quality impacts are expected to be minimized through the use of BMPs during construction and no operational impacts are expected as compared to the No-Action Alternative.	Provides for beach and shoreline protection through regulation of coastal construction.
Chapter 163, Part II Growth Policy: County and Municipal Planning; Land Development Regulation	PBIA's Airport Master Plan is incorporated in Palm Beach County's <i>Comprehensive Plan</i> . The Proposed Project would improve airport capacity and reduce operational delay and is in the public interest. The need for airfield improvements to enhance capacity and reduce delay was identified in the County-approved Airport Master Plan, which is incorporated into the <i>Comprehensive Plan</i> .	Requires the local governments to develop comprehensive plans that encourage appropriate use of land and resources in a manner consistent with the public interest.
Chapter 186 State and Regional Planning	The Proposed Project has been coordinated with federal, state, and local governments and agencies, including the State Clearinghouse as part of a formal Scoping process for the DEIS.	Requires preparation of state and regional plans that promote governmental coordination and guide state and regional programs and functions.
Chapter 252 Emergency Management and Disaster Preparedness, Response and Mitigation	<p>The Proposed Project would not increase vulnerability of people and property to man-made, technological, or natural disasters. Emergency response and evacuation procedures would not be affected by the Proposed Project.</p> <p>The Proposed Project would have minimal encroachment on a 100-year floodplain. The project would meet local floodplain management and building requirements. Based on the analysis of potential floodplain impacts conducted in the DEIS, the encroachment is not considered to be significant. The following conditions were considered for this conclusion:</p> <ol style="list-style-type: none"> <li>1. The Proposed Project would not have a high probability of loss of human life;</li> </ol>	Provides for planning and implementation of the state's response to, efforts to recover from, and the control of natural, technological, and manmade disasters.

<b>FCMP FEDERAL CONSISTENCY REVIEW</b>		
<b>Proposed Airfield Improvements at the Palm Beach International Airport – Proposed Project</b>		
<b>Statute</b>	<b>Consistency</b>	<b>Scope</b>
	<p>2. The Proposed Project would not have substantial encroachment-related costs or damage or cause interruption of aircraft service or loss of a vital transportation facility; and,</p> <p>3. The Proposed Project would not have an adverse impact on natural and beneficial floodplain values.</p>	
Chapter 253 State Lands	The Proposed Project would be constructed on property owned by Palm Beach County and would not involve use of state lands or submerged lands.	Addresses state administration (i.e., acquisition, leasing, disposal, and management) of public lands.
Chapter 258 State Parks and Preserves  Chapter 259 Land Acquisition for Conservation or Recreation  Chapter 260 Recreational Trails System  Chapter 375 Multipurpose, Outdoor Recreation, Land Acquisition, Management, and Conservation	The Proposed Project is located entirely on airport property and would not directly impact state parks, recreational areas, or preserves. Indirect impacts caused by aircraft noise would not be significant and are considered compatible with the parks and recreation areas in the vicinity of PBIA. Opportunity for recreation on state lands would not be affected.	<p>Chapter 258: Administration and management of state parks and preserves.</p> <p>Chapter 259: Acquisition of land for environmental and recreation purposes.</p> <p>Chapter 260: Acquisition of land and development of recreational trails system.</p> <p>Chapter 375: Planning for multipurpose outdoor recreation and conservation.</p>
Chapter 267 Historical Resources	The Proposed Project would not have a direct affect (i.e., physical impact) on historic or archaeological resources. An analysis of potential indirect and secondary impacts, including noise, did not indicate an adverse effect on historic or historic architectural resources. This project is being coordinated with the Florida State Historic Preservation Officer.	Addresses management and preservation of the state's historical and archaeological resources.
Chapter 288 Commercial Development and Capital Improvements	The Proposed Project improves capacity and reduces operational delay at an aviation facility that supports personal, business, and tourism travel in Palm Beach County. The Proposed Project would not inhibit or adversely impact economic development efforts, commercial development, or planned capital improvements.	Promotes development of general business, trade, and tourism components of the state economy.

<b>FCMP FEDERAL CONSISTENCY REVIEW</b>		
<b>Proposed Airfield Improvements at the Palm Beach International Airport – Proposed Project</b>		
<b>Statute</b>	<b>Consistency</b>	<b>Scope</b>
<p>Chapter 334 Transportation Administration</p> <p>Chapter 339 Transportation Finance and Planning</p>	<p>The Proposed Project improves transportation by improving airfield capacity and reducing operational delay at PBIA. The project would not affect adjacent roads or highways, induce traffic demand, or substantially alter surface transportation patterns.</p> <p>No adverse impact to the administration or planning of transportation systems is expected. The Proposed Project is included in the adopted Airport Master Plan.</p> <p>The Proposed Project is included in the joint FAA and FDOT Capital Improvement Program (JACIP) and is included in the adopted FDOT capital work program.</p>	<p>Chapter 334: Establishes state policy for planning and development of transportation systems.</p> <p>Chapter 339: Addresses the finance and planning needs of the state's transportation system.</p>
<p>Chapter 370 Saltwater Fisheries</p>	<p>The Proposed Project would not affect waters or habitat classified as Essential Fish Habitat by the National Marine Fisheries Service. No impact on saltwater fisheries is anticipated.</p>	<p>Addresses management and protection of the state's saltwater fisheries.</p>
<p>Chapter 372 Wildlife</p>	<p>The land uses and habitats affected by the Proposed Project are not optimal habitats for wildlife or threatened and endangered species. A majority of the Proposed Project construction area is comprised of developed airfield. The habitats on the airport property are subject to regular airfield maintenance (i.e. mowing and clearing) and aircraft overflights, which reduces its attractiveness for most species.</p> <p>The Proposed Project would result in a permanent alteration of 4.2 acres of man-made upland cut ditches and 489 acres of uplands mostly associated with airport operations. Minimal impacts to wildlife would occur in conjunction with the paving of airfield property that is currently mowed and maintained as grassed field.</p> <p>The area's inventory of habitat and land cover types is expected to provide suitable temporary or permanent habitat for common species of displaced wildlife. Relocation of the disturbed upland-cut airport west canal and swall drainage ditches would</p>	<p>Addresses the management of the wildlife resources.</p>

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	<p>provide replacement habitat and result in no long-term adverse impacts.</p> <p>The Proposed Project may affect, but is not likely to adversely affect Threatened and Endangered species (American alligator and Wood stork). The Proposed Project would not adversely affect any bird or plant species.</p>	
<p>Chapter 373 Water Resources</p>	<p>Implementation of project-specific erosion control and pollution prevention measures (i.e., structural BMPs, non-structural BMPs, and SPCC plan) would minimize the potential for exceeding applicable water quality standards during construction. Changes in the amount of impervious surface at PBIA would increase stormwater runoff. This additional stormwater runoff would be collected and treated on-site through systems designed specifically for the Proposed Project. A permit from the South Florida Water Management District is required. NPDES permits will also be required.</p> <p>The Proposed Project would not introduce activities (i.e., aircraft repair) having potential to generate new or higher levels of pollutants to surface waters.</p> <p>Given the nature of the Proposed Project; proposed stormwater treatment systems; and use of project-specific erosion control and pollution prevention measures, substantial and long-term water quality impacts are not anticipated.</p>	<p>Addresses water resources and their quality.</p>
<p>Chapter 376 Pollutant Discharge Prevention and Removal</p>	<p>During construction, the contractor would be required to prepare a project-specific Spill Prevention, Control, and Countermeasures Plan (SPCC) documenting measures to prevent accidental release to the environment and, should they occur, the corrective actions to minimize the environmental impacts.</p> <p>Project-specific BMPs would be implemented for the operation of the Proposed Project in accordance with existing or modified stormwater discharge permit conditions.</p>	<p>Regulates transfer, storage, and transportation of pollutants, and cleaning of pollutant discharges in state waters or affecting coastlines, recreation, or marine-related livelihood.</p>

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<b>Proposed Airfield Improvements at the Palm Beach International Airport – Proposed Project</b>		
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	<p>The Proposed Project would not alter the types and uses of hazardous and other regulated materials used at PBIA (e.g., cleaning solvents, lubricants). No involvement and impact associated with hazardous materials or wastes is anticipated.</p> <p>The Proposed Project would not involve the transfer of pollutants between vessels; between onshore facilities and vessels; between offshore facilities and vessels; or between terminal facilities within the jurisdiction of the state and state waters.</p>	
Chapter 377 Energy Resources	<p>Implementation of the Proposed Project would not increase energy demand at PBIA as the project would not induce additional aircraft operations or alter vehicle trip patterns. A minor and temporary increase in fuel consumption would occur during construction. The reduced aircraft operational delay would result in less fuel consumption and increased energy efficiency when compared to the No-Action Alternative.</p> <p>No natural resources, energy resources, or minerals that are unusual in nature or are in short supply would be impacted by the Proposed Project.</p>	Addresses regulation, planning, and development of energy resources of the state.
Chapter 380 Land and Water Management	The Proposed Project would be developed consistent with local land and water management plans. The Proposed Project is subject to local permit, stormwater, and environmental requirements and review. The Proposed Project will require a permit from the South Florida Water Management District and NPDES permits.	Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.
Chapter 381 Public Health, General Provisions	The Proposed Project would require only minor modification and/or extension of existing on-site potable water and sanitary sewer utility lines. No appreciable change in the type, quantity, or disposal of solid wastes is expected. The Proposed Project would not impact public policy or management in regard to sanitation, communicable diseases, or public health.	Establishes public policy affecting public health of the state.
Chapter 388 Mosquito Control	The Proposed Project would not affect local arthropod (mosquito) control efforts or contribute to increased propagation	Provides funding authority and development of criteria for arthropod

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	of mosquitoes.	control effort in the state.
Chapter 403 Environmental Control	<p>As discussed in the Water Resources section above, the construction and operation of the Proposed Project would include project-specific BMPs and pollution prevention measures. The Proposed Project is not expected to exceed applicable state water quality standards or have substantial and long-term water quality impacts.</p> <p>The Proposed Project would increase airfield capacity and reduce delay at PBIA. However, the Proposed Project would not induce or alter activity at the airport; therefore, no material change in the nature and type of operational air emissions are expected. PBIA is located within an attainment area for all criteria air pollutants.</p> <p>Construction wastes would be collected, transported, recycled, and disposed of in compliance with applicable state and local regulations. No potential issues regarding solid or hazardous wastes have been identified.</p>	Establishes state regulatory policy for certain environmental resources (i.e., water quality, air quality, waste disposal).
Chapter 582 Soil and Water Conservation	The Proposed Project would not affect soils or farmland within a Soil and Water Conservation District. The project site is located on urban airport land developed for aviation use. The Proposed Project would not convert prime farmland.	Provides for the control and prevention of soil erosion.

<b>FCMP FEDERAL CONSISTENCY REVIEW</b>		
<b>Proposed Airfield Improvements at the Palm Beach International Airport – Alternative 2</b>		
<b>Statute</b>	<b>Consistency</b>	<b>Scope</b>
Chapter 161 Beach and Shore Preservation	Construction and operation of Alternative 2 would take place on existing Palm Beach International Airport property developed for aviation use. Alternative 2 would not be constructed in an area seaward of a Coastal Construction Control Line (CCCL) or Mean High Water Line (MHWL). No material secondary or cumulative impacts are anticipated as potential water quality impacts are expected to be minimized through the use of BMPs during construction and no operational impacts are expected as compared to the No-Action Alternative.	Provides for beach and shoreline protection through regulation of coastal construction.
Chapter 163, Part II Growth Policy: County and Municipal Planning; Land Development Regulation	PBIA's Airport Master Plan is incorporated in Palm Beach County's <i>Comprehensive Plan</i> . The proposed airfield improvements would improve airport capacity and reduce operational delay and is in the public interest. The need for airfield improvements to enhance capacity and reduce delay was identified in the County-approved Airport Master Plan, which is incorporated into the <i>Comprehensive Plan</i> .	Requires the local governments to develop comprehensive plans that encourage appropriate use of land and resources in a manner consistent with the public interest.
Chapter 186 State and Regional Planning	The Proposed Project, which is similar in nature to Alternative 2, has been coordinated with federal, state, and local governments and agencies, including the State Clearinghouse as part of a formal Scoping process conducted as part of the DEIS.	Requires preparation of state and regional plans that promote governmental coordination and guide state and regional programs and functions.
Chapter 252 Emergency Management and Disaster Preparedness, Response and Mitigation	<p>Alternative 2 would not increase vulnerability of people and property to man-made, technological, or natural disasters. Emergency response and evacuation procedures would not be affected by the Alternative 2.</p> <p>Alternative 2 would have minimal encroachment on a 100-year floodplain. The project would meet local floodplain management and building requirements. Based on the analysis of potential floodplain impacts conducted in the DEIS, the encroachment is not considered to be significant. The following conditions were considered for this conclusion:</p> <ol style="list-style-type: none"> <li>1. Alternative 2 would not have a high probability of loss of human life;</li> </ol>	Provides for planning and implementation of the state's response to, efforts to recover from, and the control of natural, technological, and manmade disasters.

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	<p>2. Alternative 2 would not have substantial encroachment-related costs or damage or cause interruption of aircraft service or loss of a vital transportation facility; and,</p> <p>3. Alternative 2 would not have an adverse impact on natural and beneficial floodplain values.</p>	
Chapter 253 State Lands	Alternative 2 would be constructed on property owned by Palm Beach County and would not involve use of state lands or submerged lands.	Addresses state administration (i.e., acquisition, leasing, disposal, and management) of public lands.
Chapter 258 State Parks and Preserves	Alternative 2 is located entirely on airport property and would not directly impact state parks, recreational areas, or preserves. Indirect impacts caused by aircraft noise would not be significant and are considered compatible with the parks and recreation areas in the vicinity of PBIA. Opportunity for recreation on state lands would not be affected.	Chapter 258: Administration and management of state parks and preserves.
Chapter 259 Land Acquisition for Conservation or Recreation		Chapter 259: Acquisition of land for environmental and recreation purposes.
Chapter 260 Recreational Trails System		Chapter 260: Acquisition of land and development of recreational trails system.
Chapter 375 Multipurpose, Outdoor Recreation, Land Acquisition, Management, and Conservation		Chapter 375: Planning for multipurpose outdoor recreation and conservation.
Chapter 267 Historical Resources	Alternative 2 would not have a direct effect (i.e., physical impact) on historic or archaeological resources. An analysis of potential indirect and secondary impacts, including noise, did not indicate an adverse effect on historic or historic architectural resources. This project is being coordinated with the Florida State Historic Preservation Officer.	Addresses management and preservation of the state's historical and archaeological resources.
Chapter 288 Commercial Development and Capital Improvements	Alternative 2 improves capacity and reduces operational delay at an aviation facility that supports personal, business, and tourism travel in Palm Beach County. Alternative 2 would not inhibit or adversely impact economic development efforts, commercial development, or planned capital improvements.	Promotes development of general business, trade, and tourism components of the state economy.

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<p>Chapter 334 Transportation Administration</p> <p>Chapter 339 Transportation Finance and Planning</p>	<p>Alternative 2 improves transportation by improving airfield capacity and reducing operational delay at PBIA. The project would not affect adjacent roads or highways, induce traffic demand, or substantially alter surface transportation patterns.</p> <p>No adverse impact to the administration or planning of transportation systems is expected. The Proposed Project, which is similar in nature to Alternative 2, is included in the adopted Airport Master Plan.</p> <p>The Proposed Project, which is similar in nature to Alternative 2, is included in the joint FAA and FDOT Capital Improvement Program (JACIP) and is included in the adopted FDOT capital work program.</p>	<p>Chapter 334: Establishes state policy for planning and development of transportation systems.</p> <p>Chapter 339: Addresses the finance and planning needs of the state's transportation system.</p>
<p>Chapter 370 Saltwater Fisheries</p>	<p>Alternative 2 would not affect waters or habitat classified as Essential Fish Habitat by the National Marine Fisheries Service. No impact on saltwater fisheries is anticipated.</p>	<p>Addresses management and protection of the state's saltwater fisheries.</p>
<p>Chapter 372 Wildlife</p>	<p>The land uses and habitats affected by Alternative 2 are not optimal habitats for wildlife or threatened and endangered species. A majority of the Alternative 2 construction area is comprised of developed airfield. The habitats on the airport property are subject to regular airfield maintenance (i.e. mowing and clearing) and aircraft overflights, which reduces its attractiveness for most species.</p> <p>Alternative 2 would result in a permanent alteration of 4.2 acres of man-made upland cut ditches and 489 acres of uplands mostly associated with airport operations. Minimal impacts to wildlife would occur in conjunction with the paving of airfield property that is currently mowed and maintained as grassed field.</p> <p>The area's inventory of habitat and land cover types is expected to provide suitable temporary or permanent habitat for common species of displaced wildlife. Relocation of the disturbed upland-cut airport west canal and swall drainage ditches would</p>	<p>Addresses the management of the wildlife resources.</p>

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<b>Statute</b>	<b>Consistency</b>	<b>Scope</b>
	<p>provide replacement habitat and result in no long-term adverse impacts.</p> <p>Alternative 2 may affect, but is not likely to adversely affect Threatened and Endangered species (American alligator and Wood stork). The Proposed Project would not adversely affect any bird or plant species.</p>	
<p>Chapter 373 Water Resources</p>	<p>Implementation of project-specific erosion control and pollution prevention measures (i.e., structural BMPs, non-structural BMPs, and SPCC plan) would minimize the potential for exceeding applicable water quality standards during construction. Changes in the amount of impervious surface at PBIA would increase stormwater runoff. This additional stormwater runoff would be collected and treated on-site through systems designed specifically for Alternative 2. A permit from the South Florida Water Management District is required. NPDES permits will also be required.</p> <p>Alternative 2 would not introduce activities (i.e., aircraft repair) having potential to generate new or higher levels of pollutants to surface waters.</p> <p>Given the nature of Alternative 2; proposed stormwater treatment systems; and use of project-specific erosion control and pollution prevention measures, substantial and long-term water quality impacts are not anticipated.</p>	<p>Addresses water resources and their quality.</p>
<p>Chapter 376 Pollutant Discharge Prevention and Removal</p>	<p>During construction, the contractor would be required to prepare a project-specific Spill Prevention, Control, and Countermeasures Plan (SPCC) documenting measures to prevent accidental release to the environment and, should they occur, the corrective actions to minimize the environmental impacts.</p> <p>Project-specific BMPs would be implemented for the operation Alternative 2 in accordance with existing or modified stormwater discharge permit conditions.</p>	<p>Regulates transfer, storage, and transportation of pollutants, and cleaning of pollutant discharges in state waters or affecting coastlines, recreation, or marine-related livelihood.</p>

<b>FCMP FEDERAL CONSISTENCY REVIEW</b>		
<b>Proposed Airfield Improvements at the Palm Beach International Airport – Alternative 2</b>		
<b>Statute</b>	<b>Consistency</b>	<b>Scope</b>
	<p>Alternative 2 would not alter the types and uses of hazardous and other regulated materials used at PBIA (e.g., cleaning solvents, lubricants). No involvement and impact associated with hazardous materials or wastes is anticipated.</p> <p>Alternative 2 would not involve the transfer of pollutants between vessels; between onshore facilities and vessels; between offshore facilities and vessels; or between terminal facilities within the jurisdiction of the state and state waters.</p>	
Chapter 377 Energy Resources	<p>Implementation of Alternative 2 would not increase energy demand at PBIA as the project would not induce additional aircraft operations or alter vehicle trip patterns. A minor and temporary increase in fuel consumption would occur during construction. The reduced aircraft operational delay associated with Alternative 2 would result in less fuel consumption and increased energy efficiency when compared to the No-Action Alternative.</p> <p>No natural resources, energy resources, or minerals that are unusual in nature or are in short supply would be impacted by Alternative 2.</p>	Addresses regulation, planning, and development of energy resources of the state.
Chapter 380 Land and Water Management	The Proposed Project would be developed consistent with local land and water management plans. Alternative 2 is subject to local permit, stormwater, and environmental requirements and review. Alternative 2 will require a permit from the South Florida Water Management District and NPDES permits.	Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.
Chapter 381 Public Health, General Provisions	Alternative 2 would require only minor modification and/or extension of existing on-site potable water and sanitary sewer utility lines. No appreciable change in the type, quantity, or disposal of solid wastes is expected. Alternative 2 would not impact public policy or management in regard to sanitation, communicable diseases, or public health.	Establishes public policy affecting public health of the state.
Chapter 388 Mosquito Control	Alternative 2 would not affect local arthropod (mosquito) control efforts or contribute to increased propagation of mosquitoes.	Provides funding authority and development of criteria for arthropod control effort in the state.

**FCMP FEDERAL CONSISTENCY REVIEW**

**Proposed Airfield Improvements at the Palm Beach International Airport – Alternative 2**

<b>Statute</b>	<b>Consistency</b>	<b>Scope</b>
<p align="center">Chapter 403 Environmental Control</p>	<p>As discussed in the Water Resources section above, the construction and operation of Alternative 2 would include project-specific BMPs and pollution prevention measures. Alternative 2 is not expected to exceed applicable state water quality standards or have substantial and long-term water quality impacts.</p> <p>Alternative 2 would increase airfield capacity and reduce delay at PBIA. However, Alternative 2 would not induce or alter activity at the airport; therefore, no material change in the nature and type of operational air emissions are expected. PBIA is located within an attainment area for all criteria air pollutants.</p> <p>Construction wastes would be collected, transported, recycled, and disposed of in compliance with applicable state and local regulations. No potential issues regarding solid or hazardous wastes have been identified.</p>	<p>Establishes state regulatory policy for certain environmental resources (i.e., water quality, air quality, waste disposal).</p>
<p align="center">Chapter 582 Soil and Water Conservation</p>	<p>Alternative 2 would not affect soils or farmland within a Soil and Water Conservation District. The project site is located on urban airport developed land for aviation use. Alternative 2 would not convert prime farmland.</p>	<p>Provides for the control and prevention of soil erosion.</p>